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The Global Voice of Pilots

news



AGE and ALR head for Beijing

AA, ATS and ADO Reports

Building Turbulence Update

July 2006

AGE Committee makes its first visit to Beijing



James Eales reports from Beijing

Left to Right: Capt. Jimmy Ho, AGE Committee Chairman, Capt. Masayuki Ando, EVP Membership and Regional, Capt. Hans-Peder Tanderup, EVP Administration & Finance, Capt. Lindsay Fenwick, EVP Technical Standards, Capt. Yang Yuanyuan, Minister of General Administration, CAAC, Capt. Song Chengren, President, CHALPA, Capt. Jiang Ping VP CHALPA and Capt. Zhang Hong Ren, Member of the Council of CHALPA.

IFALPA's first Aerodrome & Ground Environment (AGE) Committee Meeting of the year took place in Beijing, 19-21 June 2006, and was hosted by the China Air Line Pilots Association (CHALPA).

The meeting was well attended and included 11 representatives from China as well as regional representatives from Thailand, Korea, Japan and Singapore. The IFALPA delegation included Captain Lindsay Fenwick, EVP Technical Standards, Captain Masayuki Ando, EVP Membership & Regional and Captain Hans Peder Tanderup, EVP Administration & Finance.

The meeting was very productive and covered issues such as runway safety including runway incursions and excursions. The Committee reviewed the new ICAO Manual for the Prevention of Runway Incursions and suggested new text for the manual that will be released later this year. The Committee also discussed the EASA Notice of Proposed Amendment NPA 06/2006 - Basic Principles and Essential Requirements for the Safety and Interoperability Regulation of Aerodromes.

The IFALPA delegation joined with Captain Song Chengren, President of CHALPA, Capt Jiang Ping, Vice President of CHALPA, Captain Zhang Hong Ren, Member of the Council of CHALPA and Mr Ban Yongkan of CHALPA to meet with Capt Yang Yuanyuan, Minister, General Administration of Civil

Aviation Administration of China (CAAC) and other high ranking CAAC officials.

Minister Yang, (who is qualified as a B-747-400 Capt), extended a very warm welcome to the Committee Delegates and showed a great interest in and knowledgeable about IFALPA. Discussions took place regarding how IFALPA could further our productive relationship with the Chinese pilots. At the end of the meeting CHALPA presented the Federation with a beautiful Chinese carpet depicting the Great Wall of China.

The AGE Committee meeting was followed by an Airport Liaison Representative Seminar on 22 June 2006 that was attended by twenty delegates from the region.



ADO and ATS joint session examines UAVs

The Aircraft Design and Operation (ADO) and Air Traffic Services (ATS) Committees as well as the International Flight Engineers (IFE) Committee travelled to Paris as guests of the French IFALPA Member Association, Syndicat National des Pilotes de Ligne (SNPL), who hosted the three Committees' spring meetings from the 11th to 16th of June. The week of meetings opened with the annual meeting of the IFE Committee. Among the topics under consideration by the committee were the changes to licensing in states which will come under EASA from the 1st of January, There is apparently a proposal that under the new regime F/Es will only require a Class 2 medical . F/E Jum Stott will continue to monitor the situation.

As the ADO meeting drew to a close and the ATS Committee began its work on the 14th the two Committees held a joint session to examine a number of points that cross the two Committees' portfolios. At the top of the agenda was the deployment of Unmanned Aerial Vehicles (UAVs). Although the Federation's current POL STAT is from this year's Conference, it was thought that given the rapid development of these aircraft and their proliferation it would be



Capt Terry Lutz (right) was elected by the ADO Committee as it's Vice Chairman Design. He will be assisted in this role by F/O Thomas Wieser (left).

worth re-examining the POL STAT to see if it required modification or updates. In addition, the joint session was given a presentation by Capt. Bill Royce of Boeing who discussed RNP. Another highlight of the meeting was the presentation by Capt. Dusty Miller about the study carried out by BALPA and the Royal Institute of Navigation on the use of true headings in preference to magnetic. The core of Capt Miller's presentation was that since the potential for inaccuracy caused by changes to local magnetic variation were inherent, not to mention potentially catastrophic, thanks to the dangers of a so called 'magnetic flip' or reverse in the earth's magnetic field, the case for a change over to True headings for navigation was compelling. While Capt. Miller recognised that the scale of the work required to implement a changeover is immense, he reminded delegates that much of the work of re-calibration is carried out anyway since VORs and NDBs are adjust-



The joint session of the ADO and ATS Committees consider cross-portfolio issues.

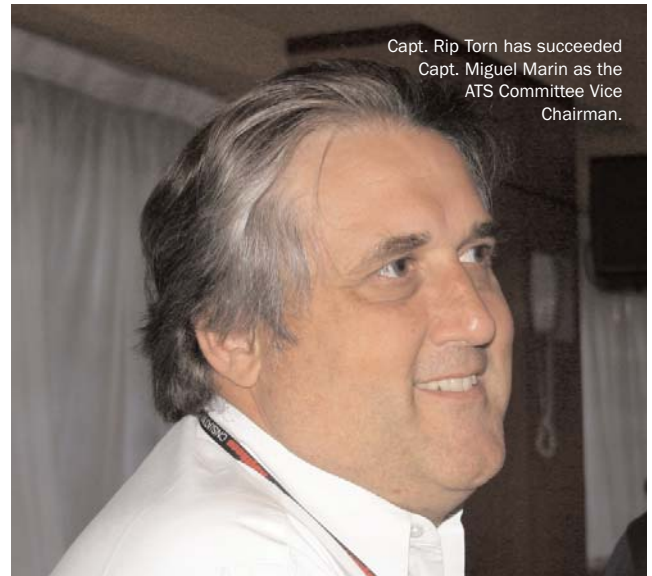
ed to reflect changes in magnetic variations. Furthermore, he noted that as these navigation aids are progressively withdrawn the scale of the job will reduce. Capt Miller also reminded delegates that The Royal Institute of Navigation and BALPA are planning a seminar on the subject, in London in October, where the arguments for a change over to the use of True headings will be presented.

ADO name Capt Terry Lutz as Vice Chairman, Design

During the course of the meeting the ADO Committee unanimously elected Capt. Terry Lutz as its Vice Chairman, Design. Capt Lutz will be assisted in this work and hopefully eventually succeeded by F/O Thomas Wieser. The effectiveness of the combination was clearly demonstrated by the quality of their presentation on steep approach testing of the A318 and E-170.

ATS propose four flimsies to Executive Board

In the course of its meeting, the first led by its new Chairman Capt. Miguel Marin, the ATS Committee proposed no less than four flimsies to be put forward to the Executive Board for adoption as Draft Policy, a move



Capt. Rip Torn has succeeded Capt. Miguel Marin as the ATS Committee Vice Chairman.

now possible under the new Constitution. The Flimsies proposed policies on North Atlantic communications loss procedures; RNP-RNAV Definitions; RNP-RNAV Approaches and ADS-B ASAS policy. A further task facing the Committee was the election of a Vice Chairman to replace Miguel Marin who was elected Chairman in Istanbul. The Committee selected by acclamation Capt. Robert 'Rip' Torn of US-ALPA.

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Safety School

Initial Safety Volunteer Training

4 - 6 September 2006
Johannesburg, South Africa

Launched at the 61st Conference in Istanbul in April this year, the IFALPA Safety School (ISS) takes the proven content of the Accident Investigator and Airport Liaison Representative seminars and marries them with a training module that will give attendees a basic grounding in the structure of the Federation as well as ICAO.

Completing the course, new safety volunteer will be

equipped with the knowledge and information to step into an external Representative role both for the Federation and their home Member Association. In addition, attendance at the ISS will also provide the foundation which the Safety volunteer can use to go forward to advanced training and eventual accreditation as either an Airport Liaison Representative or Accident Prevention Advisor.

The ISS is offered by IFALPA free of charge to pilots nominated by their Member Association. Attendees will be responsible for travel to the ISS as well as accommodation and subsistence. To register or for more information about the ISS contact James Eales, IFALPA Technical Officer Tel +44 1932 571711 or jameseales@ifalpa.org

Accident Analysis Committee consider communications



32 Accident Analysis Committee (AAC) members representing 23 Member Associations, together with six observers, including representatives from Airbus, ATR, Boeing and Alitalia and the Agenzia Nazionale per la Sicurezza del Volo (-ANSV), met in Rome as guests of the Italian IFALPA Member Association, Associazione Nazionale Piloti Aviazione Commerciale (ANPAC) for their first meeting in the 2007 Conference year. In addition to the normal work of the Committee and standing items on its agenda, the meeting gave the Committee the opportunity to begin its input into the Accident Prevention module of IFALPA's Initial Safety Volunteer training programme. The Initial Safety Volunteer training programme will form the core of the IFALPA Safety School (ISS). Announced as an initiative during the Istanbul Conference, the ISS is due to run for the first time as a 'beta test' in Johannesburg this September. The ISS will be a three day programme initially with a day devoted to Accident Prevention issues, and naturally input from the AAC, on the content of the Accident Prevention and Investigation Module.

Communications Seminar

Prior to getting down to the work of the Committee, ANPAC together with ATR hosted a one-day seminar which looked at the communications aspects of accident investigations. Presented by Burson Marsteller Consulting, the training led

Committee Members through a series of 'do's and don'ts' of dealing with the media. Attendees were then split into teams to approach an incident from four separate angles, with two members from each group selected as spokesmen and 'interviewed'. Meanwhile, the other attendees had the opportunity to evaluate the 'interview' and consider areas where the communication effectiveness could be improved. The afternoon session featured a presentation by Dulio Giammaria of the Italian TV station RAI on the role of the media and how best to communicate with them.

The Committee will hold its autumn meeting in Barra da Tijuca, Brazil hosted by Sindicato Nacional dos Aeronautas (SNA). Meanwhile the full report of the Rome meeting is available on the IFALPA Intranet.



The AA Committee have implemented a new agenda designed allow more time for debate.

Stir it up: The impact of building induced turbulence

By Capt. Robert Brons

For a number of years the pilot community has voiced concerns about the reliability and accuracy of reported wind for takeoff and landing. Of course we are dealing with a volatile and unstable atmosphere and as a result the wind is constantly changing in strength and direction. The reported wind is, at best, a picture of the current wind conditions based on statistical data rather than an accurate picture of what is experienced during the flare, landing or rollout. As anyone with even a few hours flight experience has found out, building-induced wind disturbances will tend to magnify the natural gustiness and instability of the airflow. While even the newest of student pilots knows that buildings induce turbulence, the question has always been just how much turbulence do they cause? Of course, without quantifiable data as evidence it has been difficult to limit the proliferation of new buildings around and near runways.

...but that may be about to change

The advent of computational fluid dynamics software, together with sophisticated mathematical wind models which can display a graphic of the area of disturbed wind on the downwind side of a building and accurately describe three dimensional wind patterns in the lee of an obstruction, is a significant step forward. Taking the data from these resources and applying them in an experimental simulator that is able to incorporate more dynamic variables has produced a more realistic test scenario.

In 2004, the Dutch National Aerospace Laboratories (NLR), in association with the Dutch Air Line Pilots Association (VNV), began researching the impact of various obstacles situated along a runway on the flyability of takeoffs and landings. The panel used a new wind model developed by the NLR to represent wind patterns around buildings and other obstacles. Then a theoretical safety study was carried out and followed by 'offline'

simulation runs in the F100 at the University of Delft and the B-747 at the NLR. In addition, pilot flown, real time simulator experiments were conducted on the Grace simulator to validate the off line runs as well as introduce human performance factors into the test regime.

Initial results

Wind disturbance induced by structures, or indeed terrain, can be divided into three components; windshear, turbulence and generated vortices. Studies indicate that the vortices are carrying the wake further downwind from the obstacle (up to 50 times the height of the building). Early results indicate that unsurprisingly, aircraft controllability is most affected by windshear and turbulence and this impact is increased by the terrain surrounding the buildings and runway. What is new information are the rates of gusts and the maximum gust values, which are significantly changed by the presence of buildings and other obstacles.

At Amsterdam, wind conditions have led to unstable approaches and hard landings, or have resulted in late go-arounds. The availability of high quality modelling and simulation has highlighted these elements which have been obscured in the past as far as hard data is concerned. These results clearly indicate the need for criteria to limit building plans near runways. These limits and their definition are being studied by the working group and it expects to produce preliminary codes in the near future.

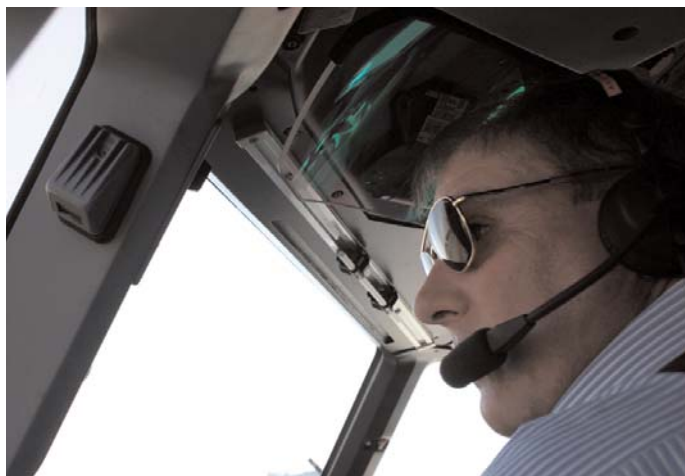
Robert Brons is a Captain with KLM flying the B-737. He is a member of the Federation's Aircraft Design and Operation Committee and represents IFALPA at the ICAO Committee on Aviation Environmental Protection (CAEP).

McCarthy honoured with Collins Award by NZALPA



Paul McCarthy (left) receives the Collins Award from Capt. Stu Julian, EVP Asia Pacific

IFALPA Representative to ICAO Capt. Paul McCarthy has been granted the prestigious Jim Collins Memorial Award which is presented annually by the award's trustees and NZALPA. In his nomination, Paul's intimate involvement in a number of activities involving both NZALPA and Civil Aviation in New Zealand were praised. These activities were brought into sharp relief in wake of the Dash 8 crash at Palmerston North when he was a key player in the process that produced New Zealand's accident investigation standards which include protection of privileged information, Standards which are now recognised globally. Paul is only the second non-New Zealander to be honoured with the award which is given in memory of Capt. Jim Collins who commanded the ill-fated Flt 901 which crashed on Mt Erebus in Antarctica in November 1979.



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

July

10th-12th

Human Performance Committee Meeting
Singapore

Contact: James Eales jameseales@ifalpa.org

August

8th

2nd Executive Committee Meeting
Warsaw, Poland

Contact Heather Price heatherprice@ifalpa.org

9th-11th

2nd Executive Board Meeting
Warsaw, Poland

Contact Heather Price heatherprice@ifalpa.org

September

14th

North America Regional Meeting
Herndon, USA

Contact: Carole Couchman carolecouchman@ifalpa.org

25th-26th

Industrial Committee Meeting
Prague, Czech Republic

Contact: Rick Brennan rickbrennan@ifalpa.org

27th-29th

SCAMPI Committee Meeting
Prague, Czech Republic

Contact: David Clayton davidclayton@ifalpa.org

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