

RESEARCH FINDINGS

Aviation Safety Inspector Study



March 2017



Canadian Federal Pilots Association
Association des pilotes fédéraux du Canada

METHODOLOGY

<p>Online survey</p>	<p>The survey was conducted with licensed pilots who work for Transport Canada or the Transportation Safety Board as aviation inspectors/investigators and are members of the Canadian Federal Pilots Association (CFPA).</p>
<p>Sample Size</p>	<p>A total of 243 CFPA members completed the survey representing a response rate of 64%.</p> <p>Based on the response rate and the sample composition, the results of the survey should be considered representative of the opinions of aviation inspectors who are members of the CFPA.</p>
<p>Field dates</p>	<p>March 14th to 22nd, 2017</p>

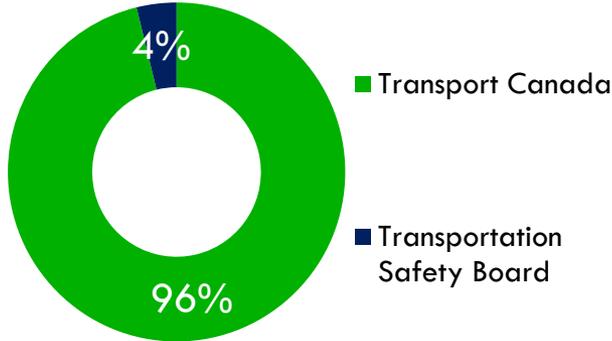
KEY FINDINGS

- The study reveals an aviation inspectorate that believes Transport Canada's recent decisions to reduce the scope of its safety oversight program will increase the risk of an aviation accident in Canada.
- A wide majority (81%) see Transport Canada's Safety Management Systems (SMS) as a barrier that prevents inspectors from fixing safety problems. Three-in-four (73%) believe SMS has exposed the public to elevated risk.
- A wide majority has little (43%) or no (42%) confidence that the aviation industry can regulate itself under SMS when it comes to safety.
- Almost all (81%) have the ominous belief that a major aviation accident in the near future is likely, given their knowledge of the state of aviation safety in Canada today.

KEY FINDINGS (2)

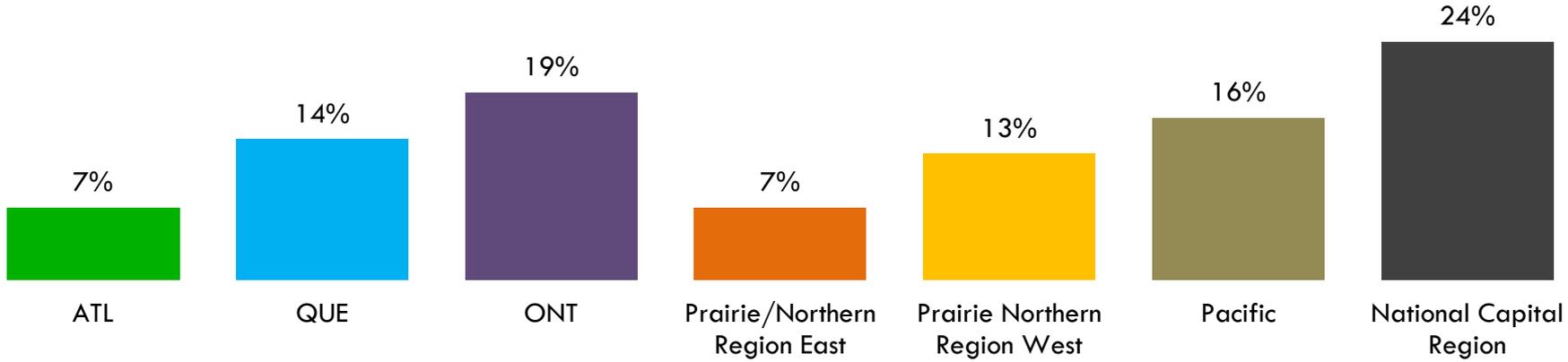
- With an average of almost 28 years of pilot experience and 11 years working as an inspector, respondents are veteran aviators.
- But, cuts to Transport Canada's flying program have all but grounded most of the department's pilot inspectors. It has been at least a year since most (67%) have flown an actual aircraft. On average, these inspectors have not acted as Pilot-in-Command of an aircraft for three years.
- Meanwhile, seven-in-ten report they sometimes (43%) or frequently (27%) were not trained for assigned tasks. Only 55% had completed all mandatory training required to act on behalf of the Minister of Transport to oversee and ensure compliance with aviation safety requirements.

RESPONDENT PROFILE



AVERAGE

27.6 years as a pilot
11.1 years as an inspector/investigator
8458.8 hours of flight time
3.0 years since last Pilot-in-Command



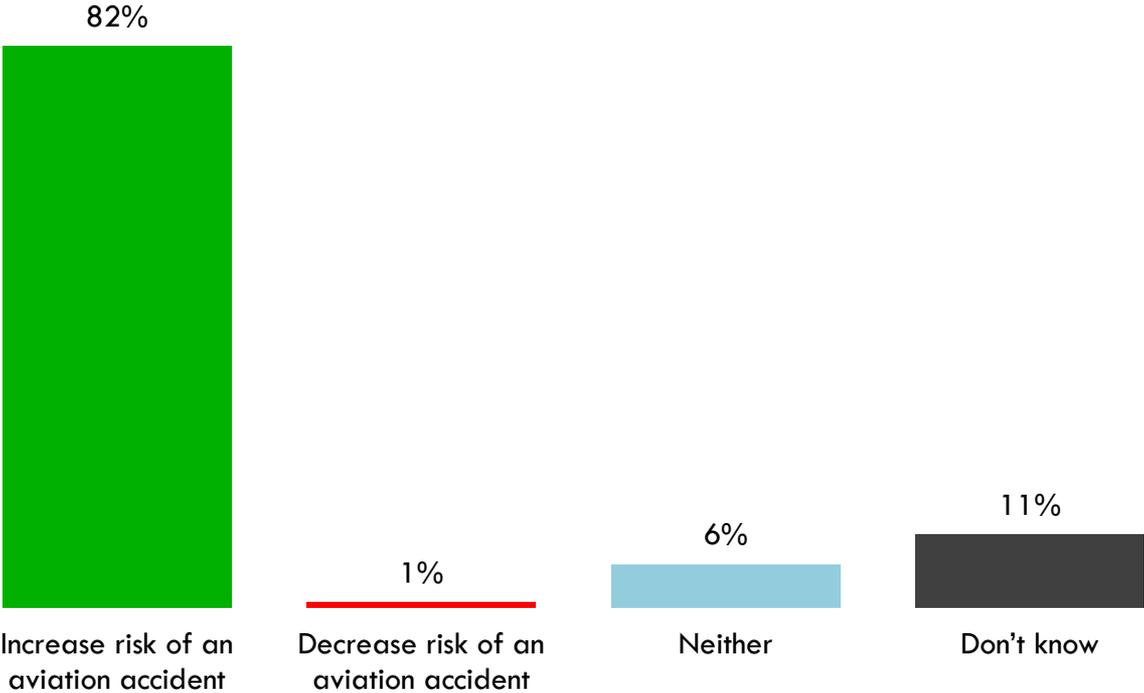
IMPACT OF REDUCING REGULATORY OVERSIGHT

ABACUS DATA

The logo for Abacus Data features the company name in a sans-serif font. Below the text is a horizontal line with a single green dot under the letter 'A' and two green dots under the letters 'A' and 'D'.

REDUCING THE SCOPE OF PLANNED SURVEILLANCE WILL INCREASE RISK

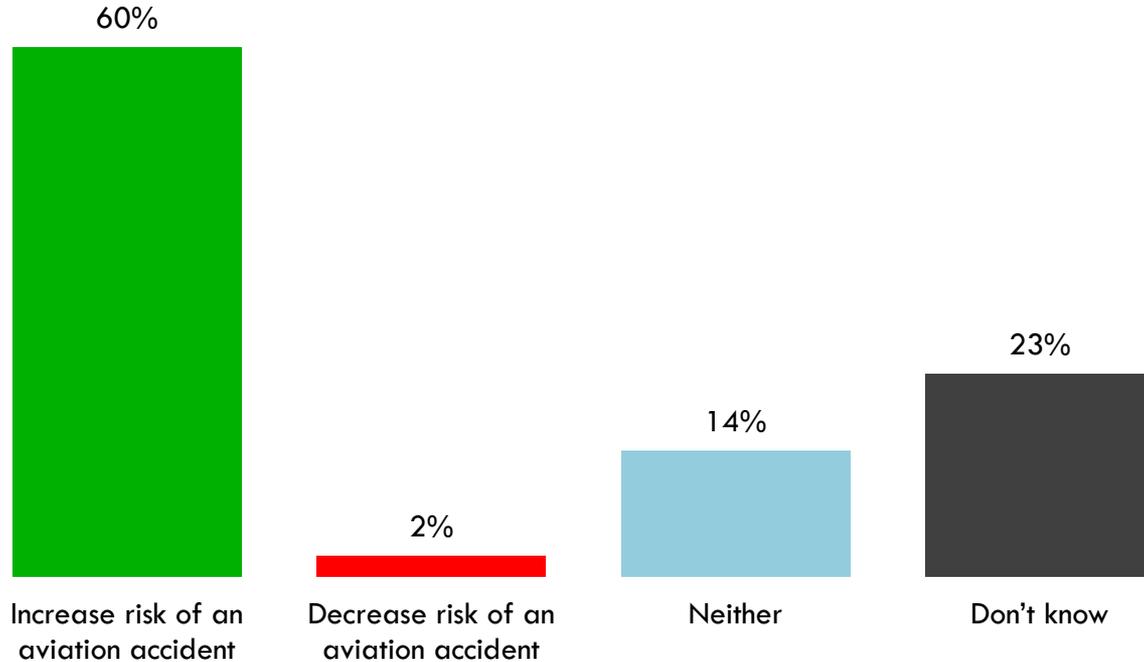
In your opinion, will Transport Canada's recent decisions to remove business aviation (CAR 604), urban heliports (CAR 305), aircraft doing aerial work (CAR 702) and aircraft parts suppliers (Standards 563) from planned surveillance:



82%
of respondents believe removing CAR 604 (business aircraft), CAR 305 (urban heliports), CAR 702 (aerial work) and Standards 563 (aviation parts distributors) from planned surveillance will increase the risk of an accident

IMPACT OF REDUCING SAFETY OVERSIGHT FOR ALL AIRPORTS

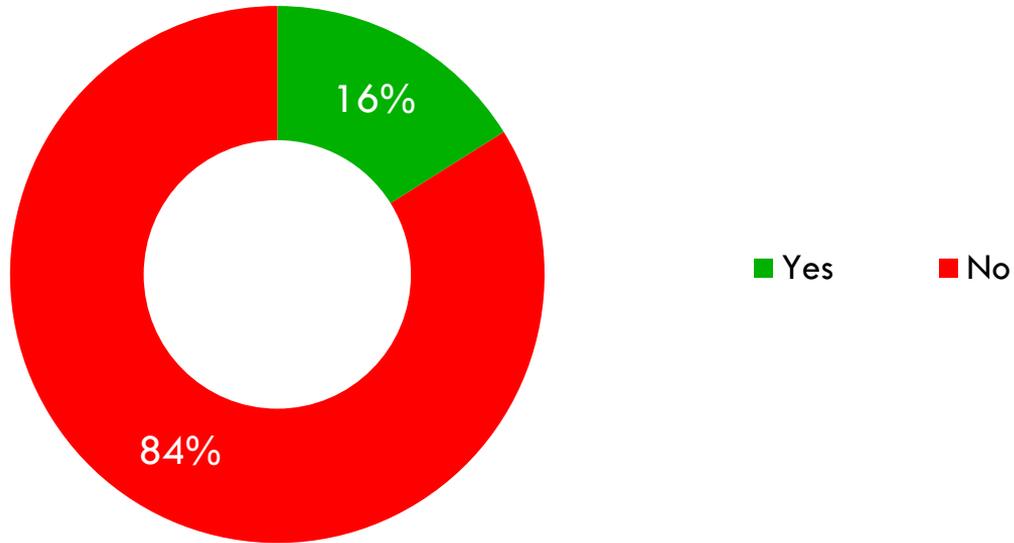
In your opinion, will Transport Canada's recent decision to end SMS assessments for all airports in Canada:



60%
of respondents believe
ending SMS assessments for
all airports will increase the
risk of an accident

IMPACT OF EXEMPTION TO PERMIT EVERY PILOT IN CANADA TO MAINTAIN THEIR LICENCE WITHOUT FLYING

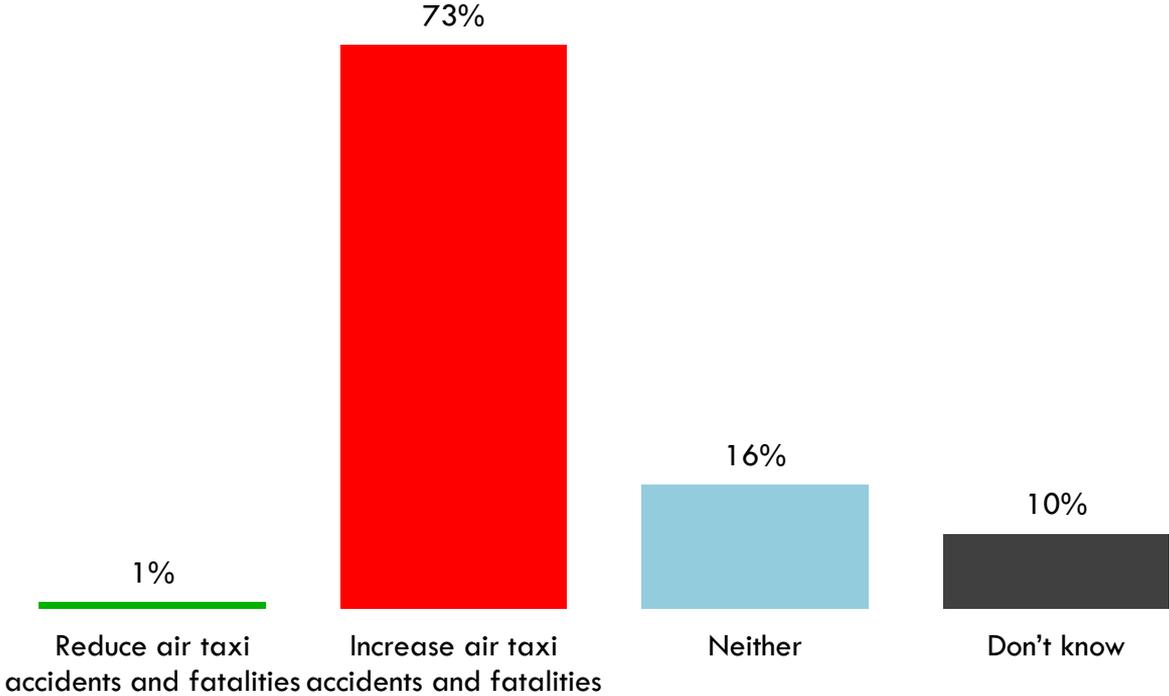
In your opinion, will Transport Canada's recent exemption to permit every pilot in Canada to maintain their licence by simulator alone increase aviation safety in Canada?



Only
16%
of respondents felt that
the exemption
permitting pilots to
maintain their licence by
simulator alone will
increase aviation safety

IMPACT OF REMOVING AIR TAXIS FROM SMS SURVEILLANCE

Transport Canada may soon remove air taxis (CAR 703) from its SMS surveillance program altogether. In your opinion will this move...



73%
of respondents predict an increase in accidents and fatalities in the air taxi industry if this sector is removed from planned oversight

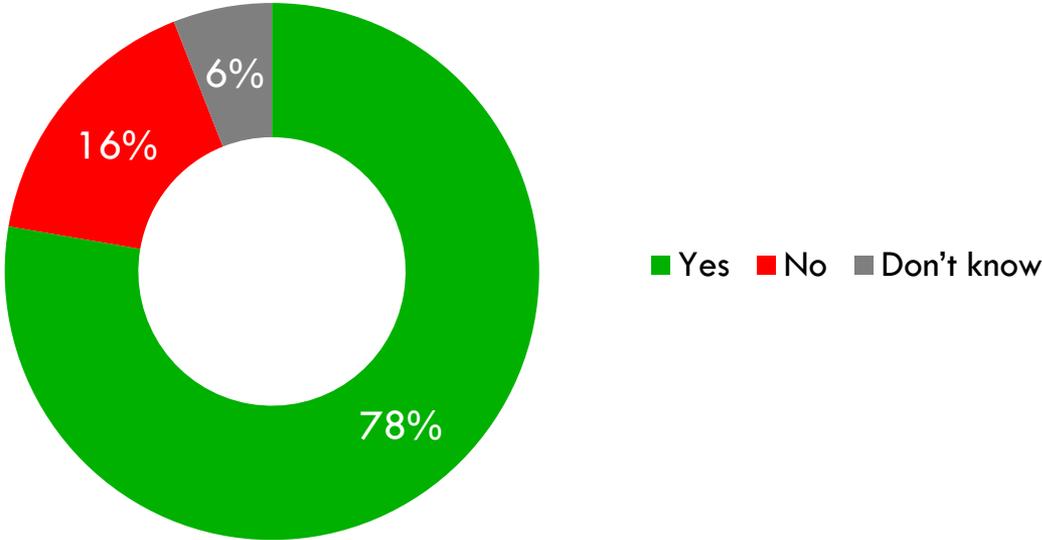
AVIATION SAFETY MANAGEMENT SYSTEMS (SMS)

ABACUS DATA

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PROPERLY IMPLEMENTED SMS COULD IMPROVE AVIATION SAFETY

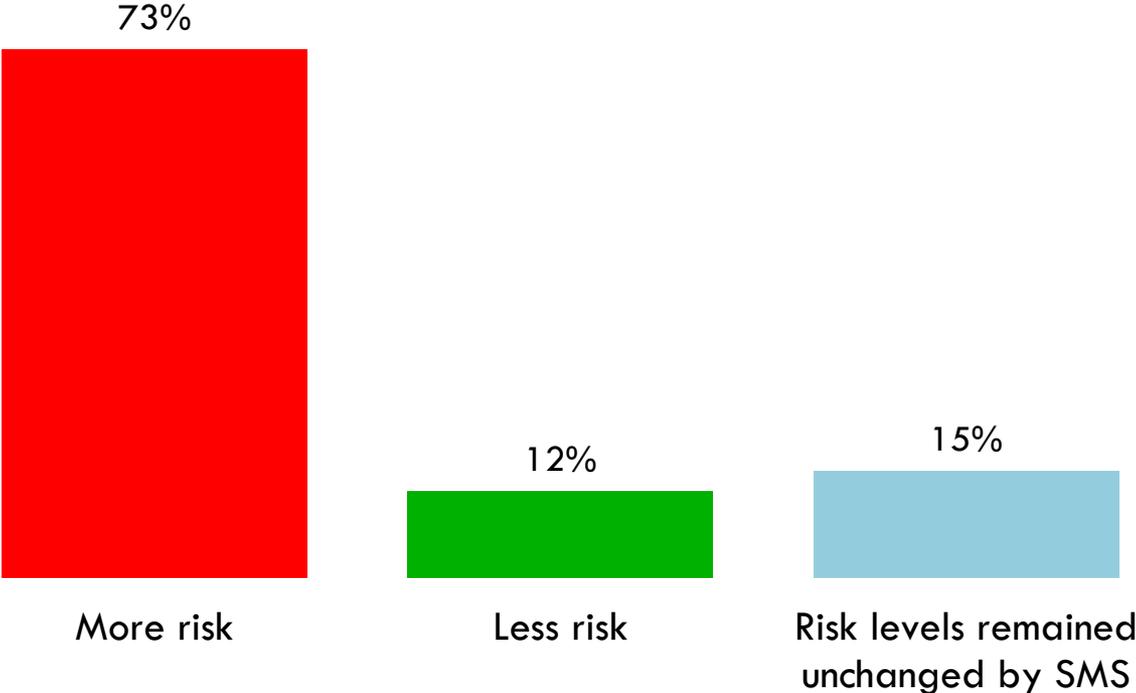
Do you believe a properly implemented safety management systems (SMS) could improve aviation safety in Canada?



78%
of respondents felt SMS
could increase aviation
safety if properly
implemented

RISK ASSOCIATED WITH TRANSPORT CANADA'S SMS

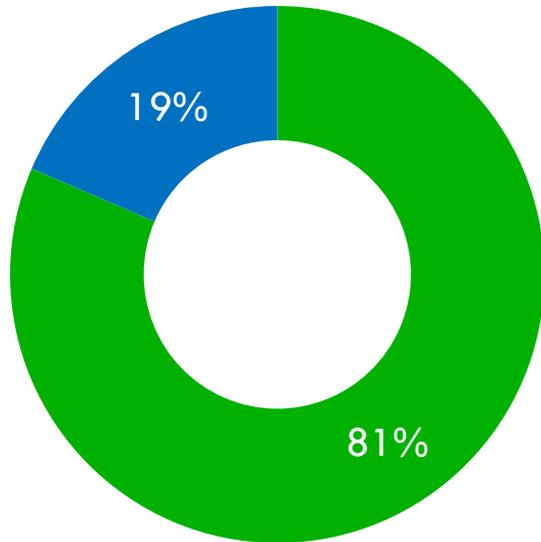
In your opinion, has the travelling public been exposed to more or less risk as a result of Transport Canada's reliance on SMS?



73%
of respondents believe the public has been exposed to more risk as a result of Transport Canada's reliance on SMS

SMS PREVENTS SAFETY PROBLEMS FROM BEING FIXED

Given the role of an inspector under Transport Canada's SMS is to be more of an overseer of certificate holder SMS systems, which of the following statements is closest to your own view as an inspector?



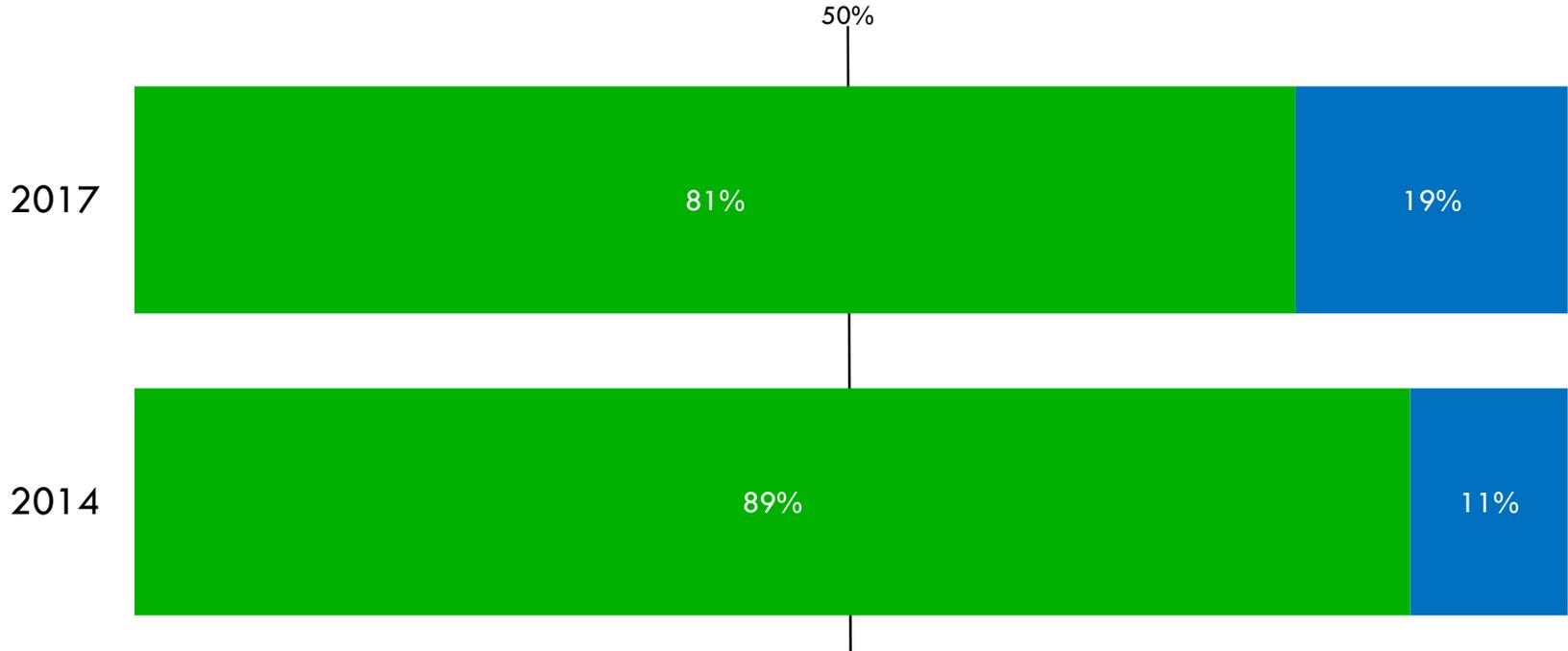
■ Transport Canada's SMS prevents me from addressing and correcting certificate holder safety problems in a timely fashion/before they happen

■ With Transport Canada's SMS, I am better able to address and correct certificate holder safety problems I encounter

81%
of respondents see SMS as
a barrier to addressing
safety problems

SMS PREVENTS SAFETY PROBLEMS FROM BEING FIXED

Given the role of an inspector under Transport Canada's SMS is to be more of an overseer of certificate holder SMS systems, which of the following statements is closest to your own view as an inspector?

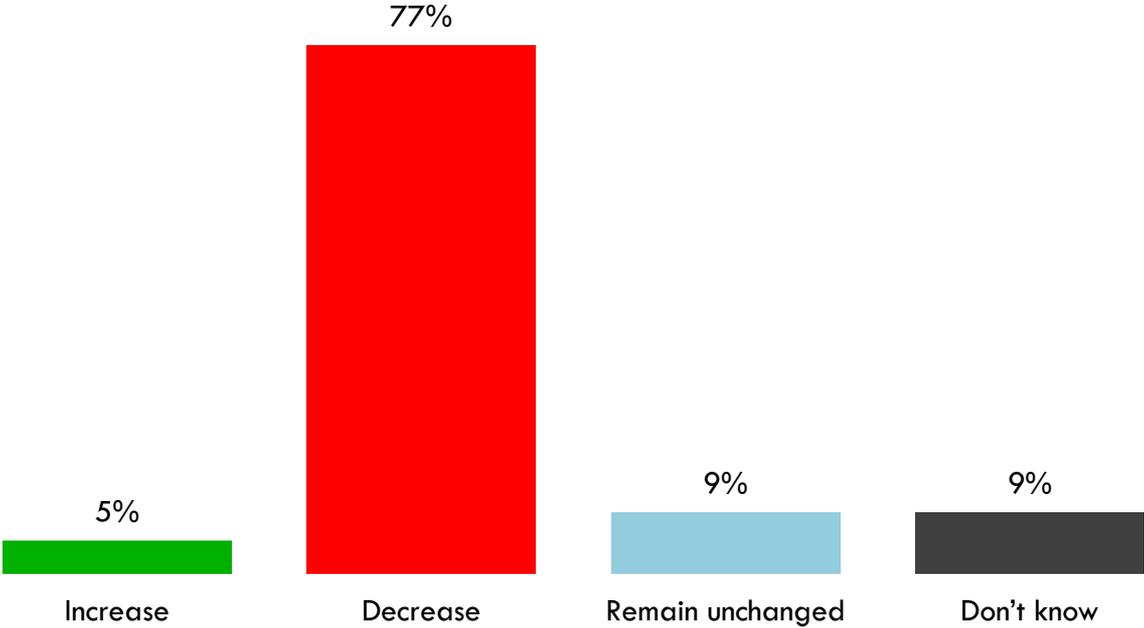


■ Transport Canada's SMS prevents me from addressing and correcting certificate holder safety problems in a timely fashion/before they happen

■ With Transport Canada's SMS, I am better able to address and correct certificate holder safety problems I encounter

PUBLIC CONFIDENCE IN AVIATION SAFETY

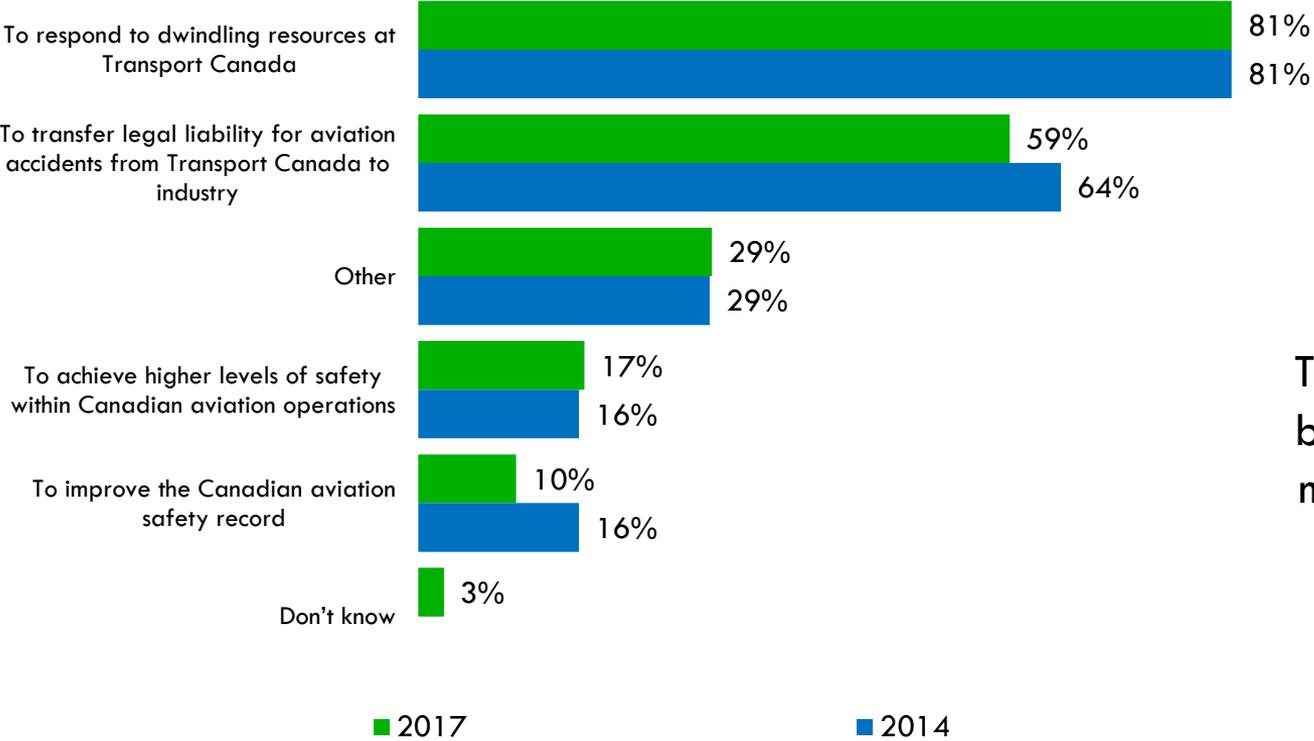
If the travelling public had your knowledge of Transport Canada's established SMS oversight system, do you think their level of confidence in the safety of Canada's aviation system would:



77%
of respondents felt that the traveling public would have a decreased level of confidence if they knew about SMS

MOTIVATION FOR INTRODUCTION OF SMS

In your view, what is Transport Canada's motivation for having introduced SMS?



81%
Dwindling resources at Transport Canada is cited by a wide majority as the motivation for introducing SMS

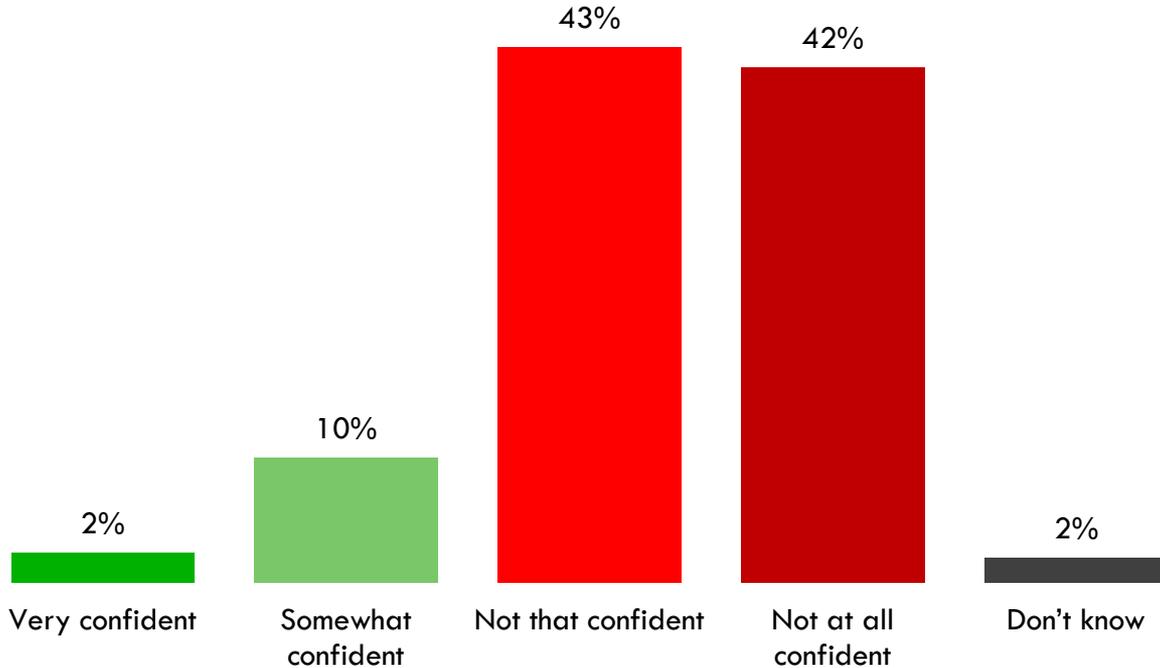
CONFIDENCE IN SELF-REGULATION

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CONFIDENCE IN AIRLINE & AIRPORT SELF-REGULATION AND SAFETY

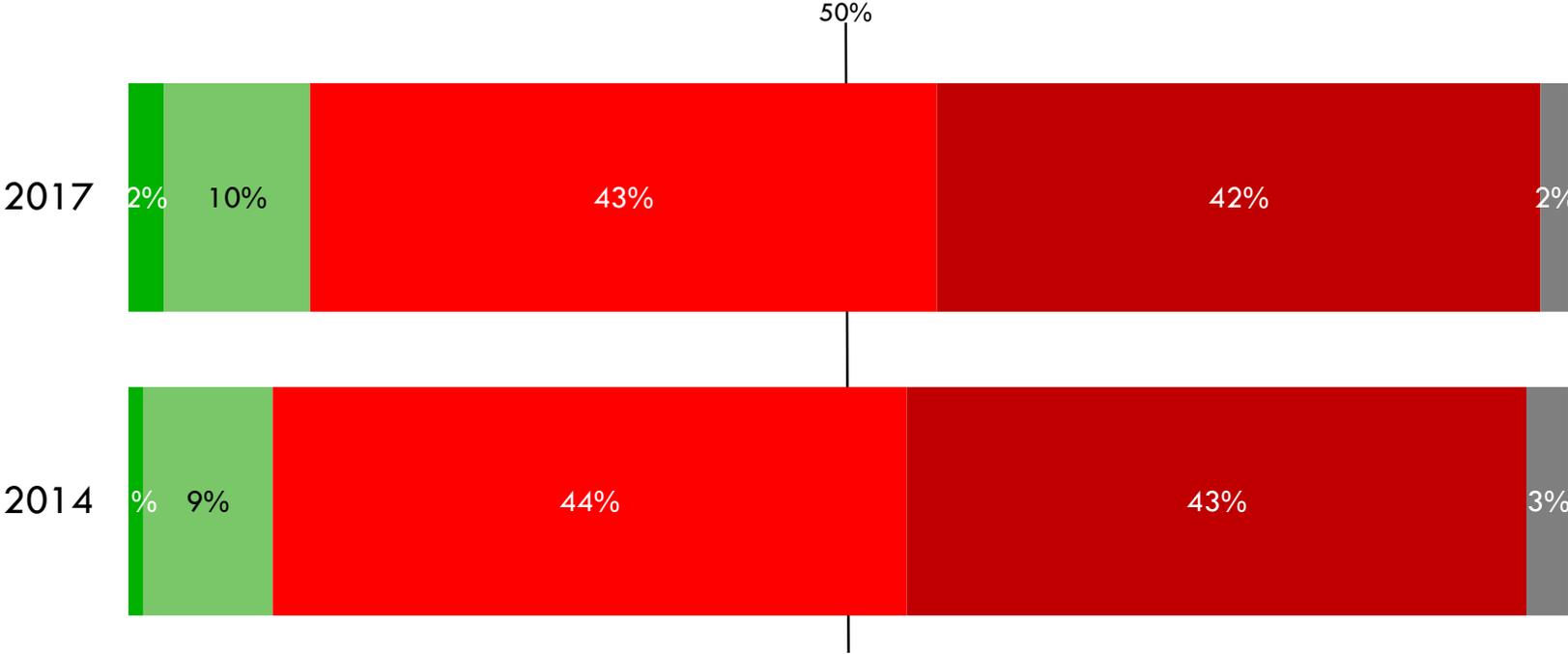
How confident are you personally about air operators, airports, etc. regulating themselves through SMS when it comes to safety?



85%
of respondents had little or no confidence in airline and airport self-regulation when it comes to safety

CONFIDENCE IN AIRLINE & AIRPORT SELF-REGULATION AND SAFETY

How confident are you personally about air operators, airports, etc. regulating themselves through SMS when it comes to safety?



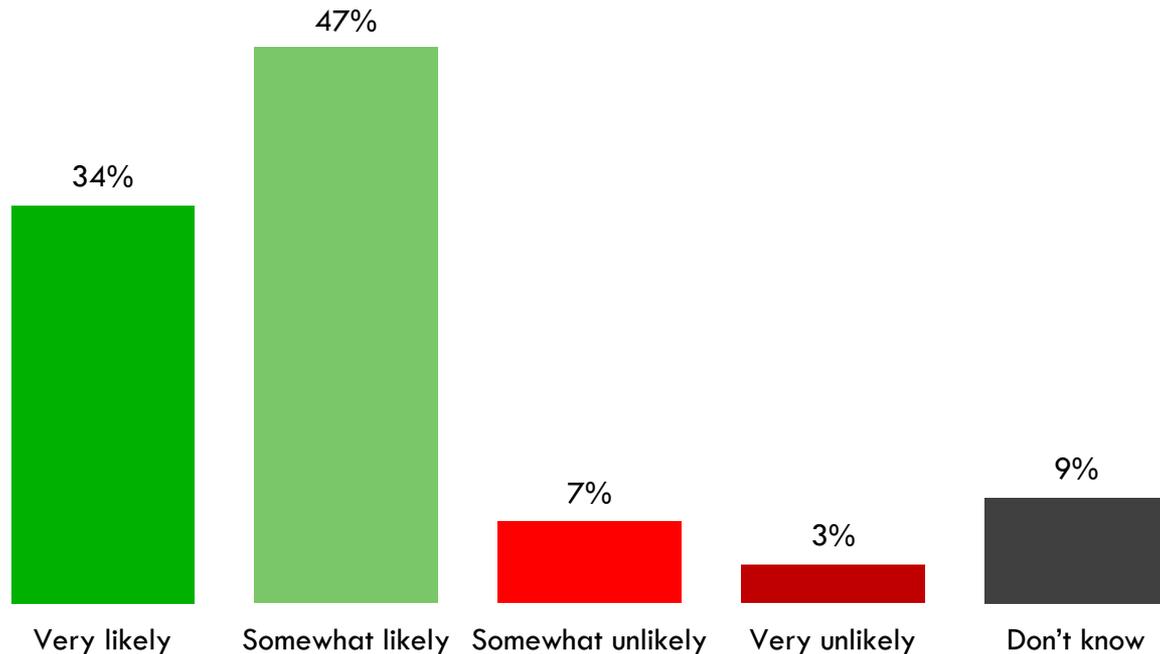
Very confident Somewhat confident Not that confident Not at all confident Don't know



All respondents, n = 243

LIKELIHOOD OF A MAJOR AVIATION ACCIDENT OR INCIDENT IN CANADA

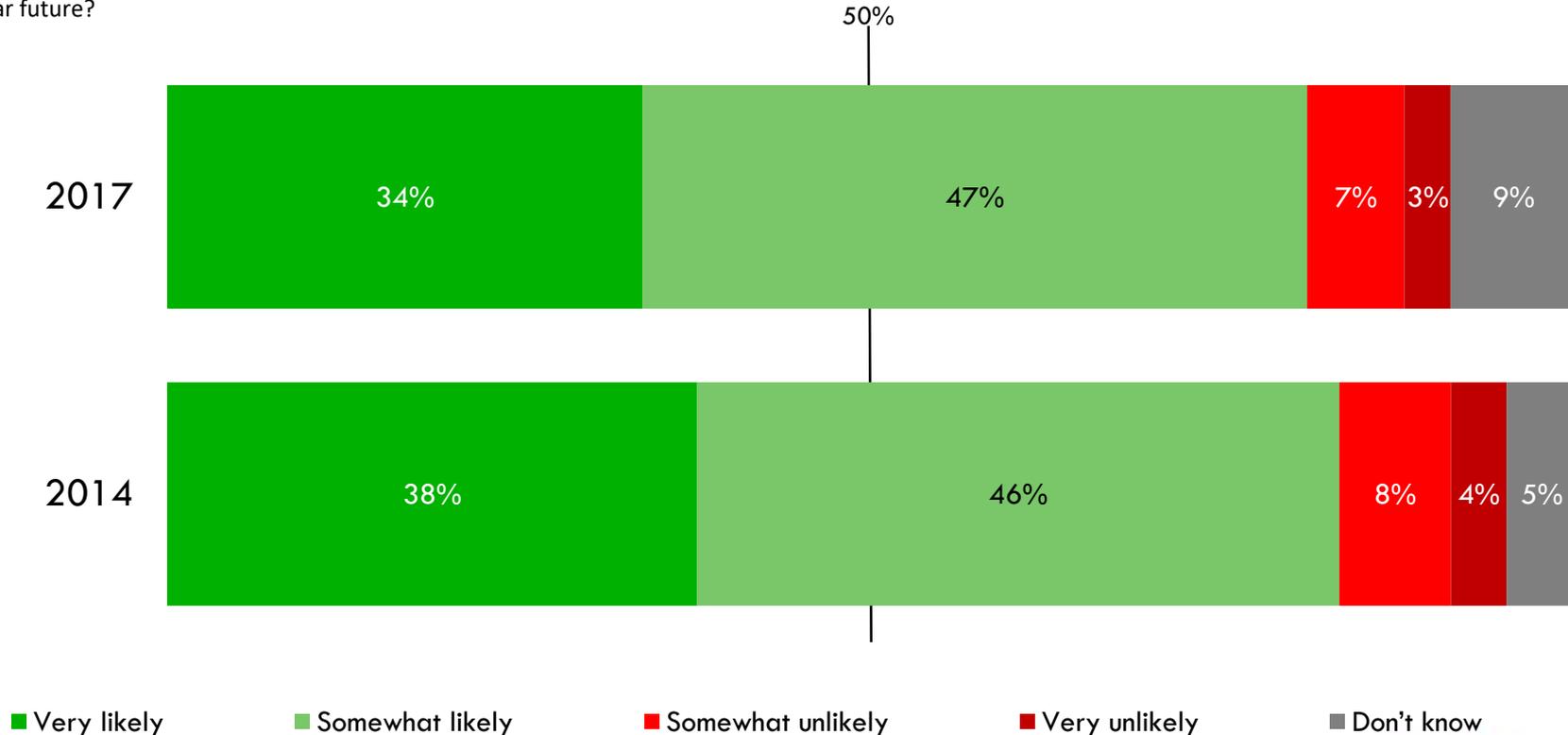
Given your knowledge and experience with the state of Canadian aviation system safety, in your opinion how likely is a major aviation accident or incident in Canada in the near future?



81%
of respondents felt that
there is a likelihood of a
major aviation accident or
incident in the near future

LIKELIHOOD OF A MAJOR AVIATION ACCIDENT OR INCIDENT IN CANADA

Given your knowledge and experience with the state of Canadian aviation system safety, in your opinion how likely is a major aviation accident or incident in Canada in the near future?



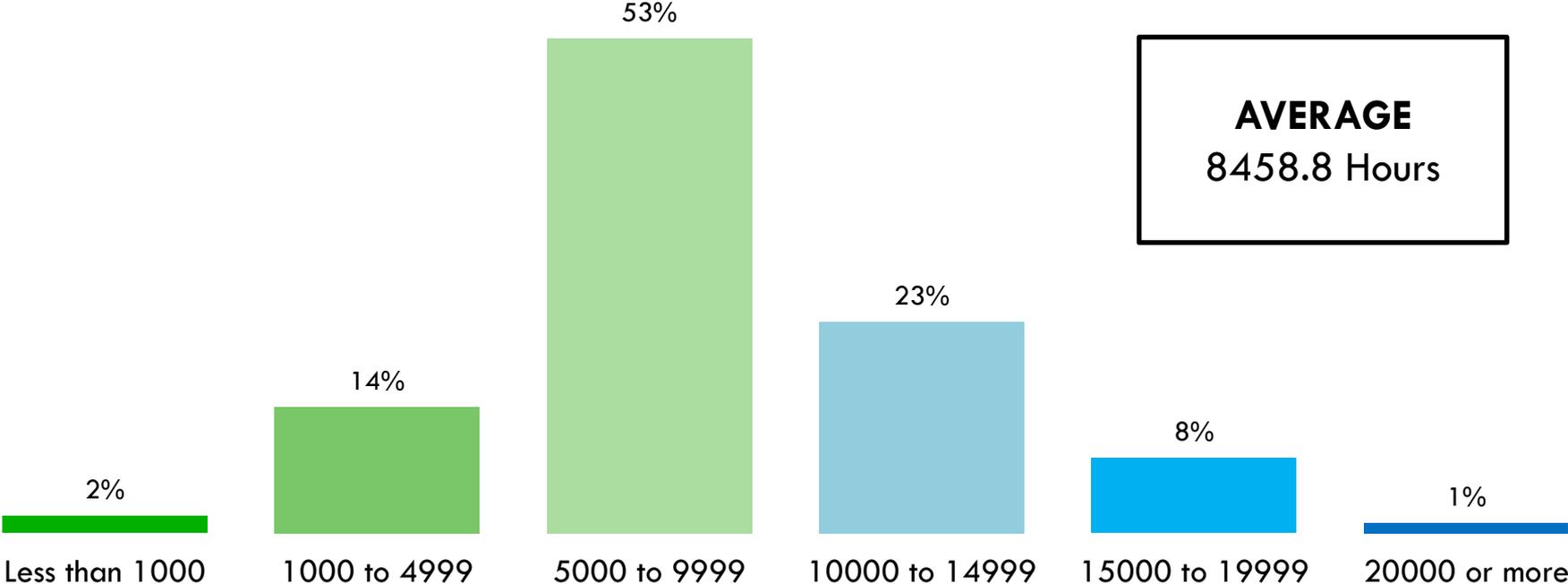
FLYING AND TRAINING HISTORY

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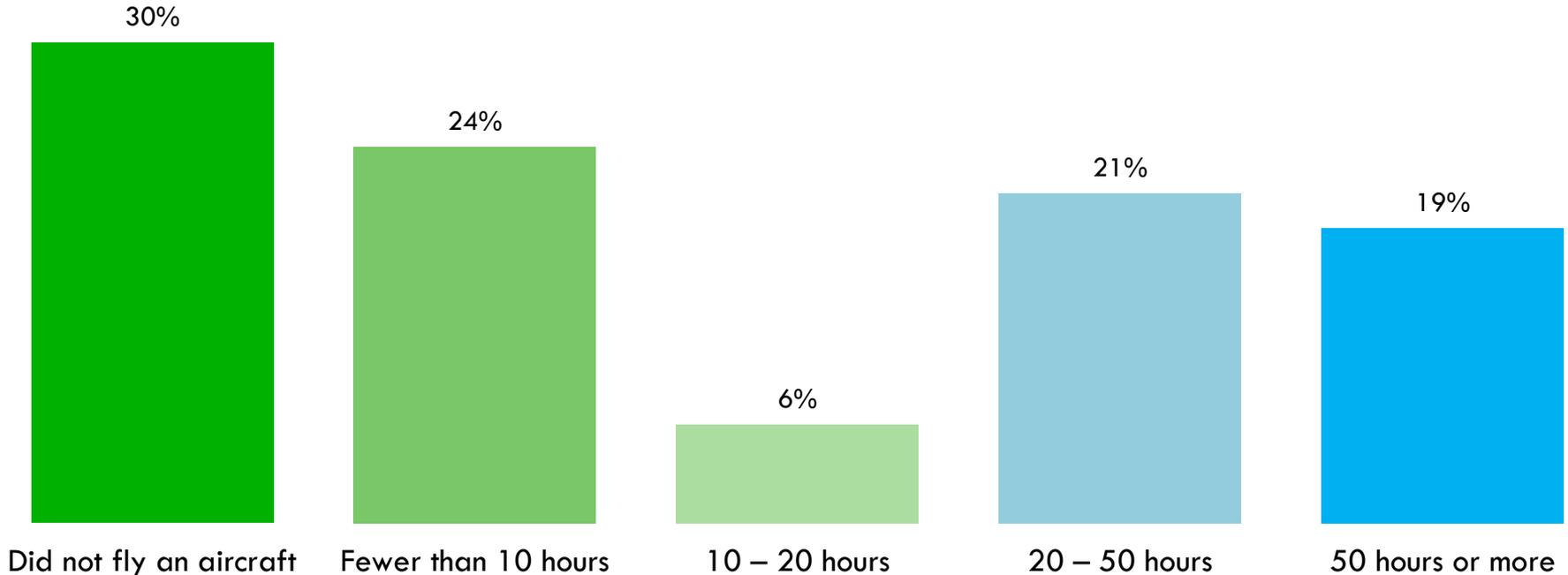
NUMBER OF TOTAL FLIGHT HOURS

Approximately how many total flight hours have you logged during your career?



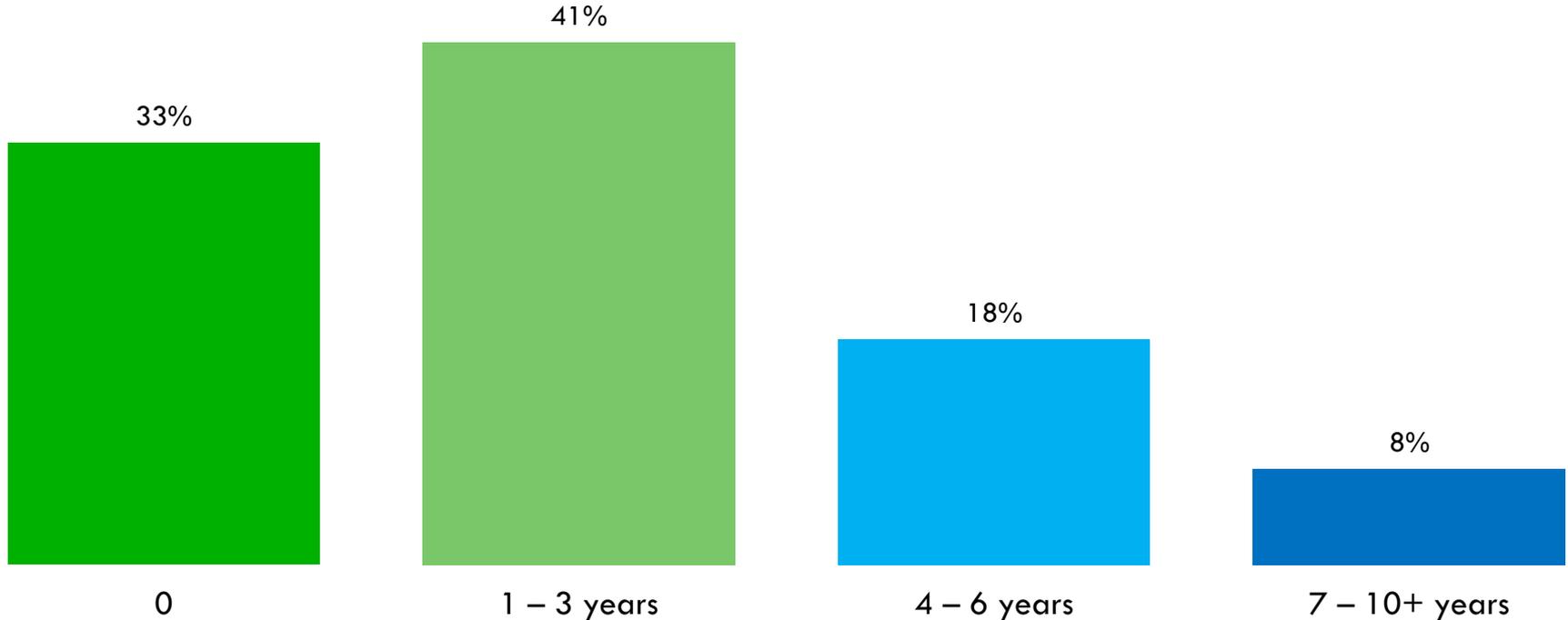
NUMBER OF HOURS AS PILOT-IN-COMMAND OR SECOND IN COMMAND IN FISCAL 2015/16

Approximately how many hours have you logged as Pilot In Command or Second In Command in an aircraft within fiscal year 2015/16?



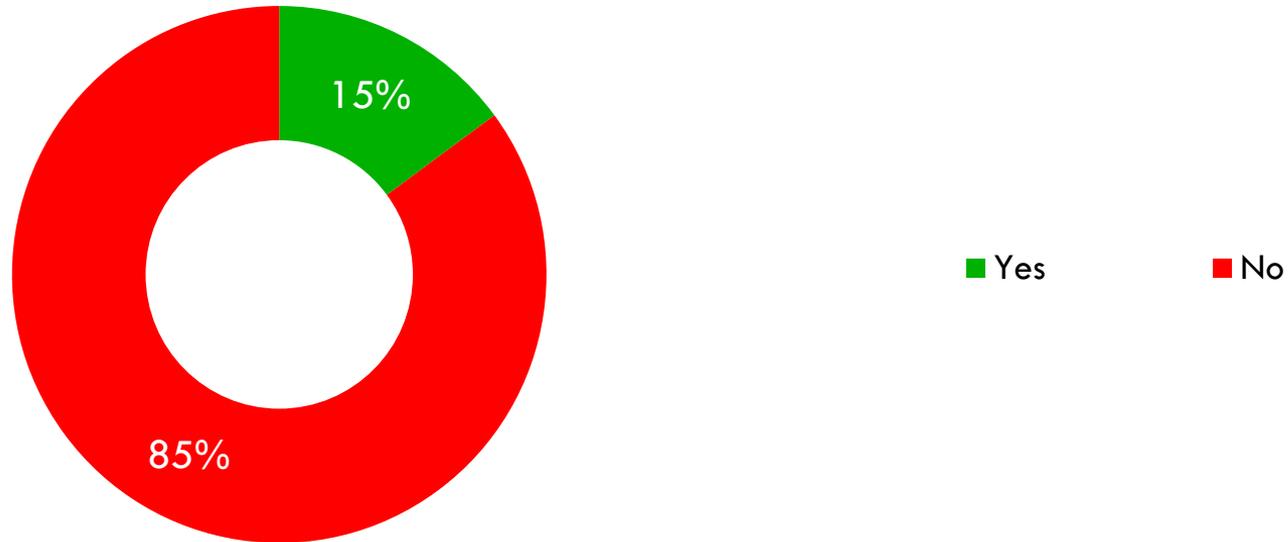
NUMBER OF YEARS SINCE PROFESSIONAL AVIATION CURRENCY PROGRAM INVOLVING AIRCRAFT FLIGHT TIME

How many years have elapsed since the last time you were assigned to a Professional Aviation Currency Program involving aircraft flight time?



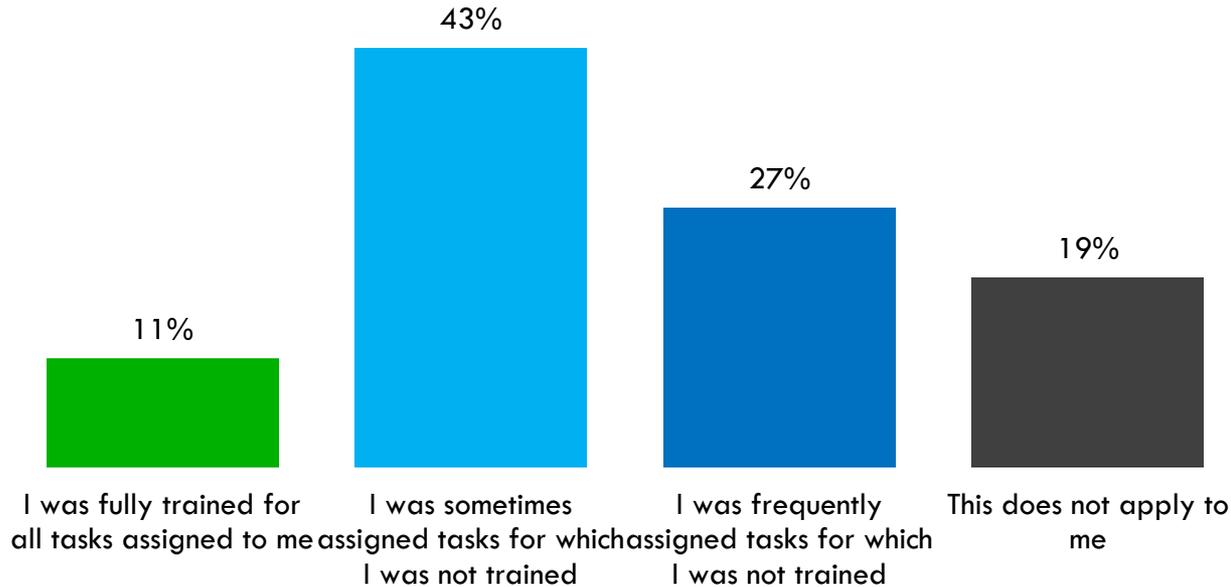
MAINTAINED CURRENCY OF PILOT LICENCE AT OWN COST

Have you maintained the currency of your pilot licence on your own at your own cost?



TRAINING FOR INSPECTION/INVESTIGATION DUTIES

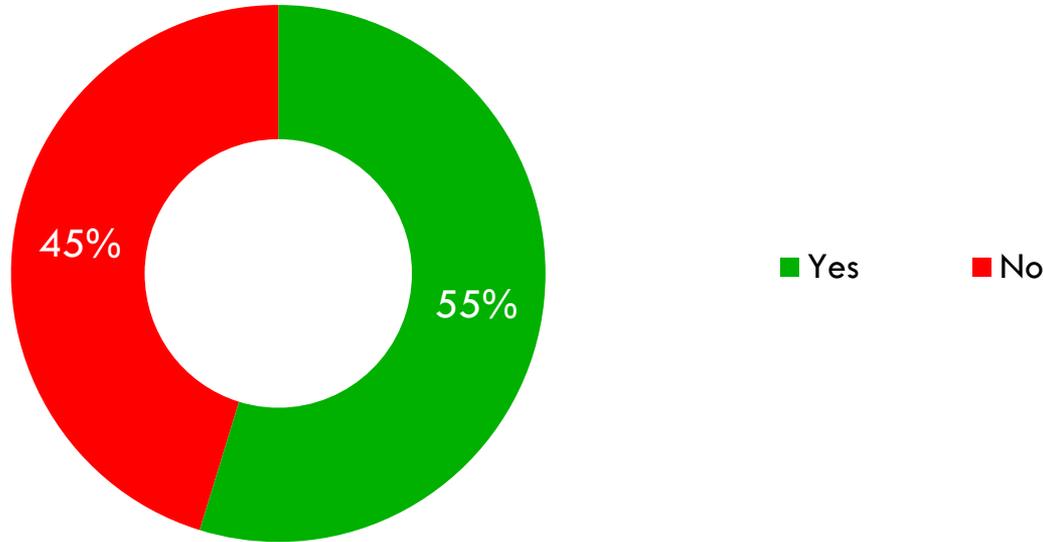
With respect to inspection/ investigation duties that you carried out in fiscal year 2015/16 select one of the following statements that best describes the training provided to you by the employer?



70%
of respondents
were assigned tasks
they were not
trained for

COMPLETED ALL MANDATORY TRAINING APPROPRIATE FOR YOUR DELEGATION OF AUTHORITY/RECORD OF AUTHORITY

Have you completed all mandatory training appropriate for your Delegation of Authority/Record of Authority document?



Only
55%
of respondents had
completed all
mandatory training for
their Delegation of
Authority/Record of
Authority document

RESEARCH FINDINGS

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