

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

IFALPA @ ICAO

Another busy month at ICAO with IFALPA represented at six meetings in May.

The Flight Operations Panel (FLTOPSP) met as a Working Group which is almost a full Panel Meeting. The meeting covered a variety of issues from Cold and Hot Temperature Corrections to developing information from vision systems to both pilot stations. There was considerable work achieved on the new PANS-OPS, Vol I. The table of contents for new Part III was approved, this will contain operating procedures for pilots not specifically related to operating on instrument flight procedures as defined in Vol II.

A further draft of the revised "Preparation of an Operations Manual" was reviewed and approved for publication. There was an update on the development of a concept of operations for using Visual Prescribed Track (VPT) with RNAV, and this document will provide guidance for a standardized process. Work is underway for development of operational requirements for information on volcanic ash hazards. There were several presentations which included the development of RNP AR Departures, discussions on the feasibility of a transition from Magnetic North to True North, security concerns with Chemical, Biological and Radioactive (CBR) threats, and several helicopter operation tasks.

During this week, IFALPA was represented at a meeting of the Flight Operations, Dangerous Goods, and Airworthiness experts to discuss a draft of guidance material to support a risk assessment on cargo compartment content hazards that should become mandatory for airlines in 2020. The guidance is to help regulators oversee risk assessments that airlines are to perform to ensure cargo, mail, passenger baggage, and other cargo compartment contents are carried safely.

The Accident Investigation Panel (AIGP) also met during this week and discussed several topics including accident investigations involving Remotely Piloted Aircraft (RPA) and Commercial Space Transportation investigations. They also progressed the work on the format and content for a Preliminary Report. There were discussions concerning protection for flight data being shared via a "cloud" and guidance material for new provisions relating to Flight Crew Machine Interface Recordings.

At the same time, the Separation and Airspace Safety Panel (SASP) started their two-week meeting of the full Panel. During the first week, several of the sub groups met to finalise work related to the next set of amendments for PANS-ATM.

This will include several proposed reductions in separation such as Advanced Surveillance Enhanced Procedural Separation (ASEPS) and also revised contingency procedures for Oceanic airspace. In addition to finalizing the proposed amendments to PANS-ATM, guidance material is being developed for the implementation of these changes in the form of Circulars. This Panel also had several presentations on the status of Space-based ADS-B, High Altitude Balloons, and Commercial Space Launch and Re-entry Operations.

The first meeting of the Electronic Personnel Licence Task Force (EPL-TF) was held the same week. The meeting was attended by 27 participants from States and international organizations. The meeting started with a discussion of the TF's main objective and some of the challenges which should be addressed including cyber security, the ability of mutual recognition, and privacy protection. IFALPA will remain involved in the work of the EPL-TF through to the development of Annex 1 Provisions and related Guidance Material. When this becomes a reality, IFALPA plans to publish a Briefing Leaflet on the topic to educate our membership.

The Safety Management Panel (SMP) Working Group Meeting met during the last week of May. They had several high-level briefings and a recognition that the Safety Management Manual (SMM4) is now complete. There was ongoing work with the working groups to approve submissions for the SMM's supporting website (SMI). IFALPA submitted a generic Flight Data Analysis Programme (FDAP) Agreement for consideration for the SMM chapters on data collection. There were also discussions related to having smaller, expert sub-working groups. There is some difficulty with this effort to determine how some subgroups are going to work with, or under, the main working groups but this is a valid effort as smaller groups with specific expertise may keep some of the ongoing output more focused.

If you have news to share from your Member Association, please write: communications@ifalpa.org