

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

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There have been several Panel, Working Group and Study Group Meetings during June. The Safety Management Panel (SMP) met and continued to develop website material to support the States and Service Providers for the rewrite of the Safety Management Manual. The 4th Edition of the Manual is in final review stage and this should be complete by September 2017.

Of particular interest to IFALPA, the Remotely Piloted Aircraft Systems Joint Task Force made a presentation to have complex RPAS included in the next Annex 19 amendment. This proposal was generally accepted, with some conditions, from the working groups. There are concerns regarding RPAS certification and responsibility for oversight as well as questions to do with the applicability and coordination of SMS to include manufacturers and service suppliers to RPAS.

Emergency Response Planning remains a point of discussion for the SMP. Some states include this in their SMS requirements, and ICAO is determining where best to include this in future annexes. Going forward the SMP will be investigating best practices and writing a position paper.

This was followed by the Aerodrome Reference Code Task Force (ARC-TF/5) and the Boeing Airport Compatibility Group (BACG/2) meetings. The ARC-TF/5 had been responsible for recommending new runway and taxiway widths and separation distances based on aircraft performance. This work is now completed and is currently under review by States and international organisations. The meeting reviewed the progress of the proposed provisions. IFALPA noted that our community is concerned with proposals that reduce runway widths. Various additional topics were discussed including characteristics for soils adjacent to runways and separation requirements for aircraft stands.

The purpose of the BACG/2 meeting was to discuss technical aspects regarding the entry into service of the 777X. IFALPA's AGE Committee is providing the pilots' perspective as the group of airport managers, regulators and engineers discuss how to accommodate the new aircraft at airports. This work is similar to what was conducted in advance of the entry into service of the Boeing 747-8 and the Airbus A380.

The following week the Remotely Piloted Aircraft Systems Panel (RPASP) met, and their seven working groups continued to finalise the new part for Annex 6 (Part IV), and further develop the integration of RPA. IFALPA is represented in four of these working groups dealing with Licenses, Detect and Avoid, Operations and Air Traffic Management. In addition, IFALPA provides input to the Human In The System and the Safety Management Task Force. There are several hot topics, including providing provisions for ATM contingency procedures (particularly for lost link); detect and avoid performance requirements and capabilities; intercept procedures and issues relating to certification, and the Command and Control link.

The Performance Based Navigation Study Group (PBNSG) meeting was held the last week of June. Several items of work were completed, including PBN in a Page which will be included in the next update of the PBN Manual. The replacement circular outlining the transition plan for procedure chart identification change has been initially completed and will now undergo a final review with an expected publication before the end of the year. The circular describes the global, regional and State plan to action, the chart change from RNAV to RNP, and the insertion of the PBN Requirements Box. It is a comprehensive plan which will hopefully provide a sequential implementation of this change.

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