

### Hurry-Up Call for Europe's Single Sky

A European Commission task force is calling for acceleration of the Single European Sky (SES) initiative as one means of improving safety regulation across the region.

The High Level Group for the Future of European Aviation Regulations included the accelerated delivery of SES as one of its 10 recommendations for enhancing aviation safety and efficiency throughout Europe.

The High Level Group has endorsed the European Commission's target date of 2020 for completing the SES initiative, as well as other major changes in the aviation system. However, the Group said in its final report that it has identified 2014 as the year by which its proposals must be implemented to ensure that aviation in Europe remains "safe, competitive and environmentally responsible."

The final report said that fragmented regulation is "a major bottleneck in improving the performance of the European aviation system" and that the problem cannot be dealt with one country at a time.

"This can only be addressed at the European level," the report said. "Strengthen the role of the European

Community and the Community method as the sole vehicle to set the regulation agenda for European aviation by eliminating overlaps between EU [the European Union] and other regulatory processes, ensuring independent structures for regulation and service provision, and ensuring that safety regulatory activities are conducted independently from other forms of regulation."

The report said that EU member states should be required to systematically implement existing commitments, especially a commitment to end fragmentation of the aviation system — a subject addressed in the SES initiative.

"States should address inconsistent guidelines for [air navigation service providers], performance shortfalls in oversight, bottlenecks in airport capacity and safety management, and the new challenges of mitigating and adapting to climate change," the report said.

The European states also should "deliver continuously improving safety,"

the report said. "Require states to apply safety management principles consistently and, in particular, facilitate the uniform application of 'just culture' principles. ... Ensure that states' safety oversight is harmonized and that cooperation between national authorities is stimulated to achieve overall higher levels of performance."

The report said that the European Aviation Safety Agency (EASA) should become "the single EU instrument for aviation safety regulation" and that Eurocontrol should play a key role in delivering SES and a related air traffic management initiative.



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### TCAS Requirements

Operators of large commercial aircraft in Canada have been given two years to comply with a new requirement to install airborne collision avoidance systems.

Laurence Cannon, minister of transport, infrastructure and communities, said that the action is intended as a safety backup to previously existing ground-based air traffic control systems. The new requirement is described in an amendment to the Canadian Aviation Regulations that took effect July 1.

The amendment calls for operators to install one of two types of traffic-alert

and collision avoidance systems (TCAS), which indicate when another aircraft presents the risk of a midair collision.



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### Night Vision

The Civil Aviation Safety Authority of Australia (CASA) is proposing to establish standards for the use of night vision goggles (NVGs) by helicopter pilots in some types of flight operations.

Under the proposal, at least initially, NVGs would be limited to operations involving search and rescue, law enforcement, aerial fire fighting and support, emergency medical services, marine pilot transfer, and training providers who plan to conduct NVG training.

A final rule will be adopted after a review of public comments on the proposal, which were due in July.

## NTSB Urges Greater Access to Legal Records

Aviation medical examiners should have greater access to legal records involving drunken driving arrests of individuals applying for medical certificates, the U.S. National Transportation Safety Board (NTSB) says.

In three safety recommendations, the NTSB noted that the U.S. Federal Aviation Administration (FAA) already requires applicants for medical certification to report convictions for driving while intoxicated, impaired or under the influence of alcohol or drugs. Applicants also must report administrative actions that result in a loss of driving privileges or attendance at a required educational or rehabilitation program.

The NTSB said that the FAA also should take steps to ensure that applicants be required to provide complete copies of their arrest records and/or court records before their next aeromedical examination. The NTSB also recommended that the complete medical records, including the arrest and/or court records, be made available to any physician who performs an aeromedical examination on these applicants and that all pilots who are diagnosed with dependence on alcohol or drugs be required to undergo special follow-up examinations as long as they hold their medical certificates.

The NTSB said the recommendations resulted from investigations of a number of aircraft accidents — all

associated with a pilot's substance dependence — in which the FAA should have been aware of the pilot's problem.

As an example, the NTSB cited a July 23, 2006, accident in which a

Raytheon Bonanza crashed on landing at Bullhead City, Arizona, U.S., killing the pilot and one passenger and seriously injuring a second passenger. The NTSB said that the probable cause of the accident was the pilot's incorrect judgment of distance and speed, which resulted in a long landing, and his inadequate recovery from a bounced landing, "all due to the effects of impairment from alcohol consumption."

The NTSB said, "The pilot had previously reported a [driving under the influence] conviction to the FAA, but the FAA did not obtain records of that offense. The [NTSB] subsequently obtained the arrest records, which noted that the pilot had a blood alcohol level of 0.28 percent more than an hour after his traffic stop. The records also detailed that the pilot had been actively controlling his vehicle, was completely conscious and was conversing with the arresting officer. At a blood alcohol level of 0.28, non-tolerant individuals would be unconscious or nearly so."

The NTSB said that, because of his alcohol tolerance, the pilot would have met the FAA definition of substance abuse. If the FAA had considered his arrest records as part of the process of applying for medical certification, the pilot would not have been issued a medical certificate, the NTSB said.



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## SMS Expansion

Transport Canada (TC) has proposed including airports and air traffic services providers among those required to implement a safety management system (SMS). Airlines have been required to have SMSs since 2005.

The proposed regulatory amendments are intended to "increase accountability in the aviation sector," a TC statement said.

"Safety management systems are methods a company can use to integrate

safety throughout its organization," TC said. "They are based on the operator's in-depth knowledge of its organization and integrate safety into policies, management and employee practices and procedures. As each organization integrates safety into daily operations, management and employees can continuously work to identify and overcome potential safety hazards."

The proposed amendments were published July 7; final action will be

taken after a 30-day period for public comment.



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**Confusing Paint Jobs**

Inconsistency in aircraft paint schemes is causing confusion among pilots receiving local traffic information from air traffic control (ATC), Eurocontrol says.

“Where the aircraft in question’s livery is not entirely consistent with a livery which would be expected for a particular aircraft operating agency, confusion and ambiguity can result,” Eurocontrol said in a safety reminder message distributed to aviation safety personnel.

The inconsistencies are a result of paint schemes that may reflect an affiliation with an airline alliance rather than the identity of an individual airline.

“ATC must take particular care, when describing aircraft in local traffic

information, particularly as regards the use of conditional clearances,” Eurocontrol said. “Therefore, where it is deemed necessary, as a means of providing additional clarity, to refer [to] an aircraft’s operating agency name or radiotelephony designator in either local traffic information or during coordination between control positions in the aerodrome control tower, ATC should

ensure (preferably by visual observation) that the aircraft’s livery is in fact consistent with the livery that would be expected for the aircraft in question.”



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**In Other News ...**

The **Civil Aviation Safety Authority of Australia** (CASA) has adopted new principles intended to prevent unnecessary costs associated with new aviation safety regulations. CASA CEO Bruce Byron said that the principles specify that, among other things, any proposed aviation safety regulations “must not impose

unnecessary costs or unnecessarily hinder high levels of participation in aviation and its capacity for growth.” ... Less than 10 percent of pilots in China meet international aviation English standards, according to news reports. The reports quote officials of the **General Administration of Civil Aviation of China** as complaining that too many pilots are delaying learning English, despite English proficiency standards from the International Civil Aviation Organization. ... The **African Civil Aviation Agency** has designated



Civil Aviation Safety Authority of Australia

Byron



Windhoek, Namibia, as the home of the new organization.

**No Thanks**

Australian pilots and air traffic controllers are engaging in what may be the “inappropriate” use of pleasantries — such as “thank you” and “g’day” — in radio communications, according to a study by the Australian Transport Safety Bureau (ATSB).

Researchers reviewed tapes of readbacks on the surface movement control (SMC) frequency at the Sydney airport to determine whether there was a relationship between verbose readbacks and frequency congestion, the report said. They found no such relationship.

Instead, they found that users of the frequency were “well-disciplined in reading back [air traffic control] instructions and clearances,” the report said. The tapes also revealed “a frequent use of pleasantries such as ‘good morning,’ ‘thank you’ and ‘g’day.’

“Although these phrases are not endorsed by the [Aeronautical Information Publication], their use appeared to have little adverse effect on frequency congestion. But in times of high traffic density, it seems inappropriate.”

*Compiled and edited by Linda Werfelman.*