

9TH GLOBAL HUMANITARIAN AVIATION CONFERENCE & EXHIBITION

Day 2

12 October 2017

Lisbon, Portugal

Food for Thought

Question: How can we change people's beliefs?

Answer: Beliefs can be changed with facts. There are rights and wrongs. It does not matter what tradition we come from, what beliefs we have. We cannot shy away from facts. Safety is not about opinion.

Mr. Nicklas Dahlstrom

Topic 2: Innovation and Technologies in Humanitarian Aviation

Objective: To underscore the importance innovations and technology play in promoting safety in humanitarian aviation

Mr. Nicklas Dahlstrom, Human Factors Manager, Emirates Airline, opened day 2 of the conference with a presentation on 'The Role of Culture in Operations and for Safety'. He suggested to build safety culture via human factors (HF) training as follows:

- Continued work on acceptance and understanding
- Integration of HF in all aspects of training
- Integration of HF in all aspects of work
- HF training for cross-organisational knowledge
- HF as vehicle for building organisational culture

[For Emirates pilots], [...] their professional culture is more important than their national culture. The professional culture is the key.

Mr. Juan Carlos Lozano, Flight Operations and SMS Expert, COPAC, came to the following conclusions as far as fuel management and associated risks are concerned:

- Saving fuel in aviation is paramount for economical and environmental reasons
- In aviation, fuel means weight but also means time
- Weather issues at busy airports may evolve into complex situations
- ATC can help you, but consider your own options in case they cannot
- Proceeding to an alternate airport does not mean problems have ended
- Try to anticipate

Hybrid aircraft turned out to be a topic of great interest. Already touched upon during day 1 of the conference, the capabilities of hybrid aircraft were highlighted also by **Mr. Andy Barton**, Civil Business Development Director, Hybrid Air Vehicles:

- Long endurance due to low fuel burn
- Long range due to low fuel burn
- Ability to operate in areas with little or no infrastructure
- Can operate at a range of different speeds
- Stable

Mr. Mahmood Shah Habibi, Director General Afghanistan Civil Aviation Authority ACAA, gave deep insight into safety and security in the aviation sector in Afghanistan. He underlined that human capacity is one of the main challenges.

We are the same member of ICAO as the US is or any European country. Safety is a culture and we all need to be on the same page.

Mr. Jo Gillespie, Partner and Safety Management Advisor, Gates Aviation, and GHAC moderator, summarized Mr. Lozano's presentation with the words: *Fuel means time, and time gives you options.*



Topic 3: Business and Operational Aspects in Humanitarian Aviation

Objective: To promote a better understanding of the complexity of humanitarian aviation and seek smart solutions

Mr. Eric Perdison, Chief Aviation, WFP: Along with operational agility, constructive innovations and agile workforce, strategic partnerships is one of the main pillars of the WFP Aviation Strategy 2017-2019.

What is the way forward? We need partners who can help us make informed choices. If you are already involved in one way or the other in humanitarian aviation, you are on the right course. If not yet, please think of how your work can help alleviate the suffering of millions of people.

Mr. Eric Perdison

In his presentation on 'Competition for Business in Humanitarian Aviation', **Mr. Moses Mwangi**, Managing Director, 748 Air Services Ltd, may have struck a chord with many conference participants. He called for more transparency as well as fair and open competition for the benefit of all. In his words: *Open the books!*

Mr. Costa Vouros, Global Operations Director, Air-Tec Global, illustrated operator challenges in the modern day humanitarian environment through the example of air services in Central African Republic, specifically flights to Kagabondoro. The second part of his talk focused on required staff training and development.

Mr. Ricardo Maia de Loureiro, President, Pilotos do Mundo, briefed participants about Portugal's efforts in supporting the Biafra Airlift, one of the largest air bridges of its kind in history.

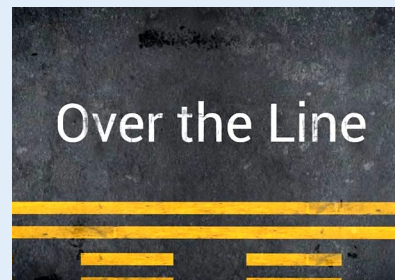


Getting ready for the panel.

Mr. David Anderson, Managing Director, Flight Safety Foundation, presented the BARS program and its four components: 1. The Standard; 2. Audit Program; 3. Aviation Safety Training Program; 4. Global Data Analysis Program.

Did you know that...?

- 150 aircraft operators have been audited since November 2010
- 29 different countries are represented
- 147,539 audit questions have been asked to see 10,602 non-conformities raised
- 6 data analysis reports have been completed on the data from the Program including external loads, geographical operations, off shore helicopter operations and the repeat finding analysis
- 10 quality reports have been generated looking at quality control and assurance aspects of the Program



Mr. James Fee, Manager, FAA Runway Safety Group, introduced the topic on 'Collaborating to Make Aviation Safer' by explaining that FAA Runway Safety Group serves as the focal point for all FAA runway safety efforts as well as the agency's primary representative to industry, national and international aviation entities on runway safety. During 2017, 1,341 runway incursions have occurred. These can be attributed to:

- 66% pilot deviation
- 17% vehicle/pedestrian
- 16% ATC incident
- 1% other

Through aviation, we have come to know the meaning of a global village.

Ms. Lacey Pittman



With collective effort from all stakeholders, we have successfully overcome the various challenges faced along the way. Thank you all!

Capt. Samir Sajet, Regional Aviation Safety Officer UAE, WFP, Founder and Organizer of the GHAC



Busy at registration. The 9th GHAC was attended by over 250 participants.

Mr. Thoms R. Anthony, Director, USC Aviation Safety and Security Program, in his presentation on 'The Need to Notice' reiterated the importance of noticing as a hazard identification function. It involves conscious and subconscious processing. The primary mechanism is the retina, which is part of the brain.

Noticing can be trained. By training noticing, the capability to fly safely can be increased.

Mr. Gregory Pece, Chief Air Transport Section, UNHQ, briefed conference participants about the 'Secretary-General's initiative on enhancing the efficiency and cost-effectiveness of UN Aviation'. He highlighted the impact budgetary constraints may have on the UN fleet across the globe. In an effort to reduce costs, the UN is exploring new solutions such as integrated flight schedules across the missions, introduction of single engine aircraft and stand-by aircraft.

Mr. Ovais Ahmed, Chief Aviation Safety, UNHQ, covered the subject of UN Aviation CASEVAC/MEDEVAC procedures. He reminded of the challenges UN is facing in order to provide 24/7 CASEVAC/MEDEVAC coverage in deep-field locations. UN has the capacity to extend support to the humanitarian community as and when required. Did you know that CASEVAC/MEDEVAC patients and accompanying medical personnel have the highest passenger priority?

In her presentation on the 'Operational Impact from the Global Pilot Shortage', **Ms. Lacey Pittman**, Managing Director of Systems Operations Control, Alaska Air Group, pointed out that 50 percent of pilots flying by 2027 have not started to train yet. 255,000 new pilots are required for growth and replacement, with the following geographical breakdown:

- Americas: +85k
- Europe: +50k
- Middle East and Africa: +30k
- Asia-Pacific: +90k

The global pilot shortage is having an operational impact. We need humanitarian pilots with experience.