

Air Traffic Services Committee Meeting

Madrid, 10 March 2015

Background information on agenda item 4: Report of the ITF delegation to ICAO

1. Discussion around ICAO Working papers

Gabriel introduced the issues. He pointed out that it was difficult to deal with the issues in the Conference sessions. We needed to lobby during the meetings and the receptions.

2. Background on ICAO

GM explained the work we did in the Air Transport conference. Recommendation 2.1.3.1 referred to on liberalisation. Main aim that we need to persuade some governments to support us. The conference recommends that: should continue to pursue liberalisation..... 2.2.2.1 also referred to. 2.2.2.2 ownership and control. ICAO AT conference. Recommendations on liberalisation referred to. 2.7.10.1 Referred to. Norway mentioned that countries supporting us was Russia and China in particular. 2.82.7. Referred to

3. Assembly

I. Agenda Item 7

GM explained that the Invitation from Qatar to host ICAO. Following lobbying by ITF and ITCUC. The organisation had now agreed to stay in Canada.

II. Paper 291. –Flags of convenience

This paper replicates the paper 99 in the AT Conference. Ireland against because we named them as a flag of convenience. However it was overturned. Asking ICAO to involve ITF in the future. No concrete proposal at present but we need to keep the pressure up. We need to work to ensure the co-ordination of ILO and ICAO. After the GDF there have been meetings between ICAO and ILO. He reported that he understood that discussions are not progressing well. ICAO is quite resistant to ILO.

III. 314 Fastest growing airlines

GM reported that there was several discussions between ICAO secretariat and ITF. We ORIGINALLY mentioned specific airlines who were the fastest growing but did not respect workers' rights. In particular the airlines employed large numbers of foreign workers who were subject to many restrictions. Norway pointed out that they had a competitive advantage because of the way they were organised. We need to utilise both arguments on the economics of the airlines because of the impact on the rest of the industry. GM gave information on the attitude Qatar airlines. AFA reported that the US was broadly supportive of the papers. Agreed that ITF should emphasise that we are in favour of fair competition on a level playing field.

IV. 245- Guidelines for Education and Training to Enable Airline Workers to Recognize, Respond to Aircraft Air Supply System Fumes

GM introduced. AFA explained the background. IFALPA now recognises that there is a problem. Now they will support the paper. AFA gave more details of the problems. All types of aircraft can be affected. Message to states is for ICAO to establish guidelines for training. It will contribute to profitability and safety. IFALPA have cited regulations in the US and Europe. GM said that we recognise that ICAO is not interested in pure "health and safety". ICAO are interested in safety issues and we hope that this issue will improve reporting of the problem and then we can lobby ICAO further.

V. 287 Child Restraint

US Government is supportive of the position. US wants to alter regulatory framework to identify most appropriate child restraint.

VI. 296. Just Culture

GM discussed in the ATM working group. Although it is not only isolated to ATM.

VII. 292. Economics

GM introduced the paper and explained that it was aimed at simply getting ICAO to recognise that workers needed to be involved in consultation when setting economic regulation and liberalisation.

VIII. 327. Damaging Effects Of exposure to Fine Particles

GM introduced the paper. ITF proposing simple amendment. Hoping for support from Danish delegation.

It was agreed that all members of the delegation would lobby appropriate governments to support the ITFs papers. The delegation would try to meet daily to monitor reactions.

4. ITF press release on ICAO

GM introduced the press release on the issues ITF will be highlighting in the assembly.

5. Meeting with IFALPA

Mike Jackson met with the delegation and discussed the papers relating to cabin air quality, just culture and the flags of convenience working papers. It was agreed to keep in touch during the week.