

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

IFALPA @ ICAO

There were several ICAO Panel and Group meetings held in March.

IFALPA representatives took part in two meetings hosted by ICAO in Montreal with the goal of developing a packaging standard that will allow lithium batteries to be safely shipped as cargo on all aircraft. This was the fourth meeting of the twenty member writing team which is drafting the actual standard that will be presented to a larger SAE, International Committee for consideration this year.

The standard is being written to ensure that if any lithium batteries go into thermal runaway within the package, there will be no hazardous effects outside the package, including flames, heat, or flammable gasses. There was a separate meeting preceding the writing team meeting to consider whether the effects of an external fire should be considered in the packaging standard, an issue of vital importance to IFALPA. Work on both of these topics continues, with the next meeting of the full SAE Committee to be held in Cologne, Germany, in early May.

This was followed by the third meeting of the ICAO Task Force on Legal Aspects of Unruly Passengers, held in Montreal at the ICAO Headquarters during 13-15 March. This meeting was a continuation of the work on the update of ICAO Circular 288 on Unruly Passengers. It was attended by Mr. Roger Poulussen (VNV), Joseph Wheeler (AusALPA) and Sebastian Currás Barrios (IFALPA), on behalf of IFALPA. It is likely that the Task Force will require a fourth Meeting to finish the work which will most probably be during the month of June.

The Global Air Navigation Plan (GANP) Visionary Team met for the first time from March 15-17 in Montreal. This group brought industry stakeholders and States together in an informal setting to begin discussions on high level goals for updating the GANP in 2019. Further meetings will take place in June followed by a final meeting in September with industry leaders and States.

The seventh meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/7) took place in the middle of March. The CONOPS has a further draft which has now been sent out to other ICAO Panels for comment. The priority is now for the new part of Annex 6 to be completed. This will provide the first set of standards for integration but it is not without difficulties; should the license be issued to the State where the RPS (Remotely Piloted Station) is located? The carriage of dangerous goods; the balance between standards and guidance material. This is all covered in one of the 7 working groups. The issues with detect and avoid and how to integrate them with Air Traffic Management also continue. In particular to this last issue, contingency procedures need to be clearly identified and then relayed to the controllers. This would mean

additional information being available through the flight plan, so further coordination is required with the Air Traffic Management Requirements and Performance Panel (ATMRPP) and the ATMOPS Panel.

Concern about drones was again raised and ICAO has issued a State Letter reminding all States about their obligation to protect international traffic. The next Panel meeting will be in June where it is hoped that solutions to all these issues will progress further.

The last week of May saw the meeting of the Air Traffic Management Requirements and Performance Panel (ATMRPP). Several key issues were discussed including Flight and flow – information for a collaborative environment (FF-ICE) where the work continues on the implementation guidance material, still a work in progress. This material is now being compared with Concept document to ensure that terms are in line with the guidance. IFALPA presented a suggested revision for the definitions related to flight plan which cause considerable confusion today.

In addition to the revisions we also suggested that the order in which they can be found in the Annexes and PANS should change by having Flight Plan (the generic definition) first and then the other derivations underneath. If accepted this would pave the way for the additional definitions which are on the way (Preliminary, etc.) could also follow below. The Air – Ground System Wide information management (A-G SWIM) CONOPS was reviewed again and this will eventually be incorporated into Volume I of the SWIM Manual (Doc 10039) this will involve close coordination with the Information Panel (IMP).

There was an update on the Aircraft Access to System Wide Information Management (SWIM) (AAtS) demonstration project which was undertaken to determine the feasibility of air-ground communications for non-safety critical information sharing and the lessons learned were discussed. In addition, there was a long brain storming session as to how to better identify Trajectory Based Operations (TBO) into the Global Air Navigation Plan (GANP). The next Panel meeting will be in Montreal in October.

Finally, for March, ICAO launched the Competency-Based Training and Assessment Task Force on March 28, 2017. This group has been tasked with the update of PANS-Training provisions related to competency-based training for Pilots, Air Traffic Controllers, Flight Dispatchers, Maintenance Engineers and Electronics Service Technicians. IFALPA was represented on the Pilot group which began the work of updating the MPL competencies and observable behaviours to be applicable to pilot licencing and recurrent training. The discussions focused on competencies that should be included, how to define the competencies and examples of observable behaviours that should be used to assess each competency. The work of the group will continue until 2020, when Amendment 5 to PANS-Training becomes applicable and will include consequential amendments to Annex 1 and updates of related guidance material.