

Once a month, Ms. Carole Couchman, IFALPA Senior Technical Officer, gives a recap of IFALPA's activities at the International Civil Aviation Organization (ICAO). If you have important news from your association, we encourage you to submit it to our Communications & Marketing Coordinator, Emily Bitting at emilybitting@ifalpa.org.

IFALPA @ ICAO

ICAO continued to be busy with the season of Panel and Study Group meetings.

The first week of November saw the sixth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP). IFALPA was represented in four of the seven working groups: Detect and Avoid, Operations, ATM Integration and Remote Pilot Licences. The week produced good progress in all the working groups and further progress on the CONOPS which is expected to be published early in 2017.

In the second two weeks the Separation and Airspace Safety Panel (SASP) met, these two were covered by two IFALPA representatives and the main item worked on was In-flight Contingencies in Oceanic Airspace. With the continued reduction in separation it is necessary to revise the contingency procedures. This work is on-going and should be completed sometime next year. In addition, the Panel are developing Advanced Surveillance Enhanced procedural Separation to be able to reduce procedural separation. This is at an early stage with no defined date for completion. This Panel also works closely with the Air Traffic Management Requirements and Performance Panel (ATMRPP), Flight Operations Panel (FLTOPSP), Air Traffic Management Operations (ATMOPSP), and the Remotely Piloted Aircraft Systems Panel (RPASP).

The second week also saw a meeting of the Performance Based Navigation Study Group (PBNSG) where IFALPA was represented. The meeting has made some progress in the Charting issue with the Air Traffic Management Working Group (ATM WG) focussing on the best way to smooth the transition by going directly from what is being used now in a region to the final 2022 provisions in a coordinated way. The PBN Manual update is also progressing with various additions to the Attachments to all the Volumes. The IFALPA paper on the concept of providing some clarification as to what the aircraft displays for RNP vs. the actual requirements of the airspace (whether there are any or not) was well received. The manufacturers have volunteered to work on the wording for the next PBNSG meeting.

Also during this time was the second full Panel meeting of the Aerodrome Design and Operations Panel (ADOP). The main objective of this meeting was to introduce the new Airport Reference Code Criteria where the main landing gear span is taken into account to determine the runway and taxiway width and not the wingspan. IFALPA does not agree with this change. However, the IFALPA taxiway nomenclature has made progress with the Panel and is likely to be accepted sometime next year.