

## Talking points for AIPA members

**To assist our members to promote the idea that two pilots must be on the flight deck at all times, we have provided the following talking points in four parts.**

The first part contains some background, the second part contains key messaging that you can raise and explore with people when discussing the issue. The third part includes several social media thought bubbles that tie into the “SafetyStartsWith2” campaign that IFALPA is running and lastly there is an opinion editorial that was published earlier in the year written by AIPA about this issue.

These four pieces of information should help you to increase awareness of the issue with people you encounter.

### Part 1 – Background

Airbus and Dassault are well advanced in developing airliners with the initial capability of operating with only one pilot on the flight deck during the cruise. They are working with Cathay Pacific, particularly with an eye to their freight operation, with a planned introduction of this type of operation by 2027.

They are also working on developing an aircraft that is capable of being flown by only one pilot for the whole sector. The timeframe for this operation is likely to occur in the 2030s.

The regulatory bodies of various countries including many in Europe and more locally New Zealand, have indicated support for the proposal. CASA, at this stage, has not taken a position on the proposed reduced crew operations.

The development of this type of technology is far more advanced than most pilots think.

### Part 2 – Key Messaging

- Two well trained and well rested pilots are the key to the safe operation of any airliner.
- Aircraft are designed with multiple levels of redundancy on every system including engines, hydraulics, air-conditioning and flight controls. There must also be redundancy in the pilot seats.
- Medical events can never be planned for. That is why two well-trained and well-rested pilots are always needed on the flight deck.
- Automation is good but never foolproof. Computers crash, planes shouldn't. That is why two well-trained and well-rested pilots are always needed on the flight deck.
- The next generation of flight crew need to learn from their predecessors. That is why two well-trained and well-rested pilots are always needed on the flight deck.
- Sitting alone for hours on end, day after day is not good for the mental health of a pilot. That is why two well-trained and well-rested pilots are always needed on the flight deck.
- Is saving a few extra dollars on your airline ticket worth the risk of only one pilot flying you to your destination? For less than the price of a coffee it is worth having two well-trained and well-rested pilots on the flight deck.
- As a pilot, I would never put my family on a plane with only one pilot.

### Part 3 – Social Media ideas and IFALPA’s “Safety Starts with 2” Strategy

The safety of every airline flight always starts with at least two qualified pilots on the flight deck. Removing pilots from the flight deck is a gamble with safety. Pilots are unified in saying #SafetyStartsWith2 [safetystartswith2.com](https://www.safetystartswith2.com)

Removing pilots from the flight deck in the name of profit is a dangerous idea that risks the lives of crew, passengers, and the communities that millions of people and tons of cargo fly over every day. #SafetyStartsWith2 [safetystartswith2.com](https://www.safetystartswith2.com)

#SafetyStartsWith2 qualified pilots on the flight deck of every airliner. Removing pilots is a gamble with safety that risks the lives of passengers, crew, and those who live in the communities we fly over every day. [safetystartswith2.com](http://safetystartswith2.com)

Join me and my fellow airline pilots across the globe in telling airlines and aircraft manufacturers that #SafetyStartsWith2. Removing pilots from the flight deck in the name of profits is a dangerous proposition. [safetystartswith2.com](http://safetystartswith2.com)

## Part 4 – AIPA Opinion Editorial from earlier in 2023

The concept of single pilot flights should send a shiver down the spine of anyone with a love of travel.

Pilots flying “solo” with 300 passengers behind them, represents a threat to airline safety. The Australian and International Pilots Association (AIPA) represents more than 2300 airline pilots and as President, I am deeply concerned by the proposal to produce passenger aircraft requiring only one pilot.

More than 40 countries including the UK and New Zealand have approached the United Nations body that sets aviation standards to help make single-pilot flights a safe reality by as early as 2027. At this stage the Australian regulator CASA, is watching from the sidelines.

Aircraft today are modern technological marvels. They can transport nearly 500 people halfway around the world with monotonous reliability.

But that reliability is built on the back of redundancy. Whether it is two engines, multiple sources of electrical power or hydraulics, or dual or triple navigation systems, aircraft are designed with impeccable levels of redundancy, with the pilots playing an equally vital part in that safety chain.

There is a large misconception that once airborne, the pilots push the big autopilot button and put their feet on the dash. This is not the case. The autopilot allows the pilots to not have to hold the control column for hours on end causing fatigue and at high altitudes when the control surfaces are incredibly sensitive, it provides smooth and accurate flying.

However, the autopilot does not make the decision to fly around a thunderstorm, it does not decide to change flying levels to minimise fuel burn and it does not decide on where to quickly divert to if a passenger has a heart attack.

These consequential decisions are made by the pilots. They are made as a team to ensure the best possible decisions are made. And with two crew on the flight deck, it provides protection against incapacitation which is something impossible to predict.

PAs from the cabin crew asking if anyone knows how to fly a plane, should remain part of comedies like Airplane or Flying High, not part of real life. Having two pilots protects the operation if a pilot should become incapacitated.

A simple argument is the financial one, as it may save money, but to what level may the safety of the operation be impacted. Is that a price travellers are prepared to pay?

Automated cars and trucks feel much closer to reality and even they are experiencing safety issues as they are developed. The idea of being in the hands of only one pilot and a computer at twelve kilometres above the earth travelling at 800km/h should create real concerns for the Australian travelling public.

I know I would never put my family on that plane.