

Addendum to
IFALPA Template Agreement for Flight Data Analysis Program (FDAP)
Related to Pilot Self-Assessment Systems

INTRODUCTION

- 1.1 This agreement refers to "Pilot Self-Assessment Systems", defined as flight data-derived software and tools produced by Airlines or third parties that enable flight crews to review their last flight, or a series of flights, and identify possible areas of development. Pilot Self-Assessment Systems shall only be introduced in Airlines as a complement to an existing and established FDAP agreement.
- 1.2 It is agreed that Pilot Self-Assessment Systems are not intended to be a substitute to an established FDAP program or training delivered by approved means.
- 1.3 To safeguard this data from misuse, all concerned parties shall sign a contract, preventing them from copying and distributing images, videos, or data from these systems (Appendix A).
- 1.4 Pilot Self-Assessment Systems shall never be used for disciplinary action due to their vulnerabilities, lack of routine validation and inability to provide the accuracy required for such circumstances.

DEFINITIONS

- 2.1 The Pilot is any flight crew member involved in the operation of an aircraft during the time the data was recorded.
- 2.2 The Airline [ENTER AIRLINE NAME].
- 2.3 The Company is the Third Party that stores, processes and displays data to create the Pilot Self-Assessment System [ENTER COMPANY NAME].
- 2.4 The Pilot Association [ENTER PILOT ASSOCIATION NAME] is the Body representing the Pilot.

GENERAL PRINCIPLES

- 3.1 As with successful incident reporting systems, the trust established between management and the pilots who are being monitored is the foundation for a useful Pilot Self-Assessment System. It is understood that Pilot Self-Assessment Systems require Positive Safety Culture environment.
- 3.2 Events identified through FDAP shall not be shared or displayed to The Pilots through Pilot Self-Assessment Systems. Any remedial actions triggered by FDAP events are kept within formal FDAP arrangements.
- 3.3 Pilot Self-Assessment Systems shall not be used by The Airline to identify or contact The Pilots involved. The Company that produces the Pilot Self-Assessment System shall employ stringent confidentiality protocols and only share data back to The Airline in a non-identifiable aggregated format.
- 3.4 Compliance with this Agreement shall be monitored and audited periodically by the signatories. In case of non-compliance, misuse of data, or breach of confidentiality, either party can revoke the Agreement.
- 3.5 The FDAP group will oversee the use of the Pilot Self-Assessment Systems and the group shall include representation by The Pilot Association, who will regularly review the system. Either party can seek an amendment to this Agreement, but both parties shall agree before such amendment can take effect.
- 3.6 The Pilot Self-Assessment System shall only begin to share data with The Pilot after they have signed the Confidentiality Agreement held in Appendix A and received a comprehensive briefing on the limitations of the system, the risk of negative training, false interpretations and risk and consequence of misuse.

HANDLING OF DATA

4.1 Permissions

The Pilot is not required to participate in these systems. Data for a specific flight shall only be displayed if all the pilots of that flight have given their consent to the use of their data. The Pilot shall have an opportunity to opt out of the programme without negative consequences for doing so and the data from a non-participating pilot will not be displayed in the Pilot Self-Assessment System.

4.2 Data sources

This Agreement covers all recorded data which could be used to identify the pilots, including all aircraft derived data and data collected from external sources. This data must be given the same level of protections as data used in the Airline's FDAP

program, and be covered by national Laws and international data protection Standards.

4.3 Data Limitations

No recorded audio and image data of the flight deck environment shall be used as part of any Pilot Self-Assessment or FDAP Systems. Recorded audio and image data of the flight deck area shall only be used as part of an ICAO Annex 13 state investigation or for maintenance activity to confirm functionality and quality of recording in accordance with The Airline procedures set out in Airline manuals.

Flight simulations, animations, analysis or playback produced in the Airline's FDAP, shall not be incorporated, used or shared as part of the Pilot Self-Assessment System.

Training and/or checking flights shall be excluded from the Pilot Self-Assessment System.

4.4 Data ownership

All recorded data which could be used to identify The Pilots shall be deemed to be that pilot's data. Ownership remains with The Airline and is subject to privacy laws for each individual pilot.

4.5 Data storage & retention

All recorded data processed by the Company or the Airline, which could be used to identify The Pilots shall be stored securely by The Company in accordance with the FDAP Agreement, and only accessible by The Pilots through the Pilot Self-Assessment Program for a limited period of time.

4.6 Data processing

Any agreement between The Airline and The Company concerning the processing of FDAP data for Pilot Self-Assessment System purposes shall be made separately, and the terms agreed with The Pilot Association before signature.

4.7 Aggregated data

The Pilot's data shall not be compared to fleet or Airline averages and should only reference standards, SOPs or legal restrictions. Aggregated data shall not be displayed to pilots as part of Pilot Self-Assessment Systems.

Signatures

On Behalf of The Airline

On Behalf of The Pilots Association

Date:

Date:

Appendix A
Pilot Confidentiality Agreement

I, the undersigned Pilot grant / do not grant (circle as appropriate) the Company access to my flight data to produce the Pilot Self-Assessment System.

I understand that by agreeing, I provide this permission voluntarily and am aware that I can opt out at any time. The Airline, in return, agrees that there shall be no negative consequences for opting out of this agreement.

I agree not to misuse data produced by the Pilot Self-Assessment System by copying or distributing images, videos, or data from these systems, including through social media.

Signatures

On Behalf of The Airline

The Pilot

Date:

Date:

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