

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 has assisted 7 members involved in various safety incidents since September.

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.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

Certificate IV in Aviation (Remote Pilot - Beyond Visual Line of Sight)

The Australian Industry and Skills Committee (AISC) approved the new Certificate IV in Aviation (Remote Pilot - Beyond Visual Line of Sight). This is the first of its kind globally and AusALPA has had the opportunity to provide significant input.

AERODROME AND GROUND ENVIRONMENT (AGE)

Melbourne Airport Airfield Renaming Project Workshop

This workshop is one of a series of meetings to engage with stakeholders, including AusALPA, in the taxiway renaming project that is dependent on the 2038 MEL airport "end state". The voiced intent is to adhere to the ICAO/IFALPA principles, guidance and naming conventions. It was agreed, at AusALPA's suggestion, that explanatory documentation for pilots would be produced before, and additional to normal AIRAC/NOTAM information.

National Runway Safety Group (NRSRG) Meeting

Members of the NRSRG including representatives from the operators (Qantas, Jetstar, Virgin Australia and RFDS), the major airports (Adelaide, Brisbane, Sydney and Perth) and organisations (Airservices, CASA, ATSB and AusALPA) convened in October for its second meeting. The NRSRG is a State Safety Programme (SSP) hazard-specific working group and has been established to facilitate state-level visibility and continuous improvement in safety performance, specific to runway safety in Australia.

Four sub-groups have been created/absorbed by the NRSRG namely: Preventable Go-Arounds; Metro D Airports; ATS/Airline Forum; and Communications.

Windshear and Turbulence Assessments at Australian Airports

AusALPA wrote to the Australian Airports Association (AAA) seeking assistance in alerting their members of a potential problem when commissioning windshear and turbulence assessments as part of compliance with NASF Guideline B for relevant developments. Generally, airports rely on the expertise of wind engineering consultancies in understanding the operational environment to be examined and the risks to be assessed, however, AusALPA is concerned that a number of those wind engineering consultancies misunderstand and misapply the generic advice provided by Airservices Australia in relation to the selection of the 'runway in use' at client airports.

The AAA has offered to forward the information provided by AusALPA to their federally leased airport members for their consideration in applying NASF Guideline B, and highlighting the concerns raised by AusALPA. The AAA also has a Planning Committee that deals with NASF related issues and has offered to table this issue for discussion at its next meeting in the new year.

Local Runway Safety Teams (LRSTs)

AusALPA continues to attend several LRST meetings around Australia including Sydney, Adelaide, Canberra, Gold Coast, Brisbane, and Melbourne. LRSTs are an important component of the Global Runway Safety Programme and places a focus on runway safety issues relevant to that particular aerodrome. The team consists of local representatives including airport personnel, operators, and pilots.

Stop Bars

AusALPA continues to be involved in the implementation of stop bars at airports. Its intention is to reduce runway incursions, not only from aircraft but also vehicle and other traffic. Some recent feedback at airport meetings indicate a continuing number of runway incursions by aircraft despite the presence of runway stop lights. These incursions include a high proportion of RPT operations and not from general aviation as might be expected. Some of these incidents have contributory causes – for example ATC has switched off the wrong stop bars – however, it is still considered a pilot error to enter a runway through red stop bar lights.

“Our industry continues to operate in a challenging environment influenced by many factors which can alter the balance between profitability and safety standards.”

Clearance to enter a runway fitted with stop bars requires two conditions - the approval from ATC and the stop bars must be out. One does not override or negate the other.

Aerodrome Infrastructure and Runway Code Issues at Gladstone Airport

AusALPA made a submission to Gladstone Airport Corporation regarding proposals to change the aerodrome reference code to Code 3 (non-precision) and the decommissioning of the ILS. AusALPA noted its preference for ILS Instrument Flight Procedures and 3D approaches over non-precision approaches and advocated that they

should be provided wherever they can be installed and retained if pre-existing. AusALPA believes that 3D and precision approaches provide the greatest amount of stability during an approach, contribute to effective risk reduction and increase the probability of a safer outcome in adverse weather conditions.

AIR TRAFFIC SERVICES (ATS)

BOM Consultative Meeting

AusALPA continues to participate in the BOM Consultative meetings. These meetings focus on issues relating to Aviation Meteorological Services (AMS) at Major Airports, Regional Aviation Services,

location in the two countries. ASTRA has set up a SBAS Subgroup to provide industry advice on this initiative. Given the limited instrument approach design capabilities available, one of the tasks of this group is to identify and prioritise the rollout of these new approaches and the associated pilot training needed. The SBAS Subgroup will seek industry input on these tasks in the near future.

HUMAN PERFORMANCE (HUPER)

The Pacific and Australasian CRM Developers' and Facilitators' Forum (PACDEFF) 2019

AusALPA attended the PACDEFF Conference in September. PACDEFF is the largest CRM, NTS and aviation Human Factors conference of its type in the world and provides a platform for Human Factors experts to meet and discuss issues relevant to the Human Factors field, with an emphasis on airline training. The nexus between mental health, CRM, and fatigue continues to emerge but is yet to be adequately addressed. CASA continues to insist that it will be actively involved in operators' FRMS, however, this remains to be seen.

Fatigue Risk Management System (FRMS) Forum

The annual FRMS Forum was held in San Francisco and was well attended by aviation personnel from most parts of the world including airlines, pilot associations, various regulators and academia. Unfortunately, no airline or regulatory representatives from Australia were present, only pilot representatives.

The main topic areas discussed at the forum included new fatigue management regulations in various countries; controlled rest; workload and fatigue behavioural markers; current status of fatigue management in the USA; ultra-long range (ULR) operations; and business and corporate aviation fatigue management.

Upper-Airspace and Future Directions of the aviation services program. Following on from this, BOM also held a Vulcan Working Group which looks at issues relating to the impact of volcanic ash events on aviation.

Satellite Based Augmentation System (SBAS) Progression

AusALPA continues to monitor the development of SBAS. GeoScience Australia, in conjunction with Airservices Australia, is working on a project to introduce SBAS into Australia and New Zealand. Once certified (expected in 2022-3) the systems will allow vertically guided approaches using GNSS to the equivalent of CAT 1 ILS at virtually any

SECURITY AND DANGEROUS GOODS (SEC/DG)

IFALPA Dangerous Goods (DG) Committee Meeting

At this year’s IFALPA DG Committee Meeting, IFALPA opposed removing any of the dangerous goods information currently provided to the PIC on the NOTOC. Last year, the DG Committee formed a working group to investigate the transition of NOTOC to an electronic version and work is continuing.

In terms of the transportation of DGs, IFALPA’s policy is that there should be one level of safety for all flight operations; not one level for passenger aircraft, and a lesser standard for all-cargo aircraft. A draft Position Paper on ‘Carriage of Persons on All Cargo Aircraft [i.e. Cargo Aircraft Only (CAO)]’ was produced. Currently, CAO provisions are being used to prevent individuals from travelling on cargo aircraft when cargo aircraft are carrying DGs not allowed on passenger aircraft.

An amendment to ICAO Annex 6 is going through the approval and implementation process and is expected to become effective

in November 2020. Once the SARPS become effective, aircraft operators will be required to conduct a safety risk assessment as part of their policies and procedures, including fire protection. This will cover cargo, baggage, and mail carried on aircraft.

From the results of various surveys, it appears that large numbers of PEDs and spare batteries are being carried in checked baggage.

Department of Home Affairs Industry Summit

The annual Home Affairs Industry Summit repeatedly highlighted the need for security but to also consider and allow for prosperity. Many presenters raised the need for consideration of a more holistic approach

to these matters. The matter of known-crewmember security screening was raised by AusALPA with personnel from the Department of Home Affairs.

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.

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