

## VC POLICY

# IMPLEMENTATION OF NEW APPROACH AND DEPARTURE PROCEDURES

Air transport is subject to continuous change due to advancements in technology. Approach and departure procedures are also affected by this change. Often, new technologies enable procedures from which it is assumed that they are safer, more economical or more environmentally sound than present ones. Of course, the efficiency of such procedures must also be tested under practical conditions.

Vereinigung Cockpit demands that the following rules be observed during flight tests and test flights:

- Irrespective of whether flights are conducted in VMC or IMC or operated as VFR or IFR flights, a safety evaluation shall be conducted for all procedures, which are not concordant with ICAO, before these flights are executed.
- All respective regulations shall be adhered to for ICAO concordant procedures.
- All crews participating in tests shall receive extensive theoretical and practical training and shall provide evidence of their knowledge of the procedure to be tested.
- If the test takes place in regular line operation, the procedure shall be validated and approved by the competent authorities.
- Generally accepted safety criteria (e.g. timely stabilization of the aircraft on approach) shall be adhered to during the tests.
- If the procedure being tested is not concordant with ICAO, the objective of the test run shall be to promptly introduce the procedure into ICAO set of documentation. This can prevent isolated local solutions.
- Test runs lasting longer than one year are to be considered as standard procedures and shall be rejected.
- The effect of new procedures on the capacity of the concerned airport shall be analyzed. The results of these findings shall be published.
- During test runs, procedures concordant with ICAO shall be available as alternatives.
- The acceptance and application of procedures to be tested solely lies within the responsibility of the pilot in command.
- If the procedure to be tested consists of multiple components, the individual components of the procedure shall be tested separately first. The components may be combined after a

successful evaluation of the run's individual components. A repeated safety evaluation must take place for the combined procedure.

- Vereinigung Cockpit shall be involved.
- The principles of data privacy protection shall be observed when transmitting flight data for test runs. Evaluations of individual approaches may only be conducted with the approval of the flight crew members concerned.