

# Safety & Technical Update

► By the Safety & Technical Team



**T**he 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

Since April, AIPA has assisted one member involved in an incident.

AIPA also ran a Safety Interview Training Course in June aimed at increasing the number of trained interview representatives available to support and represent members required to attend Company safety and/or ATSB interviews. The course equipped representatives with the necessary skills to effectively assist members including witness interviewing, cognitive interviewing, Just Culture, legal aspects, the Company's interview process, and interaction with the ATSB.

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

### IFALPA Safety Management Specific Working Group

The International Federation of Air Line Pilots Association (IFALPA) has established a Safety Management Specific Working Group with the goal of developing Federation policy and positions on SMS as well as

guidance material for Member Associations to be in a better position to be involved with their operator's SMS. AusALPA has nominated SO Rob Herweynen to participate in the Working Group.

## AERODROME AND GROUND ENVIRONMENT (AGE)

### Local Runway Safety Teams (LRSTs)

AusALPA representatives continue to be involved in LRSTs around the country. Low Visibility Take Offs (LVTO) will be allowed down to 350m RVR and the ILS CAT I minimum will become 550m RVR at Brisbane Airport. Regarding the "old" runway 01R/19L, this will be closed in October for heavy maintenance and the Aeronautical Ground Lighting Cable will be upgraded. The Association also made a presentation at the BNE LRST on the safety and technical impacts of COVID-19 on its members. This was well received and was later echoed by a similar presentation by the IFALPA representative in an ICAO Runway Safety Webinar.

In Adelaide, discussions revolved around the current COVID-19 related slowdown and its effects on operations, both now and the planned increase in movements over the coming months.

Canberra Airport is still experiencing incidents involving incorrect stop bar procedures, mainly attributed to airline operators. To pass through a Stop Bar, it must be off AND you must have an ATC clearance.

### Australian Aviation Wildlife Hazard Group (AAWHG)

The AAWHG, of which the Association is an Executive Member, has been asked by the ICAO Regional Office to present a webinar on "Wildlife Management and Control at

Airports". The AAWHG has become a regional leader and the expertise and knowledge of its diverse members is eagerly sought by other regional regulators, airports, ATC and other organisations. Separately, the Association provides similar assistance to other IFALPA Asia Pacific Member Associations.

### Part 139 Manual of Standards (MOS)

The new MOS Part 139 – Aerodromes came into force on 13 August 2020. The Association, through the CASA Technical Working Group, was one of the key players in the drafting of the new and amended standards.

## AIR TRAFFIC SERVICES (ATS)

### IFALPA ATS Committee Meeting

ATS Portfolio Chair, Captain Martin Smith, attended the IFALPA ATS Committee Meeting in June via teleconference. The meeting focused on a number of issues including Remote Tower trials in northern Europe; use of SATVOICE for ATC comms before full standards and safety review implemented; Visual approach and lack of wake turbulence separation; the use of Autoland when low visibility procedures are not in use; Haneda steep glide path approach progressing despite safety concerns; and ACAS X (collision avoidance systems to replace TCAS) implementation and training.

## AIRCRAFT DESIGN AND OPERATIONS

### RPAS Integration into Low Level Airspace

The ADO Portfolio reviewed a paper from the Australian Strategic Air Traffic Management Group (ASTRA) Council on the future of Low Level Airspace (LLA), which looks specifically at the implication of

Remotely Piloted Aircraft Systems (RPAS), also known as drones, and Urban Air Mobility (UAM) vehicles (e.g. flying taxis and air taxi concepts) and their integration into LLA. The ADO and ATS Portfolios are jointly considering the guiding principles set out in paper.

### Airbus Automation

Airbus has always had an automation focus with a desirable aim to protect pilots from hazardous situations and to ease the workload, however, there are often unforeseen downsides to automation. The ADO Portfolio reviewed an internal IFALPA paper on "Airbus Automation" based on the recent three IFALPA/NavBlue Master Classes that covered areas including flying PBN approaches on the Airbus, take-off Surveillance, and Runway Overrun Prevention Systems.

## HUMAN PERFORMANCE (HUPER)

### IFALPA Survey – Fatigue Management during COVID-19

AusALPA provided information at the request of IFALPA regarding the fatigue management situation in Australia, and the use, if any, of Flight Time Limitation extensions due to COVID-19.

### ICAO Webinars

AusALPA participated in a series of webinars hosted by ICAO which discussed Extending Flight and Duty Limits, and Managing Fatigue in COVID-19 "Normal Operations". As some of these operations are, and have been, beyond current operational Fatigue Management experience, with little or no evidence as to their safety implications, it is particularly important for States and Operators to ensure the fatigue risk is managed in a way that supports adequate crew performance and recovery.

## OTHER BUSINESS

### Sanitisation at BNE Security Screening

AIPA contacted the Qantas WHS Committee in response to a member's concern regarding the inadequate

sanitisation of trays at the Brisbane Airport Domestic security screening points. AIPA recommended the BNE Base team investigate the cleaning protocols in place and, if deemed inadequate, to make a formal complaint to BAC.

### Senate Standing Committee for the Scrutiny of Delegated Legislation Inquiry into the Exemption of Delegated Legislation from Parliamentary Oversight

AusALPA provided a submission to the inquiry into the Exemption of Delegated Legislation from Parliamentary Oversight and raised concerns regarding CASA and the implementation of FRMS including a lack of transparency and sufficient engagement; refusal to explain the science and the evidence behind the decisions which directly affect a pilots' fatigue state; and failure to comply with its own policy and ICAO standards. AusALPA provided recommendations on several specific changes that should be made including the need for CASA to consult pilots or their representative associations.

### IFALPA Asia Pacific Regional Meeting

AusALPA attended the IFALPA Asia Pacific Regional Meeting online meeting. The areas of interest included Flight Time Limits/Flight Duty Period extension; Layoff, furloughs, pay-cuts, and Pilot Assistance; and COVID-19 health issues within the Asia Pacific Region.

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](mailto:office@ausalpa.org.au).

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