

*Ms. Carole Couchman, IFALPA Senior Technical Officer, recaps IFALPA's activities at the International Civil Aviation Organization (ICAO).*

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## IFALPA @ ICAO

March was a busy month in ICAO. It started with the Performance Based Navigation (PBN) Study Group meeting. The group reviewed the new circular, available now, concerning how States can implement the new charting requirements from RNAV to RNP. The Study Group continues to finalise the review of the PBN Manual and considered how to incorporate the use of multi frequency constellations, as there are different philosophies about how to use Navigation sources. There was an interesting discussion on whether a PBN approval also needs an operational approval. Unfortunately, there is still great uncertainty about PBN knowledge. It is essential that the PBN technical objectives are covered in the required knowledge of the end-user (pilots, Controller, regulator).

The same week saw the meeting of the Pilot Team of the Competency Based Training and Assessment Task Force (CBTATF). This working meeting members consisted of only a portion of the Pilot Team sub-group of the CBTATF. This meeting provided an opportunity to review material between the formal meetings of the whole CBTATF. The meeting was attended by representatives of four regulatory authorities, four ATOs/Training Providers, one manufacturer, two airlines, IATA, and IFALPA. Among the items discussed were a proposal to eliminate 240-hour requirement for MPL, the development of PANS-TRG material for CBTA Type Rating, and a proposal to increase Flight Simulator Training Devices (FSTD) credit allowed for CPL and ATPL.

The next meeting was the Remotely Piloted Aircraft Systems Panel (RPASP). This is the 10th Anniversary of the Unmanned Aircraft Systems (UAS)/ Remotely Piloted Aircraft Systems Panel (RPASP) and the 25th meeting of the groups. RPASP continues to work on the required provisions for the integration of RPAS into the airspace. The changes to Annex 1, including the RPAS-pilot-license have been adopted by the ICAO-Council and will become effective in July. The panel accepted the changes to Annex 8 and Annex 10, which will now be processed. The next step will be the development of guidance material for all the provisions being worked on.

The 29th Aviation Security Panel meeting considered the new version of the ICAO Risk Context Statement (IRCS), which has a special emphasis on the insider threat and Cybersecurity issues. IFALPA was specifically mentioned and commended for its work in developing material to address the chemical and biological threat. There is a new initiative to promote guidance material with the purpose to include reference to C&B procedures to be included in Annex 6.

The Air Traffic Management Requirements and Procedures Panel met next. IFALPA representatives attended only three days of the meeting, as the start coincided with the 2018 IFALPA Conference in Luxembourg. This Panel continues to work on the development of the introduction of the Flight and Flow Information Collaborative Environment (FF-ICE). The FF-ICE is guided by the requirement to eliminate or reduce the limitations of the present Flight Plan and to accommodate the future environment detailed in the Global Air Traffic Management Operational Concept (Doc 9854). The Panel works on Air Traffic Management (ATM) operational concepts, autonomy of flight, separation assurance, collision avoidance, situational awareness, and optimization of traffic flows. In addition, there were reports from some specific studies to help develop SARPs, procedures, and guidance material necessary for the evolutionary implementation of an integrated, global air traffic management system. This Panel also continues to work on the introduction of Trajectory Based Operations.

During the same period the Obstacle Limitation Surface Task Force (OLSTF) held their 11th meeting. The Task Force is developing a new system for the Obstacle Limitation surfaces in and around the airport. Their concept will see an Obstacle Free Surface and an Obstacle Evaluation Surface. The design of these surfaces is expected to give more leverage to the airport planners while still affording the required protection for aircraft operations and procedures. It is a paradigm shift from the current system and requires further work to ensure the existing procedures for arrival and departure operations are not adversely affected.

The last meeting in March was the third meeting of the ICAO Aerodrome Design and Operations Panel (ADOP), who met 26-29 March in Montreal. This Panel oversees the development of provisions for Annex 14, PANS Aerodromes, and supporting manuals related to aerodromes. IFALPA presented a proposal with Airports Council International (ACI) to standardize the naming of taxiways. It was accepted by the ADOP and will now progress to the final stages of review. In addition to IFALPA's proposals on taxiways, the Panel discussed and approved amendments to provisions related to markings, physical characteristics, and rescue and firefighting for heliports.