ICASC Newsletter

June 2006

Welcome to the 14th International Flight Inspection Symposium

The request by France to host the 14th IFIS was presented during the Johannesburg ICASC meeting in September 2003 by Mr. Jean- Marc Faÿsse, Director of DTI. France's request was accepted at the next ICASC meeting and the official announcement was made during the Montreal IFIS 2004.The IFIS 2006 committee is made up of six members of the DTI Flight Inspection Department under the chairmanship of Yves Garrigues and the coordination of Hervé Renouf, both members of ICASC.

More than 60 abstract papers were received by the IFIS scientific committee, whereby 45 papers were selected. Over 250 delegates from the world of Flight Inspection are expected for this major and essential event for the world Flight Inspection Community.

With great pleasure we welcome you to Toulouse, one of the world capitals of aeronautics and space technology, which also offers guests a rich heritage from medieval and renaissance times.

ICASC Chairman
Mr. Joseph F. Doubleday

As I ponder the progress of the last 2 years, I am reminded of a quote from the well-known English writer Charles Colton, wherein he said, "Where we cannot invent, we may at least improve". I would say over the last couple of years that we have done a little of both. Let me use a few lines to update everyone on some of the things we have accomplished.

First, let me reference some "inventing". In Volume 61 of the ICAO Journal you will find a comprehensive article outlining the verification of satellite-based procedures. The article was written and submitted by Dr. Powell, a charter member of the International Committee for Airspace Standards and Calibration (ICASC). This article describes the importance of flight inspection and highlights the criticality of aeronautical data, something you will hear a lot about during the upcoming IFIS.

As many of you will remember, Martin Wills presented a paper during the 12th IFIS in Rome in 2002, pointing out the confusion, brought about by a multitude of determinative methods, that surround the determination of ILS Reference Datum Height/Threshold Crossing Height (ILS RDH/TCH). At the 13th IFIS in Montreal, Herve Renouf presented a paper clarifying many of the ambiguities related to determining RDH. In October 2005, Herve's paper was submitted on behalf of the ICASC to the ICAO Conventional NavAids & Testing Subgroup (CN&TSG), formerly know as the Testing of Radio Navigation Aids Study Group (TRNSG).

Recently our longstanding colleague, Nelson Spohnheimer, provided me with an overview of the results of the May 06, 2006, Brussels meeting of the CN&TSG and provided the following historical overview.

- At the October, 2005, meeting in Montreal, Nelson introduced a U.S. Working Paper that was subsequently submitted by the ICASC to the CN&TSG.
- The rapporteur subsequently indicated that the grandfathering proposals probably wouldn't receive universal acceptance as drafted but indicated that most members agreed that there was some confusion in the phrasing and terminology used in the various ICAO documents. At the rapporteur's request Nelson then prepared a follow-on paper that harmonized the language that resulted in a measure of agreement with ICASC, that the wording in some ICAO documents was responsible for the confusion about the relevance and measurements of RDH/TCH and Achieved Reference Datum Height (ARDH). This paper was tabled at the May 06, 2006 meeting in Brussels but Nelson was unable to attend the meeting. However I understand that Nelson's latest paper was accepted with one minor change to the wording of 4.3.81 in Doc 8071. (i.e. Delete "...an engineering analysis is necessary to determine whether the facility has been sited correctly" and insert "...an engineering analysis may be useful to determine whether the facility has been sited correctly").
- In summary, it appears that ICAO will edit its Manual on Testing of Radio Navigation Aids (Doc 8071) to provide for stricter compliance between it, the Standards and Recommended Practices (SARPS), and other guidance material. If and when implemented, this will leave the choices about making an in-flight measurement of ARDH up to the individual country. Many countries don't actually measure RDH/ARDH, but rather use it as a design goal. Since Doc 8071 is used as a contract Statement of Work in some countries that have adopted a privatized flight inspection regime, there is some resistance to changing 8071 in ways that will mandate more rigid compliance. This would mean that such countries would need to modify their contract language and/or renegotiate their

flight inspection costs.

I would like to put this development in the "improving" category because, while this matter is ongoing, I fully expect that enhancements to ICAO Document 8071 will follow.

In the last ICASC newsletter, I made reference to the need for new members to strengthen our committee and to widen its base. I am extremely pleased to report that my request was answered with enthusiasm! I would now like to introduce the following new members:

Franck Buffon	France
Michael Spanner	United Kingdom
Yoshiyuki Sasaki	Japan
Larry Brady	United States
Joseph Ayodele	Nigeria
David Quinet	United States

Please join me in extending a warm welcome to our newest members!

The ICASC is actively working on a number of other important issues and we will keep you apprised of our progress. One area that we universally agree is critical is the harmonization of the qualifications for flight inspection organizations including equipment performance and the verification of standards. While some references are available in ICAO Annex 10 and Document 8071, there are a number of important areas in which very little has been developed. In this regard, the United Kingdom's Civil Aviation Authority, Air Traffic Services Standards Department of the Safety Regulation Group has taken the lead by publishing a paper entitled "The Approval of Flight Calibration Organizations." This paper provides the requirements that must be met to achieve approval under the UK Civil Aviation Authority's Air Navigation Order. The CAA document is based upon the relevant and applicable ICAO standards and recommended practices.

The main aspects of interest include the following factors:

- Organizational quality and minimum A.O.C. standards
- Aircraft, software and equipment standards
- Calibration procedures and standards
- Personnel training qualifications
- Flight inspection reports and records
- Legal requirements

At our September meeting I plan to ask our Operations Workgroup to begin a review of this document to determine if it has global applicability. I believe that from this document a global standard can be developed. Stand by for more on this subject.

We trust that you will find that 14th IFIS will provide a valuable opportunity to meet like-minded professionals and to discuss matters of mutual interest. Please join me in conveying a sincere and hearty "thank you" to Yves Garrigues, Herve Renouf, and the IFIS2006 Committee for their outstanding work in organizing the 14th IFIS. I think you will find it to be an exciting and rewarding event!

ICASC meeting ICAO headquarters in Montreal April 2005

Membership

At ICASC we are always seeking new members who would like to volunteer their time and effort for worthwhile activities.

Feel free to contact any of the ICASC members and let them know if you are interested.

ICASC Vision

To be the medium for standardization and continuity in the exchange of technical, regulatory and commercial flight calibration information.

ICASC Mission

To promote airspace system safety by encouraging competency of flight calibration services worldwide.

ABOUT ICASC

At the 8th International Flight Inspection Symposium (IFIS), June 1994, the delegates expressed their desire that an organization be formed to serve the flight inspection community on a continuing basis. The two-year gap between symposia left a void in technical information sharing. Additionally, there was no efficient method to provide timely and accurate updates on what was happening globally in the flight inspection arena. Thus the ICASC was born. Thirteen delegates met in Brussels, Belgium, in May 1995 and developed a draft charter. The Charter was approved by the delegates of the 9th IFIS in Braunschweig, Germany in June 1996.

Work began immediately to overcome the information-sharing problem. The obvious vehicle to transport this sharing of information was the rapidly growing internet. Hence, the committee began to develop an ICASC website dedicated to the flight inspection community. You can find the website at www.icasc.org. There you will find a wealth of flight inspection/calibration related information.

Please visit the ICASC stand or visit www.icasc.org to check your latest information.

For more information please visit the ICASC website:

http://www.icasc.org