INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

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		IFATCA'25

Report of the IFATCA Representative on the ICAO Advance Air Mobility Study Group (AAM-SG)

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SUMMARY

Report on the activities of the IFATCA Representative on the ICAO Advance Air Mobility Study Group (AAM-SG).

1.   INTRODUCTION

1.1.   IFATCA has been admitted as member of the AAM-SG only in October 2024, at meeting n°4. That means that IFATCA was not able to participate and contribute on previous discussion regarding fundamental documents like the Vision Document. This has resulted in some elements that are not completely aligned with our positions. However, the document is still a work in progress and there will be occasions to provide our opinions.

1.2.   The work done has a good quality (personal opinion) but, it is still high level and it needs to be further developed once AAM operations will start in reality.

1.3.   The involvement of ATC is still marginal because the idea is to use UTM-like systems to manage traffic in some areas (city, very traffic dense areas) and consequently the interface and coordination become essential.

2.   DISCUSSION

2.1.   The Advanced Air Mobility Study Group (AAM SG) was established as a result of the Air Navigation Commission (ANC) decision underlining the need for ICAO to conduct AAM-related work with the aim of ensuring global interoperability and harmonization.

2.2.   The first SG meeting, AAM-SG/1, was held in Montreal from 1 to 5 May 2023, and, under the leadership of Ms. Kirsten Riensema (UK CAA), established three main Working Groups (WG):

- Vision WG;
- Small UAS and UTM WG; and

- Explore WG.

2.3. The AAM-SG is meeting twice a year, December and May. Next meeting will be 26-30 May 2025.

2.4. *VISION WG*

2.4.1. Co-rapporteurs: Carmela Tripaldi (ENAC - Italy) and Eduardo García (CANSO).

2.4.2. Objectives:

Assess, from the global perspective, an AAM ecosystem, its components (subsets and enablers), the interaction among said components, as well the interaction with the other airspace users, as well as the conventional aviation system, and deliver:

a) a description of the current and future states of AAM, with a sufficient level of detail, the AAM ecosystem, potentially using the maturity and risk-based approach;

b) any recommendations for work that would need to be undertaken rapidly; and

c) recommended elements for potential inclusion into an AAM Strategy.

2.4.3. Tasks:

- Task 1: Develop the structure for Global and Holistic Vision of the AAM ecosystem

- Task 2: Assessment of Current and Future State(s) of AAM

- Task 3: Identify potential early recommendations for an ICAO AAM Strategy and future work.

2.5. *Small UAS and UTM WG*

2.5.1. Co-rapporteurs: Mr. Robin Garrity (SESAR 3 JU) and Mr. Nabil Sandhu (FAA).

2.5.2. Objectives:

- Perform a gap analysis between existing practices, ICAO provisions and what might be required from ICAO.

- Develop initial guidance material and the outline of a global framework.

2.5.3. Tasks:

- Task 1-1: Perform a literature search, to include UAS-AG material, various international ConOps, international regulatory material, international standards and other relevant documents.

- Task 1-2: Conduct the gap analysis of the small UAS regulatory framework in relation to existing material (i.e.. ICAO Model Regulations).

- Task 1-3: Produce a document structure for the UTM Implementation Guidance Document and identify threads for development of that document.

- Task 1-4: In cooperation with, and on behalf of, other WGs, develop Lexicon for use by global small UAS and UTM stakeholders

2.6. *Explore WG*

2.6.1. Co-rapporteurs: Randy Willis (CANSO) and Melissa Rusanganwa (Rwanda)

2.6.2. The EXPLORE Working Group has been chartered to explore and provide the AAM SG with consolidated information and recommendations on the following subjects:

- automation and autonomy;

- new flight rules;

- digital information and data management;

- AAM considerations supporting United Nations Sustainable Development Goals;

- Identify new areas for exploratory work to be conducted;

2.6.3. To meet the chartered objectives, the EXPLORE Working Group was subdivided into three sub-group:

- Sub-Group 1 – Automation, Autonomy, and New Flight Rules;

- Sub-Group 2 – Digital Information and Data Management; and

- Sub-Group 3 – United Nations Sustainable Development Goals.

2.7. IFATCA INVOLVEMENT

2.7.1. As reported in the introduction, IFATCA was not involved since the beginning and joined the group only at the fourth meeting. It was at least strange to see that the AAM-SG was lacking ATC and Pilot perspectives, and it was (and is) formed mainly from CAAs and SDOs. Admission to the group was not an easy task, and it was achieved thanks to the determination of the IFATCA ANC Representer J.F. Lepage (in charge at that time).

2.7.2. IFATCA has already provided some inputs for the Vision document and, for the same document, it has participated in an ad-hoc working group for the revision of some main elements (pillars and enablers).

2.7.3. In addition, IFATCA has participated in the activities associated with the revision of the GATMOC by the AAM-SG.

3. **CONCLUSION**

3.1. Activities of the AAM-SG are interesting even if the practical applications and impact on ATC are not clear yet.

3.2. The Vision document, which is the main deliverable the AAM-SG has to produce, is progressing with a good pace. IFATCA, due to late admission in the group, has provided limited inputs.

4. RECOMMENDATIONS

4.1. It is recommended that this report is accepted.