Vision

The most respected internationally, independent authority on the subject of Airworthiness.

IFA uniquely combines together all those with responsibility for policies, principles and practices concerned with the continuing airworthiness of civil transport aircraft throughout the world.

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President’s Report

As I the write this year’s introduction to the annual report I am acutely aware of the major airworthiness issue associated with the Boeing 737 MAX which has shaken the industry. The facts emerging, although not complete, challenge our view of the safety discipline in our industry, which starts with the preparation of a Safety Case for all designs and modifications to the aircraft and particularly software.

The management and approval of change from initial design through risk assessment, system redundancy, thorough testing, training, maintenance, certification in conjunction with the regulator and communication, forms an integral part of the Safety Case. For some reason this seems to have broken down.

In my 50 years plus in the aviation industry, at all levels, I have seen similar issues to this starting with the Comet, the DC10 etc. The difference with this one is that it is a combination of Hardware and Safety Critical Software, Regulatory issues and Communication to the operators.

From the successful introduction of Full Authority Digital Engine Control and Fly-By Wire Safety Critical Software has become an important feature of our industry and will feature more in future aircraft.

One important lesson from the past is that there was a total disclosure of the cause and the whole industry gained from it. I am sure that even in this litigious society, the same will be true today.

IFA and its members, whether Corporate or Professional, will play a key part in influencing the changes necessary and dissemination of this information through the industry with its Safety Conferences Newsletters and White Papers.

At the November IFA Annual General Meeting three new people were elected to the IFA Board.

Mick Adams - was elected as an IFA Trustee and will hold a Non-Executive position on the Board.

Kyriakos Kourousis and Anthony Muchiri both joined the IFA Board as Professional Members.
The IFA Trustees, which we call Non-Executive Members of the IFA Board, under my Chairmanship have spent a considerable amount of time updating our induction and training programmes. This has been a very useful exercise for all current and future Trustees.

In addition, the Trustees have attended the IFA AGM and Board Meetings either in person or electronically due to the international nature of IFA and its Board membership.

Through the Board meetings the IFA Trustees have approved the budget for 2019 to 2020 and reviewed the value of the Trust Fund managed by Barclays Wealth Management, which we found to be satisfactory.

In addition to our major expenditure on our conferences, which are funded by our sponsors and membership the Trustees allocated £10,000 from the Trust Fund to redesign the IFA, website is now complete and will come in well below this figure. It will include additional ongoing costs to keep it up to date and relevant to our Sponsors and Members.

Frank Turner

Non-Executive Board Members (Trustees) - There shall be 5 (five) trustees, they shall be nominated by the Executive Board Members and shall be appointed by a resolution passed at a General Meeting of the IFA. A memorandum of such a resolution signed either by the person presiding at the meeting or in some other manner directed by the meeting, and attested by two persons at the meeting and duly sealed, shall take effect as the deed of appointment of such trustee or trustees. The discharge of a trustee will take place in like manner.
Independent Examiner’s Report

Principal Office -
59 Hurst Farm Road, East Grinstead,
West Sussex, RH19 4DQ

Accountants -
Alexandra Durrant Chartered Accountants
10A-12A High Street
East Grinstead
West Sussex  RH19 3AW

Non-Governmental Organisation
UK Charity No: 296354

The full Independent Examiners report including the notes on the Financial Statements is available to view on the IFA website - www.ifairworthy.com or by contacting the IFA Secretariat who will forward a copy either electronically or by mail.

Independent Examiner's Report to the Trustees of
International Federation of Airworthiness

Independent examiner’s report to the trustees of International Federation of Airworthiness
I report to the charity trustees on my examination of the accounts of the International Federation of Airworthiness (the Trust) for the year ended 30 June 2019.

Responsibilities and basis of report
As the charity trustees of the Trust you are responsible for the preparation of the accounts in accordance with the requirements of the Charities Act 2011 (‘the Act’).

I report in respect of my examination of the Trust’s accounts carried out under section 145 of the Act and in carrying out my examination I have followed all applicable Directions given by the Charity Commission under section 145(5)(b) of the Act.

Independent examiner’s statement
I have completed my examination. I confirm that no material matters have come to my attention in connection with the examination giving me cause to believe that in any material respect:

1. accounting records were not kept in respect of the Trust as required by section 130 of the Act; or
2. the accounts do not accord with those records; or
3. the accounts do not comply with the applicable requirements concerning the form and content of accounts set out in the Charities (Accounts and Reports) Regulations 2008 other than any requirement that the accounts give a true and fair view which is not a matter considered as part of an independent examination.

I have no concerns and have come across no other matters in connection with the examination to which attention should be drawn in this report in order to enable a proper understanding of the accounts to be reached.

Alexandra Durrant FCA
ICAEW
Alexandra Durrant Chartered Accountants
10A-12A High Street
East Grinstead
West Sussex  RH19 3AW

24 September 2019
<table>
<thead>
<tr>
<th>Notes</th>
<th>General fund</th>
<th>Trust Fund</th>
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<td>£</td>
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<tr>
<td><strong>INCOME AND ENDOWMENTS FROM</strong></td>
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<tr>
<td>Charitable activities</td>
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<tr>
<td>Promoting airworthiness</td>
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<td>187,843</td>
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### International Federation of Airworthiness

**Balance Sheet**  
**At 30 June 2019**

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<tr>
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<th>2019 Total</th>
<th>2018 Total</th>
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<tr>
<td><strong>Trust Fund</strong></td>
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<tr>
<td><strong>TOTAL FUNDS</strong></td>
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#### Fixed Assets

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<tbody>
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<td>158,973</td>
<td>158,973</td>
<td>148,313</td>
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</table>

#### Current Assets

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<th>Notes</th>
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#### Creditors

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<th>£</th>
<th>£</th>
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<tbody>
<tr>
<td>12</td>
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<td>(1,000)</td>
<td>(750)</td>
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#### Net Current Assets

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<th>General fund</th>
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<th>£</th>
<th>£</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>28,870</td>
<td>42,980</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Total Assets Less Current Liabilities

<table>
<thead>
<tr>
<th>General fund</th>
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<th>£</th>
<th>£</th>
<th>£</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>28,870</td>
<td>187,843</td>
<td>191,293</td>
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#### Net Assets

<table>
<thead>
<tr>
<th>General fund</th>
<th>Trust Fund</th>
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<th>£</th>
<th>£</th>
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<tr>
<td></td>
<td></td>
<td>28,870</td>
<td>187,843</td>
<td>191,293</td>
<td></td>
</tr>
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</table>

#### Funds

<table>
<thead>
<tr>
<th>General fund</th>
<th>Trust Fund</th>
<th>£</th>
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<td>Unrestricted funds:</td>
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<td>Trust Fund</td>
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<td>158,973</td>
<td>148,313</td>
<td></td>
<td></td>
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</table>

#### Total Funds

<table>
<thead>
<tr>
<th>General fund</th>
<th>Trust Fund</th>
<th>£</th>
<th>£</th>
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<tr>
<td></td>
<td></td>
<td>187,843</td>
<td>191,293</td>
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</tr>
</tbody>
</table>

The notes form part of these financial statements.
MEMBERSHIP

Membership numbers have held steady. IFA is focusing on attracting new Corporate and Institutional members. A challenge is to keep our Professional members for more than one year. It is hoped that development of the new website with better membership renewal processes and a steady stream of new content will address both of the ongoing membership issues.
Global Representation

Europe 39.6%
Asia 14.6%
Australasia 10.4%

Americas 10.4%
Africa 14.6%
Middle East 10.4%

Australia
Bahrain
Bulgaria
France
Germany
Guyana
Hong Kong
India
Ireland
Kenya
Kuwait
Netherlands
New Zealand
Nigeria
Philippines
Saudi Arabia
Spain
Taiwan
United Arab Emirates
United Kingdom
USA
Chief Executive Officer’s Report

An airworthy aircraft is one that conforms to its type design and is in a condition for safe flight. It seems simple to say but underlying those words are substantial activities that are going on continuously all over the globe. IFA is committed to supporting this critical work. It’s the foundation upon which a safe aviation system is built and maintained.

Within this period, international civil aviation has had a major set-back. An aircraft with a long history of safe operations, in its latest version has led to questions about the way airworthiness is assured. I take from the grounding of the B737 MAX the need to never falter or let-up on the rigor with which aircraft certification is conducted.

IFA has been helping people keep up to speed with the complex technical changes that industry and regulators are bringing forward. Airworthiness is inextricably linked to data. The means to provide aviation data, intelligence and insight are advancing rapidly. With this in mind, this year we introduced new topics to our magazine Airworthiness Matters.

We are keeping our eye on the airworthiness element of emerging trends, like; Drones, Cybersecurity and new automation. IFA has worked with our partners to deliver up-to-date presentations on key subjects. IFA’s conference built on previous successes to bring together a network of airworthiness professionals.

In international affairs, the year ends with a degree of turbulence. IFA continues to consolidate its position promoting airworthiness across boundaries. Understanding the importance of communication with our membership, and the wider aviation community we started the work to modernises the federation’s website.

To those who have left us, we say thank you for your contribution. To those who have joined IFA, we welcome you and hope you will be able to participate in the life of the federation.
Vice President - Middle East

We thanked Nasir Iqbal for his contribution to IFA. He has now moved from his position at the GCAA. Nasir had held the role of IFA VP for the Middle East for some years, helping us to promote airworthiness within the region and has attracted participants to our technical conferences held in Dubai over recent years. We wish him well for the future.

Paul Cousins

Sadly in 2018, the passing was announced of Paul Cousins, former president of the Australian Licensed Aircraft Engineers and IFA member for many years, but we were pleased that the Aircraft Maintenance Competition run by another IFA member, John Goglia, have recognised Paul’s work in expanding the AMC to airlines and MROs overseas by creating the Paul Cousins Award to recognize and remember the positive impact one individual made on the aviation maintenance craft and profession.

Whilst in Atlanta at the Aerospace Maintenance Competition, it was good to meet up with Bill Johnson, FAA and catch up on Human Factor news.

Taking an opportunity.... following the RAeS September A&Mg seminar Daniel, Cengiz and myself met to organise the Dubai Conference.

Our IFA Airworthiness Matters is spreading the word around the globe. From Atlanta and London to Cranfield and Madrid.

Paul Cousins

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A busy year promoting airworthiness in the region and beyond. A highlight was proudly telling Australia’s Aircraft Airworthiness & Sustainment Conference how a winner of the IFA’s Whittle Safety Award, Beth Gamble, had brought airliner-style airworthiness to the world’s largest fleet of general aviation aircraft. Another was letting the IFA’s Dubai Conference in on the secret to innovative structural maintenance, and then moderating a workshop on innovative inspection methods, including a robot from New Zealand. But, best of all has been supporting other IFA members promoting airworthiness in the region, where interest in IFA is growing.

The US NTSB included improvement of the Safety of Part 135 Aircraft Flight Operations in their 2019 most wanted list, urging operators to be proactive about safety.

IFA continues to support the annual Aerospace Maintenance Competition (AMC) which is an amazing opportunity to showcase the work of engineers and technicians. This year’s event held in Atlanta was the biggest yet with over 80 teams, it was great that John Vincent could join us and see in person the buzz and enthusiasm within the next generation of aircraft maintenance engineers.

The Unmanned Aircraft Systems (UAS) sector continues to evolve and grow in line with the development of new technologies. The use of unmanned aircraft for both recreational and commercial operations continues to increase in a rapid pace. While it is pleasing to note that operational and economic benefits brought with such new developments, we must, on the other hand, ensure that UAS would not cause undue risk to other aviation users or the general public. Recent drone intrusion events around the world raise the alert and confirm that improper handling of drones is indeed a global issue.

With growth predicted to be the highest of any region, there is a rush of maintenance facility development. Rolls Royce opened the first lease engine storage facility in South Africa, but at the Aviation Africa Summit held in Feb 2019 the challenges in gaining ICAO compliance were highlighted.

Training of new engineers and standards of maintenance continue to be challenges for the Region, IFA is developing links with training providers with the aim in the near future to host an IFA technical event in the Region.
During the last year, IFA continued its technical activities including its participation in ICAO Annex 8 “Airworthiness Panel” and two of the EASA’s Collaborative Analysis Groups (Commercial Air Transport – Large Aeroplanes CAG and Human Factors CAG). Andy Evans (IFA Associate member) has become the IFA representative in HF CAG and contributed to the working group focusing on the safety issue titled ‘Design and Use of Procedures’.

One of the main IFA activities during the last year was initiated by two academic research projects from Cranfield which had analysed accident and serious incidents (2003-2017) as well as occurrence reports from European Central Repository (2012 – 2016). While these two projects developed customised taxonomies and identified some repeating trends, they both revealed that the opportunity to identify causal / contributory factors was extremely limited. Therefore we decided to continue working in this area and collect more data from safety/engineering/maintenance practitioners to capture their views about the safety / airworthiness priorities and also causal factors. Over the last year, we conducted workshops during various international conferences in Dallas, Amsterdam, Cologne, Paris, Hong Kong and Dubai and collected more data. In the last phase of our on-going project, we are currently interviewing some of the senior / executive managers in various airlines in Europe to capture the views of key risk owners and decision makers. Our aim is to publish a white paper with some recommendations focusing on key risk areas and influence ICAO, EASA and other regulatory authorities around the world.

We are also continuing to organise and run our annual conferences. Our last conference and workshops in Dubai brought experts from different regions together. The event gave them the opportunity to share their experience and also debate some of the topical issues. We are currently getting prepared for our conference in Hong Kong which is scheduled in November and we are delighted to confirm the contribution of experts from Hong Kong, Australia and USA. We are grateful for Hong Kong Civil Aviation Department’s continuing support and look forward to another successful event which will hopefully give professionals, academics and students the opportunity to get together and learn from each other as well as experts.
Once again IFA organised the annual conference in Dubai, supported by the Emirates Airline. Over 2 days the technical events were very well attended. On the first day IFA CEO John Vincent welcomed participants to the conference. He highlighted the dynamic daily challenge operators face to assure airworthiness.

**Day One - Best Practices in Safety Risk**

The keynote address was presented by John McColl, Head of Airworthiness at the UK Civil Aviation Authority (CAA) highlighting their approach to risk management.

The first sessions concentrated on Advancing Technology to Manage Risk and gave insight into issues on managing structural risks using new maintenance technology, how digitalisation of records has developed and that adopting new methods of gathering and using data can improve efficiency and productivity about maintenance and finally covered the growing area of computer-generated parts.

The second session examined ‘Operational risks and the Human’ with informative and engaging presentations on Safety Culture, Fatigue and Duty Time Limits, SMS and using Aviation Psychology for Cultural Centric Training Development.
“Airworthiness doesn’t begin and end in one day. It’s through working together, sharing knowledge and experience we advance aviation safety.”

John Vincent, IFA CEO
BIG DATA

With both Aviation Authorities and Industry exploiting ‘Big Data’ for safety, this one day event held in London aimed to enable people to learn from the pioneers in this expanding industry.

New skill sets are needed - analytics experts, data architects, integration specialists. Airworthiness is no stranger to new technologies but it gives opportunities to rethink how we do our business, just managing the terabytes of data requires new thinking.

EASA Rotorcraft Symposium

John Vincent attended this event as the view at recent IFA Technical meetings has been that airworthiness of helicopters is one of the major safety challenges. Today, Helicopters and Drones (UAS) are addressed separately. Tomorrow, they need to be brought together in one forum. They both use the same airspace.

This event was the 12th annual Rotorcraft event in Cologne. Each year the event grows in attendance. Supported by the European Helicopter Association (EHA) it has become an essential point of dialogue between the industry and EASA. Plans for future events are to increase size and have a static exhibition of helicopters in Cologne.

Calls for a step change in Helicopter safety were made. There should be a 50% improvement in 10 years. Technical opportunities should be taken to achieve this goal. EASA described its “proportionate” approach. Moves to reduce the administrative burden are underway. The Q & A sessions were very active but there was a commitment by all to the new Rotorcraft Safety Roadmap.
February

RAeS Flight Operations Conference

Lithium Batteries - A Rising Risk in Aviation

This Royal Aeronautical Society Flight Operations Group conference, hosted expert speakers who detailed the issues associated with lithium batteries, the regulators point of view, and how the risks can be mitigated through different fire fighting techniques and advances in the latest fire safety technology.

Main issues:
- Battery technology is advancing rapidly;
- Demand for portable power - batteries is ever increasing;
- Training crews is vital as they are the first responders;
- PEDs will not be banned;
- Unqualified third-party chargers can damage batteries;
- Thermal runaway can start sometime after a battery is damaged;

Overall these issues are both an operations and airworthiness issue for the safety of flight.

April

Aviation Week MRO Americas

The MRO Americas is an international event that brings together an array of airlines, suppliers, regulators and industry experts. It’s primarily for civil aviation, but a symposium is held for the military. The event programme includes the free to access exhibition and a conference. Primarily a sales and marketing event the media organisers aim to offer more. As the AMC Competition was taking place simultaneously John Vincent was able to take advantage and took the opportunity to get walking and talking to spread IFA awareness.

Hot topics were: Cyber security, Drones, 3D printing, Artificial Intelligence, Big Data, Blockchain, Robotics and Virtual Reality. Overall following John’s various discussions and meetings he garnered a feeling that the industry is in good health, but concerns exist for the future.

May

RAeS Human Factors Conference

Maintenance Error are we learning?

The RAeS Human Factors (HF) Engineering Specialist Group hosted this event. The aim of the HF Group is to promote the understanding of the factors that influences the enhancement of human performance and the management of error in all aspects of aeronautics.

Cengiz Turkoglu, IFA VP Technical co presented the first presentation with a comprehensive review of accidents and serious incidents. In total 5 of the 8 presentations were given by IFA member representatives.

In summary there remains a high dependency of classic occurrence reporting, there is always a desire to collect more in-depth information. The effectiveness of decision makers depends on the quality of the information.

June

2019 EASA-FAA Conference

The EASA-FAA International Aviation Safety Conference took place over 3-days in Washington, USA. This year, under the theme “Regulators Innovating in the 21st Century”, the conference took a close look at ways for industry and regulators to address innovation and emerging risks.

The Conference programme was structured around 3 focus areas:
- ‘The innovation challenge’;
- ‘Expanding the regulator’s toolbox’;
- ‘Partnerships for the future’.

One major conclusion was that SMS is far from being delivered, It is a global work in progress. One of the EASA slides highlighted we need more effective safety promotions. It is sometimes forgotten how important this is.
AWARDS

2018 Whittle Winner

Dr Hazel Courteney

‘In recognition of her work within the aviation community over 35 years, focusing on Safety Strategy and Safety Management and to highlight her success in chairing the ICAO Safety Management Panel which produced Annex 19, the first new Annex to be commissioned in 30 years.’

IFA members Cranfield University hosted the certificate presentation at their stand during the 2018 Farnborough Air Show. Professor Iain Gray, Director of Aerospace, School of Aerospace, Transport and Manufacturing, Cranfield University was delighted to join in making the presentation. Hazel was extremely pleased to receive international recognition for her aviation safety work.

John Vincent, IFA CEO said ‘Hazel’s success in the work on the ICAO Safety Management Panel, that produced ICAO Annex 19, has given the international aviation community a solid standard that makes safety management a reality.’

2018 Scholarship

The IFA Board presented the 2018 Scholarship to Alvaro Gomez Rodriguez, MSc Student in Aeronautical Engineering.

Alvaro was studying at the Universidad Politécnica de Madrid (UPM) and was delighted to have been chosen to receive the award. Alvaro chose to use his scholarship to attend a Cranfield University Airworthiness Fundamentals course held in September 2018.
Official Name - The full title of the Organisation is The International Federation of Airworthiness for Aerospace Engineering, Maintenance and Continuing Airworthiness. For the ease of reference the title International Federation of Airworthiness or IFA is used.

Investment Policy and objectives - The charity maintains an investment portfolio of multi asset class and other investments. This is held as designated funds. The charity’s policy is to keep a moderate risk investment portfolio, managed by Barclays, to provide capital growth.

Reserves Policy - It is the charity’s policy to keep enough reserves to be able to meet 12 months of the charity’s expenditure.

Structure, Governance and Management - The IFA is governed in accordance with the Constitution for the conduct of affairs of the International Federation of Airworthiness for Aerospace Engineering, Maintenance and Continuing Airworthiness (herein referred to as the Constitution) adopted 21st October 1991 (as amended February 2018). The objects of the IFA shall be:

1. to advance airworthiness and air safety for the benefit of the public
2. to advance education in aircraft engineering for the benefit of the public by the provision of scholarships

The ultimate authority of the IFA is vested in the General Meeting, composed of representatives of the Members of the IFA.

The IFA Board elected by the General Meeting, as provided for in the Constitution, shall exercise the functions of the IFA and with such powers as may be vested in its Members by Resolutions of the General Meeting.

Officers - There shall be a President, a Chairman of the Board and such number of Vice Presidents and Vice Chairmen as the Board shall determine, an Executive Director and such other Officers and Assistants as the Board may from time to time appoint and be approved by the members at the next Annual General Meeting.

President              F. Turner
Chief Executive Officer    J. Vincent
Finance Director  T. Doyle
Vice President - Technical C. Turkoglu
Vice President - Africa   J. Ajwanga
Vice President - Americas J. Goglia
Vice President - Australasia S. Swift
Vice President - Asia     V. Liu
Vice President - Middle East I. Nasir - resigned Nov 18