



IFALPA

The Global Voice of Pilots

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

IFALPA @ ICAO

September has seen both the ICAO Council and the ICAO Air Navigation Commission back in session, and a very busy month for meetings.

The first week, the **Global Aviation Safety Plan (GASP) Ad hoc group** met to progress the work on the GASP for 2020-2022. Each of the chapters from the existing GASP is being reviewed, in some cases re-written, to try and make the document more user-friendly. The new GASP will have an introduction, a comprehensive background, how to achieve analysis, Goals, Targets and Indicators, Safety Performance Management, Regional Implementation, National Implementation, as well as an introduction to the roadmaps and templates for the individual safety priorities. IFALPA is represented in the subgroup dealing with operational priorities.

IFALPA is also represented on the group reviewing and rewriting the **Global Air Navigation Plan (GANP)** which met in September as part of an ongoing project. It is hoped that both these documents will be more synchronised in the future editions to help States and Regions harmonise all the requirements needed.

The **Steering Group of ICAO CAEP (Committee on Aviation Environmental Protection) Panel** met in September where IFALPA has been an observer here for over two decades now. From 2021 the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) will be implemented throughout the world. Almost all countries will adopt measures for operators to offset their surplus on CO₂ to remain at the 2020 levels. In ICAO Committee on Aviation Environmental Protection (CAEP) this scheme system is transposed into ICAO standards and accompanying documents that can be adopted directly by States. Local air quality is being addressed as well in ICAO CAEP. NO_x standards will be accompanied by nvPM to possibly replace the Smoke Numbers. From the operational side, it can be noted that progress is made on the inventory on Climate Adaptation and how aviation can protect itself against threats stemming from climate change, such as the rise of water level, increased intensity of storms, changing wind patterns and turbulence, changes in icing conditions, biodiversity and bird hazards. Several technical and operational measures can reduce the noise impact on humans; in recent years more attention is drawn to land-use management and public involvement.

IFALPA was invited to participate at the first **ICAO Global Aviation Security Symposium (AVSEC2017)** in collaboration with Airports Council International (ACI) from September 12th to 14th. The three-day Symposium had the intention to serve as a platform to promote the work of ICAO, its Member States and stakeholders in the area of aviation security. Security culture played a predominant role in the discussions of this symposium and it was placed high in the agenda during the first day. ICAO intends to promote the implementation of an effective security culture in order to enhance the global aviation system, which, according to its own perspective, is critical to achieve sustainable outcomes. IFALPA's Security Committee Chairman, Cpt. Agustin Guzman, was kindly invited to participate in a panel and exchanged ideas on the importance of security culture in the aviation environment. The aim was placed on identifying similarities and differences in understanding security culture and defining its common understanding in the aviation context.

Participants were able to interact with a dedicated conference mobile app and respond to seven questions regarding security culture. The Panel then commented on the responses of each one of those questions. There was wide consensus on the importance of developing guidance material about security culture and how this should be integrated in a wider system that could quantify the effectiveness of the implemented measures. The poll also showed that the security system was in need of better vetting procedures and training, and improved workforce motivation and training. Risk modelling, cybersecurity, effective quality controls were also recurrent topics that were presented throughout the conference. Participants were also given the opportunity to experience an interactive exhibition showcasing the latest State/Government and industry AVSEC technology and process innovations, along with dynamic learning workshops that stimulated panel discussions on the current challenges that aviation security is facing.

The **Air Traffic Management Operations Panel (ATMOPSP)** met and covered a wide range of subjects which included: Cold Temperature Correction; PBN chart naming; Wake Turbulence; phraseology for safety nets; SID/STAR phraseology implementation and ATFM. It should be noted that the Study Group on Wake Turbulence are Working Group is to be reformed and IFALPA needs to be represented there. The Panel also worked on comments for the recently published Trajectory Based Operation (TBO) document and the draft version of the Manual on Civil/Military cooperation. The Panel was given a presentation by the FAA on the issues with large RPAS.

The **Obstacle Limitation Surface Task Force** met during September. This Task Force is reviewing the Obstacle Limitation Surfaces (OLS) with a view to replacing it with an Obstacle Free Surface (OFS) and an Obstacle Evaluation Surface (OES). Despite this being the ninth meeting, there appears to still be lots of confusion as to how to define and apply the new surfaces. The concept document is still in need of further work, and developing SARPs and Provisions for ICAO documentation is proving a major challenge. If accepted, this will be a paradigm shift for States to understand and implement, and there is a need for early education to be provided. The meeting provided very long discussions which did not always achieve positive results, and they often led to more questions and further discussions. This was a major frustration during the week and highlighted how challenging this will be for States to understand. IFALPA remains concerned at some of the suggested mitigations for obstacles that penetrate the OFS such as displacing the threshold or increasing the glideslope. It is important for pilot representation to remain in this Task Force.

The **Instrument Flight Procedures Panel (IFPP)** organises their work with several Working Group Meetings culminating in a full Panel Meeting every two years. Their working group meetings are usually two weeks with the first week dedicated for the individual working groups to meet and the second week is a Plenary where the progress made during the first week will be reviewed. Carole Couchman attended the first week and covered the PBN, Integration and Helicopter working groups. Maxime Nomico attended the second week which was the Plenary. The FLTOPS working group were scheduled to meet but their rapporteur and several members were not available. Issues to continue to monitor are the criteria for RNP AR arrivals and departures, Transitions for SID/STAR, Visual Prescribed Track (VPT) (no papers, just a verbal update) and Visual Segment Surface (VSS). In addition, it is important for IFPP to be clearly represented at the joint Task Force for the OLS revision. At present all the work is being done by the Annex 14 people who may not have full understanding of procedure design.

The **Second Global Remotely Piloted Aircraft System Symposium (RPAS2017)** was held at ICAO's headquarters from September 19th to 21st. IFALPA participated in the event to highlight our positions on this relatively new entrant into the shared/non-segregated airspace utilized by manned aviation. Amongst the outcomes of the symposium were the emphasis that to operate in non-segregated airspace, any new users must comply with the same regulations and best practices that apply to current users of the airspace. Accommodation is not acceptable as a common practice, integration is the ultimate goal. There was a significant amount of time during the symposium dedicated to educating and sharing of best practices regarding competency based training (CBT) – now utilized in many other areas of aviation, including pilot training. This will be a challenge for the industry and regulators as it is the first mandated CBT in ICAO's Annex 1 and PANS TRG (the others, such as the MPL and EBT, are optional methods for licensing and training).

ICAO held its first **DRONE ENABLE (Unmanned Aircraft Systems (UAS) Industry Symposium)** immediately after the RPAS2017 on September 22nd and 23rd. The event brought in a wide variety of the industry that has not been involved in previous ICAO activities as well as regulators from around the globe. Unmanned Aircraft Traffic Management (UTM) was a primary topic of discussion and presentations were given during the symposium to offer potential solutions as a common framework for UTM. This UTM will be

able to be customised to meet the needs of various communities. Current Geofencing technology is quite limiting, however new technology is rapidly developing for “smart-Geofencing” which will enable a number of variables for authorization to enter certain Geofenced airspace. In addition, and in support of UTM, the topic of tracking solutions was discussed. ICAO proposed an international registry for drones to facilitate their portability and to address accountability concerns.

The meetings continued with the first face-to-face meeting of the UAS AG that was formed based on the recommendation from the 39th General Assembly to continue and broaden the scope of ICAO’s work dealing with drones. Previously, in the first WG on Small UAS, only best practices were shared on what different States were doing to mitigate collision risks in and around major international airports. It was deemed necessary to also provide guidance on Unmanned Aircraft Traffic Management (UTM) including its interaction with today’s ATM, and to identify different ID/tracking methods and communication considerations.

The **Helicopter Sub-Group (HSG) of the Flight Operations Panel (FLTOPSP)** met during the last week of September. They reviewed six open job cards which unfortunately showed little progress towards completion – largely due to insufficient effort since 2015. The most contentious item continued to the PC3 performance issue involving the use of single engine helicopters which is still not settled but has been moved closer to a final agreement. Several sub groups were set up to work on individual issues with email and the ICAO Portal used to keep track of progress. It is hoped that there will now be a more effective work programme.