



## **IFALDA VP WEST REPORT – May 15-17<sup>th</sup>, 2015 – Cologne, Germany**

Greetings to everyone,

My time with IFALDA has really been a whirlwind! I was certainly aware of a prominent Flight Dispatcher, also from Canada, who held the post of Vice President West - Sandy Sandziuk! Sandy approached me to consider the duties of this position in early 2012. Sandy said that the duties of VP West basically fall into project work. He said that projects always find their way into prominent issues. Over his career, he dealt with several prominent issues including volcanic ash, dangerous goods and ultimately the ICAO Flight Dispatcher training manual. Closer to home, he was a key figure in the certification of Flight Dispatchers in Canada, which was established in 1998. Back to 2012, Sandy explained to me that he would plan to finish off his tenure with IFALDA after the 2012 elections. He said this in the hope that I could be nominated and hopefully elected in 2014. Unfortunately, our good friend and authoritative figure in Flight Dispatch passed away prior to the conclusion of his final term. Another IFALDA veteran: Dave Porter stepped in to fill the VP West role for the remainder of the term. I was nominated and elected in 2014, but that's only the start of the whirlwind!

In late 2012, I attended my first ICAO symposium in Montreal. This was actually the 38th annual symposium and I was tasked with following up on IFALDA proposals concerning annex 6. Dave and Sandy ensured I was aware of the history. I did make some contacts in this area and reported back accordingly. Before I knew it, I was on the ICAO e-mail thread that advised of upcoming training seminars, courses and major industry meetings. With the tragic events of Malaysia airlines flight 370, global tracking became front and centre in the industry. As documented previously, ICAO rapidly brought together the many parties involved in flight tracking. A meeting was arranged for May 2014 and IFALDA was invited. This same weekend, the IFALDA/EUFALDA conference was being held in Brussels, Belgium. As projects find their way into prominent issues, Dave Porter and I represented IFALDA at ICAO. While in attendance at

ICAO, I was nominated and elected as VP West for IFALDA. The thought of Sandy in 2012 had come full circle!

I will discuss Global Tracking as a stand alone issue this afternoon. Suffice to say that a High Level Safety Conference was called by ICAO in Feb, 2015. I was in attendance for IFALDA and presented our working paper of amendments to annex 6. From this meeting, our document became a State letter and has been translated many times for its potential impact. We have been invited to be part of the ICAO Flight Operations Task group as well as a search and rescue committee featuring Australia. Our regulatory bodies worldwide spoke of the merits of our report. This includes contacts from EASA. We do have an opportunity here, and we do need to understand our role to develop our profession.

With increased awareness in global flight tracking, the function of flight watch, training and standards needs to be at the forefront of our agenda. We have potential membership developments with significant global players such as China and South America, having already built relationships with Argentina and Australia. We are expanding globally at the right time. We are striving for continued base support from CALDA and PAFCA in North America, and the opportunity for growth in the European sector with the proposed improvement of carrier commitment to standards and training via our State letter with ICAO.

At IFALDA, through our veteran Directors we can offer SME services at the cost of per diems and lodgings as required. We can work towards an update of the ICAO Flight Dispatch training manual, for the benefit of development of the global standard. We can propose a harmonized standard for member states as a whole, grouping countries together for the development of a global standard. A great example, as will be discussed from other speakers today, would be the potential development of a unified commitment to training and standards within Europe.

Our industry involvement on a global level must continue in motion. Again, we have an opportunity to show the world what a safe and functioning system of Flight Dispatch, as per our proposal to ICAO, can do for a safe and optimal operation. A consistent message from IFALDA and its partners may be able to finally establish the global standard of Operational Control that we have always sought. It will definitely be worth the effort.

*Yours in Operational Control - Russ Williams VP West IFALDA*