



World Food
Programme



MENTAL HEALTH IN HUMANITARIAN FLIGHTS TEAMS

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Topics to Discuss

Why should we talk about
Mental Health?

Humanitarian Flights

Aspects that Interfere with
Performance

Actions and Responses

Recommendations

What is Mental Health?

Is a state of well-being in which an individual realizes his or her own abilities, can cope with the normal stresses of life, can work productively and is able to make a contribution to his or her community.

WORLD HEALTH ORGANIZATION

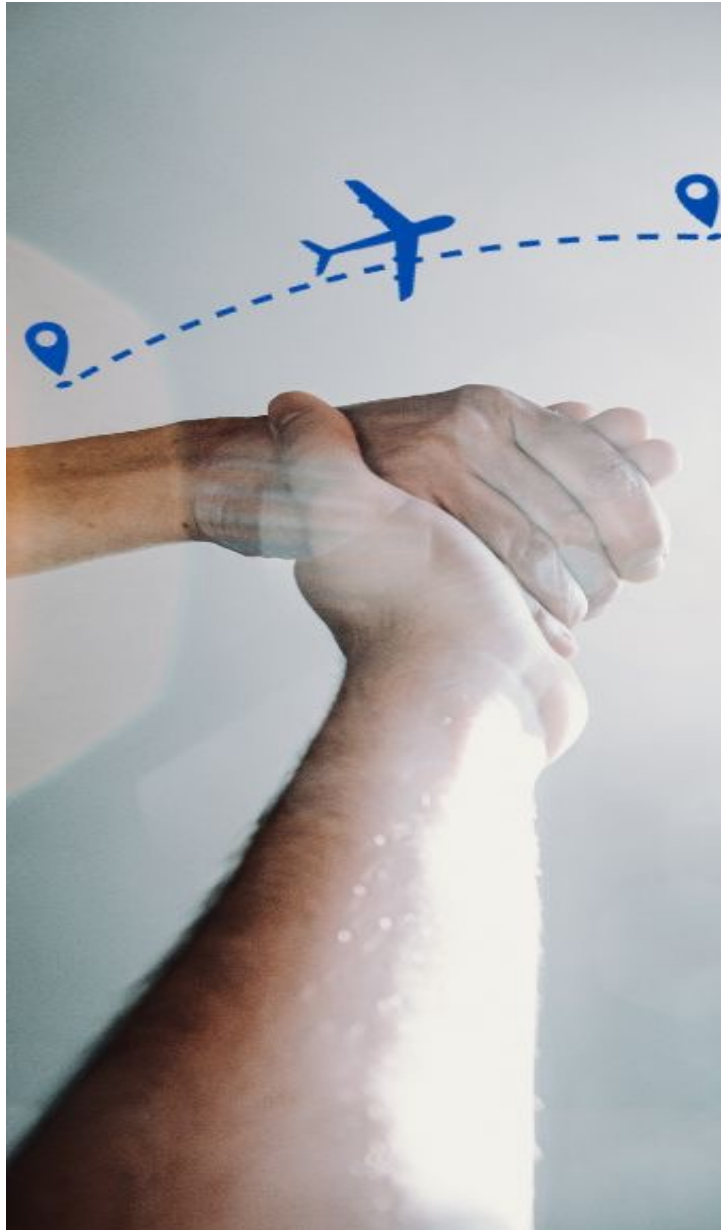


**THREAT TO
FLIGHT SAFETY.**

**THE OUTCOME OF
DETERIORATING
MENTAL HEALTH
CAN BE
CATASTROPHIC.**



**Psychological
problems
among pilots**



Humanitarian flights

The teams that accomplish this type of mission are exposed not only to risks that are inherent to aviation activity, but they are also, in contact with extreme humanitarian situations and hostile environments that introduce or exacerbate potential risks to their physical integrity and their mental health.

Health concerns

- **Environmental:** arising from the unique conditions inside the airplane (e.g, air quality, potable water quality, pressure changes, reduced oxygen in the air at altitude and exposure to cosmic radiation, vibration, noise and so on)
- **Frequent exposure to infectious disease** can also be a problem.
- **Hygiene standard at some world-wide destination** (food preparation, water, general cleanliness)
- **Tropical disease** (Malaria, Hepatitis A, Typhoid, Yellow Fever, Meningitis and so on)

Health concerns

- Life events and Stress caused by work related problems, financial worries, health concerns, bereavement issues, relationship / family difficulties, separation from family, and social demands.
- Physical Health problems

The mission must be accomplished.

Ethical dilemmas

Reconciling work and family.

Multiculture.

Loneliness.

Personal Factors which may precondition unsafe acts, and may contribute to cause error.

- Fatigue
- Lack of skill
- Misunderstanding
- Multitasking
- Lack of communication /information
- Distraction
- Lack of work satisfaction
- Mental Health problems

Also in aviation.....



NEGATION

I'm OK



- 
- The Mental Health topic has been the subject of great attention after the Germanwings accident of 2015

The Commission Regulation 2018/1042 was a first attempt for building proper barriers against the incapacitation risk due to mental disorders of safety-critical operators (EU Commission Regulation 2018/1042).

Germanwings Crash Prompts Rethink Over Pilots' Mental Health

The EU's aviation safety agency proposes mental health assessments for pilots to prevent "catastrophic" incidents.

🕒 Tuesday 16 August 2016 14:54, UK





Flight Safety

OACI

FAA

Care Aviation Psychology

"EAM-WELL"

Others

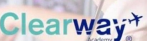


INCRÍBETE AQUÍ 

Presentado por
Mónica Gómez Caniella
Experta en psicología aeronáutica

Viernes 12 de junio 17:00 (UTC -4)

PAPEC
Programa de
Apoyo para
Pilotos en
Escenarios de
Crisis





CLEARED FOR TAKE OFF!
Una guía del piloto para volver a volar

Core Aviation Psychology



 Federal Aviation
Administration

Fit for Flight

FITNESS TO FLY
A MEDICAL GUIDE FOR PILOTS



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Doc 10144

ICAO Handbook for CAAs on the Management
of Aviation Safety Risks related to COVID-19

First Edition, May 2020



Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION



STIGMA

RESEARCHS DURING PANDEMIC

**Depression.
Anxiety.
Increased
consumption of
alcohol and
psychoactive
substances.
Fatigue.
Distractions, poor
communication.**

**Attention disorders.
Sleep disorders.
Reduced attention,
memory impairment.
Apathy.
Irritability,
Distraction.
Reduced cognitive
and motor skills.**

MENTAL HEALTH PANDEMIC ARRIVED



IMPACT ON:

PHYSIOLOGICAL	BEHAVIOR	COGNITIVE	MENTAL HEALTH
Dry mouth. Sweating. Increase in heart rate. Dizziness. Hyperventilation. High risk of heart disease. High cholesterol. Ulcers. Others.	Alcohol and drogues abuse. Loss or increase of appetite. Smoking. Accident proneness. Excitability. Others.	Difficulty to disconnect. Poor prioritization. Poor decision making. Lack of concentration. Forgetting things. Others.	Depression. Anxiety. Aggression. Fatigue. Apathy. Bad mood. Tension. Irritability. Others.

How to measure mental health risks?



Who care the care given?





Your attention please



Indicators that something is wrong

- Listlessness and decay.
- Things that used to give us pleasure no longer do.
- Continuous aches and pains.
- Lack of concentration and memory.
- Sleeping problems, poor sleep.
- Constant nightmares.
- Tiredness. Muscle stiffness.
- Gastric discomfort, diarrhea and/or constipation.
- Loss of sense of life.
- Loss or gain of weight.



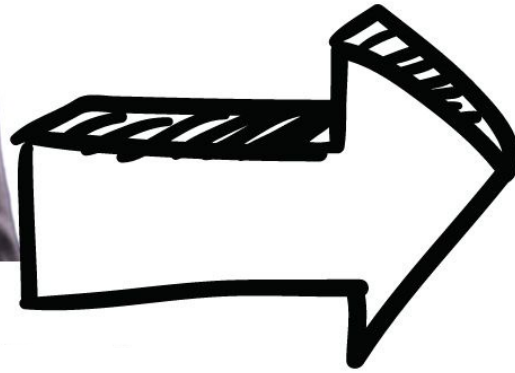
What does a person do when he/she feels bad?



- They are looking for a way to feel good

Sometimes it is not lack of care, but lack of knowledge.

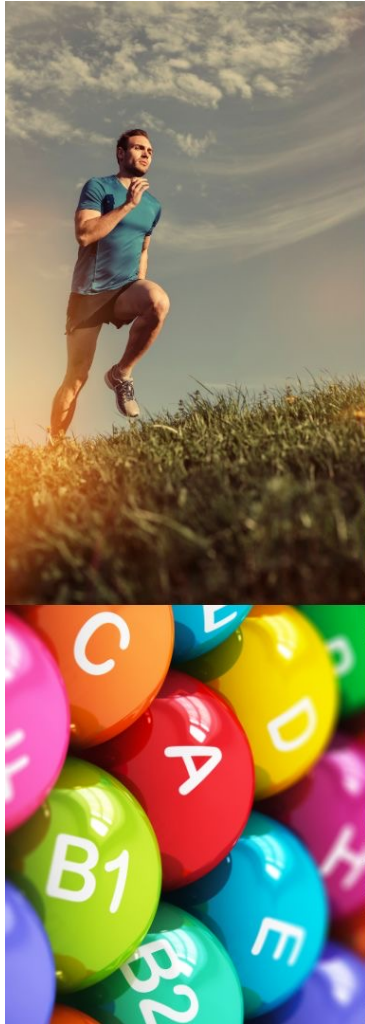




**If they learn and become aware of
it, they avoid it.**



And they start to look for other ways to feel better





Unión Latinoamericana de Asociaciones de
Psicología Aeronáutica





CREATE, INVESTIGATE and COLLECT EVIDENCE

LATIN AMERICAN AERONAUTICAL COMMUNITY PERCEPTION OVER PSYCHOLOGY.

Mónica Gómez Canela 1,2, Laura González de Silva 1,3, Marcia Regina Molinari Barreto 1,4, Pedro Acuña Morcillo 1,5, Andrea Garriga Bell 1,5, Pilar Beorero 1,6 Santiago Ugazuelo 1,7, Laura Verónica Rosendo 1,8, Rafael Casero 1,8

INTRODUCTION

The Latin American Union of Aeronautical Psychology Associations - ULAPA - was created with the objective of contributing towards scientific development and towards the practice of Aeronautical Psychology, benefiting operational safety and health, in the areas of civil and military aviation. To contribute to the role of the psychologist in a strengthening and enhancing manner, in Latin American aeronautical context, we consider: knowing what the expectations are and what knowledge do the different stakeholders have, in the aeronautical community, in different regional countries over the role of the psychologist, necessary, to create relevant evidence. For this reason, a survey was performed with the objective of identifying the perception of aeronautical personnel over the role of the psychologist in Latin American context.

METHODOLOGY

A descriptive survey was performed through an anonymous questionnaire, formed by 15 questions, in which 12 were closed questions and 3 were opened questions. The survey was sent online to professionals of different areas in aviation, forming a total of 16 Latin American countries. The participants were contacted through social media of the associations that form part of ULAPA.

The results obtained were analyzed, quantitative and qualitatively, in the following way:
Closed questions: the statistical treatment of the results was performed by calculating simple frequencies and percentages of each given answer.

Opened questions: permitted clarification and better understanding of the respondent's perception, content analysis was applied for data processing method.

To perform this analysis, the following stages were followed:

- Data preparation - Category identification - Data codification - Data analysis - Statistical management

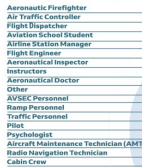
RESULTS

1. Age / 2. Gender / 3. Country of Residence

The sample was formulated by 704 valid questionnaires of the respondents, which perform or performed, part of the aeronautical industry. The ages comprehended were between 16 and 51 years, from 16 countries of Latin America. 59.2% correspond to male gender and 40.6% to female gender.



4. Profession or Occupation:



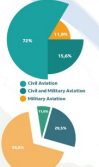
5. Current Employment Status:



6. Years of experience in Aeronautical Sector:



7. Aeronautical Area:



DISCUSSION

- The collected data, permitted to identify the variety of activities that psychologists develop in the regional aeronautical context.
- Most of the respondents (99.3%) showed a positive perception over the role of the aeronautical psychologist in operational safety. The justifications presented were divided in seven categories, as previously shown in results. 35.1% of the respondents indicated use of psychological services, which indicates that it would be important to develop future investigations to examine the factors that might contribute or not to these services. Therefore, it is important to highlight what studies have demonstrated that the presence of stigmas, related to mental health in aviation, (Hubbard, 2016) contributes to reluctance in seeking help.
- This investigation provided a general vision, which permitted ULAPA to develop:
 - Strategies that optimize greater awareness to aeronautical personnel over the role of the psychologist in relation to operational safety, health, and mental well-being.
 - Activities that contribute to continuous professional development of aeronautical psychologists in Latin America.
 - New investigations that generate evidence to deepen more in specific issues and give effective responses.
 - Continue to perform joint actions with the aeronautical personnel to be able to naturalize our presence.

REFERENCES:

- Hubbard, T. P. (2016). Stigma and Pilots with Mental Health Issues. International Journal of Aviation Sciences, 10(2), 206-212. <https://www2.target-hubbard.com/>
- Martinsen, M., Hunter, D. (2010). Aviation Psychology and Human Factors. ISBN 978-1-4398-0843-6
- Barlin, (2011). Analysis Content. São Paulo: Edition 70.

ULAPA MEMBERS

- 1. Latin American Union of Aeronautical Psychology Associations - ULAPA. 2. Uruguayan Association of Aviation Psychology - AUPA. 3. Venezuelan Association of Aeronautical Psychology - AVEPSA. 4. Brazilian Association of Aviation Psychology - ABRAVAP. 5. Chilean Association Aeronautical Psychology (under construction) 6. Peruvian Association of Aeronautical Psychology - APAP. 7. Colombian Association of Aeronautical Psychology - ACAPA. 8. Argentine Civil Association of Aeronautical Psychology - ACAPA.

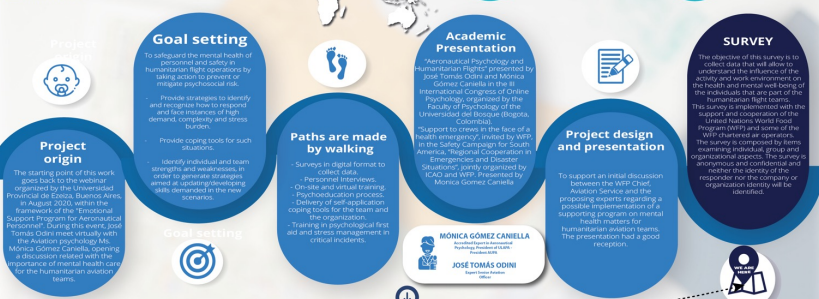


HUMANITARIAN FLIGHT TEAMS SUPPORT PROGRAM

INTRODUCTION

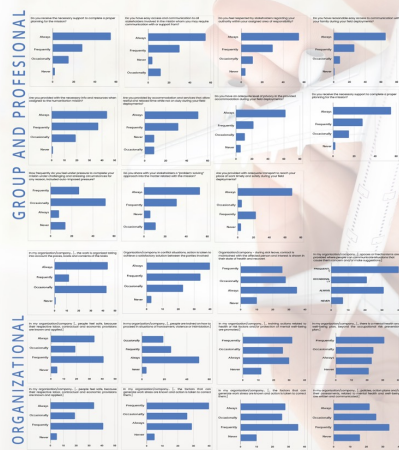
Humanitarian aviation represents for hundreds of thousands of people their daily survival. Teams that ensure the fulfillment of this type of mission are exposed not only to the risks inherent to the operational environment, but also to the contact with extreme human situations and hostile environments, with potential risk to their physical and mental integrity.

- 1 HAITI
- 2 SOMALIA
- 3 SOUTH SUDAN
- 4 CENTRAL AFRICA
- 5 CONGO
- 6 MALI
- 7 CHAD
- 8 NIGERIA
- 9 SYRIA
- 10 AFGHANISTAN

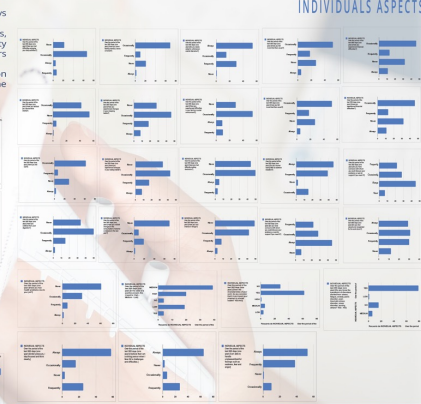


Humanitarian flight teams mental health and wellness

This is an exploratory, descriptive and voluntary survey. Out of 234 individuals surveys sent out, 102 answers were received (43%). WFP selected 4 of its humanitarian air services located in different countries, approximately 30% of all services implemented at this stage. WFP also selected a diversity of contracted air operators totaling 7 companies, approximately 20% of all air operators contracted at this stage. The personnel contacted were or have been recently deployed in humanitarian aviation operations. As a rough estimate, approximately 50% of the personnel that took part in the survey are local personnel while the other 50% corresponds to international staff.



INDIVIDUALS ASPECTS



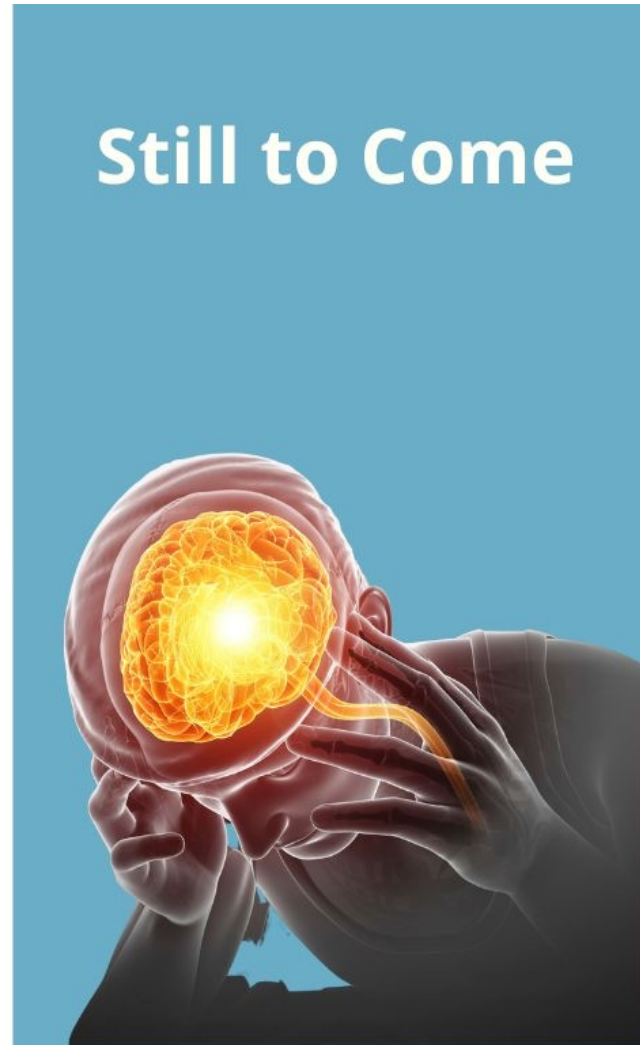
Next steps Finally

- Training of participants and recruitment of leaders.
- Research interviews and focus groups. (More data collection)
- Risk identification/evaluation, preparation of necessary preventive/proactive and reactive mitigation measures. Program tailoring.
- Guidance material. Program handbook.
- Testing of the program at field level with the collaboration of the WFP Program app.
- Cycle of continuous evaluation.

CONCLUSIONS. BEYOND THE DATA

The exploratory survey data indicates the need to further investigate this topic in coordination with the concerned stakeholders

AWARENESS OF OUR OWN PSYCHOLOGICAL FRAGILITY



- Ensure the well-being of crews exposed to demanding scenarios.**
- Contribute to the creation of essential responses to strengthen resilience.**
- Coordinated lines of action to prevent, mitigate and respond to mental health risks.**
- Promote a healthy operational human capital that adds value to the humanitarian task.**



**Prevention
Is Better
Than Cure**





**THANK YOU FOR YOUR
ATTENTION**

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