



A36-WP/316

TE/94

25/9/07

Addendum No. 1

22/9/07

ASSEMBLY — 36TH SESSION

TECHNICAL COMMISSION

**DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 30**

The attached material on Agenda Item 30 is submitted for consideration by the Technical Commission.

Agenda Item 30: Other safety matters

30.3 Airworthiness

30.3.1 The Commission reviewed A36-WP/206 and noted the supplemental information in A36-WP/207, presented by the United States and the United Nations Environment Programme's Ozone Secretariat.

30.3.2 A36-WP/206 contained proposals to generate greater global commitment toward the development of viable halogenated hydrocarbon (halon) replacement fire suppression systems for transport aircraft cargo compartments. The paper also proposed the staged mandating of halon-replacements in transport aircraft lavatory, engine/auxiliary power units and hand held extinguishers. The Commission supported A36-WP/206 and the proposed resolution without change.

30.3.3 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution.

Resolution 30/2: Halon Replacement

Whereas halons contribute to climate change and are no longer being produced by international agreement because they are ozone-depleting chemicals, and have been used as fire-extinguishing agents in commercial transport aircraft for 45 years;

Recognizing that much more needs to be done because the available halon supplies are dwindling and the environmental community is becoming more concerned with the lack of substantive progress in aviation;

Recognizing that the Minimum Performance Standard for each application of halon has been developed already by the International Aircraft Systems Fire Protection Working Group with participation by industry and regulatory authorities;

Recognizing that there are stringent aircraft-specific requirements for each application of halon that must be met before a replacement can be implemented;

Recognizing that while some progress has been made in developing a halon replacement for several aspects of aircraft operation, no real progress has been made in cargo compartment halon replacement, which is by far the largest application of extinguishing agent; and

Recognizing that any halon replacement strategy must depend on alternatives that do not pose an unacceptable environmental or health risk as compared to the halons they are replacing.

The Assembly:

1. *Agrees* with the urgency of the need to develop and implement halon replacements for civil aviation;
2. *Urges* States to advise their aircraft manufacturers, airlines, chemical suppliers and fire-extinguishing companies to move forward at a faster rate in implementing halon alternatives in engine and auxiliary power units, handheld extinguishers and lavatories; and investigating additional halon replacements for engines/auxiliary power units, and cargo compartments;
3. *Requests* that the Council consider a mandate to be effective in the 2011 timeframe for the replacement of halon in:
 - lavatories for new production aircraft; and
 - lavatories, hand-held extinguishers, engines and auxiliary power units for aircraft for which a new application for type certification has been submitted.
4. *Requests* that the Council consider a mandate to be effective in the 2014 timeframe for the replacement of halon in hand-held extinguishers for new production aircraft;
5. *Encourages* ICAO to continue collaboration with the International Aircraft Systems Fire Protection Working Group and the United Nations Environment Programme's (UNEP) Ozone Secretariat through its Technology and Economic Assessment Panel's Halons Technical Options Committee on the topic of halon replacement for civil aviation, and
6. *Resolves* that the Council shall report to the next Ordinary Session of the Assembly on progress made with halon replacements in civil aviation.

30.4 **Licensing and Training**

30.4.1 The Commission considered A36-WP/190 and A36-WP/191, presented by Antigua and Barbuda, Barbados, Dominica, Grenada, Guyana, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname and Trinidad and Tobago. The purpose of WP/190 was to draw attention to aviation training and the key role it plays in safe and efficient international civil aviation. It recommended that aviation training be given priority within ICAO and that appropriate resources be allocated accordingly to the TRAINAIR Central Unit. A36-WP/191 proposed that ICAO create additional Annex 6 — *Operation of Aircraft* safety Standards for aircraft ground handling providers, including certification provisions. The paper also proposed that international operators should be required to use only ground handling providers that are certified in accordance with the proposed Standards.

30.4.2 The Commission considered A36-WP/210, presented by the International Transport Workers' Federation (ITF) and the International Federation of Air Traffic Safety Electronics Associations (IFATSEA). The paper proposed to introduce ICAO Standards for the certification of all air navigation service (ANS) providers, including maintenance organizations and suppliers of critical parts; establishment of licensing Standards for air traffic safety electronic professionals (ATSEPs) that are

involved in safety or security sensitive functions; and development of Standards regulating work time limitations for air traffic control officers and ATSEP functions.

30.4.3 With regard to A36-WP/190, the Commission recognized that proper training was an essential enabler to a safe and efficient international civil aviation system and that ICAO should continue to support the efforts of States in providing training. However, it felt that it was not appropriate for the Commission to make recommendations on how the training support functions should be organized in the ICAO Secretariat as it was matter for which the Secretary General was responsible and accountable.

30.4.4 The development of Standards and guidance material for the certification, oversight and surveillance of aircraft handling providers presented in A36-WP/191 received support from some delegates. However, the majority felt that effective safety management system (SMS) established at the aerodrome and operator level would achieve the stated objectives. It was also noted that the audit programme of ground handling operators launched by IATA and presented in information paper A36-WP/122, would provide useful data to support the SMS of airport and operators.

30.4.5 The majority of delegates who commented on WP/210 were supportive of the action proposed by ITF and IFATSEA on the standards for ATSEP. However, based on the experience of their own States, some delegates did not feel that it would improve safety. The Commission agreed that the concept of establishing requirements for ATSEP could be supported in principle, but had to be referred to the ICAO Council for further consideration in view of its financial implications.

30.4.6 The Commission also noted information papers A36-WP/164, A36-WP/165 with its Corrigendum No. 1 and 2, presented by the International Transport Workers' Federation, and A36-WP/189, presented by Singapore.

30.5 Other Matters

30.5.1 The Commission considered A36-WP/280, presented by ITF. The working paper discussed the history and current situation with respect to occupational safety and health regulations and the need for Aviation Authority to have access to resource and expertise in this area. The paper was noted by the Commission without comments.

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