

Brendan Pierce – Chair/Vice-Chair/Secretary candidate

1. Why are you the ideal candidate?

I am the ideal candidate because I have first hand experience being trained in a Nato Flight Training establishment (NFTC). I also have an extensive instructional background within the Royal Canadian Air Force augmenting NFTC and training graduates of NFTC to become effective tactical aviators up to the Fighter Weapons Instructor level. Since I left the military in 2019 I have spent the last 5 years developing and executing customised flight training programs for allied Air Forces focused on integrating cutting edge technology to increase efficiency and maximize quality output in pilot training.

2. What would you aim to achieve in the first 18 months?

In the first 18 months I would aim to educate NIAG Industry partners on NATO's unique training needs, tap into industry partners expertise, unique capabilities and strategically synergise industry solutions to provide NATO with the increased pilot training capabilities they need in the near term. I would look to recommend a mechanism to expedite membership as an approved training organisation within NATO while not sacrificing training quality. I would look to recommend solutions to drastically increase pilot throughput and increase NATO's writ large pilot training capacity.

3. What do you sense is the greatest risk to NFTE?

The greatest risk to NFTE is bureaucracy that is unavoidable when it comes to dealing with NATO. The bureaucracy that has plagued NFT centres of the past has resulted in lengthy lead times to reach operational capability, resistance to change in the training systems and technological updates. This results in a product that is inefficient, more expensive and although deemed adequate does not meet the specific needs of Individual NATO Air Forces from a capacity or quality perspective. These inefficiencies pose the greatest risk to NFTE being successful in solving the pilot training issues for NATO. It would be my goal to provide guidance to NATO from industry on how to mitigate these inefficiencies.