

**REPORT OF THE LIAISON OFFICER TO THE ICAO
AIR NAVIGATION COMMISSION**

Presented by the Liaison Officer to the ICAO Air Navigation Commission

SUMMARY

This paper summarises the activities of the Liaison Officer to the ICAO Air Navigation Commission (ANC) since the 2025 IFATCA Annual Conference in Abu Dhabi. It also summarises important issues considered by the ANC and includes updates to SARPs and procedures relevant to members.

1. INTRODUCTION

- 1.1. This report covers the 229th, 230th and first half of the 231st sessions of the ICAO Air Navigation Commission (ANC). Due to other IFATCA commitments, I could not attend the first half of the 231st session.
- 1.2. The report includes summaries of the following:
 - Draft reports to the ICAO Council;
 - Final reviews of proposed amendments to ICAO Standards, Recommended Practices and Procedures (SARPs);
 - Preliminary reviews of proposed amendments to ICAO Standards, Recommended Practices and Procedures (SARPs);
 - ANC review of expert group reports (panels and specific working groups);
 - ANC reviews of other groups including regional planning and implementation regional groups (PIRGs) and Regional Aviation Safety Groups (RASGs);
 - ICAO State Letters relevant to IFATCA;
 - Information briefings to the ANC and 'ANC Talks';
 - ICAO Representatives;
 - Other ICAO Matters;
 - Meetings attended;
 - Budgetary issues.
- 1.3. Only items of potential interest to controllers are included in the main body of the paper. Further details can be found in the relevant appendices. Copies or working papers, presentations, etc. can be provided on request.

- 1.4. Please also note, rather than spell out every acronym, I've included a list at [Appendix I](#) for reference.

2. DRAFT REPORTS TO COUNCIL ([APPENDIX A](#))

- 2.1. Draft reports to Council are prepared by the Secretariat after the ANC has sufficient time to examine, and is satisfied with, the final review of proposed amendments to SARPs, PANS and associated documentation. This is usually the last step before proposals are ratified by the Council.
- 2.2. During the 229th session, the ANC didn't propose any amendments that were of a significant concern or would overly impact on controllers. A summary of proposed amendments to Annex 19 have been included in the appendix.
- 2.3. During the 230th session, the only draft report to council considered by the ANC was a consolidated report on all of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) held from 1 June 2024 to 30 June 2025. Issues discussed by the ANC included (summary included in the appendix):
- Weaknesses in promoting a positive safety culture;
 - Implementation of FF-ICE (Flight and Flow – Information for a Collaborative Environment) as a 'global challenge';
 - GNSS RFI; and
 - Conflict Zones and Contingency Coordination.

3. FINAL REVIEWS OF PROPOSED SARPS ([APPENDIX B](#))

- 3.1. Following receipt of replies from States and international organisations, the ANC undertakes a final review of the proposed amendments to SARPs, PANS and associated documentation for consideration by the Council. When the ANC is satisfied with the final review, and after final consultation with the secretariat, a draft report to Council on the proposals is prepared.
- 3.2. There was only one final review conducted during the 229th session and it proposes amendments to Annex 19 with consequential amendments to Annexes 1, 6 (Parts I and III) and 13. There is minimal impact on ATCs. See review of the Draft Report to Council detailed at [para \[2.2\]](#) for further details.
- 3.3. Three final reviews were conducted during the 230th session of the ANC none of which will overly impact on ATCs. They included:
- Proposed amendments to Annexes 2, 10, 11 and PANS-ATM arising from the 11th meeting of the OPDLWG;
 - Proposed amendments to Annex 10 arising from the fifth meeting of the Surveillance Panel (nothing of significance to air traffic controllers); and
 - Proposed amendments to Annex 16 arising from the thirteenth meeting of the Committee on Aviation Environmental Protection (CAEP) (see WP/9737 from my previous report for details).

4. PRELIMINARY REVIEWS OF PROPOSED SARPS ([APPENDIX C](#))

- 4.1. The ANC conducts preliminary reviews of proposed amendments to SARPs and other documents to ensure they are mature enough to be sent to States and international organisations for comment. This is the first time proposed amendments are considered by the ANC after being prepared by the various expert groups (panels, specific working groups, etc.) that work underneath the ANC.
- 4.2. There were eight preliminary reviews conducted by the ANC during the 229th session proposing amendments to 8 annexes (not including parts and volumes of annexes). Most will have little impact on controllers but there is one that will have a significant impact on controllers.
- 4.3. Significant changes are being proposed for Annexes 2, 4, 10, 11 and PANS-ATM and broadly cover three subject areas; ATFM, cold temperature correction and radio communication failure (RCF) phraseology procedures.
- 4.4. Dealing with the easy one first. Upon further questioning of some of the pilot-ATC procedures, the secretariat did some digging and discovered that the correct inter-panel coordination had not been completed, particularly with the FLTOPS Panel. The proposed amendments were withdrawn pending further coordination.
- 4.5. The ATFM proposals were the subject of intense discussion. I was involved in a small drafting group with the IFALPA observer and a small group of commissioners. In the end, quite extensive amendments were proposed and the ANC agreed that the proposals should be sent for State Letter consultation.
- 4.6. However, I believe there are still significant issues with the proposals and these were reflected in the minutes:

“The Observer of IFATCA expressed concern over the proposed change to the definition of ATFM service could significantly alter the meaning of air traffic management (ATM) service. He pointed out that the original definition referenced “traffic volume” which was considered a critical term as it represented the actual number of aircraft entering the airspace, typically after application of ATFM measures; the revised definition, however, replaced “traffic volume” with “traffic demand” which represented a significant shift. He added that aligning capacity with demand could be conceptually flawed, as demand might exceed capacity, necessitating ATFM intervention. He further added that the replacement of volume with demand might suggest a misalignment of terms that were inherently different, potentially rendering the definition unclear or contradictory. To ensure that the revised definition posed no unintended consequences or misinterpretation, clarification on the point raised was requested.”

- 4.7. Subsequent to this, the State Letter proposing the amendments was circulated and IFATCA has responded noting this concern. See [para \[7.2\]](#).
- 4.8. The cold-temperature correction amendments were also the subject of quite a lot of discussion. On balance though, the commission thought they were mature enough to progress to State Letter consultation. Kudos to our own Rick Taylor who was the rapporteur of the small working group in the ATMOPS Panel that developed the proposals.

- 4.9. Subsequent to the State Letter being issued with the proposed ATFM and cold-temperature related amendments, further clarification was sought and IFATCA responded with appropriate comments in the State Letter response.
- 4.10. Amendments to 5 PANS documents were also proposed during the 229th session. As previously mentioned, a first edition of PANS-MET has been approved by the ANC and was applicable 27 November 2025.
- 4.11. Amendments to PANS-Aerodromes have also been reviewed with little or no impact on controllers.
- 4.12. Significant amendments to PANS-ATM and PANS-OPS have been proposed as a result of the amendments to annexes 2, 4 10 and 11 resulting from ATFM, cold-temperature correction and radio-communication failure (RCF) procedures and phraseologies. As previously noted, those proposals associated with RCF will not be progressed.
- 4.13. Also noted beginning at [para \[4.3\]](#) in the preliminary review discussion above, there may be issues with both the ATFM and cold-temperature correction related proposals that have been included in the State Letter Response.
- 4.14. Two preliminary reviews were conducted during the 230th session. They included:
- Proposed amendments to Annex 3 and PANS-MET arising from the 6th meeting of the Meteorology Panel (METP); and
 - Proposed amendments to Annex 15 and PANS-AIM arising from third meeting of the Information Management Panel (IMP) (Annex 15 and PANS-AIM).
- 4.15. The amendments will affect the way information is provided to air traffic controllers and will be an improvement in both detail and presentation.

5. EXPERT GROUP REPORTS AND ANC REVIEWS ([APPENDIX D](#))

- 5.1. Probably the only reports of relevance to controllers reviewed during the 229th session were those of the Flight Operations Panel (FLTOPSP) and the Personnel, Training and Licensing Panel (PTLP), specifically the ongoing discussion around advanced Competency-Based Training and Assessment (CBTA). Advanced CBTA uses the CBTA methodology but permits the issuing of a licence or rating without the applicant having met all or some of the time-based requirements as prescribed by Annex 1.
- 5.2. Whilst there is no proposal to amend the time-based requirements prescribed for controllers in Annex 1, it is of particular concern to pilots, where there are. It could also potentially impact on controllers as ANSPs and/or regulators may see it as an opportunity to amend State requirements where there are locally prescribed time-based requirements. This is an issue to keep across.
- 5.3. The ANC reviewed five expert group meetings and one report on the completion of Remotely Piloted Aircraft Systems (RPAS) amendment packages during the 230th session of the ANC. No notable issues were raised regarding the reports from the expert group meetings.

- 5.4. However, the ANC spend considerable time debating the report on the completion of the RPAS amendment packages. By way of background, the RPASP are working concurrently on four discrete packages of proposed amendments. Amendments to Annex 6 became effective 22 July 2024 and are applicable on 26 November 2026.
- 5.5. During the review of the RPASP/9 meeting in late 2024, the ANC expressed concern that the remaining amendment packages (ATM, Detect and Avoid, and C2 Link) would not be finalised before the Annex 6 amendments became applicable as they required further development. It was agreed to consider amending the applicability date of the Annex 6 amendments to November 2028.
- 5.6. Upon further consideration of this report, the ANC agreed to defer the applicability date to the Annex 6 changes to November 2030 by which time there is a high degree of confidence that the other RPAS amendment packages will also be applicable on this date.

6. OTHER MEETING REPORTS (INCLUDING PIRGS AND RASGS) ([APPENDIX E](#))

- 6.1. The only issue of note that applies to controllers across regions considered during the 229th session of the ANC is the threat that GNSS RFI poses to aviation. See a summary of the [Informal Briefing to Council on GNSS RFI](#) for more information on GNSS RFI.
- 6.2. During the 230th session of the ANC, the ANC considered two reports submitted by regional groups:
 - The sixty-first meeting of the North Atlantic Systems Planning Group (NAT-SPG); and
 - The combined meetings of the twenty-second Middle East PIRG and the twelfth meeting of the Middle East RASG.
- 6.3. Issues of note include increased workload for both pilots and controllers due to implementation issues with the NAT OCR procedure. The conclusion of the NAT SPG was that errors committed by pilots (and to a lesser extent, controllers) were the root cause of the issue. IFATCA and IFALPA coordinated our interventions to ensure the commission was aware that shortcomings in the implementation of the procedure were arguably the root cause. This issue continues to be monitored and the next report will be scrutinized carefully.

7. RELEVANT STATE LETTERS ([APPENDIX F](#))

- 7.1. With the following exception, IFATCA responded to all State Letters proposing amendments to SARPs with 'Agree without comments'.
- 7.2. The only substantial feedback will be provided to SL 2025/85 - Proposals for the amendment of Annexes 4, 11, PANS-ATM (Doc 4444) and PANS-OPS (Doc 8168), Volume III relating to cold temperature altitude corrections and air traffic flow management (ATFM) – specifically the changes to Cold-Temperature Correction (CTC) and ATFM.
- 7.3. As discussed in [Section 4](#), I am on the record expressing my concerns with an amendment to the definition of Air Traffic Flow Management (ATFM) services. This concern was reflected in IFATCA's response to the State Letter with an 'Agree with Comments'.

7.4. Substantive feedback was also given on the CTC related proposals for amendment, in particular some complexities in introducing more specific meanings for 'minimum safe altitude' and 'minimum flight altitude'. As above, IFATCA's response with 'Agree with comments'.

8. INFORMAL BRIEFINGS (IB) TO THE ANC AND 'ANC TALKS' ([APPENDIX G](#))

8.1. Whilst in session, the ANC will invite organisations to make presentations to commissioners and observers. These are useful to be apprised of various topics that may be of interest. I have noted a number of them that I think will be of interest. Copies of the ANC Talk presentations can also be found on [ICAO TV](#). I've provided links to the ICAO TV presentations and slide presentations, if not linked, are available on request.

8.2. Of particular note were:

- An ANC Talk delivered by our own Benny Fichtner from Helvetica, and now EVP Europe. He delivered a very interesting presentation on the collaboration between Helvetica and Skyguide to raise the retirement age of controllers in Switzerland from 55 to 60; and
- A CANSO presentation on the Complete Air Traffic System (CATS) of which IFATCA is involved in the ongoing discussions.

8.3. Other presentations of note include:

- an ANC Talk on 'The human in the system', an argument for continuing with the human remaining central to all systems;
- an IB on maximum age limit of pilots;
- an IB on CBTA (see PTLP report and my comments at 7.);
- an IB on GNSS RFI and GNSS RFI and Alternative Positioning, Navigation and Timing (APNT);
- An ANC Talk on RPAS certification and operation; and
- An ANC Talk on Simulated ATC Environment (SATCE) for pilot training.

9. IFATCA ICAO REPRESENTATIVES ([APPENDIX H](#))

9.1. After discussions with the EB and those involved, it was decided to 'suspend' our membership of the Aerodrome Design and Operations Panel (ADOP) and use the allocated funds to nominate a member on the Wake Turbulence Specific Working Group (WTSWG).

9.2. After an expression of interest exercise, Mr. Lucas Miller (NATCA) was selected and his Curriculum Vitae submitted to the secretariat for consideration. I expect his membership to be approved before the first meeting in June this year. Congratulations Lucas! My thanks to NATCA for their ongoing support of our ICAO reps and to Ms Bridget Gee, the former member of the ADOP for her efforts over the years.

9.3. On a more general note, I think there is room for me to coordinate more amongst our reps and to provide better opportunities for collaboration. It was initially my intention to create a webpage where information of note could be shared amongst our ICAO representatives and other interested volunteers.

- 9.4. However, on reflection, this would have taken considerable effort to both create and maintain. Instead, I propose to use a version of this report as the basis of a 'living document' that will be made available to our volunteers. It can be updated incrementally but will also receive two major updates coinciding with my board reports. By conference I intend for this to be live.

10. OTHER ICAO MATTERS

Informal Briefing to the ICAO Council on GNSS RFI

- 10.1. IFATCA was given the opportunity with three other industry organisations (IFALPA, IATA and ICCAIA) to participate in an informal briefing to the ICAO Council on the effects of GNSS RFI. The briefing was a unique opportunity to communicate at the highest levels how this directly affects air traffic controllers and I'm thankful to Philippe Domogala for the information he provided me.
- 10.2. It was also useful having established connections with the appropriate people within the secretariat to ensure ongoing participation with planned mitigations, the most relevant of which is an invitation for myself to contribute to the work of the Navigation Systems Panel to develop an 'iPack' on GNSS RFI despite IFATCA not having a member on the panel.
- 10.3. Finally, as this was the first time IFATCA has ever been invited to participate in an informal briefing to Council, it was an opportunity once again to demonstrate our relevance at the highest level and a credit to all of our representatives working both within and outside ICAO.
- 10.4. Work is ongoing assessing and mitigating the impacts of GNSS RFI and IFATCA is influencing at a number of levels.

42nd ICAO Assembly

- 10.5. The 42nd ICAO General Assembly was held in Montréal, Canada from 23 September to 3 October 2025 with IFATCA being an enthusiastic participant. Papers co-sponsored and supported by IFATCA included such wide-ranging subjects as Fatigue Management, Positive Safety Culture, GNSS RFI and Peer Support Programmes
- 10.6. Our delegation also made a number of interventions on subjects such as:
- The CANSO) a concept of operations for a Complete Air Traffic Control System (CATS);
 - Advocating for the need to modernise fatigue management systems in air traffic control; and
 - Supporting Peer Support Programmes.
- 10.7. Notable issues canvassed at Assembly 42 included:
- Support for a global ATM architecture, emphasising a harmonised, interoperable system;
 - With advanced automation and artificial intelligence, the Assembly still re-enforced a human-centred vision for ATM as evidenced by a strong

emphasis on fatigue management, safety culture, peer support programmes and human performance integration with new technologies; and

- Recognising the challenges facing States and ANSPs that directly affect air traffic controllers including global ATCO shortages, the lack of standardisation of licensing between States and Regions and GNSS RFI.

10.8. In all, our delegation processed nearly 700 working and information papers to ensure IFATCA had a voice for relevant issues.

10.9. My thanks to other members of our delegation, JF, Tom and Andrew, for their support and hard work.

10.10. For future high level conferences, I would like to investigate IFATCA taking the lead on writing a working paper, potentially for the ANConf/15 to be held in October 2027. Having had two years under my belt by then, I should be in a better position to devote the time to it. Ideas for subjects are welcome but could include conflict zones and contingency planning.

11. MEETINGS ATTENDED

Joint TOC and PLC meeting (13 – 16 January 2025, Mexico City, Mexico)

11.1. The joint TOC/PLC meeting was hosted by the ICAO North American, Central American and Caribbean (NACC) Regional Office in Mexico City.

11.2. To avoid repetition, I'll leave it for EVPT and EVPP to summarise the papers.

11.3. Although being very familiar with the working processes of our technical committees, last year was a good opportunity to learn how to distinguish between being a member and chair of a committee (in my case the PLC), and being a resource for all things ICAO to the committees. The temptation is to get into the minutiae of writing papers, but, as quickly became apparent to me, that is not my role. I need to better communicate that to the Committee Chairs.

11.4. I did feel I was able to make a meaningful contribution to the TOC papers..., and the PLC papers...

IFATCA Annual Conference (28 April – 2 May, 2025, Abu Dhabi, United Arab Emirates)

11.5. I have no meaningful feedback to give on my role that I've not provided already in our washup meeting. It was my first conference on the head table and the workload was challenging, having something to present 4 of the 5 days, but it was manageable.

11.6. Particular thanks go to Cheryl for leading the work for co-moderating the panel discussion. I learnt a lot from you, Cheryl, and put some of those lessons into effect for the panel I moderated at the CATCA Convention later in the year.

ICAO Separation and Airspace Safety Panel (5 – 9 May, 2025 – Montréal, Canada).

- 11.7. As advised in my last report, my intention was to step down as Chair of the SASP but was asked to continue by the president of the ANC to continue to the next full panel meeting in May 2026. The workload has been extremely challenging and is not sustainable. I will be thankful when next May comes around.
- 11.8. My meeting report is available using the link at Appendix I.

Canadian Air Traffic Controller Association (CATCA) – Triennial Convention (2 – 5 June, St. John’s, Canada)

- 11.9. I was invited to moderate a panel discussion at the CATCA Convention on ‘Other Perspectives in Aviation and ATC’. The panel consisted of Nick Daniels, President, National Air Traffic Controllers Association (NATCA), USA, Tim Perry, President, Air Line Pilots Association (ALPA), Canada and Mike Reed, ATCO Branch Chair, UK.
- 11.10. I believe the discussion was well received and, as mentioned previously, I was able to put into effect some valuable learnings taken from Cheryl’s excellent preparation for the panel discussion at our annual conference.
- 11.11. CATCA was kind enough to provide me with accommodation but otherwise I funded myself to attend.

First EB Meeting (20 – 22 September 2025, Montréal, Canada)

- 11.12. The meeting included the use of a professional facilitator to provide governance training to the EB. Given those responsibilities held by the board, I see this as essential in providing for the good governance of the Federation.

ICAO Assembly 42 (22 September – 3 October 2025, Montréal, Canada)

- 11.13. See report at [10. OTHER ICAO MATTERS.](#)

International Civil Aviation English Association (ICAEA) (6 – 9 October 2025 - Mexico City, Mexico)

- 11.14. I attended the conference as EVPP was unable to attend due other commitments. I delivered a keynote address which covered briefed attendees on IFATCA’s Speak English Program (SEP). Of note, the Mexican ATC Member Association has a similar program for their members.
- 11.15. I also took the opportunity to brief attendees on ICAO’s involvement in matters directly relevant to those of the association, particularly those covered by the Personnel Training and Licensing Panel (PTLP).
- 11.16. Generally speaking, there was not a great understanding of the role of the PTLP and how it directly affects those issues for which the ICAEA is advocating, in particular:
- English proficiency test design;
 - Guidance for Language Training Organisations (LTO) approval and oversight; and

- English Language Proficiency (ELP) Scale Review.

11.17. I gave attendees an update on these issues and also invited the association to collaborate with IFATCA on matters of mutual interest.

230th Session of the ICAO Air Navigation Commission (13 October – 28 November 2025, Montréal, Canada)

11.18. See report at Sections 2 through 9.

Joint TOC and PLC meeting (27 – 30 October 2025, Amsterdam, The Netherlands)

11.19. To avoid repetition, I'll leave it for EVPT and EVPP to summarise the papers.

11.20. A summary of the papers that required knowledge of ICAO matters is included in the summary of the second PLC/TOC meeting below.

ICAO Separation and Airspace Safety Panel (3 – 7 November, 2025 – Montréal, Canada).

11.21. I continue to chair the SASP and the workload has been extremely challenging and is not sustainable. I still plan to step down as chair at the May Panel meeting but, with the support of the EB, will continue as the IFATCA member as there is a particular work package I'd like to see through to completion.

Authored an article for Global Airspace Radar on IFATCA Involvement at ICAO (November, 2025)

11.22. A copy of the article can be found [here](#).

ATC/Pilot Symposium (hosted by ROCATCA) (15 – 16 December, 2025 – Taipei, Taiwan)

11.23. I was invited by EVP APAC to deliver two keynote speeches and a workshop at the ROCATCA ATC/Pilot Symposium. The keynote subjects were 'IFATCA at ICAO' and 'Implementation of the ICAO Parallel Runways Ruleset in Australia'. The workshop was an overview of Australia's Safety Management System with a focus on involvement of operational staff in hazard identification workshops.

11.24. Whilst the timelines were challenging to create the content given my commitments in Montreal, the experience was one of the most rewarding I've had since my appointment to the ICAO ANC role. The enthusiasm of the participants was exceptional, and the opportunity to present to such distinguished guests was invaluable for enhancing IFATCA's reputation.

Joint TOC and PLC meeting (19 – 22 January, 2026 – Manila, Philippines)

11.25. Again, to avoid repetition, I'll leave it for EVPT and EVPP to summarise the papers.

- 11.26. I did feel I was able to make a meaningful contribution to the papers, in particular, the papers on Conflict Zones, ATFM Policy, Ambient Room Recording, Outsourcing Training and GNSS Spoofing.

Second EB meeting (11 – 14 February, 2026 – Singapore)

231th Session of the ICAO Air Navigation Commission (2 February – 27 March, 2026, Montréal, Canada)

- 11.27. As noted in the [introduction](#), due to other IFATCA commitments, I was only able to attend the second half of this session beginning 16 March. I will provide an update of any significant issues at conference.

12. BUDGET

- 12.1. The budget position for our ICAO activities is sound. This budget covers the expenses on our ICAO expert group representatives as well as some of my expenses for attendance at PLC and TOC meetings.
- 12.2. We are able to maintain the current budget because, due work and family commitments, our reps can't always attend meetings. However, should the planets align and all our representatives can attend their meetings, the current budget may not cover all costs.
- 12.3. I will give an update on the budget during conference.

13. CONCLUSION

- 13.1. Conference in Bucharest will mark almost 16 months since I assumed the role of Liaison Officer to the ICAO ANC. Although my background has meant the transition was smoother than expected, it has not been without its challenges. Some of you may be aware that I've recently retired and managing the demands of the role with any expectations I have of retirement has been... interesting.
- 13.2. Having said that, I am still thoroughly enjoying the role and it is an honour and a privilege to represent tens of thousands of controllers at ICAO.
- 13.3. I would like to thank my member association, Civil Air, for their support and the Executive Board for their support as I've transitioned into my role.
- 13.4. Finally, I would like to thank all of the ICAO representatives and their MAs supporting them. Your guidance and counsel has been, and continues to be, invaluable.

14. RECOMMENDATIONS

- 14.1. That this paper be accepted as information.

APPENDIX A – DRAFT REPORTS TO COUNCIL

Proposed amendments to SARPs

Working Paper	Document to be amended	Amendment #	Effective Date	Applicability Date	Description	ATC Impact
WP/9840	Annex 19 — Safety Management	2	4 November 2025	26 November 2026	Enhances State Safety Programme (SSP) and Safety Management System (SMS) provisions; replaces ALoSP with foundational safety-performance SARPs; clarifies and strengthens 'safety intelligence' (SDCPS, definitions, sharing/exchange); extends SMS applicability to international RPAS operators, their AMOs, and certified heliport operators; discretionary SMS option for other sectors; aligns performance management across SSP/SMS.	No direct controller procedure change as ATS providers already require an SMS. Expect refinements to safety-performance indicators, information sharing, and change-management processes; possible training updates. Overall impact low.

Consolidated Report on the PIRGs and RASGs)

Working Paper	Title	Description	Challenges and ANC Discussion Points	ATC Impact
WP/9870	CONSOLIDATED REPORT ON PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) AND REGIONAL AVIATION SAFETY GROUPS (RASGS) FOR 2024-2025 – APPROVAL OF DRAFT REPORT TO THE COUNCIL	This working paper is the consolidated annual report of all the PIRGs and RASGs covering the period from 1 June 2024 to 30 June 2025.	<ol style="list-style-type: none"> 1. The ANC identified that "ineffective safety reporting" and "weaknesses in data collection and analysis" are major barriers to effective implementation of State Safety Programs (SSPs). 2. The ANC identified that the implementation of FF-ICE (Flight and Flow – Information for a Collaborative Environment) as a 'global challenge'. 3. GNSS RFI continued to be identified as a challenge. 4. Conflict Zones and Contingency Coordination 	<ol style="list-style-type: none"> 1. Of note was that the ANC identified 'weaknesses in promoting a positive safety culture' in some States noting that without a non-punitive culture, the effective exchange of safety information is hindered. This aligns with IFATCA's policy and was supported by IFATCA. 2. The CANSO observer led this discussion and was supported by IFATCA. This alignment was demonstrated at Assembly 42 where IFATCA co-signed a CANSO paper on the subject. We share the concern with CANSO of operating a 'mixed mode' of flight plans. 3. IFATCA continues to work with stakeholders, both regionally (particularly in Europe) and at ICAO through our dialogue with the secretary of the Navigation Systems Panel (NSP). 4. Although not directly on point, the PLC paper on ATCOs and ATM Facilities in Conflict Zones is on point.

APPENDIX B – FINAL REVIEWS OF PROPOSED SARPs

Working Paper	Document to be amended	Amendment #	Effective Date	Applicability Date	Description	ATC Impact
WP/9866	Annex 2 – Rules of the Air	49		26 Nov 2026	State and International Organisation feedback on proposed amendments arising from the 11th Meeting of the Operations and Data Link Specific Working Group (OPDLWG/11). There were no significant amendments due the feedback received and the proposed amendments were forwarded to Council for formal ratification. Updates associated with data link operations and ATS surveillance context; editorial clarifications in sections relevant to communications and emergency/unlawful interference cross-references; harmonization with CPDLC constructs.	No direct ATC impact; contextual alignment with datalink/ATS surveillance provisions.
	Annex 10 – Aeronautical Telecommunications Vol II – Communication Procedures including those with PANS status	95			Refines rules for datalink initiation/failure/forwarding and CPDLC connection/transfer; standardizes composition/construction and use of CPDLC messages; aligns voice phraseologies with CPDLC; updates ADS C usage.	Light to moderate ATC impact: controller training/briefing on revised CPDLC message use and harmonized voice/datalink interactions.
	Annex 11 – Air Traffic Services	55			Aligns ATS surveillance and datalink-related references; harmonizes phraseologies with CPDLC message elements.	Minor ATC impact: consistent identification/termination phraseologies; procedural alignment with datalink operations.
	PANS-ATM	14				
WP/9867	Annex 10 – Aeronautical Telecommunications – Vol III – Communication Systems, Part 1 Digital Data Communication System	94		26 Nov 2026	State and International Organisation feedback on proposed amendments arising from the 5 th meeting of the Surveillance Panel (SP/5). Feedback from States resulted in the mandatory compliance dates for new transponder certifications being moved from 1 Jan 2027 to 1 Jan 2030. The proposed amendments were forwarded to Council for formal ratification.	The proposed amendments are mainly technical in nature with those most relevant to ATC being: <ul style="list-style-type: none"> • Deleting obsolete technical provisions regarding SSR Mode S air-ground data link; • Update technical provisions for Mode S transponders and 1090 MHz extended squitter ADS-B version 3 (includes autonomous distress tracking capability); and • Introduction of Code 7400 for RPAS lost C2 Link.
	Annex 10 – Aeronautical Telecommunications – Vol IV – Surveillance and Collision Avoidance Systems	92				
WP/9869	Annex 16 – Environmental Protection – Vols I, II, III and IV				State and International Organisation feedback on proposed amendments arising from the 13 th meeting of the Committee on Aviation Environmental Protection (CAEP/13). There were no significant amendments due the feedback received and the proposed amendments were forwarded to Council for formal ratification.	Negligible impact on ATC.

APPENDIX C – PRELIMINARY REVIEWS OF PROPOSED SARPS

Proposed annex amendments

Working Paper	Document to be amended	Proposed Applicability Date	Description	ATC Impact
WP/9638	Annex 13 — Aircraft Accident and Incident Investigation		Adds guidance/Notes for investigations involving unlawful interference; proposes Attachment G on conflict-of-interest (e.g., aircraft downing) including options for delegation/observers; clarifies use/protection of evidential material by removing 'available' qualifier; updates ADREP reporting.	No procedural change for ATC. Awareness only. Investigations may be delegated/observed. Access/protection of evidence clarified.
WP/9638	Annex 6, Part I — International Commercial Air Transport — Aeroplanes		Introduces/clarifies a dedicated section on protection of flight recorder recordings and transcripts in normal operations; reinforces safeguards in flight data analysis programmes with references to Annex 19.	None for ATC operations. Internal operator/oversight protections only.
	Annex 6, Part II — International General Aviation — Aeroplanes		As above, protection of recordings/transcripts; safeguards for FDAP-type programmes aligned with Annex 19 framework.	None for ATC operations.
	Annex 6, Part III — International Operations — Helicopters		Adds protections for recorder recordings/transcripts and clarifies FDAP safeguards (Annex 19 Appendix 3 linkage).	None for ATC operations.
WP/9780	Annex 2 — Rules of the Air	26 November 2026	Updates associated with data link operations and ATS surveillance context; editorial clarifications in sections relevant to communications and emergency/unlawful interference cross-references; harmonization with CPDLC constructs.	No direct ATC change. Contextual alignment with datalink/ATS surveillance provisions.
	Annex 10, Volume II — Communication Procedures including those with PANS status		Refines rules for datalink initiation/failure/forwarding and CPDLC connection/transfer; standardizes composition/construction and use of CPDLC messages; aligns voice phraseologies with CPDLC; updates ADS-C usage.	Light to moderate ATC impact: controller training/briefing on revised CPDLC message use and harmonized voice/datalink interactions.
	Annex 11 — Air Traffic Services		Aligns ATS surveillance and datalink-related references; harmonizes phraseologies with CPDLC message elements.	Minor ATC impact: consistent identification/termination phraseologies; procedural alignment with datalink operations.
WP/9802	Annex 10, Volume III — Communication Systems (AMS(R)S/SATCOM)		Introduces stronger SATCOM performance requirements (data/voice), updated definitions, RF characteristics, outage notification rules, availability and handover requirements, multilink fallback recommendations, and clarifies use of SATCOM as a sole LRCS option with dual installations.	Minimal direct ATC impact; affects backend communications performance and potential use of SATVOICE for DCPC; no controller phraseology changes.
WP/9781	Annex 11 — Air Traffic Services	21 Nov 2030	Make ATFM a mandatory supporting service to ATS; require ATFM units/positions; add capacity concepts and coordination obligations.	Formalizing ATFM as a supporting ATS service will deepen coordination between ATC and ATFM units/positions; controllers may rely more on strategic/operational capacity planning inputs.
	Annex 2 — Rules of the Air	21 Nov 2030	Modernize radio-communications failure procedures, including RPAS contexts; re-sequence steps to reduce uncertainty.	Updated radio-communication failure procedures should reduce ambiguity during lost-comms; expect local procedures/training updates, including RPAS scenarios.
	Annex 10, Volume II — Communication Procedures		Update RCF phraseology/procedures and alignment with PANS-ATM, including RPAS considerations. (Withdrawn)	Updated radio-communication failure procedures should reduce ambiguity during lost-comms; expect local procedures/training updates, including RPAS scenarios. (Withdrawn)

	Annex 4 — Aeronautical Charts	23 Nov 2028	Clarify depiction/notes supporting cold-temperature altitude corrections for obstacle/terrain clearance.	Cold-temperature altitude correction clarifications primarily affect flight operations/AIM; controllers benefit from clearer responsibilities and consistent phraseology/expectations.
WP/9802	Annex 10, Volume III — Communication Systems	25 Nov 2027	AMS(R)S updates: definitions/RF rules; outage reporting; data/SATVOICE performance aligned to RCP/RSP & ATS-B2; availability targets; handover and multilink fallback; allowance as sole LRCS; Part II references Part I.	Improved resilience/performance of SATCOM voice/data; clearer outage notifications and reliable handovers; minimal procedural change for controllers.
WP/9836	Annex 14, Volume I — Aerodrome Design and Operations	25 Nov 2027 (runway surface, disabled aircraft removal); 23 Nov 2028 (RPAS integration)	Clarify runway surface (ABAR) and GRF interfaces; require structured disabled-aircraft removal planning; provisions to integrate RPAS operations at aerodromes.	Clearer interfaces with aerodrome ops for runway condition reporting and disabled-aircraft removal; RPAS integration will require local procedures and controller awareness.
	Annex 14, Volume II — Heliports	25 Nov 2027 (emergency planning & RFF); 23 Nov 2028 (RPAS integration)	Strengthen emergency planning and rescue/fire-fighting notes; provisions for integrating RPAS operations at heliports.	Improved emergency coordination expectations; RPAS operations near heliports may affect TWR/AFIS coordination procedures.
	Annex 6, Parts I/II/III (consequential)	23 Nov 2028	Operator responsibilities tied to standardized ground-handling processes and emergency planning (consequential to Annex 14/PANS-Aerodromes changes).	Indirect; better coordination with operators' ground-handling programs may streamline apron operations.
WP/9837	Annex 16, Volume I — Aircraft Noise	1 Jan 2029	Introduce LTO noise standard for supersonic aircraft and tighten subsonic noise limits; new definitions (e.g., VNRS).	No procedural changes; potential future benefits from quieter operations.
	Annex 16, Volume II — Engine Emissions	1 Jan 2027	Provisional LTO cycle/levels for supersonic engines; nvPM measurement/reporting updates; consistency with SAE ARPs.	None expected in ATS procedures.
	Annex 16, Volume III — CO ₂	31 Dec 2031 (new type); 1 Jan 2035 (in-production)	Stronger CO ₂ stringency; refined SAR determination and reporting for certification.	None expected; certification-focused.
	Annex 16, Volume IV — CORSIA	1 Jan 2027	MRV clarifications: monitoring-method applicability; CERT use for data gaps and related reporting refinements.	None expected in ATS operations.
WP/9864	Annex 3 — Meteorological Service for International Air Navigation	27 Nov 2026 (QVA)	Amendments arising from the 6 th meeting of the Meteorology Panel (METP/6). Amendments to Annex 3 includes a more refined and detailed method of reporting volcanic ash (Quantitative Volcanic Ash (QVA) Information Service). This was proposed to be a Standard by Nov 2030 but the Commission recommended it only become a Recommended Practice by this date.	More detail for volcanic ash information.
	PANS-MET	Nov 2030 (transition to IWXXM)	Amendments to PANS-MET include provisions to extend the use of the ICAO Meteorological Information Exchange Model (IWXXM) which will eventually become the only standard by Nov 2030. Proposed amendments arising from the	The IWXXM format may allow meteorological information to be presented to controllers in a more 'user friendly' format that the pure text driven messages we receive today (METARs, TAFs, etc.).
WP/9865	Annex 15 — Aeronautical Information Services	To be determined by future proposals arising from IMP/4 (either Nov 2028 or 2029)	Proposed amendments arising from the 3 rd meeting of the Information Management Panel (IMP/3). Amendments to Annex 15 include the addition of a definition for the often used term 'Trigger NOTAM'. This was much discussed by the Commission as it was seen just as a functional description of a standard NOTAM. However, given its widespread use, they accepted the recommendation of the IMP.	Little consequence to controllers.

Proposed PANS amendments

Working Paper	Document to be amended	Amendment #	Effective Date	Applicability Date	Description	ATC Impact
WP/9813	PANS-MET — Procedures for Air Navigation Services — Meteorology (Doc 10157), First Edition	First Edition		27 November 2025	Approves first edition of PANS-MET (data-centric/SWIM approach, expanded IWXXM, WAFS enhancements, quantitative volcanic ash information, updated VONA handling; clarifies roles of meteorological service provider vs authority).	Minimal operational change; updated MET products/briefings and coordination touchpoints—no new ATC procedures/phraseology.
WP/9780	PANS-ATM (Doc 4444) — Procedures for Air Navigation Services — Air Traffic Management	Preliminary review		26 November 2026	Substantial updates for CPDLC: initiation/transfer/connection handling, message construction and free text limits; voice phraseology alignment; ADS-C provisions; mapping to ATS B2 capabilities and GOLD 2nd edition.	Moderate ATC impact: controller HMI/procedural updates for CPDLC and ADS-C; training on revised message set and failure handling.
WP/9781	PANS-ATM (Doc 4444)	Preliminary review		23 Nov 2028 (CTC); 21 Nov 2030 (ATFM & RCF)	ATFM procedures and coordination; modernized radio-communications failure procedures; clarifications for cold-temperature corrections.	Formalizing ATFM as a supporting ATS service will deepen coordination between ATC and ATFM units/positions; controllers may rely more on strategic/operational capacity planning inputs. Updated radio-communication failure procedures should reduce ambiguity during lost-comms; expect local procedures/training updates, including RPAS scenarios. Withdrawn. Cold-temperature altitude correction clarifications primarily affect flight operations/AIM; controllers benefit from clearer responsibilities and consistent phraseology/expectations.
WP/9836	PANS-AIM	Preliminary review		25 Nov 2027	Clarifications related to GRF/ABAR, ensuring consistent aeronautical information services outputs.	Consistent runway condition information dissemination; minimal direct controller impact.
WP/9836	PANS-Aerodromes	Preliminary review		23 Nov 2028	New chapter on ground handling (standardized procedures, training, equipment maintenance, oversight options).	Clearer division of responsibilities with ground handling; potential adjustments to apron/stand procedures and coordination.
WP/9781	PANS-OPS (Doc 8168), Volume III	Preliminary review		23 Nov 2028	Improve cold-temperature correction methods and responsibilities for instrument procedures.	Cold-temperature altitude correction clarifications primarily affect flight operations/AIM; controllers benefit from clearer responsibilities and consistent phraseology/expectations.

APPENDIX D – EXPERT GROUP REPORTS AND ANC REVIEWS

Expert Group	Meeting Date	Summary of Report	Summary of ANC Review	Working Paper
Airworthiness Panel (AIRP/11)	4 to 8 November 2024	Agreed text on State responsibilities for third-party modifications/repairs and addressed inconsistencies between Annex 8 changes and RPAS work. It progressed a powered-lift/VTOL definition via a new job card for ANC consideration and noted CBTA-related Annex 1 licensing discussions. The panel also reviewed cross-border transferability (registration/deregistration) work highlighting growing aircraft transfers and the need for efficient, harmonized oversight.	The ANC flagged a number of amendments to job cards none of which will specifically affect controllers.	WP/9847
Safety Management Panel (SMP/7)	4 to 5 December 2024 (virtual); 10 to 13 December 2024 (in-person)	Endorsed recommendations to support the ANC's Final Review of Annex 19 Amendment 2, urged a coordinated ICAO strategy for human factors, and proposed revising the panel's Terms of Reference plus updating job cards. Working groups prioritized finishing Annex 19 items, aligning future guidance (e.g., SMM 5th ed.), and flagged workload/coordination challenges; they also suggested cleaning up legacy web resources and improving feedback routes.	The ANC flagged a number of amendments to job cards none of which will specifically affect controllers.	WP/9846
Accident and Investigation Panel (AIGP/9)	24 to 27 September 2024	Advanced actions on ADREP requirements, publication of final reports, conflict-of-interest (aircraft downing) investigations, RAIO Manual review, protection of recordings, and victim/family information. It agreed to close the crew-records job card and developed practical guidance for underwater accident investigations to be incorporated into Doc 9756, with broad expert input. The meeting set follow-ups on safety-recommendation investigations and accident definition and outlined next-steps/coordination items before concluding.	The ANC flagged improving safety-recommendations handling (incl. Safety Recommendations of Global Concern (SRGCs)), timelier public reporting, ICAO–International Maritime Organization SAR coordination, and clarifying family-assistance roles; it also noted migration to ECCAIRS 2 for ADREP. It proposes closing job cards on conflict-of-interest downings, crew records and underwater investigations; amending ADREP, Final Reports, RAIO Manual, workplace recordings and AAASF; and advancing new cards on mental-health issues and safety-recommendation investigations.	WP/9817
Data communication Infrastructure Specific Working Group (CP-DCIWG/7)	11 to 14 June 2024	Endorsed proposals for Annex 10, Vol III (e.g., LDACS, stronger SATCOM provisions, and space-based VHF work), advanced security manuals (Docs 10090, 10095, 10145), and reorganized the Future VHF Study Group as the Project Team – Space-Based VHF. The meeting also reviewed reports from WG-I/M and project teams and updated job cards.	The ANC noted that the panel organization had expanded (Push-to-talk Space-Based VHF; WG-M). Coordination with SDOs for ATN/IPS roadmap noted. LDACS progress and legacy-system compatibility concerns discussed; a new LDACS inter-panel task force (co-chaired by Frequency Spectrum Management Panel) will drive deliverables. Scope/alignment issues arose over folding Aeronautical Mobile Airport Communication System (AeroMACS) and VHF Data Link Mode 2 / Open Systems Interconnection (VDL/OSI) into CP-DCIWG.009; new job cards are preferred.	WP/9819
Flight Operations Panel (FLTOPSP/11)	20 to 24 January 2025	Agreed to present amendments on ramp inspections (Annex 6 Parts I–III), use of electronic certificates/documents (Annexes 6, 7, 8), technical crew member (Annex 6 Part III), and runway overrun awareness/alerting (Annex 6 Part I); also minor amendments across Annexes 1, 2, 6, 11, 15, 19 and PANS-ATM. Approved new job cards (Airship; Improving Helicopter Safety and Security) and set actions/timelines for several work programme elements.	WG/SRP discussed timelines and data needs around CBTA; concerns that (Runway Overrun Awareness and Alerting System) ROAAS applicability deliberations stressed administrative burden more than safety; flagged PBN/altimetry error risks and GNSS/PBN coordination. New work on helicopter safety/security and airships considered, plus several amended job cards (ramp inspections, electronic certificates/docs, Part III technical crew). OPSP.009.09 (runway safety tech) to be closed, with take-off/landing performance monitoring kept on a watch list.	WP/9820

Information Management Panel (IMP/3)	30 September to 4 October 2024	Recommended amendments to Annex 15 and PANS-AIM (including a Trigger NOTAM validity update) and updates to AIM/SWIM guidance (Docs 9991, 8126, 8697, 10203). Agreed to a SWIM implementation strategy supporting sunset of Flight Plan 2012 by 2034, progressed a concept to replace the NOTAM system.	WG/SRP noted IMP/3 outcomes (Annex/PANS amendments; guidance updates) and challenges around SWIM registry interoperability and DORIS, plus inter-panel coordination. Secretariat outlined a SWIM implementation strategy with regional workshops, sandboxes and onboarding towards global interoperability by 2030 to enable FLTP2012 sunset in 2034. Discussion covered governance/oversight for SWIM (whether guidance should become provisions) and reprioritization of job cards.	WP/9818
Personnel, Training and Licensing Panel (PTLP/5)	4 to 8 November 2024	Advanced a CBTA strategy and multiple licensing/training updates (e.g., proposed updates to Docs 9995, 10153, 7192; revision of Doc 9835). Endorsed findings on ATCO simulation devices and put forward/prioritized new job cards (FOO/Dispatcher licence, English Language Proficiency rating scale, Airship training/licensing, Single-pilot certificated aeroplane type rating), with next meetings scheduled.	WG/SRP raised workload/prioritization concerns and encouraged focus on current scope. Airships: ensure coordinated cross-panel approach to avoid misalignment with FLTOPSP/NSP/AIRP work. On CBTA, questioned evidence base and the need for a harmonized approach. There are still concerns in the pilot community (IFALPA) that advanced CBTA could be used inappropriately to shorten the time frame currently required for pilots to train (i.e. minimum hours). This has the potential to impact on controllers. Several existing job cards amended mainly for schedule. New job cards proposed for Flight Operation Officer/Dispatcher licence and Language Proficiency framework, plus airships, single-pilot type rating and ELP rating scale.	WP/9821 WP/9859
SIXTH MEETING OF THE METEOROLOGY PANEL (METP/6)	3 to 7 March 2025	<p>The meeting highlighted significant changes to how meteorological information will be delivered to air traffic services. A major operational shift for controllers is the planned cessation of Traditional Alphanumeric Code (TAC) formats (such as legacy text-based METAR, SPECI, and TAF) for international exchange by November 2030. These will be replaced by IWXXM (digital) formats within a System-Wide Information Management (SWIM) environment, requiring controllers to adapt to new visualization methods for weather data.</p> <p>The Panel also addressed the need to enhance clear-air turbulence forecasting and the collection of turbulence data, following recommendations to classify turbulence encounters as a global operational safety risk.</p> <p>Updates regarding the Space Weather Information Service (SWIS) were discussed, specifically the need for improved forecasts beyond T+12 hours, which is critical for controllers managing HF communications and GNSS-dependent routes during solar events. Additionally, provisions for Quantitative Volcanic Ash (QVA) concentration information were advanced to support hazard avoidance.</p>	The Commission noted the need to refine task descriptions to prevent the panel from overstepping its responsibilities, specifically regarding turbulence forecasting	WP/9875
SEVENTH MEETING OF THE WORKING GROUP OF THE WHOLE OF THE FLIGHT RECORDER SPECIFIC WORKING GROUP (FLIRECSWG/WG-WHL/7)	5 to 7 May 2025	This working group discussed technologies that impact how flight data is handled during emergencies. The concept of "virtual flight recorders" was discussed, which involves real-time streaming of flight data. This is relevant to controllers in the context of the Global Aeronautical Distress and Safety	Significant concerns were raised regarding the sustainability of the group due to a critical loss of expertise and restricted access to necessary EUROCAE documents	WP/9876

		<p>System (GADSS), which mandates automated distress tracking for new aircraft from 2025.</p> <p>The group also clarified the reporting responsibilities for "serious incidents," confirming that pilots must report these to the Accident Investigation Authority, which may involve immediate preservation of data by ATC.</p> <p>Discussions also covered the emergence of recorders for Remotely Piloted Aircraft Systems (RPAS), noting that standardisation for these systems is still evolving.</p>		
REPORT ON THE COMPLETION OF REMOTELY PILOTED AIRCRAFT SYSTEMS (RPAS) PACKAGES	Presented 8 October 2025	<p>This working paper outlined the timeline for integrating Remotely Piloted Aircraft Systems (RPAS) into the international aviation system. For controllers, the key takeaway is the delay in the full applicability of Annex 6, Part IV, to November 2030. This delay is due to the non-finalization of critical packages including ATM, Detect and Avoid (DAA), and C2 Link provisions.</p> <p>Consequently, the implementation of ACAS Xu (collision avoidance for RPAS) will also be delayed until at least 2030, meaning controllers will continue to manage RPAS integration without these standardized automated safety nets for several more years.</p> <p>The paper confirmed that the ATM package is undergoing final coordination between the RPAS Panel and the ATM Operations Panel to ensure consistency with air traffic management procedures.</p>	<p>The Commission agreed that the applicability of Annex 6 Part IV be delayed to 2030 to ensure DAA (Detect and Avoid) and ATM provisions are mature. Concerns exist that placing C2 Link parameters in guidance material rather than Standards may hinder seamless interoperability with conventional aircraft.</p> <p>The ANC also expressed concern that placing C2 Link parameters in guidance material rather than Standards risks interoperability and that the 2026 applicability date is unsafe without a full suite of provisions</p> <p>I kept in close contact with our RPASP Member on the issue and agreed with the Commission's conclusions.</p>	WP/9882
THIRD MEETING OF THE AD HOC CYBERSECURITY COORDINATION COMMITTEE (AHCCC/3)	23 to 25 April 2025	<p>This Committee focused on the strategic integration of cybersecurity into aviation frameworks. For controllers, the increasing connectivity of aircraft systems was a key topic, with the "connected aircraft" concept raising concerns about cyber risks in hyper-connected ATM solutions.</p> <p>The Committee noted that GNSS spoofing and jamming are often categorized as physical threats but require coordination as cyber risks due to their impact on information integrity.</p> <p>Discussions also covered the potential integration of cybersecurity management with existing Safety Management Systems (SMS). This integration poses challenges regarding the confidentiality of security data versus the transparency required in safety reporting, which is a fundamental aspect of the "just culture" in ATC reporting environments.</p>	<p>The central focus of the review was the proposed methodology for the ICAO Cybersecurity Work Program, which is intended to be structured and risk-based to prioritize actions against critical threats and vulnerabilities. Concern was expressed by the Commission that there was potential duplication of effort between the AHCCC's work program and the gap analysis on SARPs currently being conducted by the Cybersecurity Panel (CYSECP).</p> <p>The Commission clarified that the two initiatives are distinct but complementary. The CYSECP focuses on the regulatory aspect, specifically identifying what is mandated for States through SARPs while the AHCCC (Ad-Hoc Cybersecurity Coordination Committee) focuses on mapping and coordinating all cybersecurity-related activities across different ICAO bodies to identify "blind spots," avoid duplication, and ensure harmonization across expert groups.</p>	WP/9884
THIRTY-SIXTH MEETING OF THE AVIATION SECURITY PANEL (AVSECP/36)	7 to 11 April 2025	<p>The Panel focused on security threats that require close coordination between security and air traffic management. A primary issue for controllers is the management of airspace near conflict zones. The Panel emphasised the necessity for timely notification by military forces regarding measures in conflict zones that affect the safety of civil aircraft, calling for closer civil-military coordination in ATM.</p> <p>The Panel also addressed the security risks posed by Unmanned Aircraft Systems (UAS) and Advanced Air Mobility</p>	<p>The Commission mostly noted the contents of the report without raising any issues relevant to controllers.</p>	WP/9885

		<p>(AAM), noting that their deployment introduces new vulnerabilities that ATM systems must accommodate.</p> <p>The definition of Acts of Unlawful Interference (AUI) was reviewed, with specific attention to ensuring that security occurrence reporting taxonomies are compatible with safety reporting systems used by ATM.</p> <p>Finally, the Panel also highlighted the need to strengthen airport resilience against extreme weather events to maintain essential operations.</p>		
<p>REPORT OF THE FOURTH MEETING OF THE CYBERSECURITY PANEL (CYSECP/4)</p>	<p>2 to 6 June 2025</p>	<p>The Panel addressed technical cyber threats directly impacting air navigation systems. GNSS Radio Frequency Interference (jamming/spoofing) was reiterated as a major cyber risk that degrades navigation performance, requiring controllers to manage aircraft with compromised positioning data. The Panel emphasised the need for consistent definitions of cyber threats across ICAO groups to ensure clear communication.</p> <p>Guidance material on "Insider Threats" and "Cyber Incident Reporting" was endorsed, which is relevant to ANSPs protecting critical ATM infrastructure.</p> <p>The Panel also discussed the implementation of Zero Trust Architecture in aviation systems to protect interconnected networks, which supports the integrity of data used by controllers.</p>	<p>As noted in the review of the AHCCC/3 Report review, the Commission discussed the work of the task force responsible for the SARPs gap analysis and the potential overlap between the new manual, the global risk document, and existing materials from other panels. The Secretariat emphasized that these documents serve distinct purposes (strategic vs. operational) and that consistency is being managed.</p> <p>The Commission concluded that the CYSECP is making significant progress in establishing itself as a central, coordinated body for aviation cybersecurity within ICAO. The work is viewed as foundational for building a resilient global aviation system, providing States with tools ranging from high-level strategy to operational guidance.</p>	<p>WP/9886</p>

APPENDIX E – OTHER MEETING REPORTS (PIRGs, RASGs, etc.)

Reports	Meeting Date	Summary of report	Summary of ANC review	Working Paper
Asia/Pacific Air Navigation (APANPIRG/35)	25 to 27 Nov 2024	163 participants from 24 States, 2 SARs of China, and 6 organisations. Progress and challenges: slow delivery on APAC Seamless ANS commitments; Kabul FIR contingency traffic; GNSS interference/spoofing; slow SWIM implementation affecting FF-ICE/AIS-to-AIM/MET; IWXXM dissemination issues. Outcomes include new/updated guidance and conclusions: adoption of Flight Information Exchange Model (FIXM) 4.3.0; space-object launch/re-entry coordination guidance; VHF COM frequency plan and Frequency Finder transition; WRC-27 preparation; updates to performance frameworks and deficiencies.	Noted key challenges above, stressing regional cooperation on GNSS RFI and SWIM. ANC noted 11 Conclusions and two Decisions, and requested prioritization/coordination for SWIM, FF-ICE and MET data exchange. Concerns over Kabul FIR contingency demand and uneven progress on ministerial commitments were recorded.	WP/9822
Regional Aviation Safety Group – Asia Pacific (RASG-APAC/14)	28 to 29 Nov 2024	Attendance: 94 in-person and 15 online from 22 States/Administrations and 9 organisations. Adopted 10 Decisions. Discussed AN-Conf/14 outcomes including the 2026–2028 GASP (targets/risks), recognition of turbulence encounters as a global operational safety risk, and alignment on aviation cybersecurity actions. Reviewed APRAST progress; emphasized improving EI scores and independent AIA establishment; addressed safety culture workshops, PSIDS capacity building, and aerodrome certification progress.	Part of the review alongside APANPIRG/35: noted implications of AN-Conf/14 for RASG work programme, need to publish updated RASP by 2026, and to monitor investigation report completion/SSP implementation. ANC requested follow-up on capacity building, safety culture.	
The European Aviation System Planning Group (EASPG/6)	3 to 6 Dec 2024	Attendance from 38 States and 9 organisations. Key issues: conflict-zone risk measures; rising GNSS interference/spoofing; shortage of 5LNC codes and ICARD limitations impacting PBN/FRA. Outcomes: regional GNSS RFI reporting/monitoring strengthened; actions for ICARD upgrades with EUROCONTROL support; approval of EUR safety advisories (FDAP, occurrence reporting, oversight, national FDM forum); FF-ICE implementation task force and proposal to amend EUR SUPPS to facilitate a 1 Jan 2026 start, with 2034 as a regional target; updates to EUR guidance/QMS and annual safety/performance reports.	Highlighted conflict-zone implementation challenges, GNSS RFI risks, and 5LNC/ICARD constraints; sought clarity on governance for ICARD and noted the plan for technical expansions (e.g., triple-layer blocks). FF-ICE Release 1: noted intent to implement from 1 Jan 2026 in EU+CH+NO with accommodations for adjacent FIRs; transition complexity acknowledged.	WP/9824
The AFI Planning and Implementation Regional Group (APIRG/27) and The Regional Aviation Safety Group for AFI Region (RASG-AFI/10)	4 to 8 Nov 2024	242 participants. Joint themes and decisions: transitional arrangements and proposal to merge APIRG and RASG-AFI into a single AASPG (AFI Aviation Safety and Planning Group); work on ADS-B resilience and AFI RVSM safety; AFI free route airspace indicators and project governance; initiation of FF-ICE and ATFM project teams/documents; GNSS interference/contingency planning; enhanced accident investigation capability; SAT coordination and traffic forecasts. Adopted conclusions/decisions span safety and air navigation implementation and coordination.	Supported the AASPG concept (efficiency/cost) while emphasizing preservation of strong safety focus via dedicated sub-groups. ANC noted joint-session outcomes on RVSM, ADS-B resilience, and accident investigation capacity; endorsed moving forward on transitional arrangements, clarifying AFI Regional Monitoring Agency scope, and establishing project teams for higher airspace and space transport operations.	WP/9823
Committee on Aviation Environmental Protection (CAEP/13)	17 to 28 Feb 2024	Sets a tiered methodology to monitor progress toward ICAO's net-zero 2050 goal (LTAG) and recommends immediate	The ANC emphasized tighter coordination between CAEP and ANC panels (e.g., ADOP/FLTOPSP/AIRP) is required, flagged clarity on	WP/9848

		implementation after CAEP/13, with coordination across CAEP groups and defined assessment cadences. It also lays out CAEP/14 work: updating and validating CORSIA models, supporting the 2025 periodic review, and issuing annual CERT tool updates (2022–2024). Fuels work continues on Indirect Land Use Change (ILUC) values and life cycle assessment tools; hand-offs and scheduling across trends, costs and impacts are mapped to manage delivery risks.	CO ₂ standard applicability (new type by 31 Dec 2031; in-production from 1 Jan 2035), and highlighted residual CO ₂ “out-of-sector” mitigation work for CAEP/14.	
Caribbean/South American Planning and Implementation Group (GREPECAS/22) and	13 Sep to 18 Oct (virtual); 20 to 22 Nov 2024 (in-person)	It advances GREPECAS–RASG-PA collaboration, establishes an ad-hoc group to diagnose MAC/LHD safety issues, and tracks prior conclusions on ADS-B, ATFM, and CNS/AIM/Aerodromes and Ground Aids (AGA) work. Key outcomes include harmonized ATM contingency management, NEOSPACE-1 documents, and KPI/GANP performance initiatives; emphasis is on data-driven TCAS RA mitigation and accelerating CNS interoperability.	RASG-PA/14 faced challenges with State Safety Program (SSP)/Aircraft Accident and Incident Investigation (AIG) implementation and data sharing. GREPECAS/22 advanced PBN on visual runways, ADS-B/direct routing, GANP KPI work, and addressed GNSS interference (DME contingency) and ATFM implementation gaps. No specific ANC actions were requested from the meetings.	WP/9849
Regional Aviation Safety Group – Pan America (RASG-PA/14)	24 Sep to 31 Oct 2024 (virtual); 19 to 20 Nov 2024 (in-person)	Approved the status of regional safety indicators for submission to the ANC/Council, tasked improvements to GASP monitoring, and launched a project to address low State Safety Programme implementation. Coordination with GREPECAS was reinforced. A Safety Day on mid-air collision risk produced data-sharing, training and collaboration recommendations. An ad-hoc group will analyze LHD/RVSM issues, and a strategy was adopted to reduce TCAS RA events across CAR/SAM FIRs. Ongoing work covers dashboards, SSP/NASP support, AIG capability, and runway-safety initiatives.		
SIXTY-FIRST MEETING OF THE NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT SPG/61)	24 to 27 June 2025	A critical operational issue identified was the recent implementation of "Oceanic Clearance Removal" (OCR) in the North Atlantic. Post-implementation monitoring revealed significant flight crew confusion between CPDLC route clearance messages (UM79) and ARINC 623 request messages. This confusion led to a spike in frequency congestion and pilot errors, forcing some sectors (e.g., Gander) to revert to voice clearances to maintain safety. The meeting also noted that the Target Level of Safety (TLS) for vertical collision risk in the NAT region was not met in 2024, partly due to collision risk modelling models not fully accounting for modern surveillance capabilities like Space-Based ADS-B. The group also discussed the need for reliable data link services, noting issues with the timely provision of data logs from service providers which hampers the investigation of communication failures.	Implementation of Oceanic Clearance Removal (OCR) has caused increased frequency congestion, crew misinterpretation, and increased ATC workload and key performance indicators exceeded the TLS. The NAT SPG concluded that this could be addressed by further pilot education. This was extensively discussed during the review with IFALPA raising concerns that pilots were being held predominantly responsible for non-compliance despite a number of implementation issues that were highlighted. IFATCA went on the record to support IFALPA's concerns and will continue to monitor the issue. Regarding the TLS not being met for vertical collision risk, I noted that the Separation and Airspace Safety Panel (SASP) has done extensive work on collision risk modelling and arguably has the most up-to-date modelling. I suggested that further coordination take place between the NAT SPG and SASP to remove any duplication of effort. Additionally, the continuing impact of GNSS RFI on traffic management was again highlighted, with some aircraft unable to recover mid-flight from a spoofing event.	WP/9877
TWENTY-SECOND MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION	4 to 8 May 2025	The Middle East region faces severe operational challenges regarding GNSS Radio Frequency Interference (RFI), including jamming and spoofing. The meeting noted a sharp rise in	The Commission noted that the non-harmonised separation minima between adjacent ATS authorities and coordination errors are contributing to Large Height Deviations (LHDs).	WP/9878

<p>REGIONAL GROUP AND TWELFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP-MIDDLE EAST (MIDANPIRG/22 AND RASG-MID/12)</p>		<p>spoofing events, which degrade navigation capabilities (RNAV/RNP) and trigger false EGPWS warnings, significantly increasing controller workload. States were urged to maintain a sufficient network of conventional navigation aids (VOR/DME) to ensure operational continuity during GNSS outages.</p> <p>Regarding RVSM operations, the meeting identified a concerning trend of Large Height Deviations (LHDs), particularly Category E errors (coordination failures between ATC units) at FIR boundaries. To improve safety, the group endorsed the implementation of automated label handovers using On-line Data Interchange (OLDI)/AIDC messages.</p> <p>The meeting also progressed "Project 30/10," which aims to reduce longitudinal separation minima to 30 NM (procedural) and 10 NM (surveillance), requiring updates to ATS agreements and controller training.</p>	<p>Conflict zones and GNSS interference continue to impact operations. I advocated for, in conjunction with IFALPA, continued work to develop uniform phraseology for pilots and controllers to increase situational awareness.</p>	
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APPENDIX F – RELEVANT STATE LETTERS

State Letter	Title	Publish Date	Response Due Date	Summary	IFATCA Response
2025/32	Proposals for the amendment of Annexes 2, 10, Volume II, 11 and PANS-ATM (Doc 4444) relating to air-ground data link operations and air traffic services (ATS) surveillance services	5 May 2025	1 September 2025	Proposal to amend Annex 2, Annex 10 Vol II, Annex 11 and PANS-ATM on ATS data link operations and ATS surveillance (background in Attachment A; draft amendments/rationales in Attachments B–E). Requests State comments by the due date; envisaged applicability 26 November 2026.	Agree, no comments.
2025/43	Proposals for the amendment of Annex 13 related to aircraft accident provisions and Annex 6, Parts I, II and III related to the protection of flight data recordings arising from the seventh and eighth meetings of the Accident Investigation Panel (AIGP/7 and /8) and the third meeting of the Safety Information Protection Implementation Group (SIP-IG/3)	24 April 2025	2 September 2025	<p>Amendments related to aircraft accident provisions, including, unlawful interference, investigations in conflict-of-interest scenarios (aircraft downing), evidential material, accident/incident data reporting (ADREP) requirements, as well as the protection of the flight data analysis programme (FDAP) and flight recorder recordings.</p> <p>Even when unlawful interference is suspected, investigations must conclude with a Final Report, while appropriately managing conflicts of interest through delegation to another State or a RAIO and enabling observers. Investigators should have unrestricted access to evidential material by removing the qualifier “available.” Reporting is streamlined by removing the Preliminary ADREP and lowering the Final Report mass threshold from 5,700 kg to 2,250 kg. Annex 6 updates align FDAP protections with Annex 19 and define safeguarded, limited use of recorder data in normal operations.</p>	Agree, no comments.
2025/51	Proposals for the amendment of Annex 10, Volume III relating to satellite communication systems in support of ASBU Blocks 1 and 2, arising from the seventh meeting of the Data Communication Infrastructure Specific Working Group of the Communications Panel (CP-DCIWG/7)	23 May 2025	24 November 2025	<p>Updates to the aeronautical mobile-satellite (route) service (AMS(R)S) provisions. These changes aim to enhance the reliability, efficiency and safety of satellite communication systems in aviation. The amendment aligns AMS(R)S capabilities with current technological advancements ultimately improving communication in air traffic management.</p> <p>Modernizes definitions and RF rules; introduces clearer outage reporting and availability targets; updates packet-data and SATVOICE performance aligned to RCP/RSP and ATS/B2 needs; supports ATN/Open Systems Interconnection (OSI) and ATN/Internet Protocol Suite (IPS) interfaces; adds handover and multilink fallback; and allows AMS(R)S to serve as the sole long-range communications means. A note in Part II points users to Part I for requirements. Overall, the amendments reflect current satellite capabilities, improve resilience and transparency, and enable global, interoperable ATC communications.</p>	Agree, no comments.
2025/66	Proposals for the amendment of Annex 16, Volume IV relating to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	15 July 2025	15 October 2025	Clarifies two particular aspects of the monitoring, reporting and verification of CO2 emissions in CORSIA, namely: the circumstances under which an aeroplane operator may change its monitoring method within a three-year compliance period; and that an aeroplane operator can use the ICAO CORSIA CO2 Estimation and Reporting Tool (CERT) to fill data gaps of international flights not subject to offsetting requirements	Agree, no comments.

				regardless of the extent of the data gap associated to the said flights.	
2025/67	Proposals for the amendment of Annex 16, Volume III relating to environmental protection – Aeroplane CO2 Emissions	15 July 2025	15 October 2025	Introduction of a new CO2 Standard for subsonic aeroplanes with 10 per cent / 3 per cent more stringent limits for large/small aeroplanes with an applicability date on 31 December 2031 for new aeroplane types, and more stringent emissions standard for in production aeroplane types applicable on 1 January 2035 (Initial Proposal 1). Adjustments to increase the clarity and precision of terms, and to ensure the adequate and correct addressing of the different compliance methods (direct flight testing and performance models), for the purpose of specific air range (SAR) determination and reporting procedures (Initial Proposal 2).	Agree, no comments.
2025/68	Proposals for the amendment of Annex 16, Volume I relating to environmental protection – Aircraft Noise	17 July 2025	17 October 2025	Updates the Part I definitions by updating the definition of derived versions, adding the definition for supersonic aeroplanes, and introducing typographical, editorial, and miscellaneous improvements. The proposal also includes a new landing and take-off (LTO) noise Standard for supersonic aeroplanes (as the new Chapter 15), and a new LTO noise Standard for subsonic aeroplanes (as the new Chapter 16).	Agree, no comments
2025/69	Proposals for the amendment of Annex 16, Volume II relating to environmental protection – Aircraft Engine Emissions	15 July 2025	15 October 2025	A lot of engineering stuff!	Agree, no comments.
2025/79	Proposals for the amendment of Annex 14, Volumes I and II; and consequential amendments to Annex 6, Parts I, II, III; Annex 9; PANS-ABC; PANS-Aerodromes and PANS-AIM arising from the fifth meeting of the Aerodrome Design and Operations Panel (ADOP/5)	12 August 2025	12 February 2026	Amendment proposals related to ground handling; Providing assistance to aircraft accident victims and their families in the aerodrome emergency plan; Correction to the quantity of foam for rescue and firefighting; Disabled aircraft removal; Use of aircraft braking action report (ABAR) as an additional means for monitoring runway surface friction characteristics. Where applicable, proposals for amendments to procedures in PANS-Aerodromes and PANS- AIM related to the above topics have been included.	Agree, no comments.
2025/85	Proposals for the amendment of Annexes 4, 11, PANS-ATM (Doc 4444) and PANS-OPS (Doc 8168), Volume III relating to cold temperature altitude corrections and air traffic flow management (ATFM)	17 September 2025	13 February 2026	This letter proposes amendments to Annexes 4 and 11, and PANS-ATM and PANS-OPS. It addresses two main subjects: cold temperature altitude corrections and air traffic flow management (ATFM). The proposal regarding cold temperature aims to clarify responsibilities for terrain clearance and improve correction methodologies. It specifies that pilots are responsible for determining minimum safe altitudes in cold conditions. The ATFM proposal seeks to mandate ATFM services globally to manage capacity and demand, introducing concepts of "strategic" and "operational" capacity to replace "declared capacity". It outlines requirements for ATFM units and the exchange of related information. Applicability is envisaged for 2028 (cold temperature) and 2030 (ATFM).	Agree, with comments. (Available upon request)

2025/88	Recurring GNSS Radio Frequency Interference and their implications on the safety and security of international civil aviation	10 September 2025	N/A	This letter informs States of a Council decision regarding recurring GNSS Radio Frequency Interference (RFI) originating from the Democratic People's Republic of Korea (DPRK). The Council noted with grave concern that RFI incidents have continued since October 2024, jeopardizing safety in the Incheon Flight Information Region. The Council strongly urged the DPRK to comply with the Chicago Convention and prevent recurrence. It also requested the ICAO Asia Pacific Regional Office to engage with the DPRK on this issue and agreed to consider reporting the matter to the Assembly.	Noted
2025/95	Proposal for Amendment 19 to Annex 17	12 December 2025	12 March 2026	<p>This letter circulates a proposal for Amendment 19 to Annex 17 (Aviation Security) for State comments. The amendment introduces specific definitions for "transfer" and "transit" passengers and baggage to ensure consistent implementation. It revises the definition of "human factors principles" and deletes "human performance".</p> <p>A Recommended Practice is updated to ensure human factors are considered in security policies and procedures, not just in equipment development.</p> <p>Furthermore, the amendment revises Standard 4.3.1 to allow exemptions for aircraft security checks or searches when validated One-Stop Security (OSS) arrangements are established.</p>	Agree with no comments.

APPENDIX G – INFORMAL BRIEFINGS (IB) TO THE ANC AND ‘ANC TALKS’

Briefing Topic	Briefing Date	Presentation to ANC	Notes
ANC Talk - The human in the system	10 Mar 2025	Presentation Slides ICAO TV	Argues that humans create safety far more often than they reduce it, so automation must support—not sideline—human expertise. Using accident stats and everyday intervention rates, shows “human error” framing hides the vast preventive role of people. Over-protective designs can isolate operators and erode adaptive capacity. The design sequence: understand how humans produce safety, design to enable it, then decide what to automate. People remain central to all systems.
ANC Talk - Modern Safety Management Frameworks and Practical Applications	20 Mar 2025	Presentation Slides - Part 1 Presentation Slides - Part 2 ICAO TV	PART 1: Embraer integrates STAMP/STPA into engineering: early, control-focused hazard analysis informing requirements, operations, and cybersecurity. Gains: clearer hazards, cross-functional alignment, traceability, and leaner safety work across UAS, eVTOL, and avionics programs. PART 2: Reframes safety as a control problem. STAMP/STPA better capture software, human-automation, and organisational interactions, yielding broader hazards with fewer resources; adoption spans aerospace, automotive, defence, power, and standards.
IB on Cross Border transfer of aircraft & Art. 21	21 Mar 2025	Presentation slides available on request	The briefing links rapid growth in lessor-owned fleets and cross-border transfers (XBTs) to costly, inconsistent national processes, estimating ~US\$500k avoidable cost per transfer and added CAA burden. ICAO/AWG workshops, a new online course and an iPack aim to standardize practices.
ANC Talk - Cognitive decline in older air traffic controllers	24 Mar 2025	Presentation Slides ICAO TV	Looks at the Swiss experience for raising ATCO retirement age to 60: age alone doesn’t raise fatigue, but combined with workload, traffic density, and night shifts it increases fatigue/stress. Processing speed slows with age; accuracy is largely preserved. Recommendations: prevention measures, individual follow-up, and tailored support; strong social partnership (HelvetiCA–Skyguide) drives implementation. Emphasis on safe, sustainable career extension without compromising operational safety or well-being.
IB to ANC on RPAS Assurance Framework	26 Mar 2025	Presentation slides available on request	Overview of RPASP’s framework (QAA, Stress Tests, Comms). Approx 70% of 360 provisions reviewed, 85 minor edits, no critical issues; seven minor Stress Test findings across 1,300+ provisions. Remaining DAA/C2 Link work finishes Q2–Q3 2025 to support RPASP/24 and a 2028 applicability timeline.
IB on Pilot Age Limit	28 Mar 2025	Presentation slides available on request	Age-limit policy should stay performance-based at 65 pending better data. Surveyed States show uneven data, processes, and reporting; mitigations (medical frequency, cognitive checks, ops limits) vary. Stakeholders call for standardized tools, improved occurrence data, and individualized risk management; EASA explores limited extensions with safeguards.
IB on CBTA	28 April 2025	Presentation slides available on request	CBTA is entrenched in ICAO/PANS-TRG, with uneven global adoption. PTLP proposes Annex 1 harmonization linked to PANS-TRG and a phased transition. ANC/panel feedback demands tighter scope, stronger evidence, and safeguards for licence recognition. PTLP will revise discipline-specific proposals and expand guidance/coordination.
IB on GNSS RFI and Alternative Positioning, Navigation and Timing (APNT)	1 May 2025	Presentation slides available on request	ICAO escalates GNSS RFI mitigation: iPack, harmonized NOTAMs, MON/CPNT roadmap, and a RON job card to optimize terrestrial backups. Authentication SARPs, GNSS Manual updates, DFMC-GBAS, and LDACS–DME compatibility progress underpin resilience; Annex 10 eDME changes target 2031/2032.
ANC Talk - The Regulatory Approach for Autonomous Vehicles in Singapore - CAAS	6 Jun 2025	Presentation Slides ICAO TV	CAAS proposes a facilitative, safety-first airside autonomous vehicle framework: permits, trials, oversight; expanded Advisory Circular on governance, training, maintenance, behavior, testing, coordination, infrastructure, cybersecurity, reporting, contingencies; centralized monitoring and data recording.
ANC Talk - The Low-Altitude Economy	16 Jun 2025	Presentation Slides ICAO TV	Presents a platform-centric blueprint to scale UAS operations: refined airspace design (“3+N”), space-air-ground situational awareness, and dynamic route planning to replace “manage by people” with intelligent, collaborative services. Shows case deployments (national/municipal platforms), standardization efforts, and projections for China’s low-altitude economy.

IB on implementation of Article 12	17 Jun 2025	Presentation slides available on request	Article 12 obliges States to enforce “rules for the flight and manoeuvre,” align national rules with ICAO, apply ICAO rules over high seas, and prosecute violations. The Task Force clarifies obligations, legal scope, and enforcement mechanisms, tackling definitions, jurisdiction, and “prosecution.” It proposes an ICAO-hosted information-exchange tool and guidance, and invites consideration of USOAP checks. ANC requests clearer technical scope and mapping of relevant Annex provisions.
IB on AAMSG/5	3 Jul 2025	Presentation slides available on request	AAMSG/5 sharpened scope, advanced the AAM Vision, and prepared a gap-analysis method. Deliverables include UTM guidance, early eVTOL implementation material, and coordinated liaisons. A Vision for coordination is targeted for AAMSG/6, with initial gap analysis by end-2025 to inform strategy and future work.
ANC Talk - Safety Intelligence (EASA)	20 Oct	Presentation Slides ICAO TV	The European Union Aviation Safety Agency (EASA) outlines its transition to "Safety Intelligence," a data-driven approach to Safety Risk Management (SRM). The presentation details a five-step SRM cycle designed to identify, assess, and prioritise safety issues—such as GNSS interference and runway incursions—using the Safety Issue Priority Index (SIPI). By leveraging advanced analytics and artificial intelligence on the Data4Safety (D4S) platform, EASA aims to move from reactive to predictive risk management. The outcomes directly inform the Annual Safety Review and the European Plan for Aviation Safety (EPAS).
ANC Talk - Simulated ATC Environment (SATCE)	27 Oct	Presentation Slides ICAO TV	This presentation outlines the safety benefits of Simulated ATC Environments (SATCE) in pilot training. SATCE technology replaces the traditional method of instructors role-playing Air Traffic Control with automated, AI-driven background radio chatter and interactive communications. The authors argue that current "sterile" simulator environments fail to prepare pilots for real-world auditory distractions and frequency congestion. By introducing realistic ATC interactions, SATCE enhances "immersiveness" and improves critical pilot competencies, including communication, situational awareness, and workload management. The document reviews existing regulatory frameworks (ICAO, EASA, FAA), highlights successful implementations, and calls for updated standards to encourage widespread adoption. Ultimately, it advocates for SATCE as a crucial emerging technology to modernize flight simulation and enhance global aviation safety.
ANC Talk - RPAS certification & operation	17 Nov	Presentation Slides Pt 1 (Intelligentization (ed. Not my word!) and Networked Connectivity of Low-Altitude Aircraft) Presentation Slides Pt 2 (eVTOL R&D to Early Attempts at Operations) Presentation Slides Pt 3 (Aerospace Tech Usher in the Low-Altitude Era of Innovation, Safety, Growth) ICAO TV	Part 1: Centres of Aerofugia’s AE200 eVTOL product. Details the transition from single-vehicle intelligence to networked collaborative intelligence, utilising 5G/6G and satellite technologies to manage high-density operations in complex environments. The proposed framework includes a comprehensive digital infrastructure comprising low-altitude sensing, computing, and navigation networks to ensure operational safety and security. Aerofugia highlights commercial applications such as air tourism and emergency services, supported by a design emphasising open platforms, ubiquitous communication, and multi-link integration. Part 2: AutoFlight details the R&D and early operational attempts of its eVTOL aircraft, specifically the 2-ton class V2000CG (cargo) and V2000EM (air taxi). The presentation outlines a certification timeline targeting full type certification by 2026 and highlights real-world operational tests, including intercity agricultural cargo flights and offshore oil rig logistics. It discusses international test flights in the UAE and Japan, identifying key operational challenges such as extreme environmental conditions, language barriers, and infrastructure limitations like charging and hangar storage. Part 3: The Feipeng Company presents its "One Body, Two Wings" strategy, integrating equipment manufacturing with operational systems and training capabilities. The focus is on a multifunctional heavy-load product lineup, ranging from small drones to the large-scale FP-98 unmanned transport aircraft with a 5,250 kg maximum takeoff weight. The presentation highlights operational scenarios including regional logistics and medical transport, supported by a dedicated training school for drone pilots. Furthermore, it details the development of Detect-and-Avoid (DAA) systems and successful flight verifications in complex logistics environments
ANC Talk - Complete Air Traffic System (CATS) - CANSO	24 Nov	Presentation Slides ICAO TV	The CANSO presents its Complete Air Traffic System (CATS) ‘Vision for 2045. The Concept of Operations (CONOPS) outlines a three-phase transformation: optimising current airspace via digital information sharing, introducing advanced automation, and finally achieving a fully "Seamless Airspace" integrating all users from drones to high-altitude platforms. Key strategic areas include securing financing for upgrades, reforming regulations to support automation, and integrating High-Altitude Operations (HAO) into the global system

IB - Integrated CNS and Spectrum Task Force (ICNSS TF) - Airbus	24 Oct	Presentation slides available on request	This briefing describes the ICNSS Task Force's work on a "Global Concept for Integrated CNS and Spectrum" to address rapid technological changes and spectrum scarcity. It proposes a two-part approach: a technological roadmap and a streamlined standardization framework that shifts towards performance-based, technology-agnostic SARPs. The concept introduces "Global Technical Specifications" (GTS) to complement minimum essential SARPs, allowing for faster adaptation to innovation. A timeline is proposed for delivering the global concept by 2027, aiming to ensure sustainable spectrum usage and global interoperability.
IB - Digital Aviation Documents (DAvDOCS)	26 Nov	Presentation slides available on request	This presentation proposes the "Digital Aviation Documents" (DAvDocs) initiative to digitise personnel licences (DPLs), AOCs, and other certificates. It advocates leveraging the existing ICAO Public Key Directory (PKD)—currently used for e-Passports—to establish a trust framework for verifying these digital documents. The proposal outlines a technical solution based on ISO/IEC 18013-5 and Doc 10190, alongside a governance model that evolves from renting space in the current PKD to establishing a dedicated DAvDocs Board once participation grows

APPENDIX H – IFATCA ICAO REPRESENTATIVES

Expert Group	Member
Aerodrome Design and Operations Panel (ADOP)	Membership suspended
Air Traffic Management Operations Panel (ATMOPSP)	Kenrick Taylor
ATMOPSP – Wake Turbulence Specific Working Group (ATMOPS – WTSWG)	Lucas Miller
ATM Requirements & Performance Panel (ATMRPP)	De Wei Lim
Communications Panel - Operational Datalink Specific Working Group (CP -OPDLWG)	Markus Johnston
Flight Operations Panel – (FLTOPSP)	Oliviero Barsanti
Instrument Flight Procedures Panel (IFPP)	John Langa Tembo

Expert Group	Member
Meteorology Panel (METP)	Eric Avila
Personel, Training and Licensing Panel (PTLP)	Ausra Straume
Remotely Piloted Aircraft Systems Panel (RPASP)	Eugenio Diotalevi
Advanced Air Mobility Study Group (AAMSG)	Eugenio Diotalevi
Separation and Airspace Safety Panel (SASP)	David Perks
Safety Management Panel (SMP)	Andy Belshaw
Surveillance Panel (SP)	Ignacio Baca

APPENDIX I - ACRONYMS

ACRONYM	EXPANDED FORM
AAMSG	Advanced Air Mobility Study Group
AAAVF	Ad-hoc Group on the Assistance to Aircraft in Vicinity of Fragments
AAM	Advanced Air Mobility
ABAR	Aircraft Braking Action Report
ACAS (Xu)	Airborne Collision Avoidance System (for Unmanned Aircraft)
ADS-B	Automatic Dependent Surveillance–Broadcast
ADS-C	Automatic Dependent Surveillance–Contract
ADOP	Aerodrome Design and Operations Panel
ADREP	Accident/Incident Data Reporting
AFIS	Aerodrome Flight Information Service
AGA	Aerodromes and Ground Aids
AHCCC	Ad-Hoc Cybersecurity Coordination Committee
AIRM	ATM Information Reference Model
AIM	Aeronautical Information Management
AIS	Aeronautical Information Services
ALoSP	Acceptable Level of Safety Performance
AMS(R)S	Aeronautical Mobile-Satellite (Route) Service
ANC	Air Navigation Commission (ICAO)
ANCONF	Air Navigation Conference
ANSP	Air Navigation Service Provider
APANPIRG	Asia/Pacific Air Navigation Planning & Implementation Regional Group
APNT	Alternative Positioning, Navigation and Timing
ARP (SAE)	Aerospace Recommended Practice
ATM	Air Traffic Management
ATMRPP	ATM Requirements and Performance Panel
ATS	Air Traffic Services
ATS B2	Air Traffic Services Baseline 2 (data link)
AUI	Acts of Unlawful Interference
AVSEC	Aviation Security Panel
CANSO	Civil Air Navigation Services Organisation
CAEP	Committee on Aviation Environmental Protection
CBTA	Competency-Based Training and Assessment
CNS	Communications, Navigation and Surveillance
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
CP-DCIWG	Data Communication Infrastructure Specific Working Group (Communications Panel)
CPDLC	Controller–Pilot Data Link Communications

ACRONYM	EXPANDED FORM
CTC	Cold Temperature Correction
CYSECP	Cybersecurity Panel
C2 Link	Command and Control Link
DAA	Detect and Avoid
D-ATIS	Digital Automatic Terminal Information Service
DME	Distance Measuring Equipment
DORIS	Digital Operational Reporting Information Service
DPL	Digital Personal Licence
EASPG	European Aviation System Planning Group
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
EB	Executive Board (IFATCA)
ELP	English Language Proficiency
EVPP	Executive Vice-President Professional (IFATCA)
EVPT	Executive Vice-President Technical (IFATCA)
eVTOL	Electric Vertical Take-off and Landing
FDAP	Flight Data Analysis Programme
FDM	Flight Data Monitoring
FF-ICE	Flight & Flow Information for a Collaborative Environment
FLTOPSP	Flight Operations Panel
GBAS	Ground-Based Augmentation System
GNSS	Global Navigation Satellite System
GOLD	Global Operational Data Link Document
GREPECAS	Caribbean/South American Planning and Implementation Group
GRF	Global Reporting Format
HAO	High Altitude Operations
HMI	Human–Machine Interface
IAVW	International Airways Volcano Watch
ICAO	International Civil Aviation Organization
ICARD	International Codes and Route Designators (database)
IFALPA	International Federation of Air Line Pilots' Associations
IFATCA	International Federation of Air Traffic Controllers' Associations
iPack	ICAO Implementation Package
ILS	Instrument Landing System
IMP	Information Management Panel
IWXXM	ICAO Meteorological Information Exchange Model
LDACS	L-band Digital Aeronautical Communications System

ACRONYM	EXPANDED FORM
LHD	Large Height Deviation
LRCS	Long-Range Communications System
LTAG	Long-term Aspirational Goal
LTO	Language Training Organisation
LTO	Landing and Take-off
MAC	Mid-air Collision
METP	Meteorology Panel
MON	Minimum Operating Network (terrestrial nav aids)
NAT-SPG	North Atlantic Systems Planning Group
NSP	Navigation Systems Panel
nvPM	Non-volatile Particulate Matter
OCR	Oceanic Clearance Removal
OLS	Obstacle Limitation Surfaces
PANS	Procedures for Air Navigation Services
PANS-AIM	PANS—Aeronautical Information Management
PANS-Aerodromes	PANS—Aerodromes (Doc 9981)
PANS-ATM	PANS—Air Traffic Management (Doc 4444)
PANS-MET	PANS—Meteorology (Doc 10157)
PANS-OPS	PANS—Aircraft Operations (Doc 8168)
PIRG	Planning and Implementation Regional Group
PTLP	Personnel, Training and Licensing Panel
QVA	Quantitative Volcanic Ash
RAIO	Regional Accident & Incident Investigation Organization
RASG	Regional Aviation Safety Group
RASG-APAC	Regional Aviation Safety Group — Asia Pacific
RCF	Radio-communication Failure
RCP	Required Communication Performance
RPAS	Remotely Piloted Aircraft System
RPASP	Remotely Piloted Aircraft Systems Panel
RSP	Required Surveillance Performance
SASP	Separation and Airspace Safety Panel
SATCOM	Satellite Communications
SATVOICE	Satellite Voice
SBAS	Satellite-Based Augmentation System

ACRONYM	EXPANDED FORM
SDCPS	Safety Data Collection and Processing Systems
SDO	Standards Development Organizations
SEP	Speak English Programme
SMP	Safety Management Panel
SP	Surveillance Panel
SRDG	Safety Recommendations of Global Concern
SRP	Strategic Review and Planning (ANC Working Group)
SWIM	System-Wide Information Management
USOAP	Universal Safety Oversight Programme
UTM	UAS Traffic Management
VDL	VHF Data Link
VHF	Very High Frequency
VONA	Volcano Observatory Notice for Aviation
VOR	VHF Omnidirectional Radio Range
WAFAC	World Area Forecast Centre
WAIC	Wireless Avionics Intra-Communications
WAFS	World Area Forecast System
WP	Working Paper

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