Request 3: Pro-active Flight Watch requirement

Status Quo

NPA: no change to EU-OPS, i.e. flight watch requirement.

Proposal by EUFALDA

New

OR.OPS.100.AOC Operator Responsibilities

(b) The operator's system for exercising operational control and supervision shall include a pro-active flight watch and licensed Flight Operations Officers.

GM OR.OPS.100.AOC~~GEN(d)~~ Operator responsibilities

OPERATIONAL CONTROL

1 Operational control means the exercise by the operator's operational control personnel, in the interest of safety, of responsibility for the initiation, continuation, termination or diversion of a flight.

2 This does ~~not~~ imply a requirement for licensed ~~flight dispatchers or~~ flight operations officers and for a ~~full~~ pro-active flight watch system.
A pro-active flight watch system is an aircraft situation display (ASD) providing actual and real-time information on the flight, including: altitude, fuel information, actual flight path compared to planned flight path, weather, air space limitations, and allowing permanent two-way communication between operational control personnel and flight crew.

3 ~~If an operator employs Flight Operations Officers in conjunction with a method of operational control,~~ Since flight crew should not self-dispatch, training for ~~these~~ operational control personnel other than the Pilot-in-Command should be based on ~~relevant parts of~~ ICAO Doc 7192 D3. This training should be described in the operations manual.

Justification

A pro-active flight watch system significantly improves the exercise of operational control. Changes and decisions whether to continue, terminate or divert a flight can be done well in advance of any hazardous situation of a flight. Reducing of enroute diversions.

1. Safety	• Enhanced awareness of the flight status of any aircraft in real-time, to avoid uncertainty about the location of a flight (e.g. AF447 was a loss of contact for 6 hrs before the crash became a certitude) • shorter time of notice for SAR • higher likelihood of finding survivors in time after an accident/incident

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	• An effective Flight Dispatch System improves operational processes and information to the crew and fits into the philosophy of the Safety Management System (SMS). • FOOs reduce flight crew workload and fatigue by providing up to date information and doing some tasks which the pilot will not have to do. • A considerable additional resource is being added in-flight for the handling of the flight and emergencies. • In-flight and dynamic avoidance of areas of danger (weather, airspace etc.)
2. Cost	for operators having not yet embraced a pro-active flight watch system: • investment into Information and Communication Technology (ICT) • Training of Personnel to qualify them for the new team role
3. Social	NIL
4. Environment	reduce emissions by shortening flight times
5. Fairness	Passengers will not only be left under the impression that European operators follow flights pro-actively, but they can be assured that it will also be the case in reality.
6. Harmonization	Transport Canada- see Dryden commission for accident Air Ontario flight 1363 in 1989 FAA
7. ICAO Alignment	ICAO Annex 6 compliant

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