



WORKSHOP PROGRAMA DE APOIO A PILOTOS

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LET'S BEGIN NOW!

Pilot Support Programs – What to consider upon regulations?

ABOUT US



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INTRODUCTION

What is a Pilot Support Program?

Program or group of programs which use peer support to share experiences with a fellow peer or colleague on a topic that is causing distress or concern in a safe, non-punitive, environment. A Pilot Support program provides confidential peer-based support and assistance to pilots.

WHAT ARE WE TALKING ABOUT?

Aeromedical

This program addresses aeromedical and medical-related issues to support pilots with medical licensing issues or concerns.

(Annex I to ED Decision 2019/002/RGM2 MED.D.030 Validity of AME certificates)

Critical Incident Response Program (CIRP)

The Critical Incident Response Program ensures assistance and support is available to the pilot in the event of an accident or serious incident. stress management issues

Substance Abuse and Dependence Program

Peer intervention on specific treatment programs. May include educating peer volunteers, airline representatives, and medical professionals responsible for working with pilots suffering the effects of chemical dependency.

OUR RULES

- Commission implementing Regulation (EU) 2019/27 of 19 December 2018, amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council
- Commission Regulation (EU) 2018/1042 of 23 July 2018 amending Regulation (EU) No 965/2012, as regards technical requirements and administrative procedures related to introducing support programmes, psychological assessment of flight crew, as well as systematic and random testing of psychoactive substances to ensure medical fitness of flight and cabin crew members



OUR VISION

Commission implementing Regulation (EU) 2019/27 of 19 December 2018, amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council.

Following the accident of the Germanwings Flight 9525, the Germanwings Task Force led by the Agency identified a number of safety risks and issued six recommendations to mitigate those risks. Four of those recommendations:

- *‘Mental health assessment of flight crew’.*
- *‘Prevention of misuse of alcohol and other psychoactive substances by the flight crew’.*
- *‘Training, oversight and network of AMEs’* and
- *‘Creation of a European aero-medical data repository’*, concern amendments to the rules on aircrew medical certification of Regulation (EU) No 1178/2011.

It is appropriate to now act upon those four recommendations.



Regulation (EU) No 965/2012 is amended as follows:

Article 4 is replaced by the following:

‘Article 4

Ramp inspections

1. *Ramp inspections of aircraft of operators under the safety oversight of another Member State or of a third country shall be carried out in accordance with Subpart RAMP of Annex II.*
2. *Member States shall ensure that alcohol testing of flight crew and cabin crew members is carried out with regard to operators under their own oversight as well as with regard to operators under the oversight of another Member State or of a third country. Such testing shall be performed by ramp inspectors within the framework of the ramp inspection programme of Subpart RAMP of Annex II.*
3. *By way of derogation from paragraph 2, Member States may ensure alcohol testing of flight crew and cabin crew members to be carried out by other authorised officials and outside the framework of the ramp inspection programme of Subpart RAMP of Annex II, provided that such alcohol testing meets the same objectives and adheres to the same principles as tests carried out under the framework of Subpart RAMP of Annex II. Results of such alcohol tests shall be included in the centralised database in accordance with point (b) of ARO.RAMP.145.*
4. *Member States may carry out additional testing for psychoactive substances other than alcohol. In that case, the Member State shall notify the European Aviation Safety Agency (‘the Agency’) and the Commission.’;*

SUPPORT PROGRAMME

CAT.GEN.MPA.215 Support programme

(a) The operator shall enable, facilitate and ensure access to a proactive and non-punitive support programme that will assist and support flight crew in recognising, coping with, and overcoming any problem which might negatively affect their ability to safely exercise the privileges of their licence. Such access shall be made available to all flight crew.

(b) Without prejudice to applicable national legislation on the protection of individuals with regard to the processing of personal data and on the free movement of such data, the protection of the confidentiality of data shall be a precondition for an effective support programme as it encourages the use of such a programme and ensures its integrity.’;

Article 2



This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

It shall apply from **14 August 2020**.

WISHING IS NOT ENOUGH;
WE **MUST** DO.

THANK YOU FOR WATCHING!

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