



SAFETY & TECHNICAL UPDATE

SAFETY & TECHNICAL TEAM

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 April, the AAP Portfolio has represented AIPA members involved in four separate incidents.

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.

AIPA/ATSB Memorandum of Understanding (MOU)

ATSB are in the process of developing a more formalised way of seeking external expertise to assist in investigations through the development of a subject matter expertise (SME) register and have plans to include our nominated representatives. This would require an amendment to the AIPA/ATSB MOU.

Airborne Image Recorders (AIRs)

AusALPA has been in contact with the ATSB in response to the ICAO State Letter (SP 55/4-17/1) which proposes SARP for the incorporation of AIRs.

The Association reiterated its position, noting that the human and financial costs of installing AIRs far exceed any technical investigative benefit and that any suggestion of changing international standards to implement mandatory fitment is extremely premature. In addition to this, AusALPA requested that the ATSB consider both AusALPA's stated position and the recent comments from IFALPA when formulating the Australian response to ICAO.

AusALPA Interview Training

AusALPA conducted an Interview Training day in June aimed at equipping AusALPA volunteers with the skills and knowledge necessary to accompany members to company and ATSB safety interviews.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

UAS Senate Inquiry

The Rural and Regional Affairs and Transport Committee of the Australian Senate is conducting an Inquiry into the regulatory requirements that impact on the safe use of RPAS, UAS and associated systems. The submissions, Hansard and related matters may be found at: www.aph.gov.au.

AusALPA, represented by Captain Murray Butt, Captain David Booth, Shane Loney and Dick MacKerras, gave evidence to the Sydney hearing on 26 June 2017. AusALPA's main concerns related to the inadequacy of CASA's collision modelling to properly identify the threshold characteristics of those RPAS that constitute an unacceptable risk to aircraft; and to the lack of regulation and identification of those same RPAS. AusALPA does not accept 2kg as an appropriate divisor between acceptable and unacceptable risk vehicles and is not in

favour of unregulated commercial operations such as those now permissible in the under 2kg class of RPAS.

All indications, thus far, are that the RRAT will recommend a registration system, probably with vehicle identification technologies, and more robust means of educating RPAS operators. We will have to wait until December, when its report is due, to see what final recommendations have been made. All Committee members stressed the importance of ensuring that pilots are consulted on this and similar aviation safety matters.

CASA UAS Subcommittee Meeting

AusALPA attended the last CASA UASSC Meeting in June. The "RPAS Road Map" discussion with the restructured subcommittee highlighted the enormous resource strain that CASA is facing due to RPAS industry growth at rates of up to 1.5% per week. CASA is advocating UAS safety through the launch of their new app and other social mediums, with promising results in target audience engagement.

Unmanned Traffic Management, Separation, Detect and Avoid, RPAS registration, TSO Certification, Training Standards, Integrity and Robustness of systems were discussed with the first B-VLOS syllabus being submitted to CASA for review by an external company. This syllabus is intended to replace the need for applicants to complete an IREX exam, with the company claiming that this syllabus is more relevant to the RPAS operation.

The ATSB conceded that a lack of data and resources have led to only a small percentage of incidents being investigated with human factors being identified as the main causal factor in RPAS accidents.

AERODROME AND GROUND ENVIRONMENT (AGE)

CASA Part 139 Working Group

The AGE Portfolio attended the final CASA Part 139 Working Group in late March. At the time of writing, CASA is in the final stages of preparing the NPRM package for release. The AGE Portfolio is currently reviewing the draft document.

Canberra Wind Disturbance Project

Canberra Airport has prepared a Draft Safety Case on the Canberra Wind Disturbance Project. This concludes that the crosswind speed required to exceed the 4 knot turbulence criterion (set out in the December 2016 draft revision to Guideline B of the National Airports Safeguarding Framework, *Managing the Risk of Building Generated Windshear and Turbulence at Airports*) is not forecast to change from the existing value of 19 knots.

The Wind Disturbance Working Group is currently reviewing the draft document.



Australian Aviation Wildlife Hazard Group (AAWHG) Executive Meeting

AusALPA hosted the last AAWHG Executive Meeting in Sydney. Alex Dunbar attended in his capacity as AGE Chair and provided an update on the progress of presenting the AAWHG's Recommended Practices to ICAO through IFALPA.

National Runway Safety Group (NRSRG)

Airservices Australia hosted the first meeting of the NRSRG since 2012. The meeting was called following considerable inaction on behalf of CASA and the lack of direction of the Runway Safety Team program. The meeting was attended by Airservices Australia, the Department of Defence (RAAF) and AusALPA.

The meeting focused on the structure and expansion of the NRSRG, provision of Safety Data, expansion of the LRST program, communication and education.

AusALPA has been encouraged to be a leading stakeholder in the NRSRG and Defence and Airservices are relying on AusALPA's expertise and leadership to reinvigorate the NRSRG and LRST program.

Airports Pavement and Lighting Forum

Brian Greeves (S&T Consultant) presented on "*Pavements and Lighting – A Pilot's Perspective*" at the Airports Pavement and Lighting forum, which provided the Association with the opportunity to highlight our concerns over issues such as narrow runways, RESAs and the need for Visual Approach Guidance Systems.

AIR TRAFFIC SERVICES (ATS)

34th Airline/Air Traffic Services Forum

AusALPA presented on "*Present and Future Risks and its Influence on Pilots*" at the Airline/Air Traffic Services (ATS) Safety Forum. The forum is an invitation-only 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.

The forum's theme for this year was "the integrated risk picture" and the plenary explored a range of topics including emerging threats, Australian rules and standards, safety nets, latest technologies and operational complexities.

More than 100 participants attended this year and AusALPA continues to be the only industry Association involved in this event.

HUMAN PERFORMANCE (HUPER)

Australian Industry Skills Committee/Aviation Industry Reference Committee

David Mogford's nomination for membership of the Aviation Industry Reference Committee (IRC) has been successful. The Aviation IRC is responsible for the development of AVI Aviation Training Packages, which influences a number of areas within the aviation industry including Flight Operations (Pilots – aeroplane, helicopter, commercial, military, remote and pilot in command) and Flight Instruction.

SECURITY & DANGEROUS GOODS (SEC/DG)

Security Screening Matters

The SEC/DG Portfolio has assisted members in three separate incidents involving security screening at airports in Brisbane and Sydney.

OTHER BUSINESS

CASA Aviation Safety Advisory Panel

CASA has recently established the Aviation Safety Advisory Panel which will replace the functions of various consultative committees and advisory groups including the Standards Consultative Committee, Director's Advisory Panel, Airspace and Aerodrome Consultative Forum and Regional Aviation Safety Forum.

The panel will be the primary advisory body through which CASA will direct its engagement with industry and seek input on current and future regulatory and associated policy approaches and will be supported by technical advisory committees and working groups.

Despite effective engagement and consultation being a key tenet of CASA's new regulatory philosophy, CASA has advised AusALPA of their decision to not include us in this group. As a result, AusALPA is currently drafting a response to CASA's decision.

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@ausalpa.org.au.