

# S&T UPDATE



Although the year has just commenced, we continue to see an upward trend in safety related matters within the industry that require AusALPA action.

The following is a brief outline of the key issues that your Safety and Technical Committee has been working on.

## ACCIDENT ANALYSIS PORTFOLIO (AAP)

### *Airborne Image Recorders (AIRs)*

In October 2015, it was brought to AusALPA's attention that the subject of AIRs was to be discussed at the ICAO Flight Recorder Working Group. Contact was made with the Australian representative on the Working Group and the Association's position was made clear. AusALPA is in accord with IFALPA in that both organisations are strongly opposed to the installation of AIRs on the flight deck.

Recently, IFALPA President Captain Martin Chalk notified AusALPA that due to the efforts of IFALPA and its Member Associations, ICAO would not be pursuing the introduction of AIRs at its upcoming meeting in Montreal.

However, a number of investigation agencies, including the ATSB, continue to support AIR implementation. Although the ATSB does recognise some of the potential issues raised by AusALPA, recent experience with AIRs has been very positive.

## AIRCRAFT DESIGN AND OPERATIONS (ADO)

### *ICAO Obstacle Limitation Surface (OLS) Task Force*

Captain Shane Tobin, Vice Chairman of the IFALPA ADO Committee was appointed to the ICAO Instrument Flight Procedures Panel (IFPP) and has been involved with a joint Task Force between the IFPP and the Aerodrome Design and Operations Panel to review the OLS

design and criteria.

The next OLS Task Force meeting is being hosted by CASA in Sydney from 15-26 February 2016. Shane will be attending the meeting on behalf of IFALPA along with representatives from AusALPA.

### *Part 121 Submission*

Throughout 2015, AusALPA has been an active participant on the CASA Part 121 (Commercial air transport operations [aeroplanes]) Working Group and in November submitted a response to the draft CASR Part 121, voicing concerns regarding offences of strict liability and fuel requirements.

The Association is apprehensive regarding legislation through which offences are made out against pilots for the acts or omissions of third parties.

AusALPA also has reservations regarding the definition and application of "Discretionary Fuel", which has the potential to undermine the authority of the PIC with respect to the ordering and carriage of fuel.

## AERODROME AND GROUND ENVIRONMENT (AGE)

### *Local Runway Safety Teams (LRSTs)*

AusALPA continues to be an active member at various airport LRSTs around the country with the aim of having representation at all 20 Bureau of Infrastructure, Transport and Regional Economics airports and then to all Airservices Australia (AsA) towered airports. This aim is shared by AsA and the organisations are working closely together in order to achieve this target.

### *AusALPA Training*

AusALPA continues to provide training for both its own representatives and external aviation organisations. In February 2016, the Association provided Airport Liaison Representative Training in Brisbane for some of its new volunteers, with the

training also being attended by industry participants from AsA and the Department of Defence. This training equips LRST representatives to become effective and efficient participants in airport operations and safety committees.

### *Western Sydney Airport (WSA)*

As part of the Western Sydney Airport development, a Draft Airport Plan and Environmental Impact Study report was released for public comment late last year. After review, the Association supported the decision to have Badgerys Creek as the site for the WSA. AusALPA also supported the airport being built to the standards and requirements to accommodate up to Code 4F aeroplanes with a plan to expand to a parallel runway.

AusALPA believes that this airport will complement Sydney Kingsford Smith in the short to medium term, but in the long term with proper infrastructure, may become the primary airport for the Sydney basin area.

### *WestConnex Plume Rise*

SACL contacted AusALPA in relation to the ventilation system planned for the WestConnex project, which will cause plumes to be emitted. The FAA model used to determine the effects indicated that the velocity of the plumes may exceed the lower critical plume velocity (CPV) levels of 4.3m/s and may, in some circumstances, exceed the higher CPV of 10.6m/s where it will penetrate the PANS-OPS and OLS above the proposed ventilation stack at the St Peters and Arncliffe locations. AusALPA supports SACL's request that this identified hazard should be further assessed by CASA as it is possible that it could cause disturbance to GA aircraft transiting, holding or downwind of that location.

AusALPA is also concerned with the possibility that ventilated air/gas from the proposed WestConnex tunnels, particularly at Arncliffe, could provide a catalyst for fog formation. The Association has therefore requested that CASA seek further expert advice from the Bureau of Meteorology to assess the potential risk and impact of fog formation.



### **Construction Within the Vicinity of Canberra Airport**

Canberra Airport has previously proposed the construction of a new building adjacent to the threshold of RWY35, which could potentially cause mechanical turbulence. The Association has submitted an objection to the construction questioning the validity of the guidelines used for modelling of shear and turbulence effects.

### **AsA Preventable Go-arounds Working Group Meeting**

AusALPA and AsA have continued to develop a relationship which has seen both organisations work closely together on matters relating to aerodrome and runway safety, including go-arounds. Later in the month, AusALPA will be working with AsA and other stakeholders on decreasing preventable go-arounds. This workshop followed on from the previous Civil Air Navigation Services Organisation initiative which concentrated on reducing unstable approaches through pilot/controller cooperation.

### **AIR TRAFFIC SERVICES (ATS)**

#### **Release of Australia's Policy Approach to Baro-VNAV Implementation**

The Department, in consultation with other industry agencies including CASA, AsA, Defence and Bureau of Meteorology, has finalised a draft Policy on the introduction of Barometric Vertical Navigation (Baro-VNAV) approach to landing procedures in Australia.

Both the Baro-VNAV and the Lateral Navigation (LNAV) programmes are due to be implemented over a three year period resulting in Australia failing to meet the respective resolution timelines by over two years. AusALPA has recommended that earlier implementation is essential to reduce the risk of CFIT accidents. AusALPA has advised CASA to reconsider its position not to mandate Baro-VNAV approaches in order to ensure that such approaches are available to operators and used by them.

#### **Australian Strategic Air Traffic Management (ASTRA) Council**

The ASTRA Council is the 'voice of the industry' in terms of Air Traffic Management and its future requirements. It is responsible for the development and report of industry policy in relation to these matters. Through its Working

Groups, it covers Performance Based Navigation (PBN), Strategic Technologies, and Future Airspace Requirements.

The Council has been instrumental in the introduction of the ADS-B, TCAS II Version 7.1 and Mode S mandates, as well as the implementation of PBN approaches and airspace. Australia is the first ICAO State to introduce Global Tracking on a trial basis.

AusALPA has been a crucial participant on the Council and its Working Groups.

#### **Bureau of Meteorology (BoM)**

The relationship between the BoM and AusALPA has flourished over the past few years with AusALPA now involved in a number of Working Groups including Trend Forecasts, TAF Verification, Fog Forecasting and Graphical Area Forecast.

It has been disappointing to see that at a number of BoM meetings, AusALPA was the only organisation to represent the industry at an airline level.

### **HUMAN PERFORMANCE (HUPER)**

#### **Fatigue Risk Management Systems (FRMS)**

The amended Civil Aviation Order 48.1 Instrument 2013 was rolled out on 30 April of that year and will take full effect on 30 April 2016, despite the fact that it continues to be deficient and does not sufficiently capture the ICAO SARP nor does it adequately reflect scientific principles and knowledge. Air operators had three years to transition to the new requirements, which provide a three-tiered approach to the management of fatigue.

AusALPA continues to use its best endeavours to ensure a FRMS that properly meets the intent of the CAO and FRMS agreed principles is put in place by Qantas.

#### **Part 61 Manual of Standards (MOS)**

CASR Part 61 (Flight Crew Licensing) took effect in September 2014, with a transition period of three years. Overall, AusALPA finds this document to be ambiguous and inconsistent in quality. While it clearly should be all-inclusive, it is over-prescriptive and very detailed in parts, whilst displaying omissions in other areas.

Through CASA's Flight Crew Licensing Sub-Committee, slow and tedious progress is being made and the sections dealing with the Instrument Rating, Multi-Crew Conversion Flight Training and Simulator

Devices as well as a number of issues arising from "unintended consequences" of the new regulations are hoped to be resolved shortly.

AusALPA has recently accepted an invitation from CASA to be a member of the Part 61 Advisory Panel.

#### **Psychological Testing**

AusALPA took part in the CASA/NZCAA Aviation Medicine Workshop on Psychiatric and Psychological Assessments in July 2015. A number of those pushing for the introduction of mandatory testing seemed to see this as an additional revenue stream however, at this point in time, CASA did not feel the need to implement this.

Both regulators were pleased to have pilots in attendance to provide an insight into how the profession views these topics and any possible changes that might be contemplated.

### **SECURITY & DANGEROUS GOODS (SEC/DG)**

#### **Office of Transport Security (OTS) Consultation on Proposed Amendments to the Persons-In-Custody Regulations**

A submission has been sent to OTS regarding proposed amendments to the persons-in-custody (PIC) regulations. AusALPA supports any outcome that makes the requirements more outcome based, flexible and less prescriptive without loss of critical information and also supports mandating a requirement for operators of prescribed air services that transport PICs to include in their TSP appropriate security measures and procedures to manage the on-board risks associated with transporting PICs. In our view, the assessment of those Transport Security Program amendments should include an assessment of the adequacy of the standard operating procedures and training, both initial and recurrent, provided to operating crew members.

### **IN SUMMARY**

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. If you have any concerns or would like further information, please do not hesitate to email [safety.technical@aipa.org.au](mailto:safety.technical@aipa.org.au).