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The Pilots Perspective

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- IFALPA has historically limited its involvement to the practicality of flight procedures.
- Most flight procedures address noise rather than emissions
- There can be a significant relationship between noise abatement and emissions



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- Plans for enroute improvements are sound and will yield benefits **WHEN IMPLEMENTED**
- Terminal areas are much more difficult
- Biggest gain is from turning departures on course as soon as possible and allow unrestricted climb
- Must balance noise abatement thrust and routing requirements with this goal



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- Runway capacity is really the driver.
- Over scheduling has a knock on effect throughout the system
- In measuring need, see how long an aircraft is within 25nm of the aerodrome on arrival or departure. More than 10 minutes should indicate the need for redesign of the flight paths or some form of capacity control



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- Procedures designed for any reason must follow certain basic requirements.
- They must be trainable. This requires a high degree of standardization for both departure and landing operations
- They should be manually flyable. A procedure which requires automation may be unacceptably complex in a malfunction situation



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- Pilots are environmentally conscious but their primary obligation remains the safe completion of the flight.
- They will object when a proposed or mandated environmental mitigation poses a risk to safe operations