

SAFETY & TECHNICAL UPDATE

BY THE SAFETY & TECHNICAL TEAM

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

ACCIDENT ANALYSIS AND PREVENTION (AAP)

AIPA Representation

AIPA have assisted members involved in three safety incidents since July.

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.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

IFALPA ADO Committee Meeting

AusALPA attended the IFALPA ADO Committee Meeting in Toulouse in June. Areas of discussion included RPAS, Take-off Performance and Performance and Flying Qualities. There were also presentations from industry, manufacturers and research bodies. Attendees included IFALPA ADO Committee members and representatives from Airbus, ATR, ASAP, Honeywell and Embraer.

AERODROME AND GROUND ENVIRONMENT (AGE)

CASA Part 139 Workshops

AusALPA was invited to participate in three CASA Part 139 workshops relating to Operations, Visual Aids, and Aerodrome Physical Characteristics. The purpose of the workshops was to try to incorporate, where agreed, the 1500+ comments into the MOS 139 before it is reviewed under the "official" Technical Working Group "Summary of Consultation" process. Subsequently, the Part 139 TWG meeting took place in Canberra at the beginning of October. AusALPA was able to have good input and the final report has now been passed to the Aviation Safety Advisory Panel for its endorsement. CASA is planning for a 2019/2020 enactment of Part 139.

Go Around Workshop

AusALPA participated in Airservices Australia's Go-Around Workshop held in Sydney in August. The aim of the workshop was to reduce the number of preventable go-arounds as much as reasonably practicable. The operators have undertaken to find acceptable means (within the FOQA and other data agreements) to share information with AsA to enable problem approaches and other factors to be clearly identified. This will allow appropriate solutions to be developed, including using the information to refine the METCDM. Practical actions were put forward and a commitment to move forward on these within 6 months.

Melbourne Taxiway Naming Meeting

AusALPA was involved in the MEL TWY naming meeting which reviewed the two proposed naming options and identify any associated risks and necessary controls. The option supported by AusALPA has been put forward to the airport management as providing the best safety and operational benefits. It is also in line with the IFALPA/ICAO nomenclature. AusALPA has asked that the full plan (2035 onwards) be made available so that pilots and others understand the "big picture" and why some taxiway naming may appear illogical until all the new airside is complete.

Melbourne Airport Multi Taxi Lane (MTL) Risk Workshop

The AGE Portfolio participated in the MEL Airport MTL Risk Assessment Workshop to assess and mitigate risks associated with the proposed introduction of MTLs. MTLs provide the ability for two Code C aircraft to operate parallel on an aerodrome apron at the same time, thus improving efficiency for movements of aircraft to and from bays. The same apron will also be available for use of a single Code E or F aircraft operating on the same apron without other simultaneous aircraft movements. Approval from CASA for the MTL design and operation will be sought by the Airport.

Bexley Property Development – Penetration of the Sydney Airport OLS

AusALPA has provided comments on the proposed property development at Bexley, specifically in relations to the penetration of aerodrome approach and departure surfaces unless increase in operational risk is minimal and the public benefit is highly significant. In this case, the AGE Portfolio considers the benefit to be essentially private in nature and considering the proposal to penetrate the OLS for the duration of at least 12 months, this is highly unacceptable due to both the unnecessary and unmitigated operational risks that the penetration presents. AusALPA considers this an entirely unsustainable outcome that the proponent of the penetration bears no financial detriment in a situation where the full costs of mitigation of the operational risks is borne by the airport, the airlines and the travelling public.

As such, AusALPA has strongly recommended that CASA intervenes to ensure that the integrity of the aerodrome approach and departure OLS remains protected.

AIR TRAFFIC SERVICES (ATS)

Submission to The Senate Economics Legislation Committee Inquiry into The Space Activities Amendment (Launches and Returns) Bill 2018

AusALPA has provided comment on the Senate Inquiry into the Space Activities Amendment and from an aviation safety perspective, AusALPA considers the Bill to inadequately address the risks associated with space objects with essentially no collision avoidance capability transiting Australian-administered airspace.

AusALPA also considers that the administration of Australian airspace between FL 600 and 100km needs to be formally resolved and an administering agency appointed and believes that the Bill should include formal consultation arrangements to properly minimise aviation safety risk.

AusALPA also recommends that “aviation safety” be specifically included as a criterion to be considered for Ministerial decision making and in formalising mandatory consultation arrangements.

5th Annual Pilots and Air Traffic Controllers Symposium

Murray Butt attended the 5th Annual Pilots and Air Traffic Controllers Symposium at the Singapore Aviation Academy on 19-20 September on behalf of AusALPA. The symposium provides a forum for Air Traffic Controllers and Pilots to exchange information and ideas from around the Asia-Pacific region and attendees included air traffic controllers from Lahore, Vietnam and Singapore, while the pilot community was well represented with crew attending from Japan, Bangladesh, India, Malaysia, Singapore and Australia.

HUMAN PERFORMANCE (HUPER)

CASA Flight Time Limitations (48.1) Technical Working Group (TWG)

The CASA FTL TWG was held in July and was made up predominantly of operators including Qantas, Virgin Australia, Jetstar, Rex and Sharp Aviation, and industry associations including RAAA, ABAA, AHIA, AFAP and AIPA. AFAP and AIPA were able to provide a united front in response to the recommendations and CASA's proposed course of action.

There was consensus that FRMS was “the way to go”. AusALPA pushed hard for a definition of WOCL and as well as for a definition of ULH, which was opposed by QF. AIPA's attempt to have “pilot representation” changed to mean “pilot associations” was also resisted, though recorded. A further meeting is to be held at the beginning of November.

SECURITY AND DANGEROUS GOODS (SEC/DG)

Airport Security Matters

The SEC/DG Portfolio has assisted members who were involved in three separate security related event.

Remember if you have any issues or queries relating to airport security screening, please contact AIPA via the online form.

IFALPA Dangerous Goods Committee Vice Chair

SEC/DG Representative, Rob Herweynen, has recently been appointed to the role of Vice Chair of the IFALPA Dangerous Goods Committee. Congratulations Rob!

OTHER BUSINESS

CASA Parts 135 And 119 Public Consultation Drafts

AusALPA has submitted comments on the draft CASA Parts 135 and 119 documents. Areas of concerns for the Association included the Government's approach to strict liability in civil aviation law, changes to penalty provisions, cosmic radiation, the requirement for operators to have an SMS, and the consultation process for Part 119.

CASA Parts 121 And 119 Public Consultation Drafts

AusALPA has responded to the Parts 121 and 119 Consultation drafts and have highlighted several concerns including the concept of an “adequate aerodrome” used as alternates, requirements for Visual Approach Slope Guidance, and the review of using of a specific altitude to allow cruise relief pilot rotation.

CASA Part 91 TWG Summary of Consultation Meeting

In July, CASA reconvened the TWG participants to discuss the feedback received from the public consultation on Part 91. CASA provided the participants with a Summary of Consultation document, which also included the CASA intentions and proposals. It was noted that majority of the proposals were straight forward with a select few providing most of the discussion focus. The drafting style, lack of linkages from the Part to the MOS, and Strict Liability provisions were addressed in the documentation.

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 office@ausalpa.org.au.

