

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

Three key meetings at ICAO during April:

The fourteenth meeting of the ICAO Rescue and Fire Fighting Working Group (RFFWG/14) was held at the ICAO Headquarters from 4 to 6 April 2017. The group reviewed ongoing work including RFF categories for all-cargo operations and for general aviation. A discussion on the removal of the remission factor, allowing operators to utilise aerodromes with a lower RFF category than what would normally be required, provided IFALPA with the opportunity to emphasise that we cannot accept such operations. The discussion on this subject will continue at the next meeting. Other topics of interest included comment on information that would be provided to fire fighters under the proposed implementation of the new Flight and Flow Information for a Collaborative Environment (FF-ICE) and a proposal for standards for aircraft door identifiers to assist communications between fire fighters and crews.

The Global Aviation Safety Plan (GASP) Study Group met to review and revamp the Plan for next triennium. The programme is to provide frameworks for development & implementation of safety plans, roll-out, formal mechanism, assess current implementation and evolution. The five main components are implementation of SARPs, reduction global safety risks, sharing and exchanging of safety information; responses to emerging issues affecting safety, and collaboration between stakeholders. The feedback received from the current GASP (2017-2019) relates that there needs to be a more coherent development process, clear definitions of the objectives, how to assess safety priorities, a better safety performance measurement, more help with implementation challenges, and what the relationship is to the Global Air Navigation Plan (GANP).

This initial meeting looked at subdividing objectives and priorities, how to address global risks, identifying if they were Regional risks as well as National risks and providing a more flexible framework, not just concentrating on the EIs. IFALPA is part of the Operations group which will identify the top safety priorities using the USOAP data and other data from IATA and the Flight Safety Foundation, and then show how to assess them in a regional and national process and how to look for mitigations, such as recommendations in safety plans, developing safety groups and more education. There is another group who will look at safety performance measurement and how to harmonise them across the regions and how to collect data and metrics.

The last group will try to address the challenges in the regions where there is often a lack of resources and encourage more regional cooperation, personnel and training, and increase the cooperation with industry, data collection and lacking direct support and guidance from ICAO. IFALPA is also represented in the revision and review of the Global Air Navigation Plan which has held several conference calls in April and will have a face-to-face meeting at the beginning of May.

IFALPA was represented at a two-day Dangerous Goods Panel working group to address radioactive shipment issues. This was followed by a regular week-long meeting of the DGP which considered several important issues:

- Competency Based Training Framework
- The adoption of Segregation and separation of lithium battery shipments from other flammable dangerous goods shipments
- Revised ICAO guidance to airlines in response to the PED restrictions enacted by the US and UK
- Extensive discussions of provisions concerning lithium batteries in passenger carry-on and checked baggage in which several lithium battery proposals were considered

The rewriting of provisions for articles containing more than one type of dangerous goods has begun. We are hopeful that our input will ensure that the lithium battery hazard is always communicated to the flight crew.