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Regional Realignment CAR/SAM & NAM became CAR/NAM & SAM at Conference 2018 in Luxembourg
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The International Federation of Air Line Pilots’ Associations

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by Carole Couchman

The views expressed in this magazine are those of the authors and do not necessarily reflect the views of IFALPA.

Articles and information contained in this publication are

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safety worldwide and to be the global advocate of the piloting profession; providing representation, services and support to

both our members and the aviation industry. www.ifalpa.org

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Collective Wisdom

From the podium at the 73rd IFALPA Conference, it was impossible not to feel profoundly impressed by the caliber of aviation experts and technical specialists who had gathered in the cause of aviation safety and support for the world’s airline pilots.

This year’s meeting in Luxembourg attracted noteworthy industry leaders such as International Air Transport Association (IATA) Director Captain Ron Abel General and CEO Alexandre de Juniac, Eurocontrol Director General IFALPA President Eamonn Brennan, and former U.S. Ambassador to the International Civil Aviation Organization (ICAO) Duane Woerth. The participation of these influencers is a tribute to IFALPA’s past performance and affirms our Federation’s present reputation. We sincerely appreciate the careful attention to detail of the Association Luxembourgeoise des Pilotes de Ligne (ALPL) in hosting this year’s superb Conference.

Every year, the commitment of our member associations takes form in the vigorous debate and policy and technical solutions developed for adoption at Conference, but also in the diligent work that our volunteers

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engage in every day. For example, IFALPA pilots attended more than 50 meetings at ICAO in the past year alone.

More reason for our success is the diversity of experience that our member associations bring. Our 100,000-strong membership reflects many cultures, sizes and types of operations, political frameworks, economic environments, and competitive pressures. This diversity allows IFALPA to take on issues from all angles as we advance our members' goals in safety, security, and human performance.

Using this strength, IFALPA members have made remarkable progress. For example, when the UK and U.S. governments banned PEDs on certain airlines and destinations last year, IFALPA volunteers immediately went into action to urge an approach that would address the PED security concerns without introducing safety risk by placing the devices in cargo holds. The ban was lifted.

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Similarly, our volunteers have helped ensure that ICAO policy now contains stronger safeguards for protecting safety information and restrictions on the use of cockpit voice recordings outside Annex 13 accident investigation. In the security arena, IFALPA pilots have been active on issues such as unruly passengers and remotely piloted aircraft systems.

But there is always more to be done. Our efforts to inform and work with regulators and other stakeholders are essential to our success. One example is the public's rush to judgement on the cause of aircraft accidents. IFALPA members feel deep sympathy for all those affected by the US-Bangla Airlines Flight 211 tragedy at Kathmandu. At the same time, headlines such as US-Bangla plane crash: what caused it? remind us of the importance of guarding against premature conclusions and focusing investigations on preventing accidents and incidents rather than assigning blame.

Creating professional development opportunities for our volunteers is also critical. We continue to refine the resources we offer, such as the newly-released IFALPA Pilot Assistance Manual, which helps member associations maximize programs and communicate their value. Last year, IFALPA's board also authorized a multistage IT modernization project, and we'll unveil a revamped web presence later this year.

In more action to encourage collaboration and information sharing, the IFALPA governing body unanimously approved allowing an IFALPA regional realignment that replaces the previous structure of CAR/SAM (Caribbean/South America) and NAM (North America) with a streamlined organization of CAR/NAM (Caribbean/North America) and SAM (South America) that reflects commonalities in geography and airspace.

Finally, it's always a privilege to acknowledge the iconic leaders in our profession. At this year's conference, I was honored to bestow Capt. Paul McCarthy with our highest honor, the Clarence N. Sayen Award, the highest federation honor for his decades of work in aviation safety.

IFALPA members share their knowledge at Conference, in the cockpit, and at countless industry events each year. This collective wisdom is our federation's strength and our opportunity.

Captain Ron Abel IFALPA President

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6 NEWS, NOTES & EVENTS NEWS IFATCA IFALPA JOINT PRESS RELEASE

International Organisations Warn Against Premature Conclusions The aviation community grieves for the tragic loss of lives aboard US-Bangla Flight 211 on 12 March 2018. Our thoughts are with the families and friends of those lost, and the survivors who may still have a long road to recovery. We also wish to extend our support to our Nepalese and Bangladeshi colleagues for whom this is undoubtedly a traumatic experience.

In order to learn from such an event and prevent any repetition, IFATCA and IFALPA, the International Organisations representing Air Traffic Controllers and Air Line Pilots, stress the need for the technical investigation into the circumstances of this accident to be conducted according to international Standards.

Such investigation should strictly follow the provisions laid out in Annex 13 to the Convention on International Civil Aviation, which states that “the sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents” and that “it is not the purpose of this activity to apportion blame or liability”.

Accident investigators should have unrestricted access and control over the evidence to ensure that a detailed examination can take place. Whilst the investigation is ongoing, there should be no disclosure of the accident evidence such as recordings, in order to avoid misinterpretation of the events that occurred.

Premature conclusions, often based on incomplete, inaccurate or speculative information, and focusing on any one aspect of what happened, will only hamper the ability to learn from these tragic events. We urge the media, the public, and the concerned stakeholders to respect the long-established procedures for analysing these events and let the accident investigation run its course.

IFATCA and IFALPA will closely monitor the investigation to ensure that it is conducted in accordance with the principles described above, and that all efforts are made to prevent the recurrence of such an event.

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New Publication: Pilot Assistance Manual

MISSION

First Edition, 2018 This manual is intended to assist pilot member associations to establish and enhance programs to assist pilots and enable operators and regulators to understand the development of these programs in the establishment thereof.

INTRODUCTION

Pilot Assistance is an over-arching term given to a basket of peer support programs in which peers are trained as volunteers to support their fellow pilots, offering referral to professional resources when appropriate, while upholding confidentiality protocols.

This manual has been generated by pilot experts with many years' experience with pilot assistance programs from across the globe. It provides guidance and best practices for establishing and enhancing such programs.

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Montréal Airport Dedicates Obelisk to Pilot Assistance A GUIDE TO DEVELOPING AND IMPLEMENTING SUPPORT PROGRAMS;

FOR THE PILOTS BY THE PILOTS

Civil Aviation Organisations

Montreal's Pierre Elliott Trudeau International Airport dedicated a new obelisk monument to ICAO, as well as the key aviation organizations IATA, ACI, IFALPA, CANSO, IFATCA, ICCAIA, and IBAC. The obelisk has been placed in the arrivals area where all passing travellers will see the inscription:

MONTREAL WORLD CAPITAL OF CIVIL AVIATION

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8 NEWS, NOTES & EVENTS

A million reasons to fly ATR.

This article was originally published by the BALPA Flight Safety Department, December 2017

Don't put yourself in the frame. There's nothing more impressive than saying to your kids "look here's a video of Daddy/Mummy landing their aeroplane". This often works quite well with slightly older people as well apparently, but do you know how vulnerable you are leaving yourself when you introduce your personal camera into the cockpit? Firstly, you could be introducing a flight safety hazard; the Daily Mail reported earlier this year on an incident where 33 passengers were injured after a pilot's personal camera interfered with the controls and caused a rapid descent. Secondly, youThat's why we're may be contravening company rules – that won't be a pleasant phone call. the Regional Leader. Finally, and really importantly, you may find any images you take (or are taken of you) being used against you or your colleagues in the event of something going wrong. In a recent fatal accident investigation the police asked for all AAIB material to be released to them but a judge opined that nothing could be released as that could prove detrimental to future flight safety reporting. Nothing, that is, except for the personal video camera that the pilot had installed to film his flying. That's gold dust to some people.

Of course, you may find that your "David Bailey/Spielberg" worshipping colleague posts his imagery on social media and some eagle-eyed member of the public may just notice something that you appear to have missed. Even if nothing is actually amiss this could generate some undesirable attention and remember, these pictures and videos will be there forever. So the next time you are tempted to capture the amazing sights that this job exposes us to, or your fellow aviator says "it's OK to take some pictures/take a video isn't it?" can we suggest that you think#ATRLeads very carefully about all the possible ramifications. As we begin to see aircraft being delivered from factories with cameras fitted as standard we need to make sure any images from the "office" are dealt with in a sensible, legal and agreed way, and we need your help to make sure that happens.Choosing ATR's solutions generates \$1 million of savings annually, per aircraft, compared to their direct competitors. This explains the vast success of the program and its leadership in terms of orders, deliveries, backlog, operator base, investor's opinion and residual value retention.

atr-aircraft.com ISSUE 2 | 2018 InterPilot | The Safety and Technical Journal of IFALPA

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Regional Realignment at Conference 2018 CAR/SAM & NAM to CAR/NAM & SAM

16 March 2018, at the Opening Plenary of IFALPA Conference 2018 in Luxembourg, delegates voted on the Regional Realignment. The former regions Caribbean/South America (CAR/SAM) and North America (NAM), have been realigned to form the new regions of Caribbean/North America (CAR/NAM) and South America (SAM), respectively.

CARIBBEAN & NORTH AMERICA:

Bahamas, Canada, Cayman Islands, Jamaica, Leeward Islands, Mexico, Trinidad & Tobago, USA

SOUTH AMERICA:

Argentina, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Peru, Suriname, Uruguay

Newly Elected Officers 2018 RVP CAR/West Francisco E. Gómez Ortigoza, Mexico

RVP US/CEP Ron Hay, USA

RVP SOP Dave Griffin, New Zealand

Air Traffic Services (ATS) Committee Chair Paul Vissers, Italy

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Upcoming Meetings Air Traffic Services Committee Meeting 22-24 May 2018 Ottawa, Canada

Aircraft Design & Operation Committee Meeting 19-21 June 2018 Toulouse, France

Africa/Middle East Regional Meeting 25-27 September 2018 Mombasa, Kenya

Security Committee Meeting 26-28 September 2018 Kiev, Ukraine

Dangrous Goods Committee Meeting 2-4 October 2018 Lille, France

In Fond Remembrance of past IFALPA Representative to ICAO Captain Ed Smart

It is with sadness that we announce that Ed Smart passed away on 2 February 2018. IFALPA extends sincere condolences to his family. Ed was involved with aviation throughout his entire career. He enlisted in the US Air Force in 1953 and was a distinguished graduate of USAF pilot training. He was also an honors graduate of Bellevue University and a graduate of the Industrial College of the Armed Forces. During his twenty-four-year USAF career he was awarded two Meritorious Service Medals and received the Air Medal eight times. He also held the Joint Services and Air Force Commendation Medal and numerous other military awards.

Following retirement from the Air Force in 1977, he was employed by IFALPA as the pilot representative at the International Civil Aviation Organization (ICAO) in Montreal. He sat on the Air Navigation Commission (ANC) as one of only two permanent observers, the other one being IATA. He was deeply involved in the investigation, conflict resolution and remedial action phases of several civil air transport-related international

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events such as aircraft hijackings, the shootdowns of KAL007 and the Iranian Airbus as well as the terrorist attacks of 9/11.

It was Ed that ensured that pilots were not only represented at ICAO but their expertise recognised for future development of the provisions that are followed today. His work in ICAO continues to be deeply respected and it laid the foundation for IFALPA to continue to participate on the world aviation stage. Upon his retirement from IFALPA in December 2002, his achievements on behalf of civil aviation were recognized when he was awarded the prestigious Collins Safety Award and the IFALPA Presidential Citation at a ceremony in Auckland, NZ. He will be deeply missed.

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Seminar on Umbrella Organisations

During 22-23 February 2018, at the Sheraton Zagreb Hotel in Croatia, IFALPA was invited to participate in a Seminar on Umbrella Organisations. Organized by CroALPA (Hrvatski Sindikat Prometnih Pilota - HSPP) and the European Cockpit Association (ECA), IFALPA had the opportunity to share experiences with European colleagues from ANPAC Italy, VC Germany, FPU Denmark, SKOZ (Cabin Crew Union), SRAZ (Zagreb Airport Union) HSSKL (Air Traffic Controllers Union), NHS (Independent Trade Unions of Croatia), and ORCA (Croatia Airlines Trade Union).

The event focused on the benefits and advantages of having an umbrella organisation that unites all aviation workers in solidarity within a country. The seminar discussed the many advantages of creating umbrella organisations; Aviation workers benefit from an environment that provides enhanced leverage when negotiating with airline management, aviation authorities and Government representatives in general.

Captain Otjan de Bruijn (ECA Vice-President/IFALPA EVP EUR) and Ms. Sarah Kamer (ECA Industrial Policy Advisor) presented together. They focused on general principles and strategies of lobbying, media campaigning and tools to influence and convey interests and ideas amongst aviation stakeholders. Keeping membership informed and engaged in a supportive manner was another important focus of the two-day seminar.

Mr. Philip Küpper, legal advisor to VC Germany, shared a thorough review of the association's experience with Lufthansa management. He explained how the negotiation process positively changed when applying the Harvard Negotiation Project principles.

IFALPA's position is to encourage all Member Associations to make every effort to cooperate externally and internally in order to negotiate with one voice with airline management, preventing pitting one group against another and a subsequent "race to the bottom".

The Federation encourages all Member Associations to participate in this type of seminar whenever possible. IFALPA offers a variety of professional development programs each year. Please consult <http://ifalpa.org/professional-development.html> for more information.

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"All In" FRMS is a Three-Way Endeavour

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BY STUART BEVERIDGE

Stuart Beveridge, BAv, MScTech, MRAeS, is a First Officer on the Boeing 737. He is Vice-Chair of AusALPA's HUPER and AAP committees and is an IFALPA Accredited Accident Investigator. He has been involved in FRMS, serving in various crew and association FSAG representative positions for 8 years. He has also worked in the development of fatigue mitigation in industrial work rules and policies, including augmented crew provisions. He has undergraduate and postgraduate degrees in aviation human factors and has recently published research in the journal of Aviation Psychology & Applied Human Factors. Stuart is a member of the Australian Aviation Psychology Association and the Royal Aeronautical Society.

As the full incarnation, or at least the the FRMS we can see there are many opportuniexample, a single report might represent a background concept, of FRMS continues to ties for pilot input to enhance the operation of typical experience of crew not otherwise spread around the globe, it is worth highlightan FRMS. reflected or flagged in other identification ing a crucial part of FRMS operation, tripartite IDENTIFICATION processes, justifying further investigation or collaboration. This means FRMS as a joint The three iterations of hazard identification – action. project of the airline, the regulator, and the predictive, proactive, and reactive – can all MITIGATION pilots' association to reduce or mitigate the benefit from direct pilot representative input. In The next step of mitigation can also benefit hazards to air safety posed by crew fatigue. This predictive identification, previous experience is from crew representative input. This would is an idea that should be at the heart of any perhaps the most obvious opportunity. This is likely be advising the airline what is or isn't IFALPA MA's safety activity. where crew can advise of the actual fatigue being taken up by the line pilots, or feedback on It is an area in which we, as pilots and picture of upcoming pairings and rosters not what may or may not work practically. Good associations, can provide our input into otherwise apparent to those preparing the protocols and procedures around controlled something that directly affects us. When an schedules, and others. This can also be extended rest, crew removing themselves from duty, operator involves the pilots' association it to the use of bio-mathematical models, where obtaining transport home, or hotel rest are all provides an important feature of FRMS realistic assumptions and validation of outputs best implemented with representative input. operation, buy-in. The inclusion of pilots as can be assisted by crew review. ASSURANCE stakeholders projects an essential image when In proactive identification – looking at the An airline's internal assurance processes will be promoting the FRMS to pilots. This will in turn current operation as it is running – pilot checking the safety performance of the FRMS, inspire their engagement with the processes in representatives should be involved in any but the pilots' association involvement provides areas like reporting. Pilots are more likely to attempt to measure crew fatigue, either actively an additional and ongoing external audit of the participate in a process in which they feel they or passively. Representative input should be performance. The pilots' association will often have genuine influence. provided in the design of fatigue reporting and be much more acutely aware of crew The tripartite ICAO/IATA/IFALPA survey interfaces, the commissioning of specific engagement and trust levels, and likely also have 1 2 documents for operators and regulators sleep or alertness studies, and the use and a better appreciation of effectiveness of any mention in several places that representatives of analysis of this data. This ensures that the mitigation action that might be in place. crew should to be involved in the Fatigue Safety measurement methods are optimised for the PROMOTION Action Group (FSAG) (note that your airline best return rate and quality, and the necessary The pilots' association is also an important may use different terminology). How would level of trust is retained. player in the promotion of the FRMS. They can this look in practice? Is just the one forum Reactive identification, (the review of reports, champion its aims and principles, encourage intended to coordinate the FRMS operation audits, incidents, and FDAP/FOQA data) can crew to use resources available to them when with other airline stakeholders enough to be also be enhanced

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by crew input. Similar to fatigued, and push them to engage in reporting, truly effective? If we go through the processes of predictive, representatives are better placed to studies, and other inputs. The pilots' association provide context to any 'flags' in this process. For is uniquely and powerfully placed to provide the

- ICAO, Fatigue Management Guide for Airline Operators. 2015: Montreal, Canada. credibility and engagement FRMS needs to
- ICAO, Doc 9966 Manual for the Oversight of Fatigue Management 3. ICAO, Annex 6: Operation of Aircraft (Part 1, Appendix 7). 2001: operate effectively. Approaches. 2016: Montreal, Canada. Montreal, Canada.

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DECISION-MAKING & GOVERNANCE

In addition to the nuts and bolts of the FRMS operations, there should be pilot representation at the top level decision-making forums as well. This ensures that concerns raised in subordinate forums (such as those reviewing the rosters or reports) are given the proper credence and attention, the decisions made are transparent, and higher-level considerations (such as executive strategies) may be better understood.

REGULATOR RELATIONS

Much like contributions that can be made to the airline's processes, the pilots' association can provide the regulator with perspectives to which it may not otherwise have access. Unique perspectives on engagement levels, perceived effectiveness, general hazard identification and validation may only be available directly from the pilots. Regular contact with the regulator can assist them with their own audit focuses on FRMS strengths and weaknesses and help the regulator guide other operators with the association's FRMS experience. Furthermore, the pilot representation will play a pivotal part in the proving and approval processes involved in moving operations outside existing rules. The introduction of ULR operations on Singapore to New York provides an excellent early example of this .

INDUSTRIAL INTERACTION

Since work rules for the purposes of fatigue management often reside within -or parallel to industrial agreements, pilot representatives involved in FRMS must understand the difference between fatigue and other considerations when dealing with these rules. This is essential to maintain the integrity of the FRMS processes (so as to not become a forum for non-fatigue related grievances), as well as maintain the credibility of the pilots' association to keep its safety objectives pure. Pilot representatives working in the FRMS should be internally advising other parts of the association where needed, such as when monetary or lifestyle demands in contract negotiations are in conflict with fatigue management objectives.

SELECT REPRESENTATIVES

Like any pilot representative position, selection of the right people is important to maintain credibility and ensure effectiveness. Representatives should be upstanding among the pilot community and disciplined in their positions wherever they may be. While some airlines have a tendency to unilaterally select pilot representatives,

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the best method is either to entrust this to the association, or to at least allow the association approval of any nominees. Training should be provided by the airline, but considering the vast amount of expertise and resources available to IFALPA MA's, the pilot association may be even better placed to provide initial or further training.

CONCLUSION

Different operations and different regions have their own challenges getting pilot representation at the various levels of FRMS operation. A full-functioning FRMS is certainly not appropriate for a great many operators, at least not initially. In many parts of the world, airlines and regulators don't even consider it necessary to include pilot representatives in any FRMS functions. While it is only recommended in the ICAO documents, this seems a flawed approach considering the benefits pilot representation can bring. Wherever you are in the world, it is important to ensure that the pilot perspective is inserted in FRMS or fatigue management operations wherever it can be, for the benefit of all three parties.

- Fourth Workshop Yields Insights into Early Ultra-long-range Flight Experience, in Flight Safety Digest. 2005, Flight Safety Foundation.

Figure 1: A Sample FRMS Representative Structure

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Modern Weather Information for Pilots

BY CAPTAIN KLAUS SIEVERS

Since the days of the Wright Brothers, pilots have recognized the importance of weather to safe flying. Getting modern weather information for planning, with regards to enroute conditions to landing and final parking, is part of every professional pilot's work. This information-set should include appropriate, modern, colourful weather info for print-outs, for the EFB, for uplink enroute. Information about turbulence, convection, cloud height, and volcanic clouds is extremely relevant. Unfortunately, such informationsets are rarely available in airline practice. Looking back, Meteorologists have concentrated on building ever more complex meteorological systems on Earth and in Earth orbit. The Met Systems provide, transform, and transport data: gigabits/second, multi-terabyte storage banks. We have a veritable glut of data, which will get pushed into the aviation data-systems of the future. Names like SWIM, IWXXM and 4D DATACUBE are in use. Data and information is available, but the relevant rules and regulations, which are necessary to co-ordinate Met around the globe, have not been adapted to allow the practical use of much of that data. WAFS datasets are available several times a day, but visualisation of the data is left to the private sector. Transmission of these data to aircraft in flight and display on an EFB is certainly possible, but the rules to allow this are neither flexible nor practicable. Transport of bits and bytes may get the occasional nod from a regulator but getting approval for operational use of such data by displaying them to pilots is another matter entirely. Getting approval for any new product out of research is extremely difficult, including the approval for use of a paper printout of such information.

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**METEOROLOGISTS & MET SYSTEMS PROVIDE, TRANSFORM, & TRANSPORT DATA:
GIGABITS/SECOND, MULTI-TERABYTE STORAGE BANKS**

INFORMATION MEANS DATA IN THE AVIATION MET WORLD

**CONCENTRATION ON DATA & THEIR WELL-BEING LED TO STAGNATION IN THE
DEVELOPMENT IN DISPLAY & TRANSMISSION OF MET INFORMATION TO PILOTS**

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CLOCKWISE FROM TOP LEFT:

POSSIBLE FUTURE FORMS OF EFB WEATHER DISPLAYS, BEING DEVELOPED NOW. SOURCES:
BCI/NCAR/DLH/VC, HONG KONG OBSERVATORY, ONE POSSIBLE FORM OF DISPLAY OF AIRPORT
METEOROLOGY - AVAILABLE NOW - SOURCE: UK MET

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Captain Klaus Sievers began flying commercial aircraft for Lufthansa in 1979. From 1995 to 2016 he was a Captain on Boeing 747. During his career, Klaus developed a deep respect for Mother Nature, and through practical experience and self-directed study, he has gained a profound understanding of aviation weather in all its forms. Captain Sievers is in charge of the special interest group on Weather at Vereinigung Cockpit (German Airline Pilots' Association). He was the principal author of the ECA paper Pilots' Vision on Weather, and represents IFALPA on the ICAO MET Panel.

One of the main symptoms of the problem is that meteorologists generally don't communicate with line pilots on expected pilots about modern Met ideas (uncertainty, ensemble-forecast weather anymore. The provision of weather in an easily readable way, and decision support tools). Forecasts and displays need to form, the promulgation of easily-digestible graphical displays be improved in line with the exponential growth of computing does not seem to be a high priority, although pilots need just that. power and observational capabilities, e.g. by satellites, ground. Furthermore, the more challenging environment of today calls stations or down-linked in-situ measurements by aircraft. for the re-establishment of the knowledge transfer quality of a Meteorologists provide TAF forecasts, (in traditional MET briefing, alphanumeric code, TAC) and information about future weather. Considering the very limited time available during briefing on SigWx charts. Nearly all the relevant information is available and in flight, meteorologists and regulators should make it their as data in some form. There are no current standards for the priority to engage in the improvement and provision of weather display of these data to pilots. Research on such standards with data on displays and printouts in human-readable form. The goal to improve the situational awareness of pilots by tailored design of charts of easily-digestible graphical displays needs to forecasts, and tailored display formats, needs to be done. involve met experts to avoid the risk of loss of meteorological To summarize, data are available in large quantities, but little information. R&D needs to move to operational use much faster, has been done to ensure that human users are receiving especially with regards to the development

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and standardization information that is easily understood in a clear, simple, and of graphical displays with the most effective in the transfer of unambiguous way. The situation in the development of standard information contained in the data to pilots. ized information displays and their transmission is near Several providers are developing EFB applications. A path stagnation. We urgently need good, actionable information in towards making these available to airline pilots within the modern form, available in the cockpit. regulatory framework is being built, but progress is slow. Matters According to findings of the 2016/2017 Commission for are complicated, especially when a practicable form of usability Aeronautical Meteorology (CAeM) global survey on aeronautical and quality control for the applications is considered. Neverthemeteteorological service provision, the CAeM Newsletter of less, design guidelines for weather displays used by pilots need to September 2017, there is a very wide variety, globally, in the be developed and improved, and guidance on colorful displays organisation of weather information provision. This variety and printouts in a WMO Manual. Appropriate guidance, e.g. should not hinder the flow of modern weather into the hands of ICAO DOC 8896, Handbook of Meteorological Practice, and the pilots. It is, however, well beyond the means of any organisation ICAO DOC 10020, EFB Manual, needs to be enhanced. like IFALPA to affect improvements uniformly on a global scale. Pilots have a limited amount of time during which to perform It is hoped that the WMO, as a global organisation, can enhance a prescribed curriculum of continuing education: aircraft standards and drive developments to ensure that the available systems, procedures, human factors. Met does not have a very Met-data can be visualized so that pilots can fly safer, with high priority here, and a more active role of meteorologists would improved situational awareness. be very welcome. This engagement could take place not only at ICAO but also with the regulatory Civil Aviation Authorities to ensure they embed comprehensive Met curricula in their initial This article is adapted from a presentation delivered at the World training rules and regulations. Additionally, a program of Meteorological Association (WMO) Aeronautical Meteorology continuing met education for pilots should be established within Scientific Conference 2017 in Toulouse, France. the regulatory framework.

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PIERRE BIDOT

ANDRÉ BIDOT

JEAN-MICHEL BIDOT

AURELIEN BIDOT

Multi-Generational Pilot Families In honour of IFALPA's 70th Anniversary year, IFALPA Senior Technical Officer, Carole Couchman has spoken to some amazing multi-generational pilot families. David Edward, a retired Air Canada pilot, contacted IFALPA with the story of his 4 generation pilot family:

“My father - A.G.K. (Gath) Edward was born in 1910. He obtained his flying license in 1927 and flew as a bush pilot, a test pilot with Curtis Reid, a pilot with General Airways, a corporate pilot for McIntyre Gold Mines, and was hired by Trans Canada Airlines (TCA), now Air Canada, in 1940. He retired in 1970. His log books show that he flew 43 different types of aircraft from Jenny to Jets including the CF-104.

ULUSLARARASI TEMSİL IFALPA BELGESİ

"I was born in 1938 and joined the Royal Canadian Air Force in 1956. I got my wings in 1958 and flew with 401 Sqn. (Reserve) until 1961. I was hired by TCA, now Air Canada, in 1958.

"A four-year furlough saw my wife and I in Dublin, Ireland, on a four-year stint with Aer Lingus/Irish International Airlines. I returned to Air Canada in 1965 and was seconded to the start-up of Air Jamaica in 1969. I returned to Air Canada for promotion to Captain in 1971. I retired (as #1 on the active pilot seniority list) in 1998.

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PILOT GENERATIONS 20

"Our eldest son Gregory, born in 1963, got his aviation diploma and pilot's license in 1987 at Mount Royal College in Calgary. He flew in the bush with Athabaska Airways and then with Voyageur Airways in 1988. He was hired by Air Canada in 1989 and is currently a Captain flying the B-787. He is also a project pilot on assignments with the company.

"Gregory's second son Casey was born in 1993. He got his wings in 2013 at Algonquin College and worked at Ottawa Aviation Services as an instructor until his hiring by Air Georgian (an Air Canada connector) in 2017. He is currently a F/O on the RJ."

The Bidot Family from France also has four generations of pilots. This family has an amazing aviation history. Aurelien Bidot's great grandfather, André Bidot, was referred to as a gentleman pilot and flew the Blériot XI.

DAVID EDWARD & GRANDSON CASEY

L-R: WIL, GUILLAUME, & WIM JASKY

André's son, Pierre Bidot was in the French Air Force where he flew the B17, C47, Breguet 761 and L749. He then flew for TWA on the Fairchild C82 Packet. He moved to fly with Air Madagascar on the B737-200. Pierre's son, Jean-Michel Bidot, has flown the N262, MS760, Mystère 20, F27, B727, B737-200, B747, A320 and B777 and has been with Air France since 1975. And finally, Aurelien Bidot, Jean-Michel's son, has flown the King air and B737-800 and has just been hired by Transavia.

The Jaski family from the Netherlands all fly for KLM. The grandfather, Wim Jasky (81), began flying in 1970 as a First Officer on the DC-9. Later in his career he flew with his son Wil (54) on the B747-300. The youngest, Guillaume (22) started last year as a second officer on the B777 where he still flies with his father. Last year, the three generations of Jaskis flew to Bangkok on a B777 and KLM published a news article about their historic trip.

These wonderful stories illustrate that the pilot profession is indeed a family. If you are part of a multi-generational pilot family please send the L-R: GUILLAUME, WIM, & WIL JASKY details to IFALPA Senior Technical Officer Carole Couchman, carolecouchman@ifalpa.org.

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Contribute to InterPilot Series Voice of the Regions

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CALL FOR SUBMISSIONS SUGGESTED TOPICS

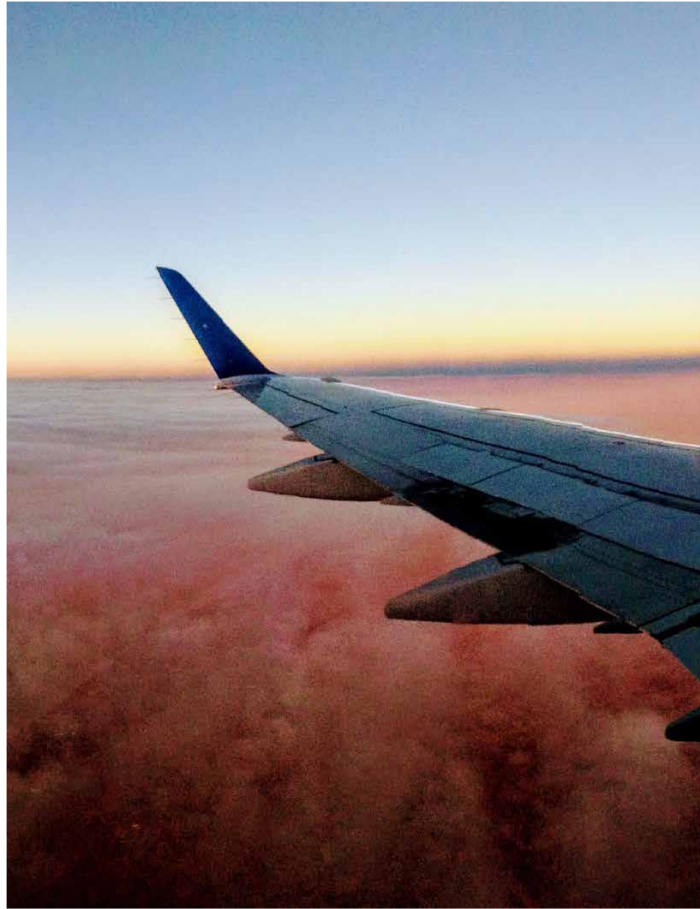
- Your relationship/history with IFALPA We are looking for writing from IFALPA MEMBER PILOTS • Developments in aerodrome infrastructure in to feature in InterPilot's ongoing series your region that have improved safety Voice of the Regions
- Hazards unique to your region
- How harmonization with ICAO standards 500-800 WORDS improves the situation with regards to:
 - Terrain If you are interested, please contact -Conflict Zones/Security concerns communications@ifalpa.org
 - Unusual weather phenomena -Air Traffic Control challenges

*All submissions are subject to editorial discretion

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The mission of IFALPA is to promote the highest level of aviation safety worldwide and to be the global advocate of the piloting profession; providing representation, services and support to both our members and the aviation industry

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JENNA - AGE 16, UNITED STATES

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The cost of the program is \$300 USD for the application fee.

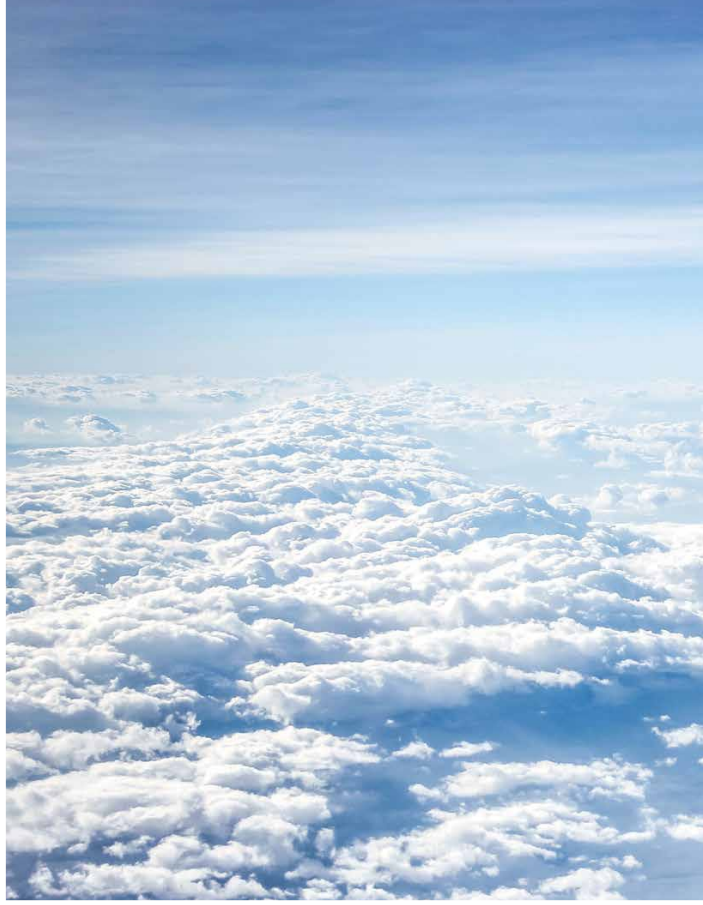
The application fee is 100% refundable if a suitable match family is not found.

The application fee covers finding a match. Participants are responsible for travel expenses and the cost of activities while abroad.

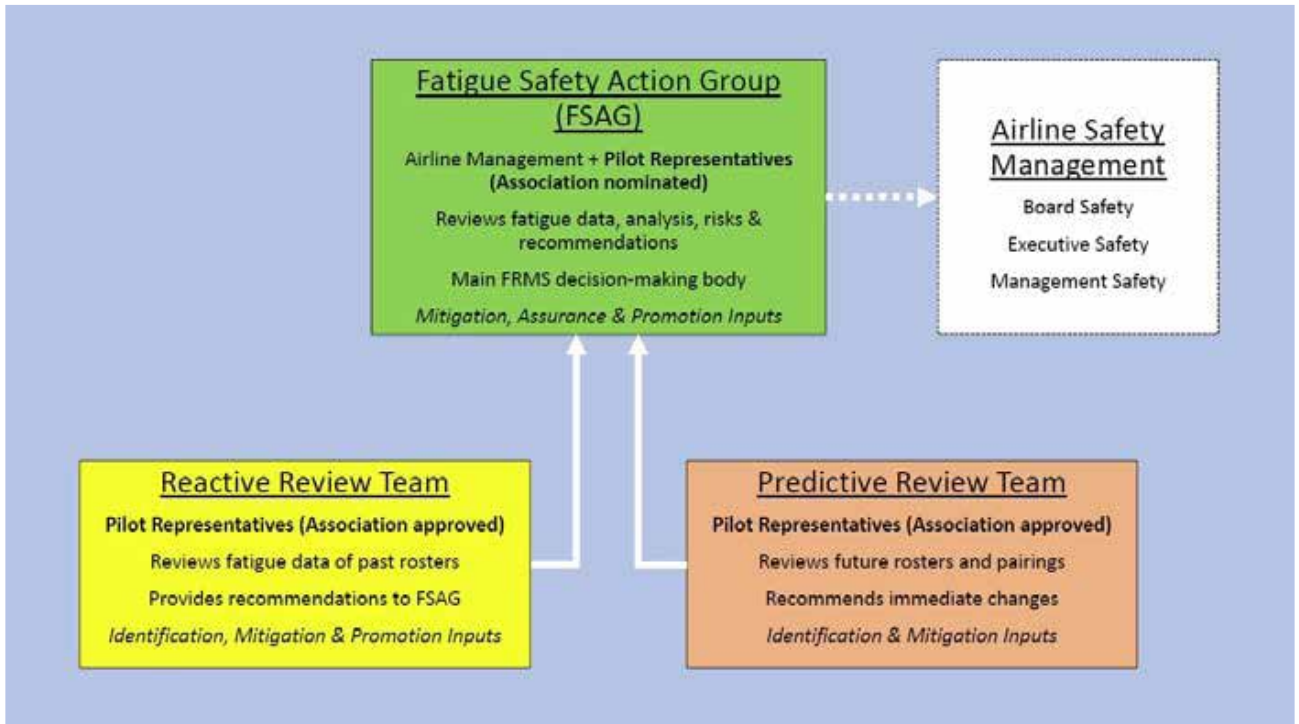
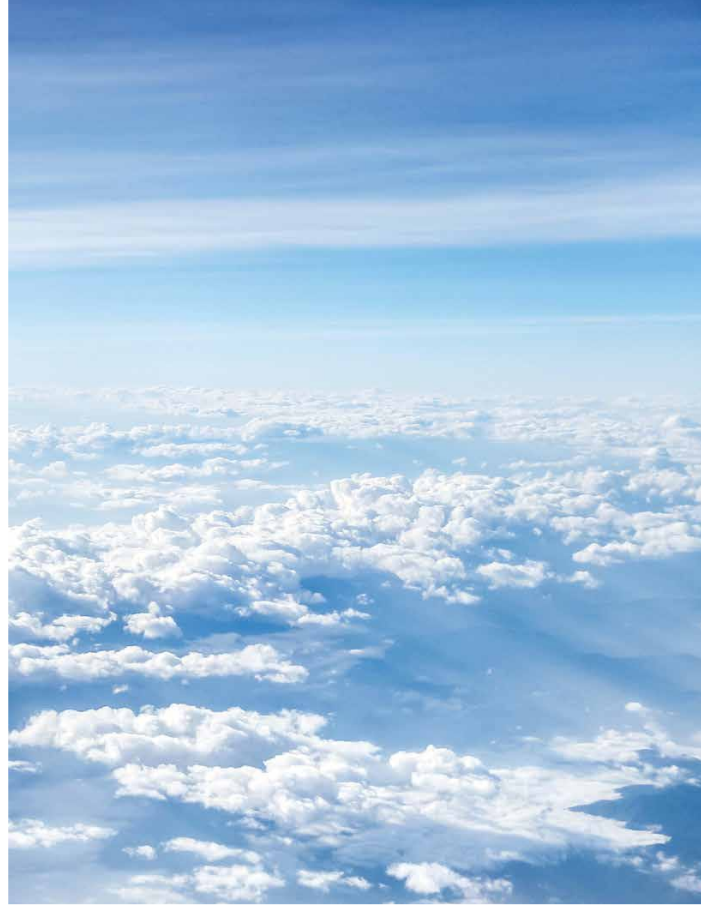
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