

GPS VISION 2020: COMMITTMENT TO LEAD



Capt. Boyd Kelly

Captain Boyd Kelly, IFALPA Regional Vice-President US/Central Pacific, welcomed a record attendance of 325 pilot leaders to the sixth edition of the Global Pilots' Symposium (GPS), a joint initiative between the International Federation of Air Line Pilots' Associations (IFALPA) and the world's top three pilot alliances – the Associations of Star Alliance Pilots (ASAP), Oneworld Cockpit Crew Coalition (OCCC) and SkyTeam Pilots Association (SPA).

During GPS, participants engaged in open discussions about the future of

the aviation industry and opportunities for collaboration.

IFALPA President Captain Martin Chalk took the podium to explain the theme of this year's GPS: Vision 2020 - Commitment to Lead. This theme focused on exploring ways to overcome challenges that undermine the piloting profession by setting goals for the future without forgetting to review the past from time to time.

Panel 1 – Discussion on the Demand of Pilot (Global Pilot Supply)

Before the first panel began, Ms. Lori B. Garver (General Manager of the Air Line Pilots Association, Int'l (ALPA)), presented the current economic situation of the aviation industry. The overall traffic growth happening around the world has led to a drastic increase of the economy which affects the piloting profession. The drop in oil prices continues to play a big role, but it is not the only factor. Pilot demand over the next 20 years is 533,000, an increase from last year's forecast of 498,000, which is a significant number that must be addressed in the industry.

The first panel focused on the demands of pilots. Discussions were centered by whether or not there is a pilot shortage in the different parts of the world.

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TODAY'S AGENDA

08.30-09.30

Registration

Venue: Roosevelt Promenade

08.30-09.00

Conference Officers' Briefing

Venue: Producers Room

09.30-11.00

Plenary Session

Venue: Salons 2, 3, 4 & 5

11.00-11.30

Coffee Break

Venue: Roosevelt Promenade

11.30-13.00

Plenary Session

Venue: Salons 2, 3, 4 & 5

13.00-14.30

Lunch

Venue: Crescent City Ballroom

14.30-17.00

Regional Meetings

- **Africa & Middle East**
Venue: Chambers 1 & 3
- **Asia & Pacific**
Venue: Chambers 2 & 4
- **Caribbean & South America**
Venue: Orpheum Room
- **Europe**
Venue: Waldorf Astoria Ballroom
- **North America**
Venue: Blue Room

18.00-21.00

Hospitality Event Hosted by the German Air Line Pilots' Association (VC)

Venue: Pool Deck & Courtyard

Moderated by Captain Paul Ryder (Resource Coordinator, ALPA) the panelists, which consisted of Dr. Zhihang Chi (Vice-President & General Manager, North America Air China), Captain Fanie Coetzee (Executive Vice-President Professional & Government Affairs, IFALPA), Captain Souhail Dallel (EVP Africa & Middle-East, IFALPA), Captain Dirk Polloczek (European Cockpit Association, President) and Captain Don Wykoff (Past President, IFALPA), discussed the situation of pilot demand in their respective region and how the recruiting and selecting of pilots affect supply and demand.

Particularly in Europe, more than 50% of young pilots are turning away from the piloting profession after completing their flight training. In fact, statistics show that young pilots between the age of 20 and 30 years old are atypically employed, in other words, they are contracted pilots who only get paid when they fly. It is concerning as this atypical form of employment causes negative consequences on the piloting profession as it leads to a potential loss of a generation of qualified pilots.

Panel 2 – Labor-Management Relationships: Now and in the Future

The industry continues to change and some airlines and labor groups have made striking progress in building new and positive working relationships. In the meantime, more and more travel options for consumers are made available leading to a more competitive environment which creates new challenges for labor-management relationships. The second GPS panel focused on this topic. Moderated by Seth D. Rosen (Industrial Advisor, IFALPA), the panelists, Captain Tim Canoll (President, ALPA), Professor Jody Hoffer Gittell (Professor of Management, the Heller School for Social Policy and Management at Brandeis University), Joshua M. Javit (Mediator/Arbitrator, Dispute Resolution Services) and Doug McKeen (Senior Vice-President Labor Relations, United Airlines) discussed these issues and the many ways to build a sustainable relationship based on trust with the objective of enhancing performance and profitability, and as a result, benefiting all stakeholders including labor.

Captain Canoll pointed out that relationships with management are difficult and require long hours of communication. He reminded that when bargaining with management, it is important for pilot members to approach them in the way that they want to be treated. Studies presented by Prof. Gittell showed that labor relations affect financial outcomes for airlines and the workers. Statistics revealed that union representation is the factor that most contributes to aircraft productivity and operating margins, thus higher wages for labor.

Conflicts are inevitable due to the many factors that hinder the industry.

Mr. Javits pointed out the importance for pilot members to know how to address the issues when they occur during negotiations. It is important to develop a strategy by stating goals and expectations, establishing a time frame when decisions need to be made and devoting the necessary resources to help with the negotiations. Between negotiations, discussing and analyzing data as well as finding solutions are crucial, therefore active commitment is required when trying to resolve conflicts and sustaining a good relationship with management.



Daniel Webber, Executive Vice-President & Director of Operations from Edelman Digital DC later took the stage to talk about the use of social media and the new realities of this digital form of communication. He also shared some tools on how to effectively use social media. There are many risks associated with it, but despite all of them, it is a great form of communication for Member Associations. One of the new realities of social media is that despite its good use, information is distributed like wildfire and cannot be controlled. However, the key in addressing these issues that arise from the use of social media is preparedness.



Panel 3 – Recurrent Training for Leadership in Pilot Association

As the global aviation industry continues to change in

an accelerating rate, the only way to manage it is through effective and strong leadership. During this segment of GPS, moderated by Captain Tim Robinson (President & IFALPA Director, New Zealand Air Line Pilots' Association), the panelists discussed the skills required by pilot leaders to help their association achieve their goals during negotiations and what it is expected of them. The panelists consisted of Captain Evan Cullen (President, Irish Air Line Pilots' Association), Captain Andy Nelson (Member, ALPA Leadership Committee), Captain Jack Netskar (International Director, Norwegian Airline Pilots Association), Captain Tim O'Malley (ALPA) and Captain Steven Verhagen (President, Dutch Airline Pilots Association).

Captain O'Malley mentioned that when negotiating contracts, as a leader, it is important to stay humble, to listen and be organized. These are the three pilot traits that are required for effective leadership during negotiations. Captain Nelson highlighted other traits of effective pilot leaders which include being inspiring, courageous, competent, intelligent, fair-minded, imaginative, straightforward, honest and a forward-thinking individual. The responsibilities of pilot leaders are to represent other pilots, conduct pilot group/association businesses, communicate effectively with members, recruit volunteers and serve members on a national level. However, the important takeaway for pilot leaders to remember especially during negotiations is "it is okay to disagree, but not okay to be disagreeable".

Panel 4 – Pilots Helping Pilots, The Success of Pilot Assistance Program

It is not only pilot leaders whose responsibility it is to help other pilots. In the fourth and last panel, subject matter experts discussed the importance of for a Member Association to have a pilot assistance program. Moderated by Dr. Quay Snyder (President & Chief Executive Officer, Aviation Medicine Advisory Service), panelists Captain Howard Attarian (Senior Vice-President Flight Operations, United Airlines), Captain Scott Hammond (Safety Chairman, SkyTeam Pilots Association), Captain Uwe Harter (Board Member Technical Affairs, Vereinigung Cockpit), Captain Murray Munro (Chairman, ALPA Canada Pilot Assistance) and Captain John Rosenberg (Chairman, ALPA Professional Standards Committee) presented an overview of what constitutes a successful peer assistance program dedicated to helping pilots around the globe. Many of these programs can be implemented with a small budget, and despite the size of the Association, it is highly recommended to have a peer assistance program.

The most typical issues that pilots are facing include depression/anxiety, divorce, child-related eldercare, training hiccups, cognitive impairment and compound situation (which is when a pilot who went through flawless training

ends up having training issues). Captain Attarian stated that the key to a successful pilot assistance program is trust rooted in integrity. Captain Munro pointed out that it is essential to have a well-structured pilot peer assistance program. The goal of the team is to minimize the negative consequences of an incident on the pilot. Education is another key factor in establishing a solid pilot assistance program. Confidentiality is also crucial. Pilots need to feel confident that they can speak freely without being judge. Without confidentiality, there is no trust, and without trust, a pilot assistance program cannot be successfully implemented within a Member Association.



Capt. Martin Chalk

To wrap up this year's GPS, Captain Francisco Gomez Ortigoza (RVP CAR/WEST, IFALPA), Captain Anthony R. Chapman (Chairman, Oneworld Cockpit Crew Coalition) and Captain Alfredo Suarez (Executive Board Representative, Association of Star Alliance Pilots) review the past, present and future of GPS with Captain Chalk closing the program.



For more information about the Global Pilots' Symposium, visit www.globalpilotsymposium.com

OPENING OF THE 71ST IFALPA CONFERENCE



Mr. Mark Romig

On Friday 15 April, Mark Romig, President and CEO of the New Orleans Tourism Marketing Corporation, opened the first plenary session by welcoming delegates to New Orleans for the IFALPA 71st Annual Conference. Captain Tim Canoll, President of ALPA, expressed his welcome on behalf of ALPA as the hosting MA.

President Captain Martin Chalk took to the podium to acknowledge the platinum sponsors, Airbus and Boeing, for their unwavering support throughout the years. He also thanked the

other sponsors and exhibitors for their participation in this year's Conference. He later asked delegates and attendees to give a moment of silence in remembrance of Captain Borris Delancy, past IFALPA RVP CAR/EAST who passed away in December 2015.

President Captain Chalk presented his annual report and then invited his fellow Executive Board Members to present their annual reports along with the Committee Chairmen.

Captain Rod Lypchuk EVP Administration, Membership & Finance (AMF)

Captain Lypchuk, IFALPA Executive Vice-President Administration, Membership and Finance, presented the Federation's 2015 budget showing a surplus for the fourth consecutive year despite the slight decline in memberships in the past year and the weak Canadian dollar. The Federation continues to monitor its budget closely. Captain Lypchuk also updated the delegates on the status of the UK Inter-Pilot Charitable Trust. All the funds will be invested and the interests generated will be used for the betterment of all the Member Associations (MAs) such as funding tailored training and meetings. Captain Lypchuk later provided an update on the new services offered to its MAs and the locations of the upcoming

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TODAY'S AGENDA

09.00-10.30
Plenary Session
Venue: Salons 2, 3, 4 & 5

10.30-11.00
Coffee Break
Venue: Roosevelt Promenade

11.00-12.30
Plenary Session
Venue: Salons 2, 3, 4 & 5

12.30-14.00
Lunch
Venue: Crescent City Ballroom

14.00-16.00
Plenary Session
Venue: Salons 2, 3, 4 & 5

16.00-16.45
Presidents' & Chief Delegates' Meeting
Venue: Chambers 1 & 3

17.00
Nominations for Executive Vice-President (Region) and Regional Vice-President positions close.

18.30-19.15
Pre Awards Dinner Reception
Venue: Roosevelt Promenade

19.15-00.00
Awards Dinner
Venue: Crescent City Ballroom

IFALPA Conferences. In 2017, the 72nd IFALPA Conference will be held in Montreal, Canada, and the location for the 2018 Conference will be voted at this year's conference on Monday 18 April 2016.



Delegates from Trinidad & Tobago and Tunisia

Captain Stefan Wolf

EVP Technical & Safety Standards (TSS)

Captain Wolf, who served the Federation for 17 years, invited his eight Committee Chairmen on stage to update the delegates on each of their committees' work.

Accident Analysis & Prevention (AAP) Committee Chairman Captain Pete Kaumanns provided an overview of the hot topics covered in this committee which include: recorders, data protection, flight data analysis and ICAO Annex 19. Captain Nikolaus Braun was next to bring the delegates up to speed on his Aircraft Design & Operation (ADO) Committee by mentioning the several Position Papers that were developed, the ongoing discussion on electronic Flight Control Systems and the evaluation of new working methods to organize work flow. The Aerodrome & Ground Environment (AGE) Committee Chairman, Captain Heriberto Salazar Eguiluz, later took the stage to highlight the work of his committee, followed by Captain "Rip" Torn Chairman of the Air Traffic Services (ATS) and then FO Mark Rogers Chairman of the Dangerous Goods (DG) Committee. Captain Tony Ridley, Helicopter (HEL) Committee Chairman, gave an overview of the hot topics of the committee. Human Performance (HUPER) Committee Chairwoman, Captain Tanja Harter, then took the stage to provide a summary of the work of the committee followed by Captain Agustin Guzman, Chairman of the Security (SEC) Committee.

Captain Fanie Coetzee

EVP Professional & Government Affairs (PGA)

Captain Coetzee started off his presentation by highlighting the hot topics that the PGA Committee is currently dealing with: Air Transport Regulation Panel (ATRP), Open Skies

Agreements, Multi National Airlines, Ownership & Control (Flags of Convenience), Pay-to-Fly Scheme and Flight Time Duty Time. He later invited his Legal Advisory Group (LAG) Chairman, Captain Oliver Sellmann, and Captain Ron Abel, Professional & Government Affairs Committee Chairman to provide the delegates with an overview of their committees' current activities.

Captain Souhaïel Dallel

EVP Africa & Middle-East (AFI/MID)

Up next was Captain Dallel. He highlighted the security and safety concerns faced by his region. Captain Dallel mentioned the tremendous effort that the Federation MAS have put in furthering flight safety in the region with limited resources. There were many success stories of which IFALPA can be proud of, but there are some failures that need to be address. The key, as Captain Dallel stated, is to improve overall communication and have better interactions with international organizations such as ICAO and IATA at the regional level in order to achieve the highest level of aviation safety.

Captain Ben Mansumitchai

EVP Asia & Pacific (ASIA/PAC)

The year 2015 was a success year for the ASIA/PAC region. Captain Mansumitchai presented to the delegates the many achievements accomplished by the Federation which include a successful meeting with CAAC in Beijing. In December 2015, the Executive Board Meeting was held in Hong Kong, and the Board Members had the opportunity to meet with the representatives of the China Airline Pilots' Association (ChALPA) to offer assistance.

Captain Osvaldo Neto

EVP Caribbean & South America (CAR/SAM)

Captain Neto, who was elected last year as EVP CAR/SAM, explained that the focus in 2016 for the region is to entice more associations to be part of the Federation.

Captain Jon Horne

EVP Europe (EURO)

During his speech, Captain Horne pointed out the ways that IFLAPA has supported Europe in the past year; the way the Federation stood up for the region on the issue of Cockpit Recording Systems and how it dealt with the Germanwings accident by providing a unified message from pilots, medical experts, industry and regulators regarding pilot mental fitness.

Captain Mike Pinho

EVP North America (NAM)

Captain Pinho updated the delegates on the work in the North American Region of the Federation. The region continues to work on some issues that are not only important

to the members in the U.S. and Canada, but that also affect the global landscape of the piloting profession such as FAA reauthorization, lithium battery carriage, the Gulf Carriers and their continued violations of Open Skies, and Flag of Convenience schemes, just to name a few.

THE RISE OF DRONES

The Federation had the privilege to invite Mr. Michael G. Whitaker, Deputy Administrator of the Federation Aviation Administration (FAA), to speak to delegates about one of the new challenges of the industry: the rise in the use of Remotely Piloted Aircraft Systems which introduce new safety risks. He shared how the FAA approaches this issue in the United States by looking at four topics:

1. The integration of drones into the airspace.
2. Drone operators are considered as aviators and while operating them, air safety cannot be undermined.
3. Engagement with stakeholders to come up with recommendations on how to implement a registration system and work with pilot industry leaders to test new technologies in order to develop new rules to safely operating drones.
4. Risk-based decision making to allow more nuanced approaches to regulations.



Mr. Michael G. Whitaker



COLLABORATING WITH INDUSTRY PARTNERS

Captain Wolf (EVP TSS) invited Stephen Creamer, Director of the International Civil Aviation Organization (ICAO) Air Navigation Bureau, and Michael Comber, Member & External Relationships Director at International Air Transport Association (IATA), and Captain Mike Jackson, IFALPA Representative to ICAO, to participate in a panel discussion on collaborating with industry players.

Captain Jackson spoke of how an ICAO standard is processed. The various ICAO panels provide provisions which are then sent out to the ICAO Member States and International Organizations to review which takes about three months. All the comments and reviews are then sent to ICAO where the ICAO Secretariat and Air Navigation Commission (ANC) make any necessary changes to the proposed amendments. From there, these changes go to the ICAO Council where they get approved. IFALPA is on many of the Panels and therefore influences the proposals while having the opportunity to comment when those proposals are sent out to the States and organizations.

During the discussion, laser attacks and conflict zones were brought up as great concerns for the industry. IFALPA continues to work with ICAO to establish and reinforce laws that can be implemented across all States. Conflict zones are another challenge facing the industry especially in regions where there is a lack of government support. Captain Wolf closed the segment by thanking the speakers for participating in this year conference and sharing their insights.

Captain Chalk took the podium to close the first plenary day of Conference, which was then followed by the regional meetings, and invited delegates and observers to attend the evening's hospitality event hosted by the German Air Line Pilots' Association.

PILOTS RESPOND TO INDUSTRY CHALLENGES

On Saturday 16 April, the Conference plenary session opened with a presentation from IFALPA's platinum sponsors, and long-term supporters, Airbus and Boeing. The segment followed with Embraer, who joined the IFALPA Conference for the second consecutive year, with a presentation on the company's latest developments. For the first time, IFALPA welcomed Montreal manufacturer, Bombardier, for a presentation on the company.

Pilot Fatigue: Where is The Industry Heading?



Captain Fanie Coetzee at the podium

Captain Fanie Coetzee, EVP PGA, later took the podium to invite Captain Don Wykoff, past IFALPA President, and Steve Creamer, Director ICAO ANB, for a presentation on FTL/FRMS, followed by Captain James "Jim" Johnson, IFALPA Legal Committee Vice-Chairman, on Just Culture.

Captain Wykoff started his presentation with an in-depth explanation of Flight Time Limitations (FTL), Fatigue Management (FM) and Fatigue Risk Management Systems (FRMS). FTL are prescriptive limitations to ensure that air crew fatigue does not endanger flight safety. FM is a method that looks at fatigue risks from a holistic approach while FRMS is a data-driven approach which requires continuous monitoring and managing fatigue-related safety risks.

In regard to FTL, any prescriptive limitations should consider the following four core elements:

- Getting enough quantity and quality sleep on a regular basis;
- Reducing the amount or quality of sleep;
- Biological clock effects on the timing and quality of sleep;
- Workload may contribute to an individual's level of fatigue.

Captain Wykoff also outlined the roles and responsibilities that should be shared among regulators, operators and crew members when dealing with FM. Regulators should provide a framework and ensure that operators properly manage fatigue-related risks to ensure flight safety. Operators, on the other hand, are responsible for providing fatigue management education and managing fatigue hazards. Finally, the

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TODAY'S AGENDA

10.30-13.00

Plenary Session

Venue: Salons 2, 3, 4 & 5

13.30-14.30

Newly Elected Officers' Briefing

Venue: Producer's Room

CLOSE OF BUSINESS

LUNCH WILL NOT BE PROVIDED

role of crew members is to be prepared and ready for duty as well as taking appropriate breaks, getting enough sleep and reporting fatigue hazards.

Regarding FRMS, Captain Wykoff highlighted the essential factors that need to be considered before implementing FRMS. He later spoke of the importance of protecting data that is gathered for FM and FRMS. It is the duty of the pilots to provide voluntarily data and know for what and how it will be used. He later ended his presentation by encouraging attendees to refer to the available Fatigue Management Guide for Airline Operators, a joint collaboration between IFALPA, ICAO and IATA, and by reminding them that the key to success is a collaborative approach.

ICAO's Work Regarding FM/FRMS

Steve Creamer later took to the stage to inform delegates about ICAO's work regarding fatigue management.

He mentioned that ICAO is supporting development in fatigue management approaches which are targeted to various groups, but it is not for everyone.

ICAO has introduced a new Fatigue Management Guide for regulators which provides fatigue Standards and Recommended Practices (SARPs). The guide outlines the scientific approach to fatigue management as well as the differences in the prescriptive and FRMS approaches. He mentioned that FRMS is reliant on data provided voluntarily by pilots. Along with the guide, three implementation manuals have been released for operators, air traffic service providers and general aviation operators. Other sector-specific manuals are expected to be developed. For airline operators the focus is on practical implementation of FM. The regulator guide provides the same approach and breaks down the roles of regulators and operators. Manuals will continue to be updated as the science and processes develop and improve. Mr. Creamer also mentioned the importance of data, just as Captain Wykoff highlighted in his presentation. Pilots need to feel confident that their data is protected. Regulators will be given three years to develop data protection requirements. He ended his presentation by stating that the continued relationship with the Federation is key to this development.

Legal Considerations of “Just Culture”

Mr. Jim Johnson continued the conference plenary with a presentation on the legal considerations of Just Culture, which is, in simple terms, used to describe an atmosphere of trust in which people are encouraged to freely provide essential safety information. A healthy safety culture is also rooted in a high degree of respect among employees, management and regulators. It is important that information can be provided without fear of adverse consequences. Just Culture has demonstrated that the collection and analysis of data have improved safety in the US. In fact, results have shown that voluntary programs have reduced accidents caused by CFIT, bad weather conditions, wind shear and failure to complete check-lists by 83% over ten years in the US commercial aviation. From a legal standpoint, it is important to ensure that data collection is protected to avoid inappropriate use and that the sharing of information remains confidential. The exceptions are when there is an intentional act of misusing the data and when a balance test is needed to determine the appropriate use. Mr. Johnson also mentioned that States must enact national laws and regulations to protect safety information and that collective bargaining agreements can provide information protection. Finally, he ended his presentation by stating that ICAO recognizes the importance of safety data protection.

Presentation and Panel Discussions on Drones

Captain Stefan Wolf invited speakers Captain Miguel Marin, Chief of the Operational Safety Section at ICAO, Paul McDuffee, Vice-President Government Relations from

INSITU, and Captain Tony Ridley, Helicopter Committee Chairman to speak about the issues of Remotely Piloted Aircraft Systems (RPAS) and Unmanned Aircraft Systems (UAS).



Captain Tony Ridley at the podium.

The segment started with Captain Marin. He gave a historical perspective of unmanned aviation and mentioned that ICAO is struggling to keep up with the explosive use of RPAS. ICAO recently established a UAS group that works on developing guidance materials for UAS other than RPAS, since ICAO has not yet published any regulations on smaller drones. They include general guidance for national regulations, best practices and lessons learned from many States, as well as practical examples. ICAO has also launched an awareness campaign through several partnerships. The next ICAO Symposium will be in Stockholm, Sweden, in 9-10 May 2016.

Paul McDuffee later took the podium to speak about the steps to success in integrating RPAS/UAS into the airspace. He started by stating that RPAS/UAS are now recognized as aircraft, but there are many challenges that hinder the full integration of these systems into the airspace. The two technical challenges are Detect and Avoid and Command and Control (C2). Since there are no standard policies available for drone operators, the FAA provided a roadmap and a plan that can be followed to safely integrate drones. Mr. McDuffee gave an overview of the steps before Captain Tony Ridley took the stage.

Then, Captain Ridley gave a presentation on the impact of RPAS on safety and operation of aircraft. He spoke of the danger of drone strikes on aircraft and especially on helicopters. Currently, there is little research on drone strikes in comparison with bird strikes due to the high costs. However, drone strikes have significant negative impact on aircraft and helicopters, which are more at risks. In fact, a small impact on helicopters can cause catastrophic damage. Drone incidents are on the rise worldwide particularly in the United States. Some of the incidents include: medical transport helicopters having to abort landing, airliners on approach forced to go-around incurring huge costs for airlines, firefighter helicopters having to cease operations and people being injured during big social events.

Captain Mildenberger was next on the podium to share some discussion points regarding the way RPAS pilots should be organized. He first spoke about JARUS, which constitutes a group of experts from the National Aviation Authorities (NAAs) and regional aviation safety organizations whose goal is to recommend a single set of technical, safety and operational requirements for the certification and safe integration of UAS. ICAO will have one distinct RPAS license whereas JARUS sees a requirement only for the Certified Category and exceptions will be possible. Then, he highlighted the pros and cons of ignoring, fighting and embracing RPAS pilots into the system. The pros for embracing these pilots include keeping the professional pilot community organized as one and helping to solve professional issues internally. On the other side, this will mean that the Federation would need to include RPAS pilot positions in the future which could be challenging.

RECOGNIZING THE FEDERATION'S FINEST

The Awards Dinner on Saturday evening started with President Captain Martin Chalk giving heartwarming speech in remembrance of Captain Borris Delancy, past EVP CAR/East. His wife, Ms. Antonia Chriswell, accompanied by Captain Jo Moxey (Bahamas ALPA, President), accepted the posthumous award. Captain Chalk then awarded the IFALPA Scroll of Merit to three other distinguished pilots for their meritorious and invaluable accomplishments:

- Captain Jussi Ekman
- Captain Richard Woodward (Captain Shane Loney from AusALPA accepted the award on his behalf)
- Captain German Diaz Barriga (past IFALPA EVP CAR/SAM)

The Clarence Sayen Award, which is only granted once a year, was awarded to Captain Don Wykoff, past IFALPA President from 2011-2015. Captain Wykoff was responsible in moving the IFALPA headquarters from the UK to Montreal and for keeping the Federation finances in order. His outstanding contribution and achievement have tremendously advanced the work of the Federation.



Captain Chalk and the awardees during the Awards Dinner on Saturday.

GLOBAL PILOTS ELECT NEW OFFICERS

On the last day of Conference, the regional EVPs and Committee Chairmen presented their reports. Captain Chalk presented a conference statement to make the Brazilian airspace critically deficient due to the release of large balloons in the region airspace which undermines air safety. Delegates have also voted for the venue of the 2018 Conference which will be held in Luxembourg.

The Federation then welcomed its newly elected officers, voted by delegates:

- Captain Ron Abel (Deputy President)
- Captain Patrick Magisson (EVP TSS)
- Captain Jack Netskar (EVP PGA)
- Captain Mike Geer (EVP NAM)
- Captain Chris Witt (RVP CAR/East - 1 yr term)
- Captain Ariel Shocrón (AAP Committee Chairman)
- Captain René Joziase (PGA Committee Chairman)
- Captain Scott Schwartz (DG Committee Chairman)

IFALPA would like to thank the following sponsors and exhibitors for their support and participation of this year's conference.

