



SAFETY & TECHNICAL UPDATE

MAGGIE TRAN, SAFETY AND TECHNICAL OFFICER

Since the last edition, the Safety and Technical (S&T) Team has continued to participate in a number of activities to ensure that safety levels are maintained. The following is a brief outline of the key issues which your Safety and Technical Committee have been working on.

ACCIDENT ANALYSIS AND PREVENTION (AAP)

Safety Interview Representation

The Association has continued to represent members at both Company Safety and ATSB Interviews, ensuring that a just outcome is achieved. Since November AAP has responded to six incidents.

AIRCRAFT DESIGN AND OPERATIONS (ADO)

ICAO Obstacle Limitation Surface (OLS) Task Force

The ICAO OLS Task Force meeting was hosted by CASA in Sydney in February and was attended by AusALPA at the request of IFALPA. The Task Force was set up to review the existing surfaces contained in Annex 14 Chapter 4 and to recommend changes to the Air Navigation Commission.

Attendance included a number of representatives from the ICAO States (including Australia, France, Germany, Korea, Singapore, UK, and the US). IFALPA was the only international organisation represented at this meeting.

B787 Crew Rest Facilities

In August, Qantas announced that it will acquire an initial eight B787-9 Dreamliner aircraft, which will be phased in from 2017 to 2019. AIPA considers it likely that 787 operations will include ULR sectors and therefore has been in discussions with Qantas in relation to the design of the crew rest facilities.

In February, a visit to a LAN B787 aircraft was arranged to enable AIPA to investigate its concerns. While it seems the rest area is reasonably quiet, these investigations have confirmed a number of initial concerns regarding the rest facility which has been raised with Qantas and the Association is currently awaiting a response from the Company in relation to the points highlighted.

New ADO Chairman

Captain Shane Tobin has been appointed to the position of ADO Portfolio Chairman for AusALPA. Shane succeeds Bruce van Eyle, who continues to remain involved with the Portfolio.

AERODROME AND GROUND ENVIRONMENT (AGE)

CASA Part 139 Working Group

In the past few months, AusALPA has been intricately involved in the Part 139 (Aerodromes) amendment process that is updating the regulations on airport and aligning them with ICAO Annex 14.

Runway 16L High Intensity Approach Lighting System (HIALS)

AusALPA has submitted comments to Sydney Airport regarding the proposed maintenance on Runway 16L High Intensity Approach Lighting System (HIALS). Our understanding is the existing fibreglass support posts will be replaced, but the Runway 16L HIALS operation and light positions will remain the same.

AusALPA's recommendation and preference is that the planned maintenance of the HIALS be undertaken in incremental steps during curfew hours in order to sustain operation of the HIALS during normal operational periods. This methodology would provide operators and pilots alike the operational benefit of an approach lighting system during normal aerodrome operating hours, with minimal impact to all parties concerned.

Our primary concern is the operational reliance on the Runway 16L HIALS during the season of lower visibility and fog.

AusALPA, therefore, advocates the planned methodology of replacing the individual posts over a series of nights, with an appropriate NOTAM promulgated to flight crews outlining the work in progress. Furthermore, AusALPA is of the understanding that operational serviceability can be maintained through ground alignment and that a regulatory flight check will only be required once the entire maintenance project has been completed.

Wind Disturbance caused by Buildings

As a result of construction within the vicinity of Canberra Airport, AusALPA's investigations have revealed what we believe are weaknesses in the regulatory

assessments for approving such projects. AusALPA is now working to have improved regulations implemented which will more accurately assess building induced turbulence and the wind parameters required to be considered.

AIR TRAFFIC SERVICES (ATS)

Bureau of Meteorology

AusALPA continues to attend a number of working groups including TTF (Trend Forecasts), TAF Verification, Graphical Area Forecast and Fog Workshops.

Significantly, AusALPA continues to provide the sole professional pilot representation in most of the BoM Working Groups.

HUMAN PERFORMANCE (HUPER)

Transport and Logistics Industry Skills Council (TLISC)

The TLISC is tasked by the Government to set competency standards for pilot training and licensing with regard to the regulations. Attendance by AusALPA is part of an effort to both guide and gain an appreciation of the drafting work undertaken to date by the TLISC, due to the implications this work will have on the aviation training scene in the future. Participants on the Working Groups include commercial aviation organisations including Qantas, Virgin, Rex and Defence.

SECURITY & DANGEROUS GOODS (SEC/DG)

New SEC/DG Chairman

First Officer Rod Andrewartha has been appointed to the position of SEC/DG Portfolio Chairman for AusALPA. Rod succeeds Peter Gardiner, who continues to remain involved with the Portfolio.

Our industry continues to operate in a challenging environment influenced by many factors which can alter the balance between profitability and safety standards. 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 contact our office via safety.technical@aipa.org.au.

