

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, through IFALPA, globally. 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.

Emergency Response Plan

The AIPA Emergency Response Plan has recently been updated to further improve AIPA's ability to respond to demands post incident. A tabletop exercise was also organised to ensure that the plan functioned as anticipated, resulting in some important lessons being learnt.

IFALPA Aircraft Accident Investigation Accreditation

F/O Stuart Beveridge has recently received his accreditation as an IFALPA Aircraft Accident Investigator. This brings AusALPA's total to six accredited investigators.

AAP Vice Chairman

F/O Stuart Beveridge has accepted the role of Vice Chairman for the AusALPA AAP Portfolio.

Liaison with the ATSB

Christian Antoniak (AAP Portfolio Chairman) and Shane Loney met with Greg Hood (ATSB Chief Commissioner) in 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. This meeting has re-established the relationship between the two organisations and the ATSB has expressed interest in closer collaboration with AusALPA and our subject matter experts.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

RPAS Operations

In light of the recently published RPAS regulations and the upcoming Senate Inquiry into the use of drones, AIPA has commenced collecting information on drone sightings from members.

If you have sighted a RPAS whilst operating or paxing, please email safety.technical@aipa.org.au with the following information:

- Date of sighting if possible

- Location of sighting
- Altitude in which the RPAS was operating in
- Proximity from the aircraft
- Was ATC/Company notified?

AERODROME AND GROUND ENVIRONMENT (AGE)

Western Sydney Airport (WSA)

AusALPA has been actively participating in the development of WSA. Currently, there appears to still be push back from community groups despite the economic and social benefits of having a second airport. The Environmental Impact Statement has been changed significantly in some areas in an attempt to make it more "community friendly", but these changes did not appear to placate those opposed to WSA. AusALPA was thanked personally for our support in the development of WSA.

Wildlife

The Australian Aviation Wildlife Hazard Group (AAWHG) conducted its annual forum in November on the Gold Coast with the aim of bringing together both government and industry to support a national approach to issues surrounding wildlife hazards. AusALPA provided a joint presentation with David Wiman (Airservices) on "Off Airport Wildlife Threats to Aircraft".

CASA Part 139 Working Group Meeting

AusALPA continues to be actively involved in the rewrite of CASA's Part 139. Most recently, the working group met to discuss the preliminary draft of Chapter 9 (Lighting) for the new MOS. Though the new regulations have been delayed, progress is being made, with the current chapters (1-9) now aligned with ICAO Annex 14.

AIR TRAFFIC SERVICES (ATS)

33rd ATS/Airline Safety Forum

The Airline/Air Traffic Services (ATS) Safety Forum is an annual event that brings together delegates from international, domestic and regional airlines, air navigation service providers and other aviation organisations from across the Asia Pacific region. This is an invitation only event and AusALPA was the only association in attendance.

The Forum concluded that safety and efficiency are not mutually exclusive, but that there needs to be a paradigm shift. There was also very good support for LRSTs though some changes are required to make them more effective.

HUMAN PERFORMANCE (HUPER)

CASA Draft CAAP 48-1(2) – Fatigue Management for Flight Crew Members

AIPA has responded to the draft CAAP which provides guidance on meeting the

AOC holder and flight crew member (FCM) obligations in relation to fatigue management, as required under the CAO 48.1 Instrument.

AIPA remains concerned about some aspects of the prescriptive Flight Time Limitations (FTL) even following the July amendments to the Instrument and believe that CASA is wilting somewhat under the commercial and political pressure of vested interests that are unwilling to accept the inherent costs of doing business and who chose not to commit fully to the debate until the original implementation date had passed.

AIPA's simple axiom is that the science must prevail and CASA must be the champion of the science rather than being beholden to past policy mistakes.

SECURITY & DANGEROUS GOODS (SEC/DG)

IATA Dangerous Goods Board (DGB)

The SEC/DG Portfolio has been invited to attend the IATA DGB as an observer on behalf of IFALPA.

The DGB reviews and determines standards and procedures necessary for the safe carriage of dangerous goods by air, and promotes the worldwide recognition, adoption of and adherence to those standards and procedures.

OTHER MATTERS

ICAO Air Transport Regulation Panel (ATRP)

IFALPA has identified a number of concerns regarding the ICAO Working Paper (A39-Wp/5) and has asked IFALPA member associations to reach out promptly to the appropriate officials of their governments to discuss these concerns.

Induction Course

AusALPA conducted an Induction Course in late November for new S&T volunteers.

The course was facilitated by Brian Greeves in Melbourne.

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.

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.