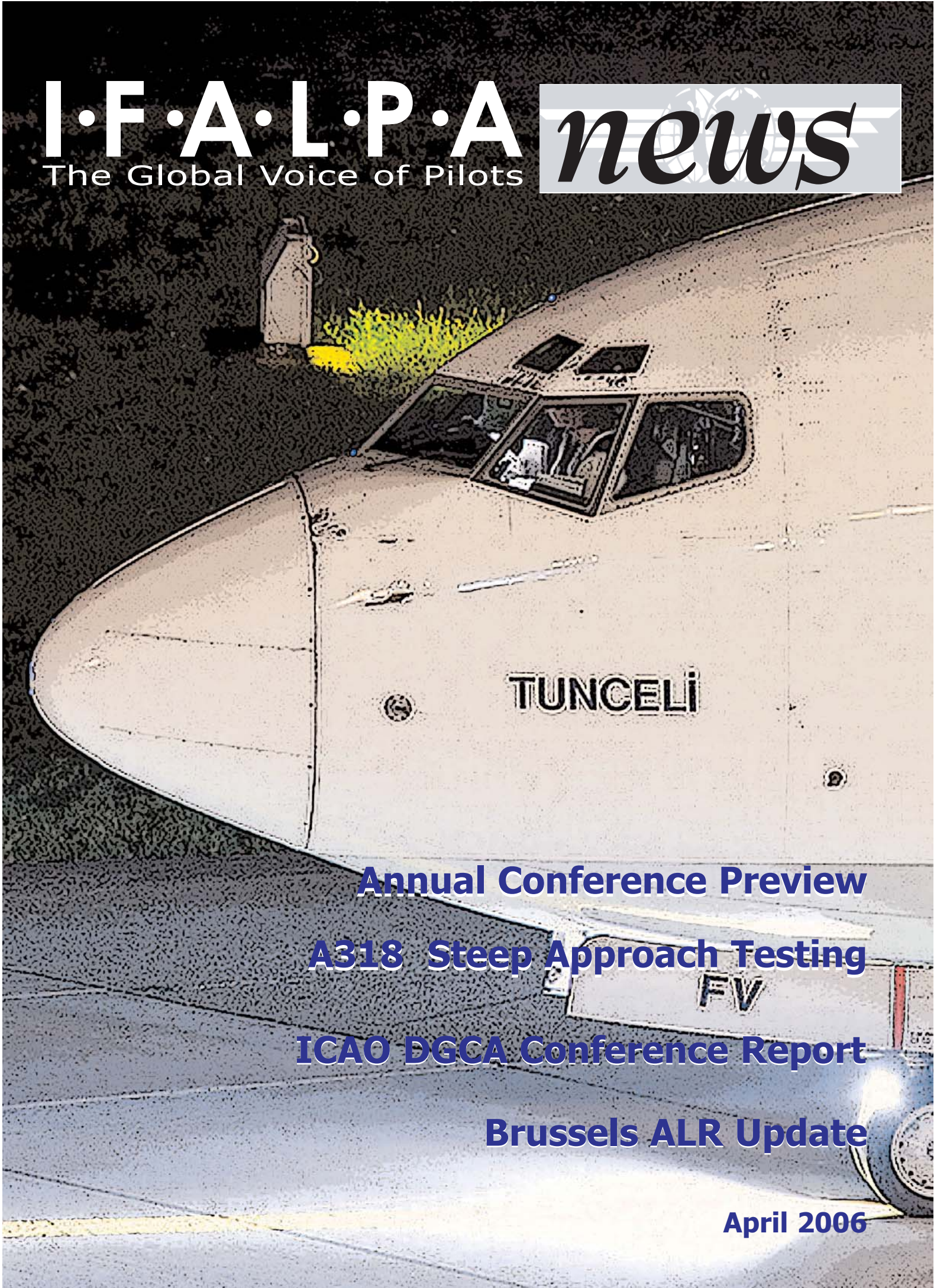
I·F·A·L·P·A news

The Global Voice of Pilots



Annual Conference Preview

A318 Steep Approach Testing

ICAO DGCA Conference Report

Brussels ALR Update

April 2006

I·F·A·L·P·A news
The Global Voice of Pilots

Istanbul Conference to mark new beginnings for Federation

The 61st Annual Conference hosted by the Turkyie Air Line Pilots' Association (TALPA) gets underway in Istanbul on the 28th of April and continues to the 2nd of May. The IFALPA News coverage of this event will be extensive and much of next month's edition will be given over to the news and reports from Istanbul. Meanwhile for 'as it happens' coverage you will be able to access the *Conference Daily* news service via the IFALPA website.
Coverage of the Conference kicks off on the following pages with a preview of the event.
The Annual Conference is, of course, the highlight of the Federation's calendar. It is where the work of the previous 12 months is reviewed and the plan for the coming year is laid out. As such, the Conference has attracted a large number of delegates from a wide spectrum of IFALPA's 95 Member Associations. This year in Istanbul will be no different with no less than 504 delegates and other attendees representing 64 Member Associations and other organisations registered at the time of writing. Equally, the 2006 Conference will mark a new era for the Federation as the restructuring plans approved last year in Cape Town begin to be implemented, not least with the creation of a fifth region and the election of an expanded Executive Board.

Welcome to our Sponsors

Clearly the organisation and running of an event on this scale is an impressive undertaking and one that incurs a significant cost. As in a number of years some of the impact of this cost is being absorbed in part by the generosity of the Conference Sponsors and Exhibitors. Once again Airbus, Boeing and Honeywell return as sponsors and EVAS and PARC return as exhibitors.

Conference Programme

Thursday 27th April

09:00-18:00 Registration – Ballroom Foyer

14:00-17:30 IFALPA Inter-Alliance Pilots Meeting – Akdeniz 1,2 &3
Representatives from any Member Association are welcome to attend this meeting.

15:30-16:00 Tea/Coffee Break – Palandoken Foyer

19:00-00:00 Welcome Reception – Palandoken Sponsored by Boeing

Friday 28th April

07:30-18:00 Registration – Ballroom Foyer

08:15-09:00 Pre-Conference Officers' Briefing Meeting – Akdeniz 2
(by invitation only)

09:30-12:00 Opening Plenary Session – Ballroom
Accompanying persons welcome

12:00-14:00 Lunch – Champions Bar/Restaurant

14:00-17:30 Committee Sessions
Committee A/B – Ballroom
Committee C – Palandoken
Committee D – Ballroom
Committee E – Akdeniz 1

15:30-16:00 Tea/Coffee Break – Ballroom Foyer

21:00-00:00 Hospitality Suite – Bierstube Sponsor TBA

Saturday 29th April

09:00-12:00 Regional Meetings
AFI/MID – Ballroom
ASIA/PAC – Ballroom
CAR/SAM – Akdeniz 1&2
EUR – Palandoken
NAM – Akdeniz 3

10:00-10:30 Tea/Coffee Break – Ballroom Foyer

12:00-13:30 Lunch – Champions Bar/Restaurant

13:30-16:00 Technical Seminar – Palandoken

13:30-15:00 Second Committee Session (if required) – Akdeniz 1&2

14:30-15:00 Tea/Coffee Break – Ballroom Foyer

16:00-17:00 Presidents/Chairmen of Member Associations and Chief Delegates' Meeting – Akdeniz 1&2
Only Presidents/Chairmen of Member Associations, Chief Delegates, Officers of the Federation and special invitees may attend this meeting.

19:00-19:30 Gala Dinner Pre-dinner drinks – Ballroom Foyer

19:45-01:00 Gala Dinner – Ballroom Sponsored by Airbus

Sunday 30th April

Time TBA (PM) Half day cruise on the Bosphorus

1930-2300 Alpha Omega Dinner – Venue TBA
This dinner is by invitation only and restricted to Alpha Omega Members and their guests.

21:00-00:00 Hospitality Suite – Bierstube Sponsored by COLAP

Monday 1st May

09:00-12:30 Plenary Session – Ballroom

10:30-11:00 Tea/Coffee Break – Ballroom Foyer

12:30-14:30 Lunch – Champions Bar/ Restaurant

14:30-17:30 Industry Seminar – Ballroom
Panelists include Professor Rigas Doganis, a world renowned airline industry strategist and commentator.

15:30-16:00 Tea/Coffee Break – Ballroom Foyer

21:00-00:00 Hospitality Suite – Bierstube Sponsored by Croatian ALPA

Tuesday 2nd May

09:00–
until Close (16:00 latest) Plenary Session – Ballroom

10:30-11:00 Tea/Coffee Break – Ballroom Foyer

12:30-14:00 Lunch – Champions Bar/Restaurant

Time TBA Elected Officers' De-brief Meeting – Akdeniz 1&2
This meeting is open to all elected Officers of the Federation (Executive Vice-Presidents, Regional Vice Presidents and Standing Committee Chairmen), Conference Committee Chairmen, outgoing Officers and IFALPA Staff.

Accompanying Persons Programme

TOUR 1: Saturday, 29 April

09:00 **Departure from Polat Renaissance Hotel**

09:30 – 10:30 Sightseeing of the Golden Horn;
This horn-shaped estuary divides European Istanbul and is one of the best natural harbours in the world. It was once the centre for the Byzantine and Ottoman Navies and commercial shipping interests. There are entire streets filled with old wooden houses, churches and synagogues dating from Byzantine and Ottoman times. The Orthodox Patriarchy resides at Fener.

"Miniaturk" – The showcase of Turkey
Miniaturk currently houses about 100 miniatures of Turkish monuments and Historic sites.

11:00 – 12:00 **St. Saviour of Chora Museum**
Chora Museum originally formed the centre of a Byzantine monastery complex. Only the church section, which was dedicated to Jesus Christ the Saviour, has survived. Chora is an ancient Greek word which refers to countryside. After the arrival of the Turks in Istanbul, this building, like the Hagia Sophia, was converted into a mosque. In 1948 it was changed into a museum leaving no Islamic element in the building except the 19th century minaret located outside.

12:30 – 12:45 **Suleymaniye Mosque**
The mosque of Sultan Suleyman the Magnificent, where he and his wife are buried, is considered to be the most beautiful and splendid of all imperial mosques in Istanbul. The famous architect Sinan, whose dearest wish was to surpass the builders of the St. Sophia, built it between 1550 and 1557.

13:00 **Lunch at Daruzziyafe Restaurant**
Built between 1550-1555 by Mimar Sinan as a public soup kitchen within the dependencies of the Süleymaniye Mosque by the order of Sultan Süleyman the Magnificent, it was used as a banqueting room until the last years of the Ottoman Empire. Darrüziyafe, today, offers samples of Turkish Cuisine with good service in this historic environment.
Please note that alcoholic drinks are not allowed in this restaurant

15:00 **Return to the hotel**

Tour Price Per person: US$ 40 (excluding lunch) US$ 50 (including lunch)

Please note a minimum of 20 persons are required to operate this tour

TOUR 2: Monday, 1 May 2006

09:30 Departure from **Polat Renaissance Hotel**

10:00 – 11:00 **Hippodrome**

The original Hippodrome was built by the Roman Emperor Septimus Severus in 203 AD. Constantine the Great, in 330AD, reconstructed, enlarged and renamed it Constantinople. The Hippodrome was destroyed in 1204 by the Crusaders. The only three remaining monuments from the original building are the Egyptian Obelisk, Serpentine Column and Constantine Column.

and

Blue Mosque

Built between 1609 – 1616 for Sultan Ahmet by the one of the apprentices of Sinan, Sedefkar Mehmet Aga. Among the Turkish people it is called Sultan Ahmet Mosque. However, tourists fascinated with the beautiful blue tiles always remember it as the Blue Mosque.

11:00 – 13:00 **Topkapi Palace Museum**

Overlooking the Golden Horn stands the mare of buildings that was the great palace of the Ottoman Sultans – Topkapi Palace - from the 15th to the 19th Century. Today it is one of the richest museums of the world. Topkapi was not just the private residence of the Sultan and his court but as the home of the Divan (the Cabinet) was the seat of the Supreme executive and of judicial control of a great empire. It houses the best and most astonishing collections of rare objects which once belonged to the Sultans (The harem section is not included in the visit).

13:00 – 14:30 **Lunch at Konyali Restaurant**

Situated in the gardens of the Topkapi Palace Museum, one can enjoy typical Turkish food while enjoying the panoramic view of the Bosphorus.

14:45 – 15:30 **Underground Cistern**

Istanbul was one of the most besieged cities in the world and always needed permanent water supplies. As a result during the Byzantine Empire many underground cisterns were built. Water was brought to these big reservoirs from distant sources through aqueducts. The Basilica Cistern was built after 542AD by Emperor Justinian I. There are 336 columns and the cistern is70 m / 230 ft wide; 140 m / 1460 ft long.

16:00 – 17:30 **Grand Covered Bazaar**

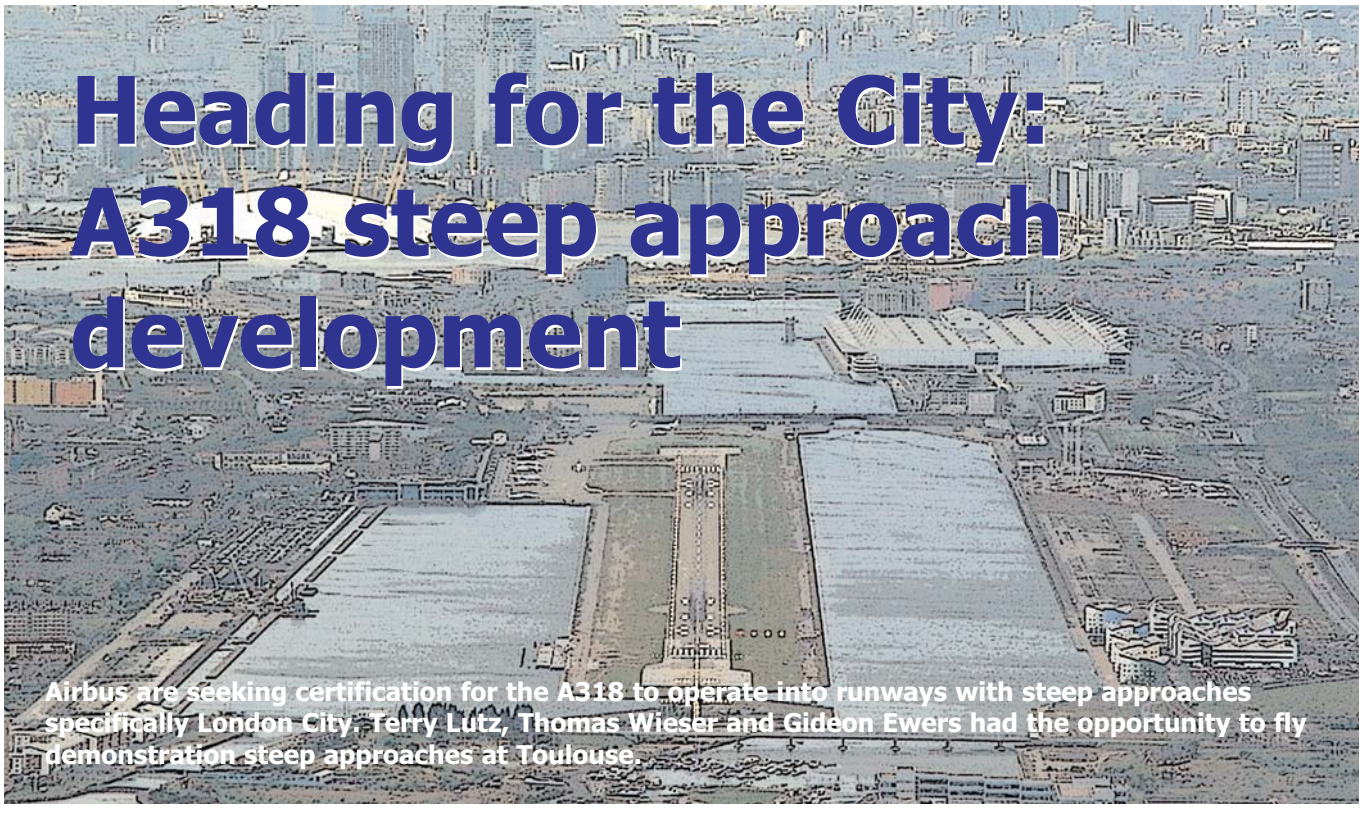
The oldest and biggest closed bazaar in the world, also known as the Grand Bazaar, has around 4000 shops and over 60 alleyways covering a huge labyrinth within the city centre. The Grand Bazaar was built between 1455 – 1461 by Mehmet the Conqueror in an attempt to enrich the economic life of the city.

18:30 **Return to the hotel**

Tour Price Per person US$ 73 (including lunch)

Please note a minimum of 20 people are required to operate this tour

Heading for the City: A318 steep approach development



Airbus are seeking certification for the A318 to operate into runways with steep approaches specifically London City. Terry Lutz, Thomas Wieser and Gideon Ewers had the opportunity to fly demonstration steep approaches at Toulouse.

In the programme's short life to date, the A318 has been a product without a unique selling proposition and this has been reflected in its sales. Airbus has taken just 82 orders for the 107 to 117 seater so far (this compares with 545 for the A321, 1,273 for the A319 and 2,448 for the A320). With operating and acquisition costs very similar to the A319 and up to 30% less capacity perhaps this is no great surprise.

This state of affairs could be about to change though if Airbus' ambitions for the A318 are realised with its certification for steep approach operations. Doubtless, Airbus will then set about marketing the A318 as a replacement for the BAe146/Avro RJ and as a result, could generate significant orders. If you consider the BAe-146/Avro RJ replacement market alone, of 390 of these aircraft built no less than 177 are operated by European airlines. These airlines are either already operating into London City or are candidates for these operations into the East London Airport. Significantly the largest operators of the BAe-146/Avro RJ, which are Lufthansa Cityline, SWISS, BA Connect and SNBrussels, have mainline partners already operating larger aircraft in the A320 family. Furthermore, the main European operator of A318s may be encouraged to boost its fleet if the aircraft has this added capability. Elsewhere, sales in the US market may be enhanced with the ability to operate into shorter runways like Key West or Aspen. Commercially then, there is much to support the case for this certification effort.

The challenge of the steep approach

The certifying authorities (EASA and the UKCAA) define a steep approach as one where the final

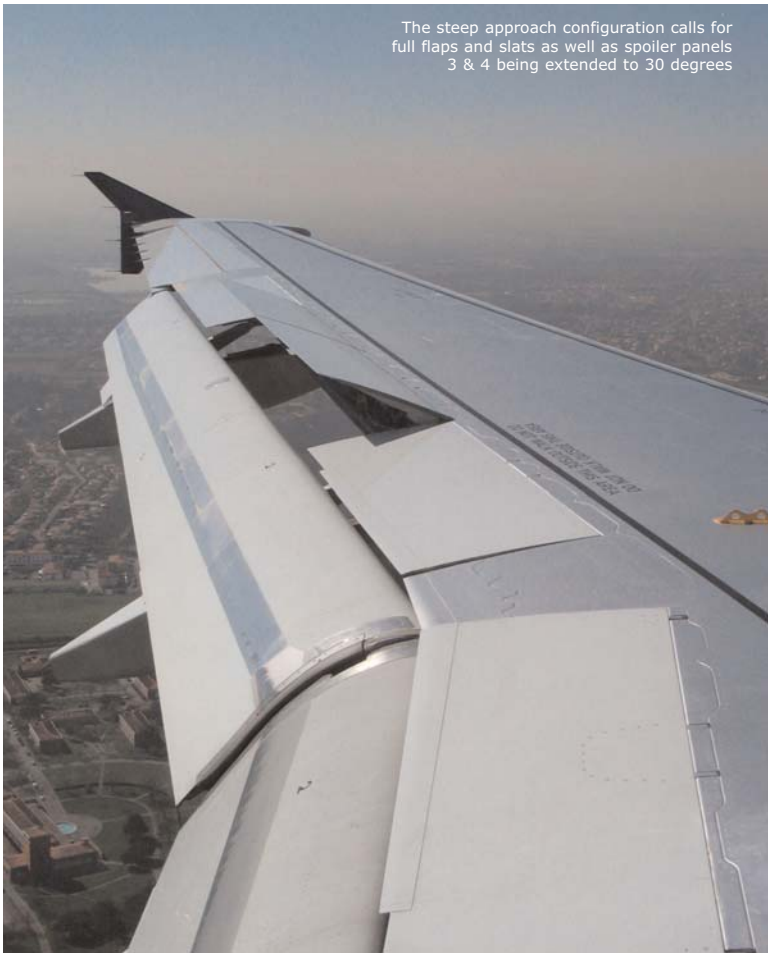
IFALPA's Gideon Ewers and Airbus Test Pilot Peter Chandler together with Flight Test Engineer, Gerad Maisonneuve prepare India Alpha for the demonstration.

approach glideslope is 4.5 degrees or steeper. In the case of London City, the glideslope is 5.5 degrees which puts it into this classification. Additionally, in order to be granted certification for a given approach it must be demonstrated that the aircraft can achieve a stable approach slope of 2 degrees steeper than the intended glideslope. In other words, 7.5 degrees. Another way to express this performance increase is the rate of descent (vertical speed) on final approach. In a standard three degree slope the vertical speed will tend to be in the neighbourhood of 800ft per minute. On a 5.5 degree slope this will increase by 50% to around 1,200ft per minute, which presents a number of problems that must be overcome.

The first point that Airbus dealt with was how to retain a stabilised speed during the approach while ensuring that the engines remained at a reasonably high power to reduce the spool up time in the event of a go-around. Using the advantages of fly by wire (FBW) Airbus has developed steep approach architecture for the Flight Control System (FCS). This feature can easily be selected by the flight crew.

The physical configuration for the steep approach architecture was defined through modelling as 'Config full' (flaps and slats fully extended), landing gear down, plus speedbrake panels 3 and 4 extended to 30 degrees. Extensive testing has revealed that this set up is the best lift/drag compromise.

It must be remembered that in this case speed brakes are not air brakes in the absolute sense but rather spoilers used as speed brakes, so with the extra drag comes reduced lift. To compensate for the loss of lift Airbus increased the Vref by 8kts. While this configuration and speed combination provides a desirable speed stability and flight path angle during the approach phase it proves less than ideal in the flare. The issue here was a very rapid decay in speed when power was reduced to idle, which in turn led to landings 'firmer than the ideal'. Full retraction of the spoilers in the flare proved to be unworkable since this led to a tendency for the aircraft to balloon in the flare – a less desirable state of affairs on a short runway. This problem was solved by an automatic partial retraction of the spoilers (to 8 deg) just prior to flare initiation as the aircraft reaches a radar altitude (RA) of 85ft. On touchdown these spoilers re-extend to the lift dump position along with the other spoilers also fully deploying to their lift dump position in the normal way.



The steep approach configuration calls for full flaps and slats as well as spoiler panels 3 & 4 being extended to 30 degrees

In addition, a number of other elements in the aircraft systems had to be developed to take into account the more dynamic nature of the steep approach. Naturally, the higher rates of descent at lower altitudes would cause EGPWS warnings to be triggered so the EGPWS system gain is adjusted and aural warnings have been inhibited below 130ft AGL to save pilot distraction. But less obvious are the changes to the gains in the autothrottle, AOA protection, and roll authority and flare laws.

Low workload procedure

Airbus looked at a number of options to ensure that crew workload during steep approach procedures did not increase unduly compared with a more normal approach. This, it must be said, they appear to have achieved. The procedure for flying the approach is simple and uncomplicated. The first step in setting up the approach is to confirm that the revised $VRef_{steep\ approach}$ (VLS + 8kts) is displayed on the PFD and that it is indeed separated by 8kts from the VLS which remains displayed and unchanged.

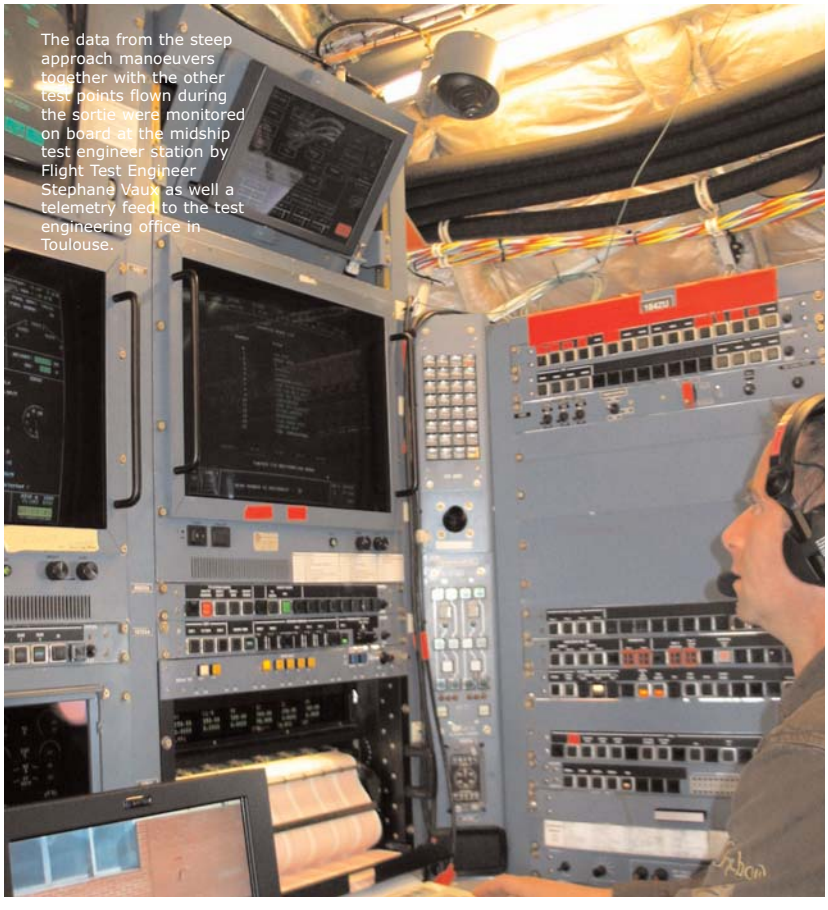
The steep approach architecture is then armed (but not activated) by a push button in the overhead. The crew must check that the steep approach mode has been armed in the ELAC,SEC,FCDC,FAC,FMGC, FWC EGWPS and T2CAS systems. This is confirmed with the caption 'STEEP APPR' appearing on the ECAM. On the other hand, if a fault has developed the caption 'FAULT' will appear in amber on the ECAM with 'STEEP APPR' in amber under INOP SYSTEMS on the Systems Page of the ECAM.

In the event that a fault develops during the approach but with the aircraft still above 800ft AGL, the Master Caution will sound and the amber ECAM caption 'F/CTL STEEP APP LOST' will appear. If a similar fault happens below 800 ft AGL the caution changes to a warning (in red on the ECAM) with an associated Master Alarm. The procedure at that point is to execute an immediate go around. The rationale behind this is that while the caution or warning may have been triggered by something easily remedied – for example the spoilers have not been selected—a t a descent rate in the region of 1,200 ft the aircraft is a mere 40 seconds from touchdown, a time which could be drastically reduced while the source of the fault is located and remedied. Therefore, argues Airbus, unless there is a compelling reason to continue (an engine fire or smoke in the aircraft are obvious examples) the safer option is to go-around.

System activated

The system is activated once the following criteria have been satisfied; flaps/slats set to Config Full, Landing Gear down, and speed brake full. The last action is the one which in effect activates the system. So the procedure is, unsurprisingly, to set up the other parameters and as the glideslope is intercepted select 'speed brakes full' which deploys spoiler panels 3 and 4 as described earlier and arms the remaining spoilers for landing. Obviously, the before landing actions that you'd use in a standard approach are also performed.

The experience of hand flying this approach is very straightforward with the best technique seemingly to be to select the speed brakes to full and then pitch the aircraft so that the flight path 'bird' on the PFD is set slightly below the 5 deg down mark on the PFD. This would (for want of a better phrase) coarse tune the descent path which you could then 'tweak' to refine the rate of descent as the approach continued. Although certification testing



The data from the steep approach manoeuvers together with the other test points flown during the sortie were monitored on board at the midship test engineer station by Flight Test Engineer Stephane Vaux as well a telemetry feed to the test engineering office in Toulouse.

requires that the 5.5 deg slope be maintained until flare, it's likely that in practice that once they are visual pilots will allow the aircraft to slip a little below the ILS glideslope by changing the aim point to the runway threshold before flattening the approach slightly to a "pre-flare" if you will, just before flaring. This seems to result in a less abrupt transition, or that appeared to be the case when we tried the technique.

As the aircraft approaches the flare the automatics once again kick in with automatic call outs 'STAND BY' coming at 117ft AGL and 90ft AGL followed by 'FLARE' at 63ft. At a nominal flight path angle these call outs should come at intervals of just over a second. In the original software load the sequence was just for the call 'FLARE'. It was determined that this could come as a bit of a surprise and result in over flaring accompanied by a balloon, so the preparation calls were added. We found that together with the slip below the glideslope technique in the last 2-300ft as mentioned above, it was effective to go back to VFR techniques and use an arbitrary aiming point on the runway which was progressively brought towards the 'threshold' markings with the intention of flaring as the threshold was crossed. At the same time as initiating the flare the SOP is to immediately retard the thrust levers to idle. It was discovered in early testing that the technique of leaving the auto thrust engaged until the 20ft AGL as is used in a standard approach resulted in the aircraft systems recognising a high rate of descent together with a levelling off, which caused the engines to begin to spool up fractionally before being pulled to idle. Inevitably this led to a longer float, which again is not ideal in short runway operations.

Impressions

While we were impressed with the A318's performance, we have a few reservations that we'd like to see addressed. The first of these is that testing has been carried out using a modified visual system (basically a PAPI adjusted to 5.5 degrees with a yellow green combination so as not to be confused with the normal lighting at Toulouse), so necessarily this testing has been done in VMC. It will be interesting to see the results when testing moves to London City in actual IMC to minimums – certainly the runway environment picture would prove a surprise when breaking out at 600-400ft. That said, pilots operating regularly into the airport should quickly become used to this technique. Equally it would be enlightening to hear more about the human factors elements. For example, will briefing the approach and configuring the aircraft for steep approach operations provide the proper 'mind-set cues' so that the crew are tuned to the technique before starting the approach?

We also believe that it would be worth Airbus altering the aural call outs so that the aural sequence 'Stand by, Standby, Flare, Retard' matches the action sequence. At present, when the retard call comes it can be a distraction since by the time it is heard the thrust levers should have been at idle for a minimum of three to four seconds.

An area that we did not address in our flying was the performance in a go around. Obviously the height loss following the missed approach will be greater than from a standard approach, but this is reflected in the higher minima that apply at London City. Equally, it was outside the scope of our sortie to address single-engine approach and go-around procedures and performance. Interestingly, the certification requirements do allow for a restricted 'both engines operating' certification where obviously an engine failure would call for a mandatory diversion. Allaying our concerns, Airbus says that single engine ops will not be a problem in the approach phase. The critical issue is the single engine climb gradient and

The IFALPA team lead by Capt. Terry Lutz (centre left), Thomas Wieser (right) and Gideon Ewers with Airbus Experimental Test Pilot Peter Chandler (centre right).

meeting this requirement may impose weight limitations or an increase in decision height. Because of the London City's situation, there are a number of significant obstructions just south of the extended centreline of the departure end of runway 28 (including one of Europe's tallest office buildings) and it must be noted that climb performance has a direct impact on the decision height (DH). For example, for a Cat C aircraft able to maintain a climb gradient of 3.5% or better the DH is 550ft. This compares with 630ft for a 2.5% climb gradient. By contrast, for the relatively obstruction free runway 10 the minimum for the same Cat C aircraft is 460 ft. Our concerns however, were, as is clear above, relatively minor and it was clear from the outset that in developing the procedures for the steep approach Airbus have done an excellent job in keeping the workload down. As an Airbus pilot, Terry was of course immediately at home with the handling aspects of the A318 and was able to focus more on techniques as well as use of the HUD system. Meanwhile, it could be argued that Airbus' claims of low workload were reinforced by the experience of the two non-A320 rated pilots (whose cumulative experience of this family totalled less than 2 hours of simulator time) who were comfortable enough with the aircraft and the procedures to attempt (successfully) their first steep approaches during only their second attempted landings.

Terry Lutz is a Captain with Northwest Airlines flying the A319/320. Terry is a member of the IFALPA Aircraft Design and Operation Committee and the Director, Aircraft Development and Evaluation Programmes for US-ALPA. He is a graduate of the US Air Force Aerospace Research Pilots School and a member of the Society of Experimental Test Pilots.

Thomas Wieser is a First Officer with Austrian Airlines flying B-777s. He is a member of the IFALPA Aircraft Design and Operation Committee.

Airport Planning, Engineering and Management Course

Lisbon, 5-7 June 2006

Increasingly, Pilots, Air Traffic Controllers who specialize in airport operation together with their counterparts in airport management face a wide ranging and, on occaision, bewildering series of challenges as they struggle to marry the competing elements of capacity demand and economic realities with safety issues.
For this reason, The University of Texas has joined with The Associacao Pilotos Portugueses Linha Aerea (APPLA) to present the IFALPA endorsed "Airport Planning, Engineering and Management" Course. The course will be run in Lisbon over three days from the 5th to the 7th of June and is designed to fulfill the needs of airport regulators, managers, planners as well as operations and engineering and maintenance staff. Equally the course is designed to be of benefit to airport users notably pilots and air traffic control officers. The course curriculum focuses on the design, enginnering, planning and policy issues connected to airport development as well as day to day operations. The modules will include planning and development, airport operations, noise and environmental issues, airside and landside planning, airport capacity, security, pavement design and rehabilitation, airport construction and project management. It will incorporate simulation models, the application of Geographical Information Systems (GIS) as a planning and management tool and will include a number of case studies.

Advanced ALR accreditation

Participants will receive a certificate of completion from the University of Texas and will be awarded Continuing Education Units (CEU). The course is also recognized by IFALPA as qualifying towards its Airport Liasion Representative (ALR) accreditation.

The Principal Lecturer

Dr Michael T. McNerney, P.E. is Associate Vice President and Director of Airport Planning for the Central Region of DMJM Aviation. He is formerly the Director of the Aviation Research Center of the Center for Transportation Research and adjunct faculty of The University of Texas. Dr McNerney holds a PhD Degree in civil engineering from the University of Texas. He taught the Airport Design Course at UT for 4 years and was guest lecturer for 7 years. He developed and continues to teach the Airport Series of Short Courses at UT. He has 31 years aviation experience as a pilot and airport engineer/planner.
Additional lecturers will be invited to give an airport and users perspective.

Who should attend:
Anyone involved in any aspect of airport planning, development, operations or engineering, including, airport managers, operations managers, supervisors and staff, strategic planning and development, engineering and maintenance managers and supervisors. In addition, the course is also highly recommended for pilots and air traffic controllers involved in airport operations, safety committees, and airport regulators.

Cost: €1,200
(Includes all course materials and lunch on each day of the course).
IFALPA members qualify for a 25% discount

Course registration:

Act now. places on this year's course are strictly limited
To register for the course contact APPLA +35 I 21 792 6810 email: appla.geral@appla.pt

THE UNIVERSITY OF TEXAS AT AUSTIN

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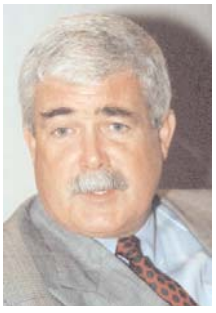
The Global Voice of Pilots

DGCA Conference SARPS implementation breakthrough



by Paul McCarthy in Montreal

ICAO's Directors General of Civil Aviation conference which was held in Montreal 20-22 March was attended by no less than 152 Contracting States and 26 Observer Delegations including IFALPA who were represented by the Federation's Executive Director, Bruce D'Ancey and Representative to ICAO Paul McCarthy. The crucial thing about this level of attendance was that it gives an important mandate to the conference since it represented the overwhelming majority of the world's aviation community.

The entire event was very well orchestrated to make the case that there are regions of the world where safety regulation and oversight are not consistent with the ICAO SARPS, resulting in a higher than average exposure to fatal accidents. In fact, it was acknowledged that the Conference was convened in response to the string of accidents in the summer of 2005. The ultimate goal expressed was to determine a methodology to assist States in creating the political and technical environment where laws, regulations and policies were consistent with ICAO SARPS and where the States exercised effective oversight of aviation activities certified by them and by other States. This was, in the opinion of many, achieved, at least as to the motivation part. The implementation will take quite a bit of additional work.

The Declaration of the Conference provides a ready reference to the direction taken and may be found in draft at WP 47 (available from the ICAO website). Individual points will be discussed in detail below. In the declaration, the Directors General commit to 'sharing as soon as possible appropriate safety related information among all aviation stakeholders including the public"; to exercising safety oversight of their operators; to ensuring that foreign operators are receiving adequate oversight; to expeditiously implementing safety management systems; to develop, where appropriate, regional safety oversight organizations and to promote the goals of a just culture. States, ICAO and Industry (which should include IFALPA) as well as donor organizations such as the World Bank were called upon to direct sufficient resources to establishment of sustainable worldwide safety oversight solutions.

Transparency essential to programme

The cornerstone of this entire programme, "transparency" will be achieved by agreeing from today to allow all Contracting States access to all other States audit reports, and within two years to publication of abridged audit reports on the public web along with a listing of those States which would not allow publication. From the Assembly in 2007 it is expected that all future audits will be publicized, at least in digest form which will give a very good indication of areas where a deficiency has been found and not corrected. The thinking is that publication or notification that a State will not allow publication will provide the political will in that State for necessary legal, regulatory and administrative action to be taken. As to the actual oversight, there will be robust regional and international programs intended to provide both technical and financial assistance. Hopefully this will allow the fielding of properly trained and supported inspectors who will enforce a regulatory structure at least as rigorous as the SARPS. A subset benefit of this approach, of particular interest to IFALPA is the probable effect this strategy will have on so called "flags of convenience". With transparency and mutual enforcement of uniform standards, there may be little motivation for a marginal operator to employ flagging as a means to avoid surveillance. It is also thought that this program may allow the termina-

tion of individual State evaluations of other States or foreign operators and the attendant political ill will thereby created. It is noteworthy that Europe, North America, Mid East and Asia were unanimous in their endorsement of the concept and, as of the close of the Conference 58 States, including virtually every major aviation State, had executed release forms allowing ICAO to post their audit results on the public site at www.icao.int/fsix.

Creation of a new 'safety annex' widely supported

The Conference endorsed two programs for enhancing over all safety; Safety Management Systems (SMS) and a Unified Strategy to resolve safety related deficiencies. SMS were seen to be necessary to all Contracting States and to all aviation activities in each of those States. A formalized training program has been established with seven regional programs intended to produce an international cadre of trained SMS professionals who will participate in the regulatory function. Further, the Annexes should be amended in two particulars. First, there was considerable support for the creation of a dedicated Safety Annex to the convention to collect all the management information in one place. Second, as Annexes are reviewed, revisions will take into account the principles of performance based regulation, consistent with SMS practices.

The need for an ICAO led unified strategy for implementation and assistance was fully agreed to. This program, which has a dedicated office within the Secretariat, is tasked with improving the effectiveness of technical assistance tools and funding mechanisms to support Contracting States fulfill their obligations under the Convention. Notably, "States as well as other stakeholders that are in a position to do so ...[act] to support States in need of assistance to rectify their safety oversight deficiencies through the Unified strategy program". It can be argued that IFALPA, by using trained local technical pilot volunteers, can directly assist in those States where deficiencies exist.

Global Safety Roadmap recognised

Of note is the effort underway by the Industry Safety Strategy Group (ISSG) in which IFALPA is a full member, and ICAO to draft a Global Safety Roadmap following the successful Global ATM roadmap strategy to produce a plan tailored to implementing the challenges identified by the Conference in bringing all States up to full compliance with the SARPS. An overview of the plan has been published. Detailed implementation strategies are due to be published by October 31 of this year. There will be a place in the plan to highlight the efforts IFALPA can undertake to achieve the goals of full compliance

Uniformity of licence recognition moving ahead?

The topic of mutual recognition may be of considerable indirect benefit to IFALPA members. The Conference recommended that "ICAO should develop provisions and guidance as necessary to assist States in securing the highest practical degree of uniformity in the recognition of certificates and licenses as valid and in the surveillance of foreign aircraft in their territory". While only a statement of intent, it is a very positive move for us. The intent of the Conference was reinforced in this area in the recommendations for going forward. It was apparent that DGCAs are troubled by the presence of a significant operation taking place within their jurisdiction where the aircraft are registered elsewhere, the crews are nominally employed in another State and the local offices are not really operationally functional. The reaction seems to be that there is really nothing to oversee. This is particularly acute in Europe with some low cost airlines and within Africa with operators in general.

All Working Papers from the Conference can be found on the ICAO website (www.icao.int/en/dgca/index.html)

ALR Update – Brussels National Airport (EBBR)

by Capt. Jan van Hende

The ALR team at Brussels National Airport has had a very busy 12 months; we have taken part in a number of the airport's Local Runway Safety Team (LRST) and Surface Movement Guidance Control (SMGC) meetings. In addition we have also established a dialogue with Belgocontrol and the town of Steenokkerzeel – which is near to the runway 25R axis. On airport activities we have been particularly keen to ensure the correct use of stop bars, especially since due to the noise plan for EBBR there is a frequent need to cross active runways. To this end we instituted an awareness campaign which included a newsletter that not only reminded pilots and controllers of the ICAO defined procedures for stop bar usage but also drew attention to parts of the airport where the presence of stop bars is of particular importance. In addition, Belgocontrol and the airport company BIAC have instituted a programme where clearance to cross stop bars while at red will never be issued. Instead, in the event that a stop bar cannot be switched off for some reason a "follow me" car will sent out to guide aircraft across the affected area, and then the taxiway will be closed. We also convinced BIAC to adapt the design of a new apron so that it would have the capability, complete with necessary markings, to act as a remote de-icing platform during easterly runway operations.

ILS for 07L

We have been actively campaigning for the installation of an ILS on runway 07L, which would not only have the obvious benefit of greatly improving safety of operations but also have a positive impact on airport capacity and provide more flexibility in noise abatement procedures.

On the subject of noise abatement we have been campaigning hard so that the noise abatement procedures at EBBR comply with ICAO recommendations. We have repeatedly pointed out the unsafe aspects of the existing procedures (use of intersecting runways, excessive tailwinds and so on). This campaign included calling upon IFALPA who produced an IFALPA Safety Bulletin (see 06SAB002 available on the IFALPA website) which detailed the scale of the problem and the inherent risks of the present noise abatement strategy.

We are also working to have an additional entry taxiway constructed for runway 07R which we believe will greatly improve safety when runways 02 and 07R are in operation.

We have also promoted the concept of RESA and their use and construction to the airport company.

We've talked to Belgocontrol...

As well as our discussions with BIAC, we have also maintained a dialogue with Belgocontrol. These discussions have included avoiding the use of conditional clearances and multiple line-up clearances. We have also talked about the establishment of standard taxi routes and other operational issues including the use of reverse thrust. Additionally we have requested that low level temperature inversion information be included in the ATIS.

...and the local community

Obviously, the airport's near neighbours have concerns about aircraft noise. Recently we have had discussions with the municipality of

Steenokkerzeel, which adjoins the airport to the east near the junction of runways 07L/25R and 02/20, and which had concerns about light pollution from the 'football field' floodlighting near the runway junction. We are working with the town to find a solution to the problem which balances the environmental considerations with the demands of safety.

Finally, with the level of commitment we have made to a variety of campaigns both at the airport and with the surrounding communities we need more ALRs to join the team. To that end we have begun a recruitment programme via the Belgian Cockpit Association (BeCA) to boost the number of ALRs in the membership.

Jan van Hende is a Captain for SN Brussels Airlines flying the Avro RJ100. He is an Airport Liaison Representative at Brussels National Airport (EBBR) and a member of the airport's runway safety team.

Have an idea for an article or want IFALPAnews to cover your story? Contact Gideon Ewers, IFALPA Media and Communications Officer Tel. +44 1932 579041 or email gideonewers@ifalpa.org

Dates for your Diary

April

24-26

228th Principal Officers' Meeting

Istanbul, Turkey

Contact: Heather Price heatherprice@ifalpa.org

28- 2 May

61st Annual Conference

Istanbul, Turkey

Contact: Heather Price heatherprice@ifalpa.org

May

3

1st Executive Board Meeting

Istanbul, Turkey

Contact: Heather Price heatherprice@ifalpa.org

29 – 1 June

Accident Analysis Committee Meeting

Rome, Italy

Contact: Arnaud du Bedat arnauddubedat@ifalpa.org

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