

ANZSASI Safety Seminar
Adelaide, SA
30 May - 1 June 2008



Role of the Pilot Investigator

Capt. Gary Parata

**Vice-Chairman, Accident Analysis and Prevention
Committee, International Federation of Air Line
Pilots' Associations**



Pilot Investigators

- n What are they?
- n Where do they come from?
- n What value do they bring? (Why?)
- n Why are there ***perceived*** pitfalls? (Disadvantages)

What is a Pilot Investigator?

- n Current and active Line pilots (no other duties preferred)
- n Trained investigators



Where do Pilot Investigators Come From?

n IFALPA



What is IFALPA

- n A grouping of national Pilots' Associations into an international body
- n Nearly 100 countries – Ecuador became the 97th member state in 2007
- n Over 100,000 pilots





Aim...

- n To develop and promote a common pilot viewpoint on
 - u Technical developments in aviation
 - u **Air safety objectives**
 - u International standards and regulations governing air transport operations



Specialist Committees

SAFETY & TECHNICAL

- n Accident Analysis
- n Air Traffic Services
- n Aircraft Design & Operations
- n Airport & Ground Environment
- n Dangerous Goods
- n Flight Engineers
- n Helicopters
- n Security

PROFESSIONAL AFFAIRS

- n Human Performance
- n Industrial
- n Legal

ADMINISTRATIVE

- n Admin & Finance



Accident Analysis and Prevention Committee

- n Chairman – Capt Gavin McKellar (South Africa)
- n Vice-Chairman – Capt Gary Parata (New Zealand)
- n Vice-Chairman – Mr Juan Carlos Lozano (Spain)
- n Technical Officer- Mr Arnaud du Bedat

Next Meetings

Barcelona 7-10 May 2008

Bali 15-19 October 2008



Accident Analysis and Prevention Committee

- Review of Accidents
- Review Safety Trends
- Review of ICAO and IFALPA Policy in Annex 13

Hot Issues

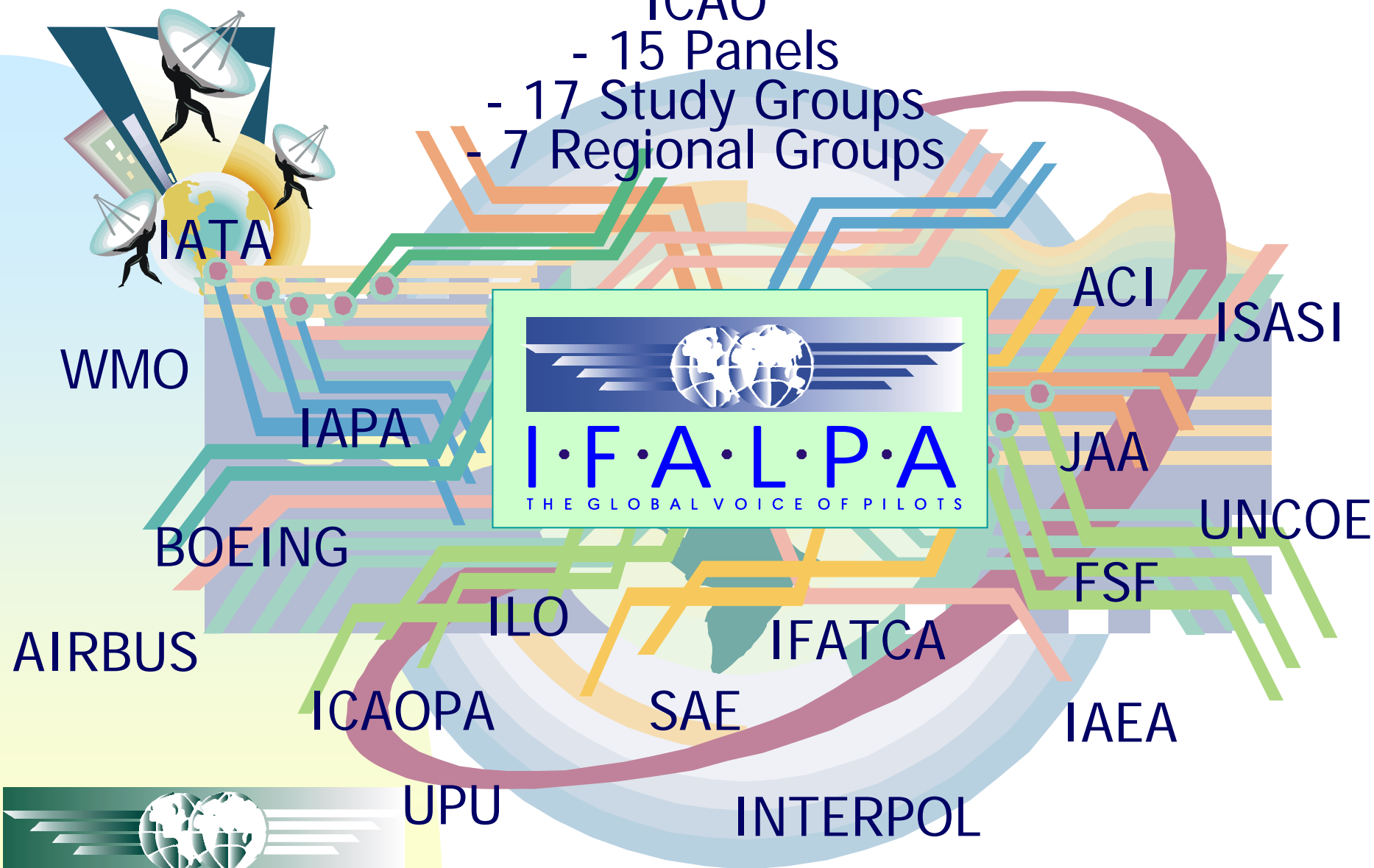
- Proceedings against Flight Crew following an Accident or Incident
- Disclosure of accident investigation records and data



The Focus

- n **“Just Culture”**
- n **flight data analysis and protection**
- n **safety management systems**
- n **role of the pilot investigator**
- n **truly independent investigative agencies**
- n **judicial inquiries separate and secondary to the technical investigation**
- n **upgrading of “Serious Incident” investigations to an ICAO Standard**
- n **States to implement ICAO SARPS**

- ICAO
- 15 Panels
- 17 Study Groups
- 7 Regional Groups



Safety & Technical Strategic Objectives

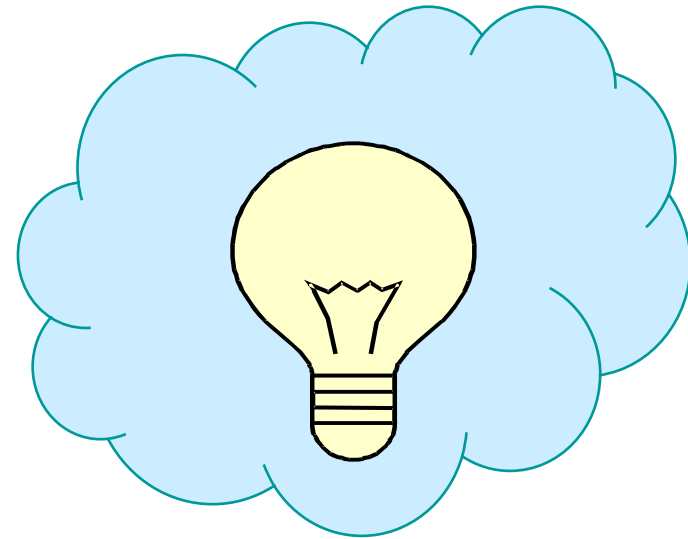


- n to protect and enhance aviation safety by promoting a single level of safety world-wide
 - F Representation
 - to promote pilot opinion to aviation regulatory authorities
 - F Accident & Incident Reporting and Investigation
 - F Deficiency Reporting
 - F Education & Training

Sceptic or Visionary?



These guys
simply want to
protect the
pilots



Minimum Requirements for Accredited Pilot Investigators

- n Must be nominated by their member association
- n Normally, must have attended an IFALPA approved school, eg Cranfield, USC, IFSA, SCSi, SAA
- n Applicants screened by Accident Analysis Committee then referred to Executive Board for accreditation
- n Once accredited, letter of introduction sent to State Minister/Secretary

INTERNATIONAL FEDERATION OF
AIR LINE PILOTS' ASSOCIATIONS



Captain Gary Parata
Accredited Accident
Investigator

Serial No: 05APR787

EXPIRY: 31 DECEMBER 2010

ACCREDITED ACCIDENT
INVESTIGATOR

The Bearer of this card is an accredited and fully authorised Accident Investigator of the International Federation of Air Line Pilots' Associations (IFALPA).

The Federation will appreciate any and all courtesies which are extended to the bearer of this card to facilitate the performance of their duties as an IFALPA Accredited Accident Investigator, and respectfully requests that they be admitted to the scene of any airline accident, investigation or related hearing.

PRESIDENT

IFALPA, Interpilot House, Gogmore Lane,
Chertsey, Surrey, KT16 9AP, UK.



Re-accreditation

- n Accreditation lapses automatically after five years
- n Re-accreditation requires:
 - u Continuation of active flight crew member status
 - u Written approval of member association
 - u Demonstrated continued involvement in accident investigation



Continuation Training

- n IFALPA Safety Seminars held twice a year
 - u Hong Kong, November 2005: Technical Witness Training
 - u Rome, June 2006: Media Training
 - u Rio de Janeiro, October 2006: Blood-borne Pathogen refresher



IFALPA Safety School

- n IFALPA does not train investigators, they are accredited
- n IFALPA does however, train Accident Prevention Advisors at the ISS
 - u **APA's speak to industry on accident prevention**
 - u **Training includes systems approach to safety, media relations, flight data analysis and LOSA**

Why should Pilot Investigators be accepted?

- n Outside specialists are regularly brought in, why can't they be line pilots?
- n Active pilots best experts on day-to-day operating of aircraft – valuable resource!
- n Pilots should have as much right as aircraft operator or manufacturer to participate
- n IFALPA Accident Investigator accreditation is not easy to get

A Big Why...

- n Pilot Investigators are servants of only one master - the Investigator-in-Charge
- n Other outside investigators serve two masters – the IIC and their own CEO.

Perceived Disadvantages

- n Partisan view
- n Unduly complicate or compromise investigation





IFALPA has two interests whenever there is an accident

- n The COLLECTIVE interest (IFALPA accredited investigators)
 - u Adequate safety outcomes

- n The INDIVIDUAL interest (Pilot's Friend)
 - u Medical
 - u Legal
 - u Industrial
 - u Welfare

The Reality Is....

- n IFALPA-accredited investigators play no role in legal, industrial, medical, or welfare issues
- n IFALPA has other specialists for those roles, including e.g. “pilot’s friend”
- n There is a well-defined separation between the support and the investigative roles



Q. You find a half-drunk bottle of whisky in the Captain's flight bag. You:

- n A. Hide it
- n B. Drink it
- n C. Report the find immediately to your Group Chairman or IIC
- n D. None of the above



What do you do?

- n Take Photographs
- n Document the find (Dictaphone, written)
- n Include in your Daily Activity Report to your Group Chairman
- n In other words, do what you should NORMALLY do with most any find



Summary

- n IFALPA accredited accident investigators will enhance any investigation – not hinder it
- n If you use a pilot investigator – make sure they have IFALPA accreditation!
- n www.ifalpa.org

Any Questions?



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