



ULUSLARARASI TEMSİL IFALPA BELGESİ

Belge: Interpilot 2018 – Issue 4

Tarih: 27.11.2018

Kaynak: IFALPA haberleri · talpa.org

InterPilot

2018 Issue no. 4 THE safeTY and TeCHnICal Journal of Ifalpa www.Ifalpa.org

The Global Voice of Pilots Since 1948 th In honour of IFALPA's 70 anniversary, founding Member Associations share their stories.

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NEW

InterPilot The safety & technical journal of IFALPA,
The International Federation of Air Line Pilots' Associations

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485 McGill Street, Suite 700 strength, durability and a Montreal, Quebec, H2Y 2H4 lightweight design. Canada
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Tap control for talk-through Executive Team communication provides a “hear-through” function for

PRESIDENT Captain Ron Abel off-intercom communication. MANAGING DIRECTOR Christoph Schewe

Three sizes of eartips

TECHNICAL DIRECTOR Captain Mike Jackson

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help ensure a comfortable

COMMUNICATIONS MANAGER Maroun Hannoush and secure fit.

Optimized cable engineered Editorial for protection against EMI

and electrostatic discharge. EDITOR Emily Bitting COVER IMAGE IFALPA Archives, First IFALPA Conference, London, 1948

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President's Message, Founding MA: AusALPA Founding MA: ALPA Founding MA: IALPA Canada

News & Notes Australian Air Line Pilots' Association Irish Air Line Pilots' Association By Captain Marcus Diamond By Captain Brian Shury By Captain Ted Murphy, Captain Neil Johnson Experience Teaches by Captain Ron Abel. Reports on IFALPA's Committee/Regional Meetings, Events & Professional Development.

A new approach

to noise reduction. 26 30 34 36 Designed for the professional pilot, the Bose ProFlight is the Founding MA: VNV Founding MA: NF Founding MA: BALPA Founding MA: ALPA-I most advanced aviation headset Bose has ever brought to market. The Dutch Need More Time Cockpit Association of Norway British Air Line Pilots' Association Air Line Pilots' Association, International The ProFlight offers many new features designed specifically for By Captain Arthur van den Hudding & By Captain Yngve Carlsen By Captain Brendan O'Neal (United States) airline and corporate flight decks. The VNV Board By Captain Tim Canoll

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President's Message hile roman general Julius Caesar may have penned the earliest known use of the Our Federation believes that measurable and objective performance standards must be established, and proverb "experience is the teacher of all things," there's good reason why countless that competence must be clearly defined. While CBTA programs hold promise, more work needs to be others have offered some variation on the idea. It's because the proverb has stood done before they can be applied to traditional type and instrument ratings. the test of time for 2,000 years. w Experience also teaches in other aspects of aviation safety. IFALPA recently issued a new position paper detailing the latest information about "hot spots"—locations in the aerodrome movement area that often The value of experience is no less true have a history of collision or runway incursions. Because experience tells us that pilots need to maintain when it comes to aviation safety and the higher vigilance and exercise greater caution at these airports, IFALPA believes that runway and taxiway piloting profession. This year the Federissues must be a standing agenda item at each Runway Safety Team meeting at "hot spot" aerodromes. ation celebrates 70 years of experience As the subject of regular discussion,

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the perspectives of pilots and others who work at the facility every in aviation safety advocacy through the day will be readily available to airport authorities. As a result, due to their experience, appropriate solu- International Civil Aviation Organization tions such as awareness campaigns, additional visual aids, and alternative routings can be put in place (ICAO), Regulators, Aircraft Manufacturmore efficiently and effectively. ers, Airports, Air Traffic Service Providers, Airlines, and many other organi- And the same idea of pilots learning from experience informs so many other IFALPA activities. In Septemzations to make global aviation safe, ber, the Kenya Airline Pilots Association generously hosted the IFALPA Africa and Middle East regional secure, and sustainable for everyone. meeting to bring together pilots engaged in safety and labor relations to share their knowledge. It was a We continue to bring our experience to privilege to join the discussion in Kenya and learn about airline pilots' experience in the region. Similarly, bear on a number of important issues IFALPA's Helicopter Committee continued its work on new technical publications that reflect the experifacing aviation today. ence of our pilots during its recent meeting in Montreal.

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The International Civil Aviation Organization - Across the globe, government leaders also recognize the value and importance of engaging with airline industry task force is proposing changes pilots and IFALPA member associations to understand their first-hand experience with safety, security, to Annex 1 and its procedures for air and human performance from our years of flying the line. During the Asia/Pacific Regional Meeting in navigation services and training. In this October, Malaysian Minister of Transport Anthony Loke Siew Fook opened the meeting—a clear demonstration, IFALPA's Human Performance statement of the value he places on airline pilots' perspectives. I would like to express my special thanks to Committee sought to affirm the essence the Malaysia Airlines Pilots' Association for hosting the event. Critical role that training and experience play in the professional development of And experience teaches that, to be effective, government affairs work requires staying constantly connected with key government officials on national and international levels. At IFALPA's recent Professional and Government Affairs Committee meeting, Member Association representatives learned that cultivating - As part of this effort, IFALPA recently reinvigorating relationships with regulators and elected officials is critical. By investing time to develop relationships, leased a position paper on competency pilots have a strong contact when needed and are recognized as a trusted source of balanced information based training and assessment (CBTA) tion. of pilots. Because some operators and regulators are currently developing and Experience also teaches at the bargaining table. For that reason, IFALPA is proud to continue sponsoring implementing a CBTA approach to piloting our Negotiations Seminar. The seminar is led by highly experienced instructors and includes formal pilot licensing and training programs, it's instruction as well as a simulated negotiations exercise against a strict deadline. more important than ever that such programs contain certain elements and are To celebrate IFALPA's 70th anniversary year, the Executive Board launched a Professional Development The mission of IFALPA is to promote properly developed, implemented, and Initiative that will expand the learning opportunities available to our Membership. This campaign comes maintained. the highest level of aviation safety with a budget of \$125,000 to encourage Member Associations to host new training programs for IFALPA worldwide and to be the global participants and sponsor registrations for the courses IFALPA currently offers at reduced rates. Our Federation supports CBTA to advocate of the piloting profession; grams as another tool to enhance pilot Thanks to our Member Associations, our Volunteers, Elected Officers, Pilot Subject Matter Experts, and providing representation, services, and training. However, IFALPA strongly encourage knowledgeable professional staff, IFALPA offers a tremendous range of opportunities to learn from poses any effort to reduce the specific support to both our members and the one another's experiences. After all, no one understands more than airline pilots that experience teaches. hour requirements for actual flight in aviation industry. perience that allows pilots to build the Capt. Ron Abel critical skills they need to ensure safety. IFALPA President

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News & Notes

IFALPA MEETINGS & EVENTS

AFI/MID Meeting, Mombassa

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The 2018 Dangerous goods (Dg) Committee

Meeting took place in Lille, France, 11-13 Sep- Topics of discussion included the Review Process tember. Chaired by Captain Scott Schwartz (ALfor Endorsement of International Legal Instru- PA-I), this was the first ever IFALPA event hosted ments, Unruly Passengers, RPAS and the integrain Lille, and the Federation is extremely grateful tion process, and the implications of the use of to SNPL and particularly Mrs Françoise Crespo Personal Electronic Devices as evidence in legal and Captains Quentin Martiny and David Desruproceedings following accidents/incidents. els for the efforts they put in to make the meeting successful. SNPL had also organized a private Conversations about the use of Gender-Neutral tour of the old city center for the Committee and Language in accident and incident reporting sponsored one of the dinners. This generosity evolved into a plan to propose the adoption of was rewarded with a very good attendance of 22 Gender-Neutral Language across all Federation delegates representing 13 Member Associations. ASIA/PAC Meeting, Kuala Lumpur and Member Association documents, according

PGA Meeting, Chicago

to United Nations guidelines. With the many items on the DG agenda, the allocated three days were extremely busy. The The Legal Committee bid a fond farewell to its discussions focused mainly on new draft Regulongstanding Vice Chairman Mr. Jim Johnson, lations for the safe transport of lithium batterwhose decades-long, dedicated service to IFies by air, on undeclared Dangerous Goods and ALPA is greatly appreciated. We wish him all the on proposed future format of the Notification best in his new adventures. to Captain (NOTOC). The Committee also entertained presentations form the French Civil

The Professional and Government Affairs (PGA)

Aviation Authority, the batttery manufacturers Committee Meeting was held in Chicago, 6-7 organisation RECHARGE, and the battery manu- September 2018. The meeting was preceded by facturer SAFT. a day-long strategic planning exercise with the aim of analyzing the future role of the PGA Com- Three new Position Papers were finalized on Por- ASIA/PAC Meeting, Kuala Lumpur mittee within IFALPA. table Electronic Devices (PEDS) in the cabin, on LEG Meeting, Brussels accessibility of the cargo compartment, and on The PGA Committee Meeting focused on topics the NOTOC. The Committee also reviewed and including the current and future role of Remote updated the existing IFALPA Position Paper on Pilots in the IFALPA Membership, the ICAO Air fire protection of cargo compartments. The 2019 Transport Regulation Panel (ATRP), Updates to DG meeting is proposed to take place in Ulaanthe IFALPA Industrial Manual and the election of baatar, 10-12 September, at the kind invitation a new Committee Vice Chairman, pending board of Mongolian ALPA. approval. All five IFALPA Regions were represented in the Industrial Updates section where At their headquarters in Brussels, Belgium, the each Member Association at the meeting pre- European Cockpit Association (ECA) graciously sented a report on their industrial situation and hosted the Legal Committee Meeting, 20-21 the challenges faced. September.

LEG Meeting, Brussels PGA Meeting, Chicago

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PGA Meeting Chicago 6-7 September News & 2018 Notes

IFALPA MEETINGS & EVENTS

HEL Meeting Montreal 25-27 September 2018

ASIA/PAC Meeting, Kuala Lumpur

The Asia/Pacific Regional Meeting took place in Kuala Lumpur. Generously hosted by Malaysia Airlines Pilots' Association (MAPA), the meeting was opened on the first day by Malaysian Minister of Transportation, Y.B. Anthony Loke Siew Fook. The first day's programming took the form of a safety seminar and included presentations concerning Positive DG Meeting Safety Culture, Runway Safety, Threat and Error Management, Flight Time Limitations, Fatigue Risk Management, and SID/STAR Phraseology. From 11-13 September During the following two days, representatives of 15 2018 Member Associations from the Region discussed several topics related to safety and technical matters. There were updates presented by each of the Associations. The Regional Meeting also worked to develop a plan to ensure better participation in the ICAO meetings held in the Region, which will mean the voice of the pilots is heard and recognised.

The Helicopter (Hel) Committee met at IFALPA Headquarters in Montreal 25-27 September to discuss the importance of multi-engine operations, fatigue management for helicopter operations, the proper use of flight

HEL Meeting, Montreal

recordings, risks to helicopter operations from wind turbine lighting, and much more.

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News & News &

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Air Traffic Services Committee Meeting

IFALPA MEETINGS & EVENTS Amsterdam, Netherlands IFALPA MEETINGS & EVENTS

SEC Meeting, Kiev

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30 OCT 9 NOV

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1 NOV 10 NOV

Human performance Car/naM Committee Meeting regional Meeting

Rio de Janeiro, Brazil Fort Lauderdale, United States

Chaired by Captain Agus Guzmán (SEPLA), the 2018 security (seC) Committee Meeting took place in Kiev 26-28 September. This was the first ever IFALPA event organized in Ukraine, and the Federation is extremely grateful to UkrALPA and in particular Captain Oleksandr Polianskyi and Mr. Oleksii Kapustinskyi for all the work they put in to make this first meeting successful. 6 NOV 14 NOV

- - These efforts were rewarded by an all-time high attendance record for the Committee of 42 delegates. 7 NOV 16 NOV These included representatives of the State Aviation Administration, the National Bureau of Air Accidents Investigation, the ICAO Training Institute, Ukrainian ATC, and three Ukrainian airlines (UIA, Khors, and Windrose). UkrALPA also sponsored a unique musical dining experience for the Committee at a traditional Ukrainian restaurant in downtown Kiev. accident analysis & prevention

saM regional Meeting Committee Meeting

The three-day meeting was packed with agenda items. One of the main subjects was laser attacks Panama City, Panama Sydney, Australia on aircraft and the ongoing involvement of the Federation in the promotion of stronger laws against offenders. The Committee had invited 3 manufacturers (Caruso-Freeland, Metamaterial, and Satair) to present an update on the industry's initiatives and available products to protect pilots from laser illuminations. Other major concerns addressed during the meeting included cargo security, cyberthreats, overflight of conflict zones, and unruly passengers.

The subject of Human Trafficking was also discussed for the first time, with plans to contribute to the initiatives launched by ICAO and IATA. The Committee started working on the development of guide- 20 NOV lines meant to raise the awareness of the pilot community on this worrying issue. 7 NOV -

22 NOV

Four new Position Papers were finalized on Secondary Barriers, Unescorted Passengers on the Apron, Unruly Passengers and the Montreal Protocol of 2014, and Boarding Identification Procedures. The IFALPA Position Paper on CCTV and the Briefing Leaflet on Behavioural Detection were also updated.

administration, Membership, Ifalpa runway safety

The 2019 SEC Committee meeting will take place in Dhaka 15-17 October, at the kind invitation of

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& finance Committee Meeting Team Coordinator program

Bangladesh ALPA, and ALPA Japan has offered to host the 2020 meeting in Fukuoka. London, United Kingdom
Bangkok, Thailand

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News & News & Notes Notes IFALPA CONFERENCE IFALPA has signed a strategic partnership with
Tourisme IFALPA CONFERENCE Montréal, confirming the location of three Conferences, 2023, 2028 and
2033. “We are very proud to have the privilege of hosting this prestigious event on three occasions. We look
forward to forging ties with IFALPA and to offering their attendees unforgettable experiences in our city.” says
Yves Lalumière, President and CEO of Tourisme Montréal.

“While many international organizations think about what Conference to be legacy to leave with their major
events rotating annually around the globe, this agreement allows us to establish a permanent footprint in the
city known as the world capital of held in Montréal civil aviation,” states IFALPA President Captain Ron Abel.
every 5 Years A highly successful conference was hosted in the Federation’s hometown of Montreal in 2017
and became the starting point for reflections on how to make the organization of Conference more efficient.
Instead of reinventing the wheel every year by exploring new venues, accommodations, suppliers, and sponsors,
returning quinquennially to Montréal makes it possible to cultivate partnerships.

“This is a win-win for everybody,” summarizes Christoph Schewe, IFALPA’s Managing Director, “We know
the location, we save on travel expenses for staff and we can build on established partnerships, which frees up
resources. We greatly appreciate the trust that Tourisme Montréal places in the Federation and the fundamental
support they offer to us for the road ahead.”

Each year, IFALPA’s Conference welcomes nearly 500 participants representing their Member Associations
from approximately 50 countries for 4 days.

They meet with other professional pilots, Industry leaders, Regulators, Subject Matter Experts and global
aviation Stakeholders to discuss developments, present ideas, and recommend policies to promote the highest
level of aviation safety and labour standards worldwide.

Hosted by Vereinigung Cockpit in Berlin, 26-29 April, the 2019 Conference will provide those in attendance
the unique opportunity to interact with the leaders of the global aviation community.

From Left: IFALPA Managing Director, Christoph Schewe, IFALPA President, Cpt. Ron Abel, Yves Lalumiere,
President & CEO Tourisme Montréal, IFALPA Board Members: Cpt. Ben Mansumitchai, Cpt. Rod Lypchuk

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BY CAPTAIN MARCUS DIAMOND

Safety & Technical Officer Founding MAs: AusALPA

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AUSTRALIAN AIR LINE PILOTS' ASSOCIATION

Australian pilots have always had a very strong and active role in IFALPA. Captain Len Moray was the first to represent Australia at the IFALPA inaugural meeting in London in 1948.

The original Australian Member Association was the Australian Air Pilots Association (AAPA) which later became known as the Australian Federation of Air Pilots (AFAP). As the rules of IFALPA allow for recognition of only one Member Association in any one country, AusALPA was formed on 25 March 1997 in conjunction with the Australian and International Pilots' Association (AIPA) as an umbrella organisation to allow all Australian pilots to have representation at IFALPA. AusALPA is a partnership between the two largest pilot associations in Australia, the AFAP and AIPA.

While Captain Moray was present at the first meeting, over the years AusALPA and IFALPA have shared many members who worked on improving the working conditions and safety within the aviation industry both internationally and within Australia. One of these pilots with a particularly impressive career is Captain Ron Stacey.

Captain Stacey first joined the AFAP in 1960 and quickly increased his involvement in the Federation's activities, joining the safety and technical A copy of the original certificate of IFALPA membership is proudly displayed Over the years Australia has hosted a number of IFALPA Conferences including committee in 1973 and working on topics such in the Melbourne head office of the Australian Federation of Air Pilots. Sydney in 1952, Gold Coast in 1980, and Sydney again in 2004. as Aircraft Design and Operation (ADO), Aerodrome and Ground Aids (AGA). Other subjects that were topical during this period were Pans- Ops -Annex 14., obstacle clearance, OLS, aerodromes, continuing airworthiness, windshear.

FOUNDING MA: AUSALPA PAGE 16 IFALPA.ORG PAGE 17

Captain Stacey's influence in the industry grew with his presence at IFALPA and AFAP meetings. In the late 1970's he was appointed IFALPA Aerodrome & Ground Environment (AGE) Committee Chairman. The AGE committee was a great achievement as it is responsible for connecting IFALPA, the International Civil Aviation Organisation (ICAO), and airports together in ensuring all recommended practices in the industry were adhered to.

In 1981, Captain Stacey was appointed Chief Observer for the ICAO Aerodromes Divisional meeting. This was at a time when the industry was seeing many changes. Ron spent 2 years working within a group to evaluate the impact that new and larger aeroplanes would have on the existing models. Ron was also one of the very few to be nominated to the ICAO Obstacle Clearance panel and he remained in this position representing IFALPA for the next 25 years.

Following the Australian Pilots Dispute of 1989, Ron made the move overseas to Singapore. While in Singapore Ron continued to represent IFALPA in the Pacific ICAO RAN (Regional Air Navigation) and other meetings. He also directed much of his energy toward teaching and improving Singapore's local technical and safety committees.

As a result of Captain Ron Stacey's service, he has received many awards, including the IFALPA Scroll of Merit, the AFAP Scroll of Merit, and the ICAO ANC Letter of Appreciation. He still contributes to the AusALPA AGE committee today.

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The strong relationship between AusALPA and IFALPA has grown over the 70 years of membership and continues today. Having this close tie to IFALPA has helped in the quest to improve the safety and working conditions of Australian pilots. IFALPA as an international organisation is held in such high regard and respect that a simple mention of its name and our affiliation often gives extra credibility to our claims.

Today, and going forward, you will nearly always see a couple of AusALPA (AFAP or AIPA) representatives at IFALPA's annual and various Regional and Committee meetings. There are a number of AusALPA representatives in leadership and chair roles within the IFALPA portfolios.

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Founding MAs: ALPA Canada

BY CAPTAIN BRIAN SHURY

ALPA Canada Vice President IFALPA Director Canada

he issues that In 1948 the Canadian Airline Pilots Association (CALPA) represented Canadian pilots from various countries to get together, were facing the association (CALPA) represented Canadian pilots thoroughly confused, suspicious pilot proposals at the founding conference of IFALPA and even antagonistic as a result of a session in April 1948 held in London. Captain C.R. Robof misinterpretation, or lack of common knowledge in 1948 were very inconsiderate, President of CALPA, represented interests, or any number of reasons that similar to the issues we face in Canada at that inaugural meeting. It might have come to mind a year ago. My face today. There was an issue that should be noted that this first Conference would be quite different now. An incredible amount of experience had some of its roots in the April 1948 know that international conferences can misunderstand that the world's post-1943 Mutual Aid Agreement signed by the 100% successful and I now know why. Lots could come together Air Line Pilots' Association (United States I know this because it was my good friend through IFALPA and began ALPA), British Air Line Pilots' Association came to attend one and to learn firsthand to solve the problems. The (BALPA), and CALPA. how large a part singleness of purpose, problems, not surprising mutual trust and the free exchange of ideas, were safety related such as Captain Rueben Hadfield was quoted in ideas play in achieving the desired results fatigue, training issues, the April 1943 edition of The Air Line Pilots' Association and Captains' authority. Just as stating in that meeting, "I wish to Top-of-mind as well were add that we Canadians believe it is our duty I wonder what our IFALPA founders the issues around pilot's prime duty to maintain and continue to would think of our progress on the top priority and the challenges build an equitable structure of salaries of mind issues of 1948? Would they be that were presented by and working conditions, not necessarily proud of what we have accomplished, or very different seniority identical but essentially the same, for the would they be disappointed? Would we practices in the various air line pilots of all of the free nations so get a passing grade or a fail? Member Associations. that those who survive the war will have something worthwhile to come back to." I would like to think that they would be I think that both Captain Robinson and proud of the work that we have done Captain Hadfield felt that the formation with respect to safety and security. of IFALPA was not only going to be his- There have been massive leaps forward but was going to provide hope and in training, human performance, flight promise to guide the profession. time and duty time, aircraft design, handling of dangerous goods, and air traffic- Captain Robinson had this to say in the final control. The proof, of course, is in the July 1948 edition of The Canadian Air performance and the data. ALPA Canada Line Pilot: "If I had been asked a year ago have, along with our brothers and sisters for my opinion with respect to international within IFALPA, collectively contributed to international conferences, I'm afraid I wouldn't improvements in these areas. We can all have been very complimentary. Possibly proud of that work done by generally, I

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would have said they provided a tions of pilots and professional staff. The July 1948 cover of The Canadian Air Line Pilot Magazine commemorates CALPA's role as a Founding Member Association of IFALPA wonderful opportunity to meet people

FOUNDING MA: ALPA CANADA PAGE 20 FOUNDING MA: ALPA CANADA PAGE 21

"I wonder what our IFALPA founders They would surely point to the South American and Central American business models and States that continue would think of our progress on the to attack professional pilots who stand up for basic rights and workplace dignity such as in Colombia. They would top-of-mind issues of 1948?" ask why we have continued to accept, tolerate, and abide by professional pilots being made a piece of the airlines competitive cost calculus.

Captain Robinson and the other IFAL- PA founders faced significant issues in 1948. At the top of the list were safety issues, followed by everything else and had a vision that began with the Mu- The large group of CALPA delegates at the Second IFALPA Conference in Paris, 1948 tual Aid pact between BALPA, CALPA and ALPA in April 1943 and blossomed into the founding IFALPA Conference in 1948. I like to think that the hope Our CALPA and ALPA foreeach Association should puzzled as to why we have point to, especially since deand promise that IFALPA held in April fathers as well as the other adopt a seniority scheme not embraced other alterregulation began in the late 1948 is still burning, but we need to IFALPA founders were also which suited its particular natives to seniority and pay 1970's. They would point redouble our efforts to stir that flame concerned with the issues requirements." systems that tend to isolate to the example of the Eastinto a real blaze again. I imagine him around seniority. Capand divide pilots. ern pilots being crushed by telling me that anything worth dotain Robinson had this to It is clear from Captain Rob- Frank Lorenzo and all of us ing is hard and that we need to, like say, "Tuesday's proceedinson's reporting of the I think they would wonder helplessly standing by. They him and his colleagues in 1948, place ings were opened by Capt. founding Conference that why we have not designed would point to the rise of trust in each other, treat each other Griffiths of the United Kingthe IFALPA founders were more effective means to the transnational and lowas equals no matter what you fly, who dom who introduced the also concerned with laensure that the world's picost carrier business models you fly for, or where you fly. subject of seniority and it bour issues and how they lots are able to effectively in Europe and Asia espewas obvious from the disimpacted the world's piadvocate for each other. cially, to the division and At ALPA Canada, despite the challengcussion which followed that lots. How would our IFALPA They might be surprised uncertainty it has created es ahead for IFALPA and the worlds' here is one of the most confounders view our progress that we have been unable for the pilots in that region. pilots, we still feel the same optimism troversial topics in the inin this area? to mitigate the effects of They would point to recent that Captain Robinson felt 70 years ternational air line piloting deregulation that happened examples such as Air Berago in London. He put it this way: picture..... Capt. Griffiths I would submit that they decades ago and business lin and ask if there was not proposed various radical might be disappointed and models and State regulators more that we could do for "All in all, the Conference was an imdepartures from the seniormight even give us a failand States themselves that those pilots? mense success. The groundwork has ity system as we know it in ing grade. I would say this would oppress pilots and been laid for an organization that will Canada, among which was because they would meapilot unions. They would They would point to the play an increasingly important part in a national list which would sure our success, again, by understand that these are Capacity Purchase Business the world of aviation.....If the mutual permit a pilot to move from the data and by our pervery significant battles but model and the deleterious trust, free exchange of ideas, singleone Company to another formance. I imagine they would be perplexed at why effects that has had on piness of purpose and spirit of camaand still retain his

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accuwould ask why we have more resources were not lots' careers and pitting raderie that prevailed throughout the mulated seniority. It was been unable to take our devoted to "getting into the pilots against pilots. They first Conference are any criterion---I generally agreed, however, unity and exercise it more arena" and challenging ourwould surely ask how it is Excerpt from article by CALPA President, Captain C.R. Robinson, International Conference of Pilots can see nothing but the utmost in suchthat seniority was one of effectively. They might ask selves, management, and possible that unionized pi- Associations, in the July 1948 issue of The Canadian Air Line Pilot Magazine. cess for the International Federation the most difficult problems why we decided to use the States. lot groups are compelled of Air Line Pilots' Associations." confronting pilots and a same bargaining model that to climb all over each othresolution was unanimously we have been using since We know that they would er to secure work from the carried to the effect that the 1930's. They might be have many examples to "mainline" carrier.

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"6 pence per member, (roughly one Euro today), Founding would be paid to IFALPA annually."

From the minutes of IALPA Council Meeting April 1948

MAs: IALPA

FIRST IFALPA CONFERENCE LONDON 1948

IRISH AIR LINE PILOTS' ASSOCIATION

When we were asked to write someused during the war and the authorithing on the occasion of IFALPA's 70th ties, anticipating the development of Anniversary, our thoughts naturally significant peacetime transatlantic opturned to the IALPA pilots who had erations, built Shannon Airport. been party to the decision to found the Federation. Those pilots all worked After the war, Aer Lingus re-comfor Aer Lingus and some had been airmenced operations and war surplus crew in the recently concluded Second DC3 aircraft were purchased. Routes World War. to London and other UK cities, as well as continental Europe, were opened. Ireland had remained neutral during New pilots were hired to crew the the war and Aer Lingus, which had expanding operation and they came commenced operations in 1936, had from the Irish Army Air Corp as well as run a very limited service, mostly bethe mostly-Irish pilots who had served tween Dublin and Liverpool or Manin the Royal Air Force during the war. chester. However, while Aer Lingus was limited in its operation, the coun- The ex-RAF pilots had significant contry itself was conscious of its strategic tacts with their ex-service colleagues position in the developing transatlanwho were now with British airlines. tic aviation market. Although a small After IALPA was founded there were and (at the time) poor country, Ireland many contacts and much advice had a significant role to play in the desought from the British Air Line Pilots' velopment of transatlantic flights and Association (BALPA). It is notable that routes because of its location. the First President of IALPA was Capt 3 March 1948, it was decided to accept an invitation from BALPA and that, "two delegates would be sent to the interna- P.W. "Darby" Kennedy, who had been tional meeting in April." It was subsequently recorded in the minutes of the April Council Meeting that IALPA was by then Shortly before the war, transatlantic a pilot with Imperial Airways pre-war part of IFALPA and that "6 pence per member," (roughly one Euro today), would be paid to IFALPA annually. operations had commenced from the and who had also been a founding UK to the USA and the flying boat base member of BALPA. The third IFALPA conference was held in Dublin in

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1949, and the council minutes record some detailed planning around at Foynes, near the present-day Shanthé social events and interactions with the media. Reviewing the conference afterwards, the council minutes note, "... non Airport, was a vital part of that At one of the first meetings of the it was considered that it had been satisfactorily dealt with." It was also noted that the IALPA delegates had incurred operation. Foynes continued to be Council of the newly formed IALPA on expenses of around 50 pounds but that they would bear the cost themselves. The minutes record that "the meeting expressed appreciation," - and well they might, as that is equal to about EUR 2,000 today!

It is interesting to note in the IALPA meeting minutes how in those early years the role of IFALPA became ever more important to IALPA and, we imagine, every other association. In May 1949, for example, IFALPA informed IALPA about an upcoming strike by the French pilots. Later that year, as IALPA itself was preparing to strike to have a pension scheme BY CAPTAIN TED MURPHY, Former IFALPA President put in place, they wrote to both IFALPA and US ALPA notifying them of this proposed action. Leading up to this strike, a discussion is recorded in the minutes about bringing Mister Dennis Follows, secretary of IFALPA, to Dublin to act as a and CAPTAIN NEIL JOHNSTON conciliator in this dispute.

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"Numerous recipients of the Clarence Sayen Award, Scroll of Merit, and Presidential Citations have been IALPA members. We are also proud of the fact that three of IFALPA's Presidents have been IALPA members."

ULUSLARARASI TEMSİL IFALPA BELGESİ

Along with these industrial issues, IALPA is very proud of the contributions learned by our predecessors, there is also an increasing emergence it has made to IFALPA since that are forgotten. IALPA, as a small part of IALPA involvement in international founding meeting. Numerous recipilots' association, has benefitted from all safety and technical discussions, events of the Clarence Sayen Award, its size insofar as these basic lessons through IFALPA. One note records a Scroll of Merit, and Presidential Citahave been successfully passed from meeting in London of pilots from the tions have been IALPA members. We generation to generation. We believe UK, US, France, and Central Africa to are also proud of the fact that three of that our early engagement with a discuss crew complement on the Vick- IFALPA's Presidents have been IALPA fledgling IFALPA has had a significant ers Viscount and the advisability of members. and positive impact on IALPA, not to conducting 3-engine ferries. The remention the evident educational benport ends by noting, "As no one held All of this activity and commitefits of participating in discussions final views on the three-engine ferrys, ment came from an association that, with experts from other countries. In no agreement resulted, but a feeling through most of the past 70 years, has the modern era of rapid international that it might be a bit dodgy was evihad less than 400 members. IALPA still electronic communications there is a dent." recognises the vital role that IFALPA temptation to forget how important plays, not to mention its increasing organisations like IFALPA are. The early Minutes of the IALPA council importance in an industry where the show that Irish pilots, along with their traditional co-operation among op- The people who created this context international colleagues, had a strong erators, pilots and regulators that led for pilots in early commercial aviation sense of the global aspect of their to our present safety standards are were those who met and decided to profession. They clearly appreciated coming under sustained attack from create IFALPA. IALPA has no doubt as the vital need to move beyond purely Operators and some Regulators. to the enduring value and benefits of local or national concerns. The act of that decision. We hope that the valufounding IFALPA gave pilots an inter- These Operators and Regulators, not able lessons learned through fraternal national orientation that subsequently to mention many pilots, appear to cooperation over the last seven deaided and promoted fraternal collabohave no sense of where our present cades will never be forgotten. ration across the globe. safety record comes from. Important

The prior Knowledge of The Test pilot

The realisation that this definition did not match Founding MAS: VNV reality developed over the following years. Of course, it had served its purpose when testing new airplanes. But herein lies the problem. During the test phase for new airplanes, a rejected take-off is included in the programme. The test The Dutch Need More Time pilot knows in advance that he will close the gas and apply the brakes. His full attention will be focused on this. He closes the thrust levers and slows down the aircraft at exactly V1. When the VERENIGING NEDERLANDSE VERKEERSVLIEGERS aircraft stops at the very last centimetre of the runway, the test has been a success.

we are not as good

Reality is different. That is why the definition of ince we began V1 needed to change. In the Netherlands, Henk flying aircraft, The thrust levers are moved forward. The not? What do you do? Stop or continue? Bilderdijk, chair of the airworthiness commission the definition and engines slowly start to spin-up and proand later president of the VNV, took on the task calculation of V1 duce that wonderful, distinctive sound. The old MeTHoD of researching this issue. shas been amend- The airplane starts to move. The centre As we fly with turbofans, we use V1 in the ed several times. This is line moves beneath you. Slowly, fast, fastsame way. However, the time we have He approached his work with caution. The remainly down to the cooper, fastest.

ULUSLARARASI TEMSİL IFALPA BELGESİ

V1 is approaching. The speed gained to think and respond is different sons to adjust V1 were not based on an incorporation of the Dutch alpa picks up. When we delve into the archives of the rect decision made in the past, but the changing (VnV), Ifalpa, and ICao. American Congress, the Federal Register times made it apparent that something needed Thanks to the efforts of Suddenly you notice something isn't right. of 1964 states the definition of the accelto be done. Or as he diplomatically put it, "It is these organisations in the You see something, hear something, feel erate-stop distance that was applied in the clear that we are not as good as they thought 1970s, pilots have gained something, or you experience all of these early years of jet planes. It is defined like we were." more time to make an inthings at once. You haven't quite passed an on-off switch. Accelerate up to V1, then formed decision. V1. This is the point at which you need to brake. V1 does not contain any time in it- So, research began into an improved V1 in little make a decision. Is it a serious problem or self. It is nothing. old Holland, with the full awareness that we were too small as a nation to determine new global legislation, but as a founding member, we had the support of IFALPA.

Two eXTra seConDs

Dutch research mainly focused on thinking and response time. In the calculation, a formula had ABOVE to be found that took account of time to no- From the National tice, process, and respond to the problem. After Archives of the United thorough research, which examined the effect of States, Federal Register, startle and surprise on the pilot, engine failure V29, N250, Washington, speed (Vef) was introduced. This was the point at 24 December 1964 which V1 was first measured. Only two seconds after VEF, V1 is expected.

In the interim seconds, it was assumed that the engine(s) continue to accelerate at full power. Action was only taken at V1. That is why the calculations had to be amended. There was global agreement on this.

TIME To aCT

However, action after V1 needs time and, as a result, distance. According to the researchers, this also had to be considered. This was less understood by the authorities. They found that two seconds were more than enough for everything. The Dutch researchers noted the differ-ence of opinion in their report. The Dutch researchers needed to defend their position and found an ally in IFALPA.

FOUNDING MA: VNV PAGE 28 IFALPA.ORG PAGE 29

AT RIGHT

From the National Archives of the United States, Federal Register, V29, N250, Washington, 24 December 1964

MEETINGS

In 1972, 1973, and 1974, the topic of the accelerate-stop distance was high on the agendas in Bogotá, Tokyo, London, and Montreal. Gradually, the issue gained more attention, from the VNV to the IFALPA conference, by means of IFALPA study groups and commissions.

During the debates, the pilots often shared their own dramatic experiences. In some countries, they decided to act in anticipation of new legislation. Norwegian pilots reduced the speed of V1 in advance with a random selection of ten knots. In this way, they tried to avoid an undesirable dive into a fjord.

ULUSLARARASI TEMSİL IFALPA BELGESİ

During the many meetings within IFALPA, but also with ICAO and different aviation authorities, they slowly reached the same conclusion. The time for startle, surprise, and decision-making had to be included, as well as the desired time to act after V1 set by IFALPA.

THE CONCLUSION

We were able to read about the conclusion of the hard work in the new Federal Register at the beginning of 1978. Extra time was added from the moment of engine failure until V1. After V1, pilots gain two extra seconds to close the thrust levers and apply the brakes. It is the definition (with a few minor amendments) that we still use today.

We will never know how many accidents it has prevented, but thanks to this collaboration between the VNV and IFALPA, aviation has become much safer.

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Founding MAs: Norsk Flygerforbund

COCKPIT ASSOCIATION OF NORWAY

BY CAPTAIN YNGVE CARLSEN Aviation contributed to shaping Norway as a nation. A new generation of talented and brave aviation pioneers emerged. Only

PRESIDENT

four years after Cederstöms flight, Trygve Gran, a Norwegian pioneer airman was the first to cross the North Sea in a Blériot. His historic flight from Cruden Bay in Scotland to Jæren in Norway, lasted 4 hours and 10 minutes. Both Fridtjof Nansen and Roald Amundsen pioneered the legendary polar expeditions in orway is one of several nations the 1920s. Having skied to the South Pole, they naturally showed with a long and proud tradition of great interest in the concept of flying. On 12 May 1926, Amundflying. Less than seven years after sen and his Italian airship's designer and pilot, Umberto Nobile, the Wright brothers first powered carried out the first verified trip of any kind to the North Pole. nflight at Kitty Hawk, 30,000 peo- The semi-rigid Italian-built airship was also the first aircraft to fly ple gathered to watch the nation's first maiden over the polar ice cap between Europe and America. In the sumflight as the Swedish baron Carl Cederström mer of 1928, Nobile tragically died in an accident in the north took to the skies over oslo in a Blériot monoarea, and Amundsen was killed in an effort to save Nobile. In plane on 14 october 1910. those days, Flight safety was most likely based on the will to Today's Civil aviation, transporting approximately survive. 4 billion people annually, is paramount to both our modern society and the global economy. Aviation Norway's Civilian air traffic blossomed in the mid 1930's, with has gone through some dramatic changes in the last Widerøe, one of the oldest airlines in Norway, established in few decades. Although deregulation and liberaliza- 1934. For obvious reasons the civilian aviation industry experition has led to increased mobility, reduced air fares, ended a setback during World War II. After the end of the war, and a greater range of offers to the benefit of the aviation in Norway entered a new era. Both Scandinavian Airconsumers - aviation professionals have experienced lines Systems (SAS) and Braathens (which no longer exists, havthe development with more negative consequences. ing merged with SAS), were established in 1946. In a recent report entitled Civil Aviation in an Age of De-Regulation, Social Risks and Benefits, the authors An agreement was reached between the governments of Nor- Darragh Golden and Anders

ULUSLARARASI TEMSİL IFALPA BELGESİ

Underthun surveyed the way, Sweden, and Denmark in 1946 to coordinate the Scandiacademic literature on the impact of deregulation in navian aviation efforts. Scandinavian Airline System (SAS) was the civil aviation sector. then founded to be able to take part in the rapidly expanding international air traffic. During the next few decades, SAS was a Their findings portray an industry where the emerfronrunner in finding new ways to connect people from Scandigence of low-cost carriers, using sophisticated businavia with the rest of the world. SAS pioneered scheduled traffic ness and employment models, in a bid to lower costs, to Los Angeles by flying over Greenland in 1954, and as the first has been driving the airline industry in a negative airline in the world to do it, in 1957 over the North Pole to Tokyo. direction. A 2015 Europe-wide study surveyed over SAS was also the first airline to fly from Europe to Bangkok. 6,600 pilots and highlighted the unsavoury hiring practices that European airlines indulge in. Ryanair Many of these achievements were made possible because of has been the trendsetter, however, legacy carriers highly competent Norwegian, Swedish, and Danish pilots, some have come under increased pressure to imitate the of them with vast experience from the war. The fact that SAS low-cost model. In the 2015 study, known as the had an international network early on meant that Scandinavian Ghent Report, its authors argue that such chicanery, pilots also discovered the importance of having a global collecwhich includes hiring pilots via temporary agencies, tive mind-set. For this reason, it was quite natural for NF to be bogus self-employment, and even zero-hour conamong the 13 founding members of IFALPA in 1948. Since its tracts, does not bode well for the airline industry and founding, the Global Voice of Pilots has been the driving force in could irreparably threaten its reputation for safety. promoting the highest level of aviation safety.

FOUNDING MA: NF PAGE 32

“...increased demand for aviation must be met with a commitment to well-trained pilots, with pay-to-fly schemes prohibited.”

PROFESSIONAL DEVELOPMENT

of the confederations 26 Member Associations, with a total of 930,000 members.

Both the Global pilot community, the regulators, and our airlines have for the past seven decades put enormous efforts into promoting the highest level of flight safety. This has lead aviation from its rather miserable flight safety records immediately following World War Safety Relevant Leadership II, to today’s impressive safety statistics, ranking aviation the absolute safest of any transportation form. For this

for Flight Deck Crews

reason, we cannot afford any unwanted setbacks caused by either the airlines’ creative business models or certain unsound neoliberal pilot hiring practises in our industry. 1-5 April 2019

At NF, we believe that the best way to counter this negative trend is to strengthen international unity among Tyrol, Austria pilots, and to work in a dedicated and coordinated manner towards regulators through a strong IFALPA, focus- In addressing these challenges, IFALPA and the Global ing on flight safety and through commonly executed pilot community need to act swiftly and in a coordinated lobbying activities towards lawmakers. For this reason, manner to ensure the continuance of a culture of safety. Norsk Flygerforbund will continue to allocate resources This means addressing regulatory loopholes that facilitowards these issues nationally through LO, Regionally tate social dumping by clarifying key concepts such as through ECA, and

ULUSLARARASI TEMSİL IFALPA BELGESİ

Globally through IFALPA. “operator” and “home base”. When engaging with the so-called Middle East 3, a coordinated approach is essential to counter their divide-and-conquer strategy is proud to be part of the Global Voice of Pilots. We will and ensure a level playing field. Furthermore, free and continue to support IFALPA’s Mission fully in the unlimited wet lease arrangements on a global level need to come. Fly Safe! to be controlled, as liberalising these unsound models could have devastating effects on most collective labour agreements. Lastly, increased demand for aviation must be met with a commitment to well-trained pilots, with pay-to-fly schemes prohibited.

Continued liberalisation, together with unhealthy and unfair competition will most likely continue to pose a threat to unions and to CLAs. Norsk Flygerforbund (NF) is dedicated to continuing our coordinated efforts to address these challenges. To mitigate these threats, we should put a coordinated pressure on lawmakers both nationally, regionally, and globally. For this reason, NF values the joint efforts of both ECA and IFALPA. On a national level we also draw necessary strength from the Norwegian Confederation of Trade Unions (LO) as one

then – far from it – we can be proud of week’s employment tribunal case bethe contribution we have collectively for us. made to improve the safety of our skies. That would not have happened Perhaps we are at the dawning of a Founding MAs: by itself. It is the collective power of new aviation age once again; one our knowledge, expertise, and profeswhose debates are open, and directions that lends credibility, but it tion is still to be decided? One where is our organisation that ensures the the role of the pilot will be challenged voice of the pilot is heard. like never before? One where employers will go to extreme lengths to de-

BALPA

Many of the issues we were grappling professionalise and casualise the pilot with 70 years ago are still obstinate workforce? One where becoming a pilot relevant today. At that first IFALPA lot will become an impossible feat for conference there were 14 motions the vast majority who come from or carried on topics such as pension binary means? One where pilots’ role

BRITISH AIR LINE PILOTS’ ASSOCIATION

schemes, seniority, hours of work, to preserve flight safety will become censing requirements, and the “ausubservient to managing directors? Or thority and prerogative of the pilot”. perhaps we are already there. Do any of these issues sound familiar from our modern national and inter- Will we define this new age and pick national conferences? up the challenges as we did in the “It is the collective power of our knowledge, past? It is our responsibility at least to expertise, and professionalism that lends Will we be fighting these same fights try. Together we need to ensure we are in another 70 years? Indeed, what will focussed on the future, in celebration credibility, but it is our organisation that be the role of the pilot then? Makof our undoubted past achievements, ensures the voice of the pilot is heard.” ing sure we are collectively focussing and recognising our ability to effect on the future is a constant challenge real change. That is the challenge for when we have today’s pay claim, to every Member Association and for IF tomorrow’s industrial dispute, and next ALPA. I think we can do it.

Reading through the archives at BAL- First IFALPA Conference London, 1948 PA HQ dating from the time of IFAL- PA’s founding 70 years ago, you get the sense of how pilots then were at the dawn of a new and exciting age. Commercial air travel was in its infancy- First IFALPA Conference London, 1948 cy, rules and standards were not yet tary, Denis Follows, (later to become set, the role of the pilot was up for de- Sir Denis, and Chairman

ULUSLARARASI TEMSİL IFALPA BELGESİ

of the British bate, ICAO's role was being defined, Olympic Association) became IFALPA and organising the pilot workforce secretary as well. around the world had, in many areas, yet to even begin. His report from that first conference included the note that a subscription That new age has been hugely inrate of six pence per member had formed – and made safer – thanks to been agreed, totalling £25 in all, as the organised efforts of pilots through far as BALPA was concerned, but that IFALPA and its national Member Assocolleagues on our National Execuciations. tive should not worry, as, “it would be Fifth IFALPA Conference Brussels, 1950 some years before a further call would It is a matter of considerable pride be made upon the finances of BALPA From left: Captain Ormonroyd (UK), Captain Upton for BALPA to have been one of the 13 (UK), Captain Frost (UK), Captain Floren, in that respect.” Although I shudder to Captain Knutsson original Founding Member Associathink how much the reception at The tions of IFALPA. Indeed, that first IFAL- Savoy must have cost to host! PA Conference took place in London, organised by BALPA, and our Secre- It was poignant to read through the report from that first IFALPA meeting, during the proceedings of which was a significant air disaster involving a BEA BY CAPTAIN BRENDAN O'NEAL airliner and a Soviet military jet. Al- EXECUTIVE PRESIDENT though we cannot claim to have eliminated all flight safety threats since

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Founding MAS: “...the most important safety assets on any airliner, cargo or passenger, are adequately rested, fully qualified, and well-trained pilots.”

ALPA-I AIR LINE PILOTS ASSOCIATION, INTERNATIONAL (UNITED STATES)

BY CAPTAIN TIM CANOLL fter the International In the early days of flight, working as PRESIDENT Civil aviation organizaan airline pilot in any region of the tion (ICao) was foundworld was dangerous. For example, aed in 1947 as the global more than half of ALPA's founders forum for civil aviation, the air died in airline accidents despite being line pilots association, Internaoutstanding aviators. This tragic backtional (alpa) and 12 other pilot ground not only meant that “Schedule organizations immediately recwith Safety” became ALPA's founding ognized the need to establish motto, it led to our position that the formal representation for pilots most important safety assets on any before the united nations body. airliner, cargo or passenger, are ada short time later, the world's piequately rested, fully qualified, and lots formed Ifalpa and the fedwell-trained pilots.

eration's value as the global voice

of pilots has only increased in the This recognition of the dangers presseven decades since. ent in the first years of our industry is one reason that airline pilots across the world fight so hard for safety. From the beginning of commercial flight, we've shared a commitment across continents and beyond borders to ensuring the safest possible air transportation system for our passen-

First IFALPA Conference London, 1948

gers, cargo, and crews.

Through its participation at ICAO and For example, the collaboration that IFALPA has made process designed to identify every factor involved in in many other international, national, possible in accident response, analysis, and preventhe accident with the goal of preventing a similar aeregional, and local venues, IFALPA tion showcases our mutual support and joint work to cident from ever happening again. Member Associations

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have worked advance safety. Through the commitment of IFALPA tirelessly to advance every aspect of Member Associations, we come together to assist our IFALPA has fostered a collaboration among pilots, to aviation safety. ALPA has contributed colleagues during increasingly rare incidents and together with the airlines, the regulators, and the aircraft to the effort by supporting the Federations through Critical Incident Response Programs manufacturers, that has taken air travel and transportation's Standing Committees and other resources. tion to a new level of safety and an unparalleled safety advisory groups with subject matter record. While work to advance safety is never complete, expertise and professional staff re- As the world's largest nongovernmental aviation safety organization, ALPA has also worked with our IFALPA work, such a record would not be possible. training and human performance to colleagues to contribute to the development of a proven runway and taxiway safety and air traffic and internationally recognized accident investigation- While originally created to promote the safe and efficient services. tion process centered on preventing future accidents. efficient development of civil aviation, ICAO's strategic Together, we have pressed the industry to reform the objectives have expanded in recent years—a development focus of accident investigation away from naming a culprit that makes it more important than ever that air traffic single cause and toward conducting a safety-centered line pilots across the globe work together.

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FIRST IFALPA CONFERENCE LONDON 1948

From left: Captain R. Puda (Czechoslovakia [sic]), Sir Robert Perkins (BALPA), Captain HB (Bart) Cox (ALPA-International, USA), Lord Nathan, Captain JWG James (UK)

Today, ICAO not only works to increase air navigation capacity and efficiency, it now focuses on enhancing global civil aviation security, minimizing adverse environmental effects of civil aviation, and fostering the economic development of air transport, including harmonizing the air transport framework.

In addition to the new environment at ICAO, the changing nature of the global airline industry serves as more reason for airline pilots to redouble our efforts to communicate and collaborate to advance our interests on labor and industrial issues.

For 70 years, ALPA has recognized that, by supporting IFALPA's goals and objectives in safety, security, pilot assistance and industrial issues, we not only enhance our advocacy on behalf of our own membership, but we also strengthen the global voice of all pilots. As a result, ALPA has supported IFALPA's work at the committee and advisory group level, but our union members have also had the honor of serving as IFALPA President six times.

ALPA is deeply proud to have attended that seminal London meeting seven decades ago at which 13 of the world's pilot organizations came together to form IFALPA. We feel even prouder that today, as we join in celebrating IFALPA's 70th anniversary, ALPA stands among the nearly 100 Member Associations representing more than 100,000 pilots from around the globe. IFALPA is truly the global voice of pilots.

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Send your article ideas to communications@ifalpa.org, or choose a suggested topic: Share

- Developments in aerodrome infrastructure in your region that You have improved safety,
- Hazards unique to your region,
- How harmonization with ICAO standards has improved the Perspective situation with regards to:
- Terrain Contribute to Voice of the regions, the Interpilot series - Conflict Zones and/or Security concerns

featuring pilot views from all five IFALPA Regions. - Unusual weather phenomena

- Air Traffic Control challenges



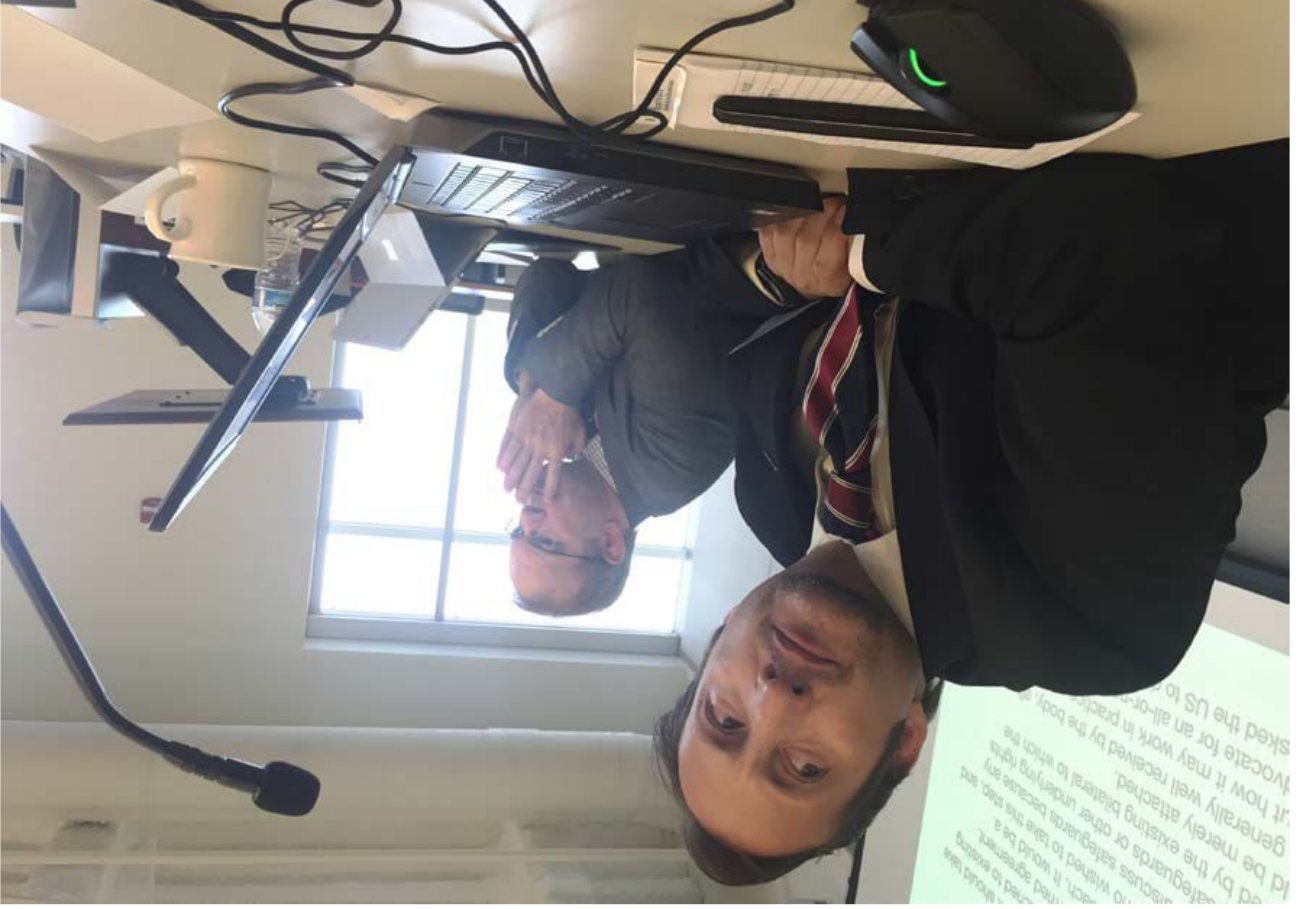
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