



COCKPIT

ISSUE # 04, 2006

Pakistan Airline Pilots' Association

20, August 2006

PALPA NEWS BULLETIN

Affiliated with

International Federation of Airline Pilots' Associations & International Transport Workers Federation

اللَّهُمَّ إِنَّا نَسْأَلُكَ

FOKKER CRASH NEAR MULTAN

This issue comes after the tragic accident of Fokker at Multan in which we lost our colleagues. It is beyond words to express the grief through which the families, friends and colleagues had to go through. The crew of the ill-fated F-27 aircraft, Capt. Hamid and First officer Abrar Chughtai are no more physically with us but their memories will always stay alive. This accident has exposed numerous loopholes, which should have been plugged before the tragedy. Any corrective action taken now will not undo what has happened but for collective good of all our colleagues in future, we have to take up all issues related to the accident on priority basis.

The Executive Committee has taken up various issues, which are either ignored by the Management or are irritants, which inflict undue anxiety in the minds of everybody. These seemingly small issues end up resulting in tragedies such as the one we have gone through on 10th July 2006.

It is our request that you pray to Allah to shower His blessings on the departed souls and grant them the status commensurate with that of a 'SHAHEED', Hadith from Mishkah Shareef quoted by Imam Malik says

"Anyone who dies while carrying out his duty diligently and honestly is rewarded appropriately by Allah".

Therefore, let us all pray that the Almighty Allah bestows our colleagues with the highest levels in the Heavens. Ameen!

ACCIDENT INVESTIGATION

The natural course of action after the crash was to conduct an inquiry to determine the causes of the accident and to apportion blame, if any. The irony was that all relevant agencies in the CAA and MOD started blaming the crew for the accident while a full blown media trial was undertaken by the Press. It was an extremely sad reflection on the part of the concerned authorities. Keeping this in the background, PALPA approached IFALPA for opinion and guidance.

IFALPA President appreciating the urgency of the situation, sent a letter the DGCAA (Pak) promptly highlighting the Industry practice while conducting such inquiries. Extracts of the letter are reproduced below for your perusal.

LETTER ADDRESSED TO DIRECTOR GENERAL CAA (PAKISTAN) BY PRESIDENT IFALPA

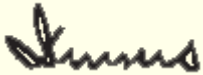
"The Federation believes that the participation of active commercial pilots who are fully qualified as air safety investigators on official investigative boards will always be of paramount importance.

Such pilots should be entitled to participate in the investigation of commercial aircraft accidents, incidents and serious incidents, whenever they occur within their own State, or when they occur in another State and involve pilots and/or commercial aircraft of that State.

In conjunction with the accident of the F-27 PK-688 at Multan on 10th July 2006, and in accordance with ICAO Annex 13 paragraph 5.24, the Federation would like to offer assistance to the investigation by sending one of our accredited investigators to Pakistan.

Your positive consideration in this matter will be a substantial contribution to the continued improvement in aviation safety. Please contact me if I can be of assistance".

Yours sincerely,



Capt. Dennis J. Dolan
President

Here the PALPA Executive Committee would like to appreciate the efforts of the Corporation and especially the DMD, PIAC who streamlined the entire post accident procedure. He promptly arranged for the arrival of F/O Chughtai's parents to Multan from Jeddah, Saudi Arabia and transported the human remains of Capt. Hamid in an ambulance from Multan to Lahore.

The post death official procedures are in the final stages and PALPA is pursuing the matter vigorously to conclude the final settlement expeditiously.

ISSUE AT HAND

Since the issuance of the Circular No.36/2006 dated 26th May 2006, there have been issues, which have been put on the back burner by the Management. Instead of honouring the commitment. PALPA Executive Committee has apprised the higher Management as well as the Flight Operations Directorate verbally and in writing. Reminders have been given but the irony is that there is a deafening silence on the other side.

There is no response in either the negative or the affirmative. The following important issues have again been taken up in writing and we hope that the

concerned departments will respond favourably:

1. Pension Fixation and Formula.
2. Applicability of ANO3 / ANO3A and their dates of issue.
3. Long Range/Ultra Long Range Operations. Requested changes by the Flight Operations.
4. Cancellation of accumulated leave after 31st December 2008.
5. Discriminatory approval of utilization of individuals on LPR for flying and managerial duties.
6. Changes in the existing Career Plan.
7. Arbitrary application of waivers.
8. Non-compliance of seat confirmation for international travel inspite of repeated reminders to the DMD and SVP (Marketing).

There are a few more irritants, which need immediate redressal like medical, non-payment of days off i.e. July-December 2005 and January-June 2006 etc.

These are some points, which are frequently talked about by the members and the PALPA Executive Committee is of the opinion that the membership should be apprised of the current state of affairs. We have persevered on issues regarding salary restructuring and enhancement of tax on Flying Allowance etc. We are determined to continue to tackle the unresolved issues with logic, rationale and consistency. In the meanwhile, our request to you is continue working professionally without compromising on any aspect of Flight Safety.

Your well being is precious and needs to be conscientiously looked after for your own sake, your family and the Corporation. Requisite rest periods should be availed as per the laid down policy. The recent accident should be an eye-opener for all of us. Lack of rest shows glaringly in emergencies whereas in routine operations one gets away with it lightly. We urge you to know your own limits before embarking on a flight. Please do not succumb to coercion by the scheduling staff. The prescribed procedures are well thought out and formulated after extensive research by reputed International Aviation Agencies. The reason enough for strict adherence.

CHANGE OF GUARD

The Executive Committee has decided to nominate F/O. Ayaz Akbar to look after the affairs of the PALPA Club House. This change has been incorporated owing to the restoration of flying status of F/O. Arif Majeed who was managing the Club House affairs for almost a year. However, F/O. Ayaz Akbar will be assisted by a Club Committee comprising of the General Secretary F/O. Arif Majeed, Joint Secretary Capt. Farooq & Treasurer Capt. Sadiq Rehman. Besides the Club House telephone numbers, F/O. Ayaz Akbar can be contacted on his Cell No. 0300-9266083.

SUMMER EVENTS

The Club Secretary F/O. Arif Majeed arranged summer events during the school holidays. A history was made when movies were screened in the Club House Lawn. The other events arranged were Magic and Puppet Shows, and thrice a week 'Religious classes' for the ladies. The response was encouraging but it could definitely have been better. The plan is to persist with the weekly or bi-monthly movies with a hope that you will encourage the Club Committee by making yourself available along with your families.

SUSPENSION OF PALPA MEMBERSHIP

With regret, we announce that Capt. Anwar Zaidi's, Membership No.246, PALPA membership has been suspended under relevant clauses of the PALPA Constitution, by the PALPA Executive Committee in its meeting on 20th June 2006.

TAX ON FLYING ALLOWANCE

PALPA Executive Committee had approached the concerned senior officials in the Government on the arbitrary imposition of tax on Flying Allowance, which ranged between 13-18% for different categories of pilots.

With untiring efforts, PALPA Executive Committee could get the tax down to 2.5% on Flying related allowances. Some members have reservations about this but it was the maximum we could extract from the Government. Nevertheless, the Government's positive approach helped us in offsetting the serious financial implications the earlier slapping of tax would have had on our salaries.

Following is the amendment made by the Government regarding imposition of Tax on Flying Allowance. This is for your information:-

- (A) In clause (1) a new sub-clause (1) shall be inserted, namely:-
- (i) Any amount received as flying allowance by:
 - (ii) Pilots, Flight Engineers and Navigators of Pakistan Armed Forces, Pakistani Airlines of Civil Aviation Authority; and
 - (iii) Junior Commissioned Officers of other ranks of Pakistan Armed Forces" Shall be taxed @ 2.5% as a separate block of income.

CDs ON ETOPS, NAT, MNPS, JFK APPROACHES & PERFORMANCE OF BOEING AIRCRAFT

General Secretary, PALPA has acquired two CDs which have the ETOPS, NAT, MNPS, JFK approaches & Performance of Boeing aircraft respectively.

Those interested may contact PALPA/Mr. Noman to get a copy of the same at Rs. 100/- each.

OBITUARIES

With profound grief we inform our members that Captain (Retd.) Rauf Lodhi left us for his heavenly abode (INNA LILLAHE WA INNA ELLAHI RAJEOON) on Friday the 23rd June 2006, in Karachi.

We offer our deepest condolences to the family and pray to Almighty Allah to give them the courage to bear this loss with fortitude. May the departed soul rest in peace. Ameen!

Following colleagues have also lost their dear ones as mentioned against their names:

1. Capt. Junaid Younus Father-in-Law
2. Capt. M. Salim Brother
3. Capt. Salim Anwar Mother
4. F/O. Shahid Ali Muzaffar Father

May Allah in His infinite mercy grant our colleagues and their families strength, courage and patience to bear this irreparable loss. We pray for the departed souls an elevated place in their heavenly abode. (Ameen!)

“COCKPIT LEISURE READING”

LENDING AN ATTENTIVE EAR:

The common misconception is that if you are opinionated, you will be considered a genius. Our culture and norms perpetuate and put those people on a certain pedestal who are opinionated and consequently they are the ones who are sought after. In our villages, or for that matter even in our cities, there are people who are followed by everyone for their opinions.

People become loud and obnoxious, rude and angry, and are often seen at each other's throat while arguing. We express our opinion based on our feelings rather than knowledge. People become vociferous, loud and self-imposing. The problem with us is that we tend to believe that if we disagree with someone, we become superior to that person. Everyone has preconceived ideas, rather than going about things in a logical manner. The problem gets more aggravated when people become rigid in their opinions and beliefs. Disagreements should never be allowed to escalate into an ego trip. Disagreements can be based on facts and experiences. We believe that while disagreeing with a man we become superior to him.

If opinions become beliefs then people eagerly blame others for their mistakes. Such people will always disagree with others; moreover, they try to impose their opinions and beliefs on others forcefully. We must try to understand reality. We can extract interest out of any subject depending on our approach to that subject or issue. It requires patience and willingness. And it can be done by listening, questioning, and speculating.

(An extract from a daily newspaper)

HEALTH TIPS

Want to wake up feeling great? Sleep, researchers say, the best way is to go to bed a little earlier than usual. But wake up at the usual time. This little change in sleep habits only works once in a while, but the effect is said to be dramatic. Give it a try.

GO TO BED A LITTLE EARLIER

You know that exercise is good for your muscles, bones and heart. It makes them all stronger.

But did you know that exercise is good for your health? Regular exercise increases the volume of plasma, which is the liquid portion of blood. As this increases, the proportion of red blood cells and other blood components to total blood volume decreases, making the blood thinner.

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So remember, when you exercise, even your blood benefits.

AVOIDING AIR RAGE

To avoid air rage during a flight, it is vital to relax. Tiredness is a major constituent of stress and rash, irrational action. By ensuring that you get plenty of sleep on the night prior to flying, will automatically ensure that you are relaxed and less likely to be irritable.

If you are delayed, accept it as a given. Shouting and violence will make not get you to your destination any faster.

Go for a short walk, or read a magazine or newspaper. Don't dwell on the situation, as this will only intensify your feelings on anxiety and stress.

IMMORTAL GEMS

1. Nostalgia is a file that removes the rough edges from the good old days. (Doug Larsen)
2. What lies behind us and what lies before us are small matters compared to what lies within us. (Ralph Waldo Emerson)
3. An ounce of don't-say-it is worth a pound of the didn't-mean-it. (L.M. Boyd)
4. He who builds according to every man's advise will have a crooked house. (Danish Proverb)
5. Often good and bad come in the same package. No one can be deemed totally honest, nor totally despicable. Human beings are not like the keys of a piano: black or white. (JavierTomeo)

MEDICAL / ALCOHOL RELATED INCIDENTS ABROAD

Of late, there have been a few incidents of medical / alcohol related incidents abroad in which our members got into situations which could have easily been avoided by adequate constraint and precaution on the individuals' part. Such occurrences are extremely humiliating to the entire community besides being a huge embarrassment to the individuals caught in the act. With such happenings, the PALPA Executive Committee gets a severe set back in sorting out membership issues of serious nature with the Management.

It is, therefore, earnestly requested that none of us should bring the community into disrepute by such callous acts. Your cooperation in this regard shall be highly appreciated.



ARIF MAJEED
General Secretary

LONG LIVE THE UNITY OF PILOTS.

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