

*The IFALPA Update consists of IFALPA's recent activities at the International Civil Aviation Organization (ICAO), latest publications and upcoming events. If you have important news from your association, we encourage you to submit it to our Communications & Marketing Coordinator, Mrs. Anna Lou, at [annalou@ifalpa.org](mailto:annalou@ifalpa.org). The IFALPA Update is distributed once a month.*

## IFALPA @ ICAO

***Once a month, Carole Couchman, IFALPA Senior Technical Officer, gives a recap of IFALPA's activities at the International Civil Aviation Organization (ICAO):***

### **SEPTEMBER 2015**

This month has seen both the ICAO Council and the ICAO Air Navigation Commission back in session. The ICAO Aerodrome Design and Operations Panel Working Group (ADOP WG) met and reviewed several reports on work progress ongoing in the Aerodromes Design Working Group (ADWG), the ADWG Task Force, the Visual Aids Working Group (VAWG) and the Friction Task Force (FTF). There is a lot of work on proposed updates to the Airport Code matrix. IFALPA is represented at each of these working group meetings and is actively participating in the discussions. Other important topics that were discussed included an update on the Friction Task Force's global reporting format for runway condition. Captain Jussi Ekman (ADO) has made significant contributions to this work. Additionally, obstacle limitation surface (OLS) changes that are being proposed are intended to reflect the capabilities of modern aircraft. These are all important areas that need IFALPA's voice and expertise to influence the development of the best provisions.

The Aeronautical Surveillance Working Group (ASWG) and the Ground Based Safety Nets Sub-Group (GBSNSG) also met in September. These groups are part of the Surveillance Panel which is predominantly made up from engineers due to the nature of most of the work. The Ground Based Safety Nets Sub-Group (GBSNSG) is part of the Airborne Surveillance Working Group (AIRB) and this is where the operational needs are developed and where IFALPA needs to continue to participate. However, there were elements in the ASWG which were of interest to IFALPA, particularly the development of the Detect and Avoid work for Remotely Piloted Aircraft Systems. This meeting was primarily an organizing meeting to elect a chairman, allocate the work and arrange the schedule of meetings to complete the work for the Ground Based Safety Nets Manual.

During the third week of September, there was a joint ICAO/IFALPA Air Traffic Services Committee/IFATCA Technical Operations Meeting. This presented an excellent opportunity for direct communication between two of the most important stakeholder groups in the aviation community with ICAO in progressing policy and positions. The Wake Turbulence Working Group (WTWG) also met in that week. This working group continues to face issues in agreeing to a new categorization of aircraft, and until the differences are resolved, it will be hard to move forward. Those involved with the RECATs will be meeting outside the WG to try and find a solution. Despite this, there were interesting updates in developments of LIDAR campaigns in various parts of the world and also interesting presentations concerning LIDAR campaigns for helicopter operations particularly for hover taxiing. In addition with the considerations of the many different types of helicopters, it was suggested that maybe it was time to expand the helicopter categorization.

The Committee on Aviation Environmental Protection (CAEP) is a technical committee of the ICAO Council. ICAO CAEP assists the ICAO Council to develop environmental policies and guidance to assist States, manufacturers, airline operators, ANSP's and airports. Since the early days of CAEP in the 80's, IFALPA has been represented to assure safety and operational viability and

effectiveness of these measures. The current IFALPA member to the Panel is Robert Brons from VNV assisted by Kathi Hurst from USALPA. Next to noise and emission standards, new policies are developed on CO2 certification, market based measures, biofuel, environmental management tools and community engagement.

During the CAEP steering group meeting in July 2015, IFALPA addressed the need and supported an ICAO initiative to look into aviation adaptation to climate change. This initial assessment study will touch upon resilience of the ATM system, the aircraft design and airport design and operations. It will also look at how changing weather patterns, higher level icing and turbulence, increased flooding influence will change our future operations and how we can adapt to these future circumstances. In their latest meeting in September, CAEP finalized an amendment to the Airport Planning Manual Part II which will include environmental management for airports and elaborate on necessary land-use management. IFALPA is joined by ACI, IATA, ICCAIA and CAA's in this task. The result must ensure effective noise abatement at and around airports.

The Global Air Navigation Plan (GANP) is developed and reviewed within ICAO. It contains the Aviation System Block Upgrades (ASBU) blocks and several have been identified, but to enable harmonized and timely implementation, the benefits must be clear and undisputed. The environmental benefits are being gathered and assessed within CAEP for block 0 and 1 (2013-2018 and onwards). For instance: the introduction of Constant Descent Operations (CDO) can reduce fuel consumption (on average 60 - 150 kgs), and Constant Climb Operations (CCO) up to 100kgs. RPAS introduction will also change the environmental footprint of aviation. The next ICAO CAEP Council meeting will be held in February 2016 where it is hoped that agreement will be achieved on: a new noise standard; a newly introduced aircraft CO2 emissions standard; the progress of a future non-volatile Particulate Matter (PM) standard and on a Global Market-based Measures (MBM) Scheme.

The last week of September saw the Instrument Flight Procedures Panel (IFPP) Working Groups meet together for a Plenary. This meeting reviewed the status reports from the nine working groups which cover a range of disciplines such as Air Traffic Management (ATM), Flight Operations, Helicopters, Performance Based Navigation (PBN), Collision Risk Modelling (CRM), Implementation, Integration, Quality Assurance and the joint task force with the Aerodrome Panel on Obstacle Limitation Surfaces (OLS). The work being looked at in all these working groups requires close coordination with the other Panels and Study Groups within ICAO.

## Latest Publications

### **IMPORTANT REMINDER!**

#### **15ATSBL04 - North Atlantic (NAT) Operations Bulletin Containing Special Emphasis Items for Operation in NAT**

The purpose of this Briefing Leaflet is to provide guidance to crews operating in the North Atlantic (NAT) whose operators should have received material ([NAT OPS Bulletin 2015\\_003](#)) to be included in Pilot and dispatcher training programs... [\[read more\]](#)

#### **15POS19 - Loss of Control in Flight**

A strong upset prevention and recovery training (UPRT) program provided throughout a pilot's career is an effective means to mitigate loss of control in-flight incidents. [\[read more\]](#)

#### **15POS20 - Mixed Fleet Flying**

IFALPA does not support the use of pilots for flight operations which require Cross Crew Qualification (CCQ), Crew Qualification for Operation of one or more Type or Variant (CQOTV), or Mixed Fleet Flying (MFF). These operations present the pilot with variations in flight characteristics, cockpit layout, technology and procedures. Maintaining a high level of pilot competency under these circumstances becomes very challenging and can put an undesirable strain on the margin of safety. [\[read more\]](#)

#### **15POS21 - Mental Health Requirements for Active Pilots**

IFALPA considers that an extensive psychological/psychiatric evaluation, as part of the routine pilot aeromedical assessment, is neither productive nor cost effective and therefore not warranted. [\[read more\]](#)

# Upcoming Events & Meetings

Register via the Members Area of the IFALPA website: [www.ifalpa.org](http://www.ifalpa.org)

## AFI/MID Regional Meeting

Oct. 5 - 7, 2015 - Pretoria

## Negotiations Seminar

Oct. 13 - 15, 2015 - Amsterdam

## AAP Committee Meeting

Nov. 10 - 12, 2015 - Bangkok

## PGA Committee Meeting

Nov. 9 - 11, 2015 - Montreal

## LAG Meeting

Nov. 11 - 12, 2015 - Montreal

## AMF Committee Meeting

Nov. 13, 2015 - Montreal



The IFALPA ATS Committee and the IFATCA Technical Operations Committee (TOC) met at the ICAO Headquarters in Montreal, September 21<sup>st</sup> to 23<sup>rd</sup> 2015. They had a session where they were joined by several members from the ICAO Secretariat to discuss a number of issues including Space Weather, Remotely Piloted Aircraft Systems (RPAS), and Datalink implementation. This joint session is greatly appreciated by both organizations and it is hoped to occur more often in the future.



**(top left)** The Dangerous Goods committee, chaired by F/O Mark Rogers, met in Madrid from September 30<sup>th</sup> to October 2<sup>nd</sup> for their committee meeting. IFALPA EVP Technical & Safety Standards, Capt. Stefan Wolf, and IFALPA Technical Officer, Capt. Arnaud Du Bédard attended the meeting.

**(top right)** The Security Committee, chaired by Capt. Agustín Guzmán Rodríguez, met in Reykjavik from Sept. 14<sup>th</sup> to 16<sup>th</sup>.



**(left)** The Helicopter Committee members had their meeting from Sept. 21<sup>st</sup> to 23<sup>rd</sup> in Amsterdam with IFALPA Technical Officer, Capt. David Begin *(behind the camera)*.