



## ULUSLARARASI TEMSİL IFALPA BELGESİ

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Dear Colleagues,

The [IFALPA Daily News](#) is now available online.

Here are today's top headlines. To read more, click on the title:

**[Gul: Iran to help release abducted Turkish pilots](#)**

The Turkish president Abdullah al-Gul asked his Iranian counterpart Sheikh Hasan Rouhani to help release the two pilots abducted in Lebanon in a meeting held on the sidelines of the UN General Assembly in New York, Iranian IRNA news agency reported.

**[Ryanair to pay €10 million in French labour law case](#)**

A French court has ordered low-cost carrier Ryanair to pay €10 million in damages plus fines for breaching French labour laws at its operation in Marignane, near the southern port city of Marseille.

**[Infrared de-icing speeds process and reduces cost](#)**

Aircraft departing from two U.S. airports have a quicker and more environmentally friendly option for de-icing than traditional glycol.

**[Limited air travel impact from government shutdown](#)**

Air travel in the United States should not see a big impact from the government shutdown, since passport inspectors, security officers and air traffic controllers will all continue to work as usual.

**[Air France-KLM may help Alitalia – Report](#)**

Air France-KLM said it was open to merging with Alitalia in a move seen as the best solution for turning round the loss-making Italian airline.

**[Is RNP the eventual future of air navigation?](#)**

It is becoming more and more likely that in coming histories of aviation, the key major milestones will include the introduction of jet aircraft, the widespread adoption of satellite positioning and the arrival of required navigation performance (RNP).

**[Singapore and Uruguay sign open skies agreement for airlines](#)**

Singapore has signed a new Open Skies Agreement with Uruguay. The agreement allows designated airlines to fly between both countries and it is more liberal than conventional ones, said the Ministry of Transport in a statement on Wednesday.

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**[14POS14 – Approach segments for non-precision approach procedure](#)**

Wherever terrain clearance considerations permit, the final approach segment of a non-precision

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approach should be at a constant slope, ideally 3 degrees, from a height above touch-down of at least 1,000 ft.