

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, Ms. Emily Bitting at [emilybitting@ifalpa.org](mailto:emilybitting@ifalpa.org).

### IFALPA @ ICAO

The first week saw the conclusion of the ICAO General Assembly where there were 38 Resolutions passed. There were over 2000 delegates at the Assembly from both States and Industry organizations which made for challenging seating arrangements not just in Plenary but in the various Commissions and Committees. IFALPA was present in the Economic and Technical Commissions and in several sessions of the Executive Committee. IFALPA submitted papers in collaboration with other industry organizations to the Economic and Technical Commissions and made interventions on several issues. Overall, IFALPA is pleased with the outcome of the Assembly while recognising that further work will need to be achieved in the various ICAO Panels and Expert Groups.

Several Panels met during October. The ICAO Communications Panel (CP) held their CP/2 meeting in Montreal 10-14 October 2016 as scheduled. The meeting followed its agenda and met in plenary the first 2 ½ days with over 75 attendees. The panel then split into the Data Communication Infrastructure Working Group (DCIWG) and Operational Data Link Working Group (OPDLWG) to progress in their individual work programmes. IFALPA continues to focus on the OPDLWG where subjects such as Air-ground data link (DLIC, ADS-C and CPDLC), Performance-based Communication and Surveillance (PBCS) and Satellite Voice Communication (SATVOICE) are covered.

That week also saw the second meeting of the Surveillance Panel (SP), the Ground Based Safety Nets Sub-Group (GBSNSG) was contained between the plenary sessions. The Scope of GBSNSG/5 was finalising the draft Manual on Ground Based Safety Nets. The draft Manual on Ground Based Safety Nets is nearly finished and it will be the first Manual of ICAO using a new style. The Airborne Surveillance Working Group (AIRB) met after the main Panel meeting. The working group met with mainly information papers that contained updates on trials for Interval Management (IM), and development of other systems such as SURF-IA. The new task for SP is to draft a manual on ACAS-X. Although there will be large strictly technical parts in that manual it is expected this manual will be of large interest to pilots / IFALPA.

This week was the fourth and final meeting of the 13th cycle of the Instrument Flight Procedures Panel (IFPP). ICAO follows a 2-year work cycle for PANS and Annex amendments, and the IFPP follows this cycle. The first meeting of 2017 will commence the 14th cycle. This meeting was primarily to present, and approve, the mature papers that have been worked on by the various working groups over the past 2-year cycle. Papers that were approved would then be presented to Air Navigation Commission for approval and, if approved, changes will then be disseminated via State Letter for implementation (by end 2018). Of significant note was the work on phase 1 of PANS OPS Vol 1 redrafting, VSS Penetration and Charting, PBN Approach Waypoint Naming), VSS Criteria, and RNAV Visual. Work that IFALPA will be involved in intricately will include ongoing maintenance of PANS OPS Vol I, the development of criteria for PANS OPS Vol I in regards to GBAS/GLS CAT II/III operations, VSS charting requirements and SID/STAR transition standardisation.

Also of note is the current work timetable of the Obstacle Limitation Surface Task Force (OLSTF). That task force is currently in the phase of gathering and writing the requirements for the Aeronautical Study that will accompany the new OES penetrations requirements. This will be addressed within Annex 14 and PANS Aerodrome) and compliment PANS OPS design criteria areas.

The following week was the Dangerous Goods Panel Meeting. IFALPA's proposal to amend the Emergency Response Guidance document (ERG, or Orange Book) entries for lithium batteries so that it more accurately reflects the hazards of lithium batteries was agreed upon. Elements of IFALPA's proposal to implement all cargo aircraft loading rules for lithium batteries are still under consideration. The USA also presented a much narrower version, and they have committed to submit a paper with elements of both proposals at the next working group. The proposal will require lithium batteries to be segregated from other flammable DGs. IFALPA were instrumental in providing enough background to argue for the inclusion of DG data in FIXM. With this input, the Panel agreed to support appropriate DG data input to the flight plan system.

The same week saw the second full meeting of the Meteorology Panel which comprises of five groups: Meteorology Requirements and Integration (MRI); Meteorology Information and Service Development (MISD), Meteorology Information Exchange (MIE); Meteorology Operations Group (MOG) and Meteorological cost recovery guidance and governance (MET CRGG). In addition, there is a Management Group made up from the rapporteurs, Chairman and WMO. The Panel has 11 job cards that they are currently working on. Each group presented papers showing the development and progress being made in their separate topics.

The Air Traffic Management Operations (ATM-OPS) Panel meeting took place from 24 till 28th October were several items of interest to IFALPA were discussed. The issue of cold temperature corrections was discussed in a joint meeting with the Flight Operations Panel (FLTOSP) and future work will be done in a group of which IFALPA will be a member.

The Panel discussed new contingency provisions that were proposed by the Safety and Airspace Separation Panel (SASP) in view of the upcoming reduced separation minima in Oceanic areas. The new phraseology for SID/STARs will be implemented from November 2016 but not in a uniform manner. Several States informed the meeting that they will implement the new phraseology during 2017. The US will have slightly different provisions; they will not indicate a level in the SID and will not use the word cancelled for a level restriction (but they will use Climb and Maintain or Descent and Maintain). The Safety Bulletin will be updated in the near future. The ATMOPS Panel will be more involved in future work related to Remotely Piloted Aircraft Systems (RPAS).

There was a full Panel meeting of the Flight Operations Panel (FLTOSP). The FLIRECSWG report review on Airborne Image Recorders (AIR) and the corresponding amendment to Annex 6. This is ongoing, with good hope for a positive outcome. A dedicated working group is being developed in conjunction with ATMOPS, and IFPP to cover the issues with the North Atlantic (NAT) contingencies procedures, Cold temperature correction, and Visual Guided Approaches; IFALPA will be involved with this. Helicopter operations are covered in this Panel and their related topics triggered a lot of discussions, from FRMS, to refueling and Performance levels. The revision of the revision of Art83bis provision was also discussed and IFALPA will monitor this closely as there are potential aspects which may be significant on the PGA/ATRP side.