

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

IFALPA @ ICAO

The first full week of November saw the twentieth meeting of the Performance Based Navigation Study Group (PBN SG/20). There were more plenary sessions than usual in an effort to reach some agreement on several issues including Advanced RNP (A-RNP), Advisory VNAV and Free Route Airspace (FRA). The main work was completed in the Air Traffic Management (ATM) WG which undertook to redefine the codes for the Flight Plan.

It took a long time and many discussions but the result was deletion of outdated codes such as LORAN and minimising the Nav Specs but adding functionalities. There is still a great deal of work needed to consolidate the many changes for the update of the PBN Manual so it has been agreed that there will be no new subjects tabled for the next year.

The same week, the Airworthiness Panel working group met for two days to discuss fire suppression issues concerning Dangerous Goods (DG). The group recommended that type certificate holders be required to provide aircraft fire suppression system capability and limitation information to operators that would be used to comply with a proposed Flight Operations Panel working group risk assessment requirement on cargo compartment content fire hazards.

The IFALPA DG volunteers are participating on both the Airworthiness Panel and Flight Operations Panel working groups. The Airworthiness Panel working group also recommended a review of decades-old provisions differentiating cargo compartment fire suppression requirements based on accessibility by the crew. There was unanimous agreement that compartment accessibility, or the lack thereof, should not be included in evaluating the effectiveness of a fire suppression system in large aircraft. They also expressed concerns about operators' use of portable electronic devices (PED'S), such as routers and entertainment systems, without considering airworthiness issues, as well as the hazards of PED's in passenger checked baggage.

The Next Generation of Aviation Professionals (NGAP) held a seminar in the last week of November where IFALPA was present. The long term air traffic forecasts until 2040 were given for scheduled international passenger and freight traffic, and in both cases the numbers of passengers and the amount of freight will have almost tripled.

ICAO will produce a Report on the Development of a single set of harmonized long term forecasts as recommended by the 39th Assembly and update global and regional 20-year forecasts for pilots, maintenance personnel, and air traffic controllers (DOC 9956) in April 2018 to meet the needs of the ICAO Next Generation Aviation Professional (NGAP) programme.

The numbers of pilots forecasted for 2036 was shown. In 2016 the world figures were 289,362 and by 2036 it is estimated that 619,668 pilots will be needed. This means 67 pilots a day need to be trained. For the air traffic controllers the figures for 2016 were 81,000 and by 2036, 123,256 controllers will be needed. This equates to training 13 controllers a day. For the maintenance; 1.3 million maintenance personnel will be required in 2036, which is over two times more than in 2016.

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