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 November.

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 Accredited Accident Investigator

F/O Jeremy Ponsonby has been accredited as an IFALPA Accident Investigator. This brings AusALPA's total to nine investigators.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

ICAO Remotely Piloted Aircraft Systems (RPAS) Panel/15

ADO Committee Chair, Will Stamatopoulos, represented IFALPA at the ICAO RPAS Panel/15 in late October. The RPAS Panel coordinates and develops ICAO Standards and Recommended Practices (SARPs), Procedures and Guidance material for RPAS, to facilitate a safe, secure and efficient integration of remotely piloted aircraft (RPA) into non-segregated airspace and aerodromes.

AERODROME AND GROUND ENVIRONMENT (AGE)

National Runway Safety Group (NRSG) Meeting

AusALPA attended the NRSG meeting along with representatives from the operators (Qantas, Jetstar, Virgin Australia and RFDS), the major airports (Adelaide, Brisbane, Sydney and Perth) and organisations (Airservices, CASA, and ATSB).

The NRSG forms part of the State Safety Programme, along with the Australian Aviation Wildlife Hazard Group, the ASTRA Council, and the various BoM industry groups; groups of which AusALPA is a key member.

Enhancing Windshear and Turbulence Assessments at Australian Airports

AusALPA has written to the Australian Airports Association (AAA) to seek 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 expressed its appreciation for bringing this issue to their attention and has offered to forward the information provided by AusALPA to their federally leased airport members for their consideration in applying NASF Guideline B, and noting the concerns raised by AusALPA, as well as tabling this at their upcoming Planning Committee which deals with NASF related issues.

AIR TRAFFIC SERVICES (ATS)

Crosswind at Sydney Airport

AIPA met with Qantas Flight Operations to discuss an approach to CASA's proposal to increase allowable crosswind to 25kts rather than the existing 20kts. The crosswind component was reduced to 20 knots in 2000 by the then CASA Director of Air Safety after a concerted campaign by IFALPA and AIPA based on studies by the Dutch aerospace laboratory (NLR) and accident analysis. SYD airport has sought our support previously to maintain this limit.

AIPA has also provided a response to Qantas' "Proposed Increase in Runway Crosswind Limit at SYD". AIPA's position is that we will not accept any increase in the crosswind limit unless, and until a detailed and accurate safety case is made that realistically demonstrates a suitable level of risk exists for that situation.

HUMAN PERFORMANCE (HUPER)

FRMS Forum

AusALPA attended the FRMS Forum in early October in San Francisco. The meeting was well attended by aviation personnel from most parts of the world including airlines, pilot associations, various regulators and academia. It was, however, disappointing that no airline or regulatory representatives from Australia were present, only pilot representatives.

Areas of discussion included new fatigue management regulations around the world; controlled rest; workload and fatigue behavioural markers; current status of fatigue management in the USA; and Ultra-Long Range (ULR) operation.

IFALPA HUPER Committee Meeting

AusALPA attended the annual IFALPA HUPER Committee meeting held in Tokyo from 12-14 November 2019. There were 45 attendees from across the globe including the Japanese Civil Aviation Branch (JCAB). Areas of discussion included Human Factors; Training and Licencing including Competency Based Training and Assessment, Manual Handling Skills and Electronic Learning; and Medical Issues including Fatigue, Cabin Air Quality and Mental Wellbeing.

SECURITY AND DANGEROUS GOODS (SEC/DG)

Senate Legal and Constitutional Affairs Legislation Committee Inquiry into the Transport Security Amendment (Serious Crime) Bill 2019

AusALPA provided a response to the Senate Inquiry into the Transport Security Amendment (Serious Crime) Bill 2019 and believes that it is important to remind the Senate that the matter of ASICs (and MSICs) is just one part of a much bigger strategic approach to securing our national assets.

AusALPA's view is that we need to urgently redress the inadequacy of screening applied to people who gain airside access other than through the terminal secure area and that we need to adequately secure the apron areas against unlawful entry. AusALPA believes that strong access controls over everything human or inanimate that touches an aircraft are the key to strong aviation security. While security methods aimed at detecting hidden objects are critical, access controls equally have to provide the most robust of barriers to those with malignant intent.

With the clear exception of excessive screening of aircrew, AusALPA maintains that airside access is still a very porous barrier and remains concerned that the inconsistent standard of access controls applied at Australian airports have the potential to largely negate any gains in enhanced background checking as a prerequisite for ASIC issue.

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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