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Dear Colleagues,
The **IFALPA Daily News** is now available online.
Here are today's top headlines. To read more, click on the title:

FAA report: 71 evacuation slide problems in two years

Vallie Collins survived the "Miracle on the Hudson" five years ago, US Airways flight 1549. She, along with a mother and two children, clung to an evacuation slide serving as a raft until rescuers arrived.

Irish Authority rebuffs attacks on its safety oversight

The Irish Aviation Authority (IAA) has rebuffed attacks on its safety record made in the Scandinavian media in relation to Norwegian Air Shuttle's controversial plan to operate under an Irish air operator certificate even though none of its services will depart from Ireland.

NATS introduces world's first 'time based separation' system

A new system, that will separate arriving aircraft at Heathrow by time instead of distance, will radically cut delays and reduce cancellations due to high headwinds, says NATS.

Sunrise Airways compliant with new Safety Standards

Sunrise Airways, Haiti's newest homegrown airline, is speaking out in support of new, more stringent safety standards recently adopted by the Office National de l'Aviation Civile (OFNAC) of

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Haiti and the Instituto Dominicano de Aviacion Civil (IDAC) of Dominican Republic, that align with International Civil Aviation Organization (ICAO) Annex 6 requirements.

Austrian airlines to resume flights to Iran in March

Austrian Airlines announced on Sunday it will resume flights to Iran in March after it stopped flying to the country early last year for what it said were commercial reasons.

Malaysian Air said to weigh 100-plane order to upgrade fleet

Malaysian Airline System Bhd. (MAS) plans to order as many as 100 planes, a person familiar with the matter said, as the carrier seeks to upgrade its fleet over the next decade and fend off competition from budget operators.

Latest IFALPA News

14POS28 – Vertical approach profile

IFALPA believes that the following criteria should apply to all approaches:
1) Wherever terrain clearance considerations permit, the final approach segment of any approach should be at a constant slope, ideally 3 degrees, from a height above touch-down of at least 1500 ft, and preferably at least 2000 ft.