

TOC Chair Report

Presented by Jaymi Steinberg, NATCA (USA)

1. INTRODUCTION

- 1.1. This year TOC worked on a broad array of topics. Member Associations (MA), both elected and corresponding, worked jointly to complete the working programme seen at this conference. The details of this year's endeavours are included in this report.

2. DISCUSSION**Committee and Meetings**

- 2.1. This year has again marked an increase in interest for roles within the committee. This year the following 9 MAs were elected: Canada, Germany, Ghana, Hong Kong, Italy, Mexico, Philippines, Singapore, and USA. It should be noted that the corresponding members from Greece, UAE and Malaysia attended the meetings in person. The group also received assistance from a wide variety of MAs.
- 2.2. This year the group has worked on a broad array of topics. Some of these topics were generated from last year's conference such as: Report on IFATCA Activity Regarding GNSS RFI and Space Debris and its Implications for Aviation Safety. Additionally, measures continue in the ongoing effort of keeping the Technical and Professional Manual (TPM) up to date. A variety of ATS topics in the TPM including, continued amendments to Air Traffic Flow Management, Ambient Workplace Recording, as well as a revision to ADME 2.6 (Responsibility and Functions of Aerodrome Controllers with Regard to Surface Movement), will be presented. The remaining topics include subjects such as Vertiports, High Altitude Operations, Operations to Aerodromes in Uncontrolled Airspace, and Harmonisation of Medical Flight Statuses in Air Traffic Management.
- 2.3. TOC had two successful in person meetings this year. During October 2025, TOC met with PLC in Amsterdam. This meeting allowed for one full day of collaboration with our PLC counterparts. As there are several combined topics this is critical in the formation and direction of the papers. The group also had the opportunity to have expertise on loan from former TOC chairs Renee Pauptit and Akos van der Plaat. Additional local controllers took time to contribute as well. The meeting was held at Luchtverkeersleiding Nederland (LVNL), which provided an environment very conducive to work. Extra thanks must be given to Rogier Hendriks, Jonne van Schaik, EVPT Benjamin van der Sanden and

Vereniging het Nederlandse Luchtverkeersleiders Gilde (VNLG). TOC would also like to extend thanks to VNLG for coordinating sponsored lunches, organizing an operational visit, and assisting in sponsoring a special local meal.

- 2.4. The second meeting of the year was also a combined meeting with PLC held during January 2026 in Manila. The groups again got to have one day fully spent together to polish their combined papers. The groups had the opportunity to visit the Philippine Air Traffic Management Center to see their ACC and 6 approach controls. The local controllers prepared a presentation and took the time to answer questions of the group. TOC would like to extend special thanks to Renz Bulseco, Ethan Ortiz, Martin Hermosilla, and the Philippine Air Traffic Controllers' Association (PATCA) for their help organizing, provision of transportation, and sponsoring a meal out for the team.
- 2.5. I would like to once again thank the TOC committee members themselves for the efforts they have put in this year. Additionally, I would like to express our gratitude to David Perks for his outstanding assistance. David's experience has allowed us a window into the workings of ICAO and pushed us to strive to do our best. A thank you must also be extended to our ICAO Panel Representatives. I would like to recognize the hard work of Rick Taylor and Eugenio Diotalevi, who made themselves readily available and attended the meetings be it virtually or in person.
- 2.6. The group had the opportunity to work alongside experts such as Philippe Domogala which has helped the group stay in tune with developments. This field will no doubt continue to be a subject of interest. Thank you, Philippe.
- 2.7. The group continues to use Google Drive (and WhatsApp) as their primary method of working and collaborating. Though we also did supplement with meetings on TEAMS through the year. We may trial some different methodologies to communicate in the interim between meetings.
- 2.8. Due to the timing of the second meeting following the December holiday period, commenting was not as robust as I would have liked. We are going to try to mitigate some of this by moving our first meeting of next cycle to be sooner so there is more time to finesse between the 2 meetings. Also, it will allow a more flexible window. We will also be trying to shift how we use some of our volunteers to focus their efforts on feedback.
- 2.9. At the time of writing the meetings for 2026-27 are in early stages of planning. There will be interesting collaboration potential as the group considers their role working alongside industry partners and IFALPA during their meetings.

Budget

- 2.10. This year through a confluence of planning and generosity we have come in underbudget again. This was due to multiple factors which are not omnipresent such as VLNG coordinating meeting space, lunches and assisting on an evening

meal (as well as transit for the meal) as well as PATCA assisting with a meal and transportation. We were able to assist attending corresponding members by sponsoring their meals. As always locations for hotels were heavily analysed to ensure we would remain within the threshold. Thank you again to VLNG and PATCA.

Connection

- 2.11. This year we continued use of the job card form, which has proved an easy way to gather pertinent topics. The committee also received several valuable suggestions from members in attendance in Abu Dhabi. We have put out a push to try to gather job cards early.
- 2.12. TOC has continued to foster a relationship with IFALPA. Kimmo Koivula (IFATCA Representative to IFALPA ATS) has remained an excellent resource bolstering our relationship with the pilot community. Kolja Bollhorst (IFALPA Representative to TOC) has continued to be an excellent resource making himself available to the whole team to answer questions and assist.
- 2.13. TOC did collaborate more with PLC, Task Forces, and ICAO Panel Representatives this term, but there is still room for improvement. I would like to extend special thanks to PLC Chair Donna Field for all her collaboration through the year.
- 2.14. I was unable to attend the Americas Regional Meeting in Aruba this year, but I did prepare a presentation which was expertly delivered by TOC Member Betsy Beaumont (NATCA USA).
- 2.15. The sheer volume of interest in corresponding roles has proven to be a bit of a challenge to manage. There are only so many people that can be concurrently working on most topics before it becomes untenable. This upcoming year we will try different personnel management tactics to see if we can accomplish better products.

Future

- 2.16. The sheer volume of volunteers is appreciated, and we will work to figure out new ways to integrate them in a more functional way.
- 2.17. To best utilize our ICAO Panel Representatives TOC is planning to elect 8 members for the 2026-27 cycle. This move will allow one more slot for a panel representative to attend the meetings.
- 2.18. Joint papers will be handled in a new way. Instead of joint authors there will be a lead author to smooth out the process. We learned from this year some of the pitfalls from our current approach and feel this may be more conducive to ownership and organization.

- 2.19. TOC hopes to be able to provide meeting details by conference so associations can make the best decisions for running. This information helps members know if they can attend and a budget for travel before they make commitments.

Personally

- 2.20. I would like to thank NATCA USA, for all their support. Without their assistance I would not be able to fulfil the role. This year especially we would like to thank NATCA for providing several additional members to assist as needed. TOC would like to extend a special thank you to Will Hutson for his Advanced Air Mobility/Vertiport expertise.
- 2.21. This year has proven to have some challenges such as a prolonged government shutdown in the United States that ate into some of my usual working time, which caused me a little bit of an uphill battle to keep up.
- 2.22. Special thanks must be extended to EVPT Benjamin van der Sanden. He makes himself available for countless WhatsApp messages and virtual meetings. This collaboration is critical to keep everything running in the background so the committee can turn out the work they do.
- 2.23. Further thanks to our ICAO Panel Representatives, IFALPA representatives, and Task Force members that stepped up to share their expertise.
- 2.24. Lastly, thank you to all the MAs that have participated in TOC be it in an elected role, corresponding role, or even stepped up to assist us when we've asked for information. You are what makes the committee run.

3. CONCLUSIONS

- 3.1. TOC has worked together through the year to prepare a diverse working programme. While there are ways, we can still strive to strengthen the group they have demonstrated teamwork and produced valuable work.

4. RECOMMENDATIONS

- 4.1. It is recommended this paper is accepted as an information paper.

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