

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 submit it to our Communications & Marketing Coordinator, Ms. Emily Bitting at [emilybitting@ifalpa.org](mailto:emilybitting@ifalpa.org)

## IFALPA @ ICAO

There were two main meetings during May. The first one concerned the review and update for the next edition of the Global Air Navigation Plan (GANP), primarily dealing with the Aviation System Block Upgrades (AS-BUs). The various threads have been split into four groups with members from the Visionary Team undertaking to update the elements within each subject. The new GANP will include a strategic approach to high-level technical solutions and a conceptual roadmap. The ASBUs will start with a basic building block (BBB) and the key concepts will be a thread which will have an element and enabler to develop into a block which is expected to be in a six year timeframe. The ASBU structure will have both operational and application procedures and will look at supporting networks and infrastructures. In addition, there will be coordination with the Global Aviation Safety Plan (GASP) Team to try and align the two documents.

The second main meeting was the Wildlife Strike Hazard Reduction Symposium. IFALPA President, Captain Ron Abel and AGE Chairman, Captain Heriberto Salazar both presented at the Symposium, highlighting the pilot responsibilities and the difficulties in reporting wildlife issues with the current system, and emphasising the need for preventative measures to be implemented. There were regulators, industry and service providers all of whom have different responsibilities; however, they all share a common objective of reducing the hazards of wildlife strikes to aircraft.

Wildlife strikes are an increasing safety and economic concern that have resulted in hundreds of fatalities and enormous annual financial losses to the aviation industry. There was a focus on strengthening the importance of the implementation of ICAO SARP requirements and guidance materials on wildlife control as well as defining areas where new standards need to be developed. There were sessions on examples of techniques that can be used to deter or control wildlife at aerodromes, such as habitat management and repellent technology. There is a variety of existing and new technologies available to predict and detect wildlife that is potentially hazardous to aircraft operations and provide information to reduce the risk of these hazards. Such technologies and procedures, including predictive and real-time bird avoidance systems, are particularly important in dealing with the significant hazards posed by wildlife beyond the boundaries of airports.