



# 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 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)

### Airborne Imaging Recorders (AIRs)

Some time ago, AusALPA presented a discussion paper on AIRs to the ATSB and other agencies that highlighted the deficiencies of AIRs, whilst listing other enhancements that would provide greater safety benefit. Unfortunately, ICAO appears to have produced new standards that will require the fitment of AIRs on Commercial Aircraft Transport (i.e. RPT aeroplanes) although these will not become effective for a few years. IFALPA has raised its objections with ICAO and has asked Member Associations to respond to their own aviation authorities. AusALPA will respond shortly by re-submitting the discussion paper with a covering letter emphasising its original viewpoint.

## AIRCRAFT DESIGN AND OPERATIONS (ADO)

### ICAO Instrument Flight Procedures Panel (IFPP) 14-1 Plenary

Captain Shane Tobin (ADO Chairman) attended the ICAO IFPP on behalf of IFALPA. This is the first meeting of the 14th cycle of the IFPP and since the successful completion of work in the 13th cycle, a lot of new work has commenced. Areas of focus included VPT RNAV sub group, OLSTF Aeronautical Study requirements, VSS Penetrations charting, and standardisation of SID/STAR transitions.

## AERODROME AND GROUND ENVIRONMENT (AGE)

### AusALPA ALR Training

AusALPA conducted successful Airport Liaison Representative training in Brisbane from 23-24 March. The training aims to equip pilots and other stakeholders with the knowledge and techniques required to participate effectively in the Local Runway Safety team program. In attendance were new representatives, Airservices Australia and New Zealand ALPA.

## AIR TRAFFIC SERVICES (ATS)

### AusALPA Support for the Introduction of 3 Hour Dynamic TAF

AusALPA has written a letter to BOM supporting the proposed change to replace the Trend Forecast (TTF) with a 3 hour dynamic Terminal Area Forecast (TAF) and considers that the review to have been comprehensive and that the review process has provided broad consultation within the industry.

AusALPA also noted that the findings and recommendations have been adequately covered in the report released by BOM and as such, the implementation of the 3-hour TAF should take place as a matter of urgency. The earliest that the change can now take place is May 2018.

## HUMAN PERFORMANCE (HUPER)

### Guide for Radiation Protection in Existing Exposure Situations

ARPANSA released their draft "Guide for Radiation Protection in Existing Exposure Situations (Existing Exposure Guide)" for comment with the purpose of providing best practice guidance on protection of occupationally exposed persons, the public and the environment

from the harmful effects of ionising radiation in existing exposure situations.

AusALPA has responded by expressing its disappointment in ARPANSA choosing not to engage with any pilot representative bodies in developing the Draft Guide, especially given that ARPANSA, is quite familiar with the contributions of Dr Ian Getley and IFALPA in the field of managing cosmic radiation exposure of pilots. Balanced policy development cannot come from agencies being seen to respond only to airline management and their commercial interests while ignoring the concerns of the actual workforce being irradiated.

## CASA Draft Discussion Paper on Medical Certificate Standards

CASA has issued a discussion paper setting out a range of medical certification issues and options which forms the basis for any future consultation between CASA and the aviation community on potential changes to medical certification.

AusALPA has submitted a response to this and noted that the Association's preference is for further deliberation and proposals to be created generally around "examining and streamlining medical certification practices across the various certification standards" and particularly that a DAME will be able to provide the medical certificate to a fit applicant, which will reduce the cost and bureaucracy for you, the members. The Association also supports reviewing "the approach to assessing incapacitation risk" and "mitigating the risks of any changes by applying operational restrictions" with the caveat that any changes must be transparent, thoroughly risk assessed, and subject to open in person and other opportunities for consultation by individuals as well as those representing authorisation holders' interests in Australia.

Overall, AusALPA applauds the intent of this discussion paper as it does stimulate debate and raise awareness about our current approach to aviation medicine. Whilst doing so, the Association has emphasised the need to engage it in further discussions.

## SECURITY & DANGEROUS GOODS (SEC/DG)

### IATA Dangerous Goods Board DGB-109

Second Officer Rob Herweynen attended the IATA DGB meeting on behalf of IFALPA. Once again, lithium battery issues were discussed at length. There is a strong push to make the NOTOC completely electronic, within IATA members and there was a strong focus on Competency Based Training (CBT), for training in DG acceptance and handling.

*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](mailto:safety.technical@ausalpa.org.au).*