



SAFETY & TECHNICAL UPDATE

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The Safety and Technical (S&T) Team continues to participate in a number of forums and undertake activities to ensure that high safety standards are maintained in Australia and globally, through IFALPA. The following is a brief outline of some of the current issues which your Safety and Technical Committee has been engaged in.

ACCIDENT ANALYSIS AND PREVENTION (AAP)

AIPA Representation

Since the last edition of Altitude, the AAP Portfolio has assisted members involved in two incidents and one ATSB interview.

Remember if you are involved in an incident or accident, call the AIPA (Sydney) 24 hour Accident/Incident Hotline on +61 (0)2 8307 7788 for advice.

IFALPA Request for Information re Post-Accident Testing of Flight Crew

AusALPA provided IFALPA with information in relation to post-accident testing of flight crews, in preparation of AIGP-3.

AusALPA/ATSB Meeting

Christian Antoniak (AAP Portfolio Chairman) and Shane Loney met with Greg Hood (ATSB Chief Commissioner) on 25 October to discuss a wide range of issues affecting members and the industry such as AIPA/ATSB MOU opportunities, confidential reporting requirements and pilot mental health.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

Senate Inquiry into Remotely Piloted Aircraft Systems and Associated Systems

AusALPA has responded to the Inquiry into Remotely Piloted Aircraft Systems (RPAS), Unmanned Aerial Systems (UAS) and Associated Systems by making a submission highlighting the Association's concerns and recommendations.

AERODROME AND GROUND ENVIRONMENT (AGE)

Western Sydney Airport (WSA) Development

Since its commencement, AusALPA has actively participated in the development of WSA. Most recently, a meeting was held to discuss the aviation and aerospace sectors identified in the Regional Development Australia's (RDA) Strategic Report to identify industries and organisations that could add to the operational, economic and social viability of the proposed Western Sydney Airport (WSA). Overall, there was good support for the project by the companies and organisations present.

From AusALPA's point of view, the airport itself must be operationally viable for 24 hours a day for all weather operations and without the Kingsford Smith special airport constraints e.g. the hourly cap.

IFALPA AGE Committee Meeting

In October, Alex Dunbar attended the annual IFALPA AGE Committee Meeting in Oaxaca, Mexico.

The three-day meeting covered an extensive agenda relating to the scope of the AGE Portfolio including ICAO Annex 14 & PANS Aerodromes, Rescue & Fire Fighting, Visual Aids, Aerodrome Physical Characteristics, Runway Surface Conditions/Braking Action, Runway Safety, Measures to Reduce Wildlife Hazards and Review of External Representation.

Australian Aviation Wildlife Hazard Group (AAWHG) Forum

As a member of the AAWHG Executive, AusALPA attended the AAWHG Forum in early November. The forum's focus for this year was on the draft Recommended Practices to establish national/global terminology and phraseology to provide easy to understand and consistent alerts to pilots, ground operations personnel and ATC controllers. Dr Richard Dolbeer gave the key note address discussing his career, the evolving role of wildlife mitigation measures and provided

a detailed description of the investigation into US Airways Flight 1549. Dr Dolbeer also made special mention of AusALPA's involvement in the AAWHG, applauding its contribution to this important national body.

AIR TRAFFIC SERVICES (ATS)

Airspace Protection Consultation Paper

In response to the Aviation Safety Regulation Review Panel's recommendation, the Department of Infrastructure and Regional Development (Infrastructure) has released the "Airspace Protection Consultation Paper" in a bid to "take a policy leadership role to ensure that the future viability of airport infrastructure is not compromised by poor planning and land-use decisions". The document aims to provide policy advice on airspace protection arrangements for leased federal airports, other airports, and for communications, navigation and surveillance (CNS) equipment.

The ATS and AGE Portfolios are currently reviewing the document which will form the basis for the Association's submission.

HUMAN PERFORMANCE (HUPER)

CASA AvMed Discussion Paper

The HUPER Portfolio is currently reviewing CASA's "Discussion Paper - Medical Certification Standards" which has recently been released for comment.

This discussion paper raises several issues relating to the current medical certification regime which encompasses class 1, class 2 and class 3 medical certificates, as well as the recreational aviation medical practitioner's certificates.

SECURITY & DANGEROUS GOODS (SEC/DG)

Post Implementation Review (PIR) – "Two in the Cockpit" Procedures

AusALPA received a response from CASA in relation to our submission on the "Two in the Cockpit" PIR. CASA noted that overall, airlines confirmed their support for the adopted procedures whilst highlighting some unintended safety and security consequences caused by the immediate implementation of those procedures, which CASA determined required further consideration.

A secondary PIR will commence in 12 months and CASA has requested airlines to continue monitoring any issues and retain information pertaining to their "two in the cockpit" procedures to facilitate the effectiveness of the second PIR.

OTHER

IFALPA Asia Pacific Regional Meeting

AusALPA hosted a very successful IFALPA Asia/Pacific Regional Meeting in Sydney from 01-03 November. Attendance included representatives from around the region as well as the President of IFALPA. Some of the issues discussed included RPAS, image recorders, mental health and LRSTs.

AusALPA Representative Induction Training

AusALPA conducted training for new reps in Melbourne from 28-29 November. The course outlined the role of representing the Association as well as hot topics within each Portfolio. In attendance were 11 attendees who have all signed up to become S&T reps. Further courses have been planned for 2017.

Our industry continues to operate in a challenging environment influenced by many factors which can alter the balance between profitability and safety standards. Nonetheless, as this year progresses, AusALPA will remain dedicated to preserving and advancing standards of safety domestically and internationally. If you have any concerns or would like further information, please do not hesitate to contact our office via safety.technical@aipa.org.au.

