

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 send it to us using the email address [communications@ifalpa.org](mailto:communications@ifalpa.org)

## IFALPA @ ICAO

There were three significant meetings at ICAO during July.

The first was the Aerodrome Design and Operations Panel (ADOP) Working Group, who met informally with the purpose of updating the work done from the Job Cards. IFALPA was represented by the Chairman of the AGE Committee. IFALPA is co-leader with Airports Council International (ACI) of the Taxiway naming convention (Job Card 13). This initiative has been on the table for many years, and now just a few changes are needed before being completed in September at the next meeting in Cologne, Germany.

They still have 15 Job cards to complete and they hope to do that this year in order to have them for the next Annex 14 amendment. IFALPA presented two papers: one on Runway Distance Remaining signs, which was not accepted, and the other on CAT II-III runway touchdown lights, which was well received and will be discussed again at the next meeting.

The Meteorology Panel held a series of Working Group Meetings in which IFALPA actively participated. The first two days covered the Third Meeting of Meteorological Requirements and Integration (MRI/3), this included a joint session with Meteorological Information Exchange (MIE) group. The other days covered the MET Information and Service Development (MISD) Working Group/3.

Both sets of meetings were politically charged and the discussions became difficult at times. Despite that, consensus was achieved in the most part with recommendations and work plans being recommended eventually for the full MET Panel next year.

The Users (IATA/IFALPA/IFATCA) have the opportunity now to develop detailed user requirements for several areas. There is a survey being developed to help this as well and we will submit a paper for requirements related to the release of radioactivity.

The participation of the Users is essential to ensure that any MET service developments meet our needs. New science is coming on line very quickly, but often the scientists are not aware of operational aviation needs, so it is important to ensure these working groups are guided in the right way.

The third meeting was the Accident Investigation Group Panel (AIGP). This Panel continues to work on Investigation procedures, techniques and methodologies. IFALPA was represented by the Chairman of the AAP Committee who was actively engaged in the discussions. He was able to promote the Pilot Support Programmes (PSPs) among the scope of Annex 13 and Annex 19, which could be incorporated in the Guidance Material being developed.