



Taking the Ultra-Long-Range View

The International Federation of Air Line Pilots' Associations (IFALPA) would like to recognize the contribution of Flight Safety Foundation in sponsoring a series of international workshops, in conjunction with other industry participants, that were designed to develop guidance and recommendations for industry in advance of ultra-long-range (ULR) operations being introduced. This proactive measure, involving industry stakeholders including regulators, operators, manufacturers, scientists and pilots, resulted in the development of guidance material that addresses the important ULR issues.

ULR flight operations have become a reality with the recent introduction of new aircraft that are capable of flying nonstop halfway around the world, with block times greater than 16 hours and flight-duty periods from 18 to 22 hours. By introducing daily flights between Singapore and New York, which average 18.5 flight hours per leg, Singapore Airlines has shown that ULR operations can be safely flown by following the recommended operational guidelines developed by the Foundation

in conjunction with aviation experts from around the world, including representatives from IFALPA.

IFALPA urges the promotion and adoption of the FSF ULR Crew Alertness Steering Committee recommendations and guidance material (*Flight Safety Digest*, August–September 2005) to all regulatory agencies that will be providing the oversight that is necessary to maintain standards of safety during these longer range operations. Additionally, IFALPA has distributed the Foundation's guidance material to all its member associations.

I would like to thank Flight Safety Foundation for its efforts in producing this guidance material and for continuing to play an important role in global flight safety issues.

Capt. Dennis Dolan
President, IFALPA
Chertsey, Surrey, England

Corrections

An article on page 30 of the July issue should have said that the Mexico City airport has 70 approaches per hour during high-density hours. On page 32, the article should have said that Capt. A. Ranganathan currently is employed by SpiceJet.



Aviation Safety World encourages comments from readers, and will assume that letters and e-mails are meant for publication unless otherwise stated. Correspondence is subject to editing for length and clarity.

Write to J.A. Donoghue, director of publications, Flight Safety Foundation, 601 Madison St., Suite 300, Alexandria, VA 22314-1756 USA, or e-mail <donoghue@flightsafety.org>.

Photos: Copyright © 2006 iStock International Inc.