Associazione Nazionale Professionale Aviazione Civile

INFO TECH

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(English text at the bottom)

PILOT SELF-ASSESSMENT SYSTEM

Gentili Colleghi,
a seguito di una sempre più diffusa introduzione da parte delle Compagnie Aeree di software che permettono l'analisi dei dati di volo da parte degli equipaggi, IFALPA ha voluto esprimere la propria posizione con questa informativa pubblicata a Dicembre 2019.
Buona Lettura

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PILOT SELF-ASSESSMENT SYSTEM

Dear Colleagues,
following the wide introduction by several airlines of softwares that enable flight crew to assess their own flight performances, IFALPA took the opportunity to share its position with this pubblication issued in December 2019.
Enjoy the reading

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You can email us at dt@anpac.it, any feedback or comments are welcome

IFALPA
The Global Voice of Pilots

Position

19POS18 11 December 2019

Pilot Self-Assessment Systems

BACKGROUND

Several airlines have recently been introducing software and tools produced by commercial third parties that enable flight crews to assess their own performance after every flight, based on FDM-derived data. There are differences in the way each of these tools work, how the flight is displayed (graphics, animations, etc.), and how data is transmitted to individual pilots and on which support (smart phone, tablet, PC, etc.), but the general idea conveyed by airlines is that such systems enable flight crews to review their last flight and identify possible areas of improvement.

Whilst IFALPA welcomes initiatives designed to enhance flight safety, the Federation has serious concerns about the data collection process, data ownership, and the use of these new tools for non-technical purposes. Comparisons between pilots and/or the establishment of a "ranking system" that would evaluate pilots based on fuel use or other cost-saving figures are some examples.

POSITION

IFALPA believes that the following requirements should be met before the deployment of self-assessment software/tools by an airline:

1. The airline should have a fully established Flight Data Analysis Programme (FDAP).
2. Such software/tools should not be advertised by the airline as a "safety enhancement". Safety is based on standardization and average data, not on individual data sent to individual pilots.
3. Data used in the program should be included in the provisions of the FDAP Agreement between the airline and the Pilot Association. The self-assessment tool should permit each individual pilot to delete all self-assessment data presented to that pilot to assess their own performance, once review by that pilot is completed. After a reasonable period for review by the pilot expires, the data that was captured for self-assessment purposes only should be automatically deleted from the FDAP system unless it would have normally been retained within the FDAP for purposes other than pilot self-assessment.
4. Data related to a specific flight should only be accessed and dispatched if:
   - prior consent of the pilots concerned has been obtained; or
   - a specific request of the pilot(s) concerned has been received
5. Data should never be used to assess pilot competency or training requirements.
6. Data should never be used for disciplinary measures.
7. There should be a strict procedure for data collection, validation, ownership, and storage.
8. Other than the pilots concerned, access to the data should be restricted to the parties authorized under the provisions of the FDAP.
9. Pilots should have received suitable training and/or education material on the use and limitations of the system.