



Flight International Crew Management Conference 2008
In association with



The Convention Centre, Crowne Plaza Hotel, Festival City, Dubai
1st & 2nd December 2008

Sunday 30th November 2008

Flight International invites all participants to our welcome cocktail reception at 7pm until 9pm the night before our conference starts. Come and meet the team and other delegates attending our event.

Day 1 – Monday 1st December 2008

07:45 Registration

08:35 Welcome from the Flight Group

Murdo Morrison, Editor
Flight International

08:40 Emirates Welcome

Mr Adel Al Redha, Executive Vice President
Emirates Engineering and Operations

08:50 Chairman's opening remarks

David Learmount, Operations and Safety Editor
Flight Group

Session 1: Human Factors

08:55 A global plan to meet the worldwide pilot shortage

Don't get complacent because the economic downturn has released some trained pilots onto the market. IATA and Flight Safety Foundation studies show that the medium and long term will see the return of a severe pilot shortage serious enough to threaten airline safety. There has to be a global strategy to deal with this.

Dr Earl Weener, Foundation Fellow, *Flight Safety Foundation*

09:25 Managing pilot fatigue to achieve safety and efficiency

Results from the latest research on fatigue.

Dr Paul Jackson, Managing Director, *Clockwork Research*

10:00 A regulator's view of fatigue risk management systems?

Flight time limitations cannot be suitable for all types of operation, so each airline will have to embed a fatigue risk management system in their own safety management system. How?

Jean-Marc Cluzeau, Head of Flight Standards, Rulemaking Directorate, EASA

10:30 Refreshment Break

11:00 Pilots and cabin crew: should they be trained together to work together?

How can an airline maximise flight deck/cabin crew co-operation to enhance safety and service quality?

Norman MacLeod, Managing Director, *Turboteams (dba Kitty Hawk Training Technology)*

11.30 Rehabilitate, don't terminate your pilots?

Are alcohol and drugs more of a problem among pilots than airlines like to admit? Are there legally permitted systems for monitoring it? What can be done to help pilots at risk?

Dana Archibald, *HIMS Chairman*

12:00 Questions and discussion

12:30 Lunch

Session 2: Flight operations quality control and training

13:45 How to help your pilots meet the new ICAO English language standards

The deadline has been extended, but it will not be extended again. For many pilots whose main language is not English is more difficult than learning to fly, and overloads students during training, making training longer and more expensive.

Paul Toomey, Qantas Cadet Training Manager, *Airline Academy of Australia*
Rebecca Keogh, Academic and Professional Programs Acting Unit Coordinator (ESL), Aviation English Programs and Testing Coordinator, *Griffith English Language Institute*

14:15 MPL or traditional training?

Until the MPL, the assumptions about how pilots should be trained had not changed since the Second World War. Is there anything wrong with the traditional ways of training pilots?

Capt Lee Woodward, Executive Director, *CTC Aviation Group*

14:45 Working with an airline to produce an MPL course

By definition an MPL course is tailored for an airline and its fleet. How does the airline work with a flight training organisation to create an approved course?

Anthony Petteford, Managing Director, *Oxford Aviation Academy*

15:15 Refreshment Break

15:45 MPL: the results from the line

The flight training organisation that delivered the worlds first MPL-trained pilots to the line, reports on the results.

Anna Kjaer, Chief Ground Instructor, *CAPA*

16:15 The feasibility of globalising pilot licence standards

JAA/EASA is the only aviation authority in the world that has replaced multiple national pilot licences with a common regional licence. The MPL, based on ICAO's prescriptive pilot performance specifications for it, could be the first global pilot standard. Is this the future?

Jean-Marc Cluzeau, Head of Flight Standards, Rulemaking Directorate, *EASA*

16:45 Questions and discussion

17:00 Conference Day 1 Concludes

Monday 1st December 2008 - PM



Flight International and Mechtronix extend an invitation to all attendees of the Crew Management Conference 2008 for an exclusive Dhow Cruise.

Join us on board for an evening of networking drinks and buffet dinner after the conference finishes on Day 1. This will give all attendees the opportunity to continue on any discussion and networking in a relaxed atmosphere - final departure information and timings to be confirmed. Dress code: smart causal. Ladies heels are not recommended and a shawl or wrap is advisable.



Day 2 – Tuesday 2nd December 2008

Session 3: Flight Operations Quality Control and Pilot Training

08:45 Synthetic training within EASA's changing rules

How do you prepare a pilot under modern rules to operate fourth-generation aircraft?

Capt, Robin Pursey, Director Flight Operations, *Executive & Private Aviation, Airbus*

09:15 Preparing aircraft and pilots for RNP approaches

If your airline does not have any destinations with RNP approaches today, it soon will have. RNP can bring many cost/efficiency benefits, but pilots need to be trained for them. What does this entail?

Hal Andersen, Chief Technical Advisor, Co-Founder, *Naverus*

09:45 Making the best use of operational flight data monitoring

OFDM (also called FOQA) can supply a huge amount of usable data. How can your airline extract the maximum possible safety and cost/efficiency advantage from it?

Thierry Pfeiffer, Vice President, Sales and Marketing, *CAE*

10:15 Refreshment Break

10:45 Delivering training to your pilots, not your pilots to a training base

As simulation becomes cheaper and more capable, it becomes feasible for small and medium sized airlines to consider operating their own training base.

Rene Veerman, Director Business Development, *Mechtronix*

11:15 A pilot's guide to operational risks on the ground and how to reduce them

Airports and ramp space are becoming more crowded. Efforts to cut airframe damage on the ramp and during taxiing are not having much effect. Can crew awareness make a difference?

Dr Earl Weener, Foundation Fellow, *Flight Safety Foundation*

11:45 Questions and discussion

12:15 Lunch

Session 4: Subjects you asked us to cover

13:45 Next generation electronic flight bags: where do we go from here?

Will less paper really become paperless? What additional functionality will be on offer? Do you know what equipment to consider for the future?

Marc Szepan, Senior Vice President, *Lufthansa Systems – Airline Operations Solutions*

14:15 Contaminated cabin air: the latest research on the contaminants

Research has now established that some cabin air contamination incidents have involved tricresyl phosphates. This was previously denied. What are researchers working on now?

Dr Ray Johnston, Head Aviation Health Unit, *CAA*

14:45 Prosecution of your crew following an incident in a foreign country: are you ready for this?

After an incident or accident in most countries the police and judiciary can – and often do – prosecute crews first and ask questions afterwards. Do you know how you would handle this?

Tim Brymer, Aviation Partner, *Clyde & Co*

15:15 Female pilots: in a world short of pilots, why are women such an under-utilised resource?

Is the under-use of women as pilots a failure to attract them to the industry, or are there other considerations at work?

Captain Ed Davidson, Senior Vice President, *Fleet Emirates Airlines*

15:45 Questions, discussion, chairman's summary and closure

16:00 Conference Day 2 Concludes

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