

Report on the ICAO Air Navigation Commission

Presented by the Liaison Officer to the ICAO ANC

SUMMARY

This paper highlights the work of the Liaison Officer to the International Civil Aviation Organization (ICAO) Air Navigation Commission (ANC) since the last IFATCA Conference in 2023. The paper provides the Federation with the most recent update on the many events of significant interest that took place in the ICAO sphere: amendments to ICAO publications, working papers and reports reviewed by the ANC, participation at the ICAO Air Navigation World ATM (ANW-ATM), briefings, panel meetings, *inter alia*. The following pages provide an overview of each session of the three last Sessions of the ANC, followed by a detailed account of relevant events, presented chronologically, and broken down by ANC Session.

1. INTRODUCTION

- 1.1. The activities of the Liaison Officer to the ICAO ANC described in this paper cover the 223rd, 224th, and 225th Sessions of the ANC. On top of the normal ANC Session duties, Panel meetings and State Letters management, it is worth mentioning the preparation and coordination with our industry partners (ACI, CANSO, IATA, ICCAIA, IFALPA and IFATCA), which started recently for the 14th Air Navigation Conference (AN-Conf/14), the participation as a moderator on a panel for the ICAO ANW ATM at the end of 2023, and close coordination with IFALPA regarding an outstanding issue stemming from the RPAS Panel concerning multiple Remotely-Piloted Aircraft (RPAs) flown by a single pilot. These will be further explained in the following pages.
- 1.2. Outside of the usual ICAO business, a number of activities involved the participation of the Liaison Officer to ICAO and are worth mentioning. Namely, a complete overhaul of the IFATCA Information Handbook (IHB) to provide Member Associations (MAs) with an updated questionnaire, the transfer and formatting of all the data contained in the IHB to make it available online, and the creation of a process to partly automate the reception of new IHB data and its transfer to both PDF and online versions of the IHB. This work was done in collaboration with Mrs. Lacramioara Popescu (Romania), thanks to her hard work on developing new KPIs for the questionnaire. Also, work is still ongoing on developing global and regional metrics for the IHB. This will be presented separately, in the report on the IHB.

- 1.3. In addition to that, I assumed the role of chairperson for the newly established IFATCA Training Task Force (TTF), which was officially launched at the 2023 Jamaica Convention. This was both exciting and challenging, since it involved creating a new taskforce from scratch. It represented a lot of work, but I was helped in every step of the way by Mr. Peter van Rooyen, EVPP. I'd like to take this opportunity to thank him for his strong support and assistance throughout the year. The structure that was agreed by the group comprises four different Champion Groups (CGs), which are led by four different rapporteurs. The work is progressing well and the first batch of deliverables, along with other exciting features, will be presented at Conference. A detailed report on the work of the task force will be presented separately.
- 1.4. Finally, I supported the Asia-Pacific Regional Meeting (APRM), as well as both the Technical and Operational Committee (TOC) and the Professional and Legal Committee (PLC). I would like to thank Mrs. Cheryl Chen, EVP Asia-Pacific, Mrs. Jaymi Steinberg, chair TOC, and Mr. Adam Exley, chair PLC, for their support and for making me feel at home in their meetings.

2. DISCUSSION

2.1. 223rd Session of the Air Navigation Commission

- 2.1.1. The ICAO Air Navigation Commission 223rd Session started on 8 May and ended on 23 June 2023. In an attempt to reduce costs and increase efficiency, this ANC Session was shorter than normal (seven weeks instead of the usual nine) and it expected that the ANC may continue this practice for the foreseeable future. There have been discussions whether future Sessions could be extended, as necessary, should the normal work programme not be completed before the end of a given Session.
- 2.1.2. During this Session, a considerable amount of time was dedicated to two particular topics. These topics, at first glance quite non-controversial, triggered an enormous, almost irrational, number of questions and concerns from a small number of commissioners. Indeed, the determination of the need for and the agenda related to the upcoming 14th Air Navigation Conference (AN-Conf/14), to be held in the Fall 2024, as well as the formalization of a procedure for direct submissions, created lengthy debates in the Commission. These topics are detailed in distinct sections of this report below.
- 2.1.3. This report also presents the work and coordination of the Liaison Officer to the ICAO ANC during this 223rd Session, inside and outside ICAO, namely: coordination with the ICAO Air Traffic Management (ATM) section regarding ICAO "Big Rocks", coordination and comments following the CANSO Vision 2045 Informal Briefing to the ANC and coordination related to the ANC Informal Briefing on True North. Finally, a detailed account of preliminary and final reviews, reports, draft reports to Council and other working papers of interest that were handled in the Commission during this Session is presented in this report, which can be found in [Appendix A](#) to this working paper.

2.2. 224th Session of the Air Navigation Commission

- 2.2.1. The 224th Session of the ICAO ANC was held from 25th September to 10th November 2023. As mentioned just above, it has been the intention of the President of the ANC (and the ICAO Secretariat) to shorten the Sessions by two weeks to save on costs. After trying it for a few sessions, it turned out to be impossible to finish the assigned work programme within the allocated timeframe. Therefore, we were advised of the possibility of a one-week extension for the upcoming sessions, as necessary.
- 2.2.2. This report presents the highlights of the work and coordination of the Liaison Officer to the ICAO ANC during this 224th Session, namely: attendance at the 1st 2023-2024 IFATCA Executive Board Meeting (EBM), attendance at the 1st 2023-2024 TOC and PLC joint meeting, attendance at the Asia Pacific Regional Meeting (APRM), and attendance at the ICAO ANW ATM Symposium.
- 2.2.3. In the ANC, three specific items among all those discussed required special attention: the approval of the Separation and Airspace Safety Panel (SASP) Job Cards (JC), the Final Review of WP/9687, proposing a large number of amendments stemming from the 18th meeting of the RPAS Panel (RPASP/18), and the approval of the Terms of Reference (ToRs) for the newly established True North Advisory Group (True-AG). These will be explained in more details in the appropriate section of this working paper. Finally, a detailed account of preliminary and final reviews, reports, draft reports to Council and other working papers of interest that were handled in the Commission during this Session is presented at the end of [Appendix B](#).

2.3. 225th Session of the Air Navigation Commission

- 2.3.1. The 225th Session of the ICAO ANC was held from 5th February to 29th March 2024. This Session had to be extended by one week at the beginning (it was initially scheduled to start on 12 February) due to the impressive number of working papers to review during the Session.
- 2.3.2. The ANC reviewed 14 working papers before their approval by the Council in view of the AN-Conf/14, 12 working papers presenting draft reports to the Council in view of Annexes approvals and one Procedures for Air Navigation Services (PANS). On top of that, the ANC had to conduct its usual business, which consisted this Session of 8 Panel reports reviews, 4 Planning and Implementation Regional Groups (PIRGs)/Regional Aviation Safety Groups (RASGs) reports, 3 final reviews of Proposals for Amendments (PfAs) to Annexes and PANS, and another 11 working papers of various nature (administration of the Commission, procedural matters, etc.). Needless to say, we did not have time for anything else. I'm even surprised we managed to go through everything without delaying any item(s) to the Spring Session.
- 2.3.3. The report presents the highlights of the work and coordination of the Liaison Officer to the ICAO ANC during this 225th Session, namely: attendance at the 2nd 2023-2024 IFATCA EBM, attendance at the 2nd 2023-2024 TOC & PLC joint meeting. Finally, a detailed account of the working papers mentioned above is presented at the end of the report, which can be found in [Appendix C](#) to the present paper.

3. CONCLUSION

- 3.1. In conclusion to this working paper, my first words shall go to the incredible team surrounding me at ICAO; that is, all the ICAO representatives serving on the various Panels and Working Groups. There are twelve of them, and they are all absolutely phenomenal. The Federation is extremely lucky (and so am I) to be surrounded by such talented people!
- 3.2. There are indeed numerous challenges to overcome when comes the time to manage the presence of these representatives at ICAO and managing the budget associated with it. It is important to stress that all our representatives at ICAO are volunteers; they do so with the support of their MAs, of course, but all the work done outside (and sometimes during) Panel meetings is *pro bono*, because they believe in the cause we are all serving. We are all facing constraints that affect us to various degrees, both in our private and professional lives, but I can say without a doubt that the team representing IFATCA at ICAO has done an outstanding job, sometimes in difficult conditions, in order to maintain or increase our influence and progress the work, since last Conference in 2023.

- 3.3. On a personal note, when I debuted in the position of Liaison Officer to the ICAO ANC for IFATCA, nine years ago, I would never have imagined that a job could be so rewarding. Neither could have I imagined all the intricacies it implied, nor the fun and excitement it procured (and still procures) me on a daily basis. I am extremely proud of the work I have done, the work we have done, I am extremely lucky of all the support I receive from inside ICAO, from our industry partners, in particular IFALPA, and from the wider IFATCA community, whether it is the Executive Board, TOC or PLC. I would even argue I am among the luckiest men on Earth (if not the luckiest)!
- 3.4. All this to say, I love this job deeply. It has allowed me, over the years, to forge incredible friendships, develop an expertise I would never be able to find elsewhere, and more importantly, serve a Federation I can now call my second family. Even after many years in the position, I am still passionate about what I am doing and my desire to represent and serve our Federation at this prestigious UN Agency has never faded. I look forward to my future within IFATCA, to many more occasions to meet with old and new IFATCA friends, and to continue making this Federation the one and only reference worldwide when it comes to air traffic control matters. I considered myself blessed to have the honour and pleasure to represent our profession, our Federation, at such a high-level position.
- 3.5. **I shall not forget to mention all the fantastic people I am surrounded by who makes the entire experience even more enjoyable. I could simply not do it without them. Among these people, I can count on the unwavering support of my association CATCA, I am extremely lucky to have them. I am also fortunate to be supported by a great employer, Nav Canada; they show understanding and flexibility and above all believe in what I do. Very sincerely, a huge and heartfelt thank you, the profession, our Federation, and me are extremely grateful to you.**

4. RECOMMENDATIONS

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

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APPENDIX A – 223rd SESSION OF THE AIR NAVIGATION COMMISSION

Introduction

This Session was two weeks shorter than usual, and it proved to be challenging to finish all the work programme items that were planned on the schedule, mainly because there were fewer formal meetings to officially finish some of the working papers (preliminary and final reviews) in order to refer them to the Council for approval. Also, the long discussions with respect to the 14th Air Navigation Conference (AN-Conf/14) and the direct submission process literally hijacked some of the meetings and caused delays in the processing of other, sometimes more urgent, work programme items. For example, almost two 3-hour sessions were dedicated to the AN-Conf/14 and three for the direct submission only.

Also, worth mentioning during this Session is the coordination that took place with Mr. Chris Dalton, Chief ATM Section, regarding the so-called “ICAO Big Rocks”, the informal briefings that were provided to the ANC by CANSO on behalf of the Global Council regarding their Vision 2045 and by the ICAO Secretariat with respect to the True North initiative. More on these two topics in the next sections.

Finally, this report concludes with an overview of the Working Papers tabled in the ANC during this Session, a summary of all the ICAO ANC Panels on which we hold membership that took place since the previous ANC Session, and the Informal Briefings and ANC Talks presented to the Commission are highlighted at the end of this paper.

IFATCA Annual Conference

After four years of absence, it finally happened: we were able to meet face-to-face for an Annual Conference. I'm not going to repeat what I already said in my working paper last year, but I would just like to reiterate that we are in an excellent position at ICAO, probably better than we have ever been. IFATCA has representation on 12 Panels, and our experts are extremely competent, well respected and the job they are doing is simply outstanding. The Conference was a long-awaited opportunity to meet with most of them, and to publicly express my profound recognition for the sacrifices they have done through the last few years.

Besides Panel reports and my own, I also had the chance to deliver one of the four workshops on Monday with Adam Exley, who did an amazing job. Our training and licensing presentation triggered a lot of questions, since it is a topic for which we are all very passionate. I was also reappointed for another three-year term in the role of Liaison Officer to the ICAO ANC by the Executive Board, and I'd like to sincerely thank them for the confidence they placed and still place in me for this position. I am also fortunate to be supported by my home association, CATCA, and I couldn't be happier to see them getting more involved with the Federation. My dearest wish is to see this cooperation between Canada and IFATCA flourish over the next few years. Special thanks to Nick von Schoenberg for taking the time to attend, albeit his numerous other commitments at home.

ICAO “Big Rocks”

As per tradition, ICAO was invited to attend our Annual Conference. For 2023, the two topics proposed by ICAO and delivered by Mr. Anthony Ang and Mr. John Welton from the ATM Section were: new separation standards and FF-ICE / SWIM / TBO. Needless to say, a number of new initiatives are boiling at ICAO at the moment and for the upcoming years, and both Mr. Ang and Mr. Welton were briefed by Mr. Chris Dalton, Chief ATM Section, on the need to better align the ICAO work programme with TOC and PLC.

The idea of “big rocks” is very simple: if the TOC/PLC work programme is aligned with ICAO, then what is done by both committees can be “reused” by ICAO for provisions drafting and/or guidance material. It means for ICAO that some work is already done by someone when it comes to dealing with a specific topic in a specific Panel. For IFATCA, it means also that the work done by TOC/PLC is even more meaningful for ICAO Representatives on the 12 Panels on which we are represented.

In short, everybody is winning and probably that such initiative should have started long time ago. I also proposed Mr. Dalton to share with him the progress (and the working papers) of both committees during the year and where necessary to liaise between the author of a paper and the appropriate ICAO technical officer, in order to even better align the work done.

ICAO, and in particular the ATM section, have decided on a list of topics that represent a priority for ICAO and its Member States for the upcoming years. These topics have been called “ICAO Big Rocks” and if possible, IFATCA’s efforts should be targeted on aligning what is done within the Federation regarding those topics with the ICAO work programme. For reference, these topics are:

- Long-Term Aspirational Goal (LTAG) for CO₂ reduction: this includes better, more efficient use of airspace, new separation standards, etc.;
- Cybersecurity and resilience;
- Crisis response;
- ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA);
- Implementation support and ICAO Technical Cooperation Bureau (TCB);
- Advanced Air mobility (AAM), RPAS, UAS Traffic Management (UTM), and other new entrants;
- Flight and Flow Information for a Collaborative Environment (FF-ICE), which is the basis for TBO and SWIM, and the replacement solution for FP2012; and
- ATFM, Airspace Classification and new Flight Rules.

CANSO Vision 2045 – Informal Briefing to the ANC

On 15 May 2023, the ANC received an Informal Briefing by CANSO on the CANSO Vision 2045. This has been a topic I have followed with great interest for more than a year now, starting with the publication of their Vision document (which IFATCA did not agree to sign in its current form), followed by their working paper at the Assembly and our response to it, and now this briefing.

The general sentiment expressed during the Assembly was that ICAO is already doing what CANSO wants to promote in their Vision, and also the fact that there are concerns seeing CANSO trying to substitute themselves to ICAO for all Global Air Navigation Plan (GANP) related activities. This has been echoed by numerous commissioners (and even by the Secretariat) during the Q&A session following the briefing. I expressed similar concerns, especially regarding their opening statement: “What got us here won’t get us there”, which is completely disregarding the essential role existing actors are playing in the future of aviation.

In short, the presentation offered by CANSO tried to better anchor what they want to do with what ICAO is doing, by creating some questionable links between their roadmap and the GANP, the Aviation System Block Upgrades (ASBUs) and the Basic Building Blocks (BBBs). This did not really work because nothing has changed in their Vision since its initial publication. The goal is still to bet everything on technology, since according to them it is the

way to go to solve all our future problems (and more). I strongly questioned their goal named “High performing teams” and their work programme titled “New ANS financing mechanisms” to see what was meant by that exactly, and I got only a vague response, which did not answer my question.

I concluded my statement with a fun fact: “the word CONTROLLER was not mentioned, not a single time, in their 28-page presentation, which is highly surprising coming from an organization supposed to represent controllers’ employers from all around the world”. I asked why we were completely absent from it, where actually we should be at the center of their strategy. A politically correct, vague and diplomatic answer was offered. Again, the strategy IFATCA should adopt in the future is: keep an eye on it, give it as little attention as possible.

ICAO Office of Internal Oversight (OIO) report

Another interesting presentation offered to the ANC was the Assessment of Member States Needs and Expectations, provided by the ICAO Office of Internal Oversight (OIO). The goal of this audit was to “review whether ICAO’s normative, auditing/monitoring and implementation support activities have been aligned accordingly” with States’ expectations and needs.

To this end, 158 Member States, 10 Council members, 17 ICAO staff, 3 industry observers and 3 regional organizations were surveyed. In general, States were very satisfied with ICAO’s standard-setting work to support their needs. However, the timeliness in the delivery and translation of guidance material, pace of Standard and Recommended Practices (SARPs) revision and adequacy of the dates to implement SARPs were identified as areas for improvement. States also positively assessed ICAO’s auditing/monitoring work. However, one third recommended expanding the programmes to include additional SARPs such as those contained in Annex 9. Across all areas assessed, the frequency of ICAO audits received the lowest rating.

Member States viewed ICAO’s implementation support work positively. However, Member States considered it has gaps and needs. Partnering with the industry was considered as a viable option to expand the quantity and quality of implementation support. ICAO also lacks adequate mechanisms to systematically identify and prioritize State needs. It was recommended to develop country profiles describing the context of aviation in each State and identifying the topmost pressing needs of each state to better channel resources where most needed. ICAO’s current organizational structure limits the support provided to Member States. The centralization of implementation support and under-resourced Regional Offices are affecting provision of implementation support to Member States.

Finally, there is opportunity for ICAO to embrace a more risk-based approach across all work streams for States to focus on critical priorities first, as informed by State needs, resource limitations and technical capacities on the ground. ICAO’s normative, auditing/monitoring and implementation support work are not fully aligned. The main contributing factor is the increasing workload on ICAO Bureaux and Regional Offices coupled with a limited budget that has not increased in the past 16 years.

14th Air Navigation Conference (AN-Conf/14)

The Commission reviewed, during this Session, a working paper presented by the ICAO Secretariat explaining the need for, and the purpose of, the upcoming AN-Conf/14. The Secretariat has been fairly straight forward and clear (almost blunt): the expectation is that no working papers will be accepted for subjects for which the work is already being progressed by ICAO. In other words, the Secretariat wants to avoid what happened during the last Assembly (and the one before) and during the last AN-Conf/13, where 75% of the working papers presented or requested existing work programme elements. Working papers such as “the experience of State X on the implementation of PBN routes” or “challenges experienced

in State Y with drones” will be automatically downgraded to IPs. In the same vein, working papers presenting in the section “Actions by the Conference” statements such as “ICAO is invited to increase / strengthen / continue / consolidate” will also be downgraded to IPs.

While this may represent a drastic change from previous High-Level Divisionary meetings, it is believed that such change is absolutely necessary, first to avoid losing time on subjects that ICAO is already working on (taking into account the well-known fact that their resources are scarce), and second to reduce the number of working papers ICAO has to process, translate, and publish (and read, for those who are attending). What is yet to be seen is whether the States (and the industry) will abide by these new rules, and to what extent this is going to work in general. One thing that should be kept in mind is that the States are those who pay ICAO to do the job, and therefore they are entitled to express themselves as they see fit. These two contradictory objectives (efficiency and streamlining vs freedom of expression) may conflict when comes the time to select what is accepted and what is not. Ultimately, ICAO will be the one being judged on its performance after this perilous exercise.

Working Group on Procedural Matters (WG/PM) – Direct Submission

Once again, during this Session, the ANC spent countless hours on the drafting of a procedure to allow States, industry, consortia, etc. to submit Proposals for Amendments (PfAs) to Annexes and Procedures for Air Navigation Services (PANS) directly to the ANC. The idea is to allow mature subjects and their association provisions, usually already implemented in mature States, to be reviewed by the ANC without having to draft a Job Card, submit it to the ANC, have it approved by the ANC, have the work done by a Panel, etc.

The plan (which is still not 100% finalized despite all the time and energy spent on it) will likely be as follows: once a proposal is received by ICAO, the Secretariat will do a preliminary analysis on the potential for direct submission. If deemed acceptable, the proposal will be sent to the ANC directly for preliminary review. The ANC will have the possibility to send it to one or more ANC Panel(s) for review, entirely at its discretion. Following this step, the PfA will be circulated to States via a State Letter for review, using the already well implemented process, for an ultimate final review of the comments expressed by States.

While this process may seem (and probably is) fairly simple in principle, a number of questions were raised by the Commission: who will be allowed to submit? Why is the Secretariat conducting the initial review and not the ANC itself? What about the proposals that will be refused by the Secretariat, will they be shown to the ANC anyway? Should the ANC always refer to the appropriate Panel(s) or not necessarily? And many more. It is my view – and the view of many commissioners – that the ANC should consider this as a pilot project and avoid being too restrictive in the drafting of the process, since there has only been one direct submission trial so far, and since that trial went really well. The process could be reassessed at a later stage if necessary, and anyway the ANC always has the power to reject a proposal during the preliminary review. Same with the States, they can reject it during the State Letter consultation process.

ANC Informal Briefing – True North

On June 19th, the ANC received an informal briefing by the ICAO Secretariat on the potential implementation of True North, as a replacement for the current practice of using Magnetic North. Canada presented a WP at AN-Conf/12 in November 2012 and at AN-Conf/13 in October 2018 on the topic, and an IP at the High-Level COVID Conference (HLCC) in October 2021. At the 15th meeting of the Instrument Flight Procedures Panel (IFPP/15) in March 2022, Canada also presented a WP to the Panel to consider a global switch to True North. The Panel supported the initiative but requested ICAO to carry out a survey to investigate the level of support by States and industry for such a proposal.

The objectives of this survey were to determine the level of support by States and the aviation industry for ICAO to work on moving to True North, and to identify any concerns or challenges that may need to be addressed for a transition to True North. The findings of the survey will be used to aid ICAO in developing any plans and strategies for True North. The survey was conducted online and contained 65 questions. Two ICAO webinars were conducted to further inform States and industry of all considerations.

564 responses were received from 103 States, 37% of responses from Europe and North Atlantic (EURNAT) and 34% from Asia Pacific (APAC). Air operators, State Civil Aviation Authorities (CAAs) and Air Navigation Service Providers (ANSPs) accounted for 77% of respondents. Overall, 61% of respondents either strongly or somewhat supported moving to True North. 9% either somewhat or strongly did not support moving to True North. The regions with the strongest level of support were Eastern and Southern Africa (ESAF) (80%), North America, Central America and the Caribbean (NACC) (78%) and Western and Central Africa (WACAF) (76%). Middle East (MID) had the most response rate not in support with 15%. State CAAs (72%) and ANSPs (74%) showed the strongest support. The majority of respondents (81%) indicated they would need 10 years or less to implement True North.

The presentation contains a large amount of interesting material, data, and figures, and it would be too long to share everything in this report. The presentation, and the associated report (57 pages) has already been shared with TOC and PLC and will be provided upon request.

ANC Session – ICAO HQ, Montréal, Canada, 8 May – 23 June 2023

The following table depicts the working papers tabled in the Air Navigation Commission during the 223rd Session. Only those papers that are relevant to IFATCA are presented here. Further information on those reviews and reports will be provided on request:

Type of WP	Comments
<p>Preliminary Reviews</p>	<ul style="list-style-type: none"> • Proposed amendments to Annex 10, Volume V: the proposals introduce provisions relating to implementation of wireless avionic intra-communications (WAIC) for intra-communications on-board aircraft. • Proposed amendments to Annexes 2, 3, 4, 6, Parts I, II & III, 10 Volume I, 11, 15, PANS-ATM, PANS-AIM & PANS-OPS, Volume III: related to general aviation helicopters, on-board technology for the prevention of runway incursions and excursions, ramp inspections and end of flight location. • Proposed amendments to Annex 10, Volumes II & III: the proposals address updates to the aeronautical telecommunication network (ATN)/Internet Protocol Suite (IPS) requirements regarding IPS mobility across multiple media, naming and addressing, IPS security, quality of service (QoS), system management and overall transitional aspects.
<p>Final Reviews</p>	<ul style="list-style-type: none"> • Proposed amendment to PANS-ATM (Doc 4444): related to separation minima based on an ATS surveillance system. • Proposed amendment to Annex 13: relating to investigations involving unmanned aircraft (UA), the release of investigative information, Global Aeronautical Distress and Safety System (GADSS) data and information, the publication of Final Reports, and the consultation period of Final Reports.

<p>Reports</p>	<ul style="list-style-type: none"> • Review of the report of the 3rd meeting of the Frequency Spectrum Management Panel (FSMP/3). • Review of the report of the 3rd meeting of the Personnel Training and Licensing Panel (PTLP/3). • Review of the report of the 1st meeting of the Trust Framework Panel (TFP/1). • Update on the work related to the International Aviation Trust Framework (IATF): this is basically the work that was conducted prior to the establishment of the TFP, and the transition related to the creation of the Panel. • Review of the report of the 9th meeting of the Flight Operations Panel (FLTOPSP/9). • Review of the reports of the 20th and 21st meetings of the RPAS Panel (RPASP/20&21). • Review of the report of the of the 9th meeting of the Airworthiness Panel (AIRP/9).
<p>Draft Reports to Council</p>	<ul style="list-style-type: none"> • Review of updates to the ICAO position for the International Telecommunication Union (ITU) World Radiocommunication Conference 2023 (WRC-23): the proposal takes into consideration developments resulting from studies conducted by ICAO, ITU and regional telecommunication organizations following the approval of the ICAO position by the Council in 2021. • Consolidated report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) for 2022-23: review of the governance aspects of issues arising, including those associated with the level of participation in meetings of the PIRGs and RASGs.
<p>Procedural Matters</p>	<ul style="list-style-type: none"> • ANC Working Group on Procedural Matters (WG/PM): relating to an amendment to the ANC procedures and practices guidebook, in order to include the ANC prioritization process and the methodology to report and manage global challenges reported by PIRGs and RASGs. • ANC Working Group on Procedural Matters (WG/PM): relating to the ANC guidance for evaluating cases involving regional air navigation plans amendments, and the progress of the drafting of the direct submission process document (<i>see section above</i>).
<p>Others</p>	<ul style="list-style-type: none"> • New Job Card: Accident Investigation Panel (AIGP), related to information to aircraft accident victims and their families. At the moment, this JC doesn't pose a threat to the protection of safety-related data and information, but to be followed to make sure it remains that way. • New Job Card: for the Flight Recorder Specific Working Group (FLIRECSWG). Proposes amendments to Annex 6 provisions on the carriage of flight recorders, in particular alignment with industry specifications, parameter characteristics, etc. • Need for the 14th AN-Conf: presentation on the need for, purpose, and expected theme for the 14th AN-Conf. Discussion around the organization of the event, timing, and indicative list of subjects (<i>see section above</i>).

Panel Meetings taking place during the ANC Session

During the 223rd Session, seven panel meetings on which we have membership were scheduled. All these meetings have taken place in person, with the possibility to attend virtually only to present working papers. Regarding FLTOPSP and CP-OPDLWG, Mr. Oliviero Barsanti and Mr. Markus Johnston both planned to attend in person, but due to personal and health reasons were unable to be present unfortunately. It is important to underline that it was the first Panel meeting with IFATCA for Mr. Bertrand Foucher, new advisor to ATMOPSP and long-time friend of the Federation. Mr. Foucher has been representing DGAC France on the Panel for many years, attended numerous IFATCA Conferences and is well-known for his extraordinary knowledge of PBN. Mr. Foucher will assist Mr. Rick Taylor in ATMOPSP matters, namely phraseology, on an entirely voluntary basis.

On a personal note, I would like to highlight the very hard work our representatives are putting at ICAO. Just as an example, Mr. Taylor travelled all the way from Australia to Montréal to attend ATMOPSP for five days, and I was made aware that the Panel finished business past 9PM on one of the days. Mr. Taylor then had to travel back to Australia (he's a father of two) for a week to take care of his family, before travelling again to the Annual Conference in Jamaica. Another example is Mrs. Ausra Straume, who funds her own participation to all ICAO Panel meetings, since she does not get support from her MA. Of course, it is not fair to just name these two, but this is just to highlight some of the sacrifices our representatives have to make, which is to me a strong indication of their dedication to the work of the Federation. I believe it deserves to be commended. Reports on these meetings will be made available on the IFATCA Drive and in the IFATCA Circular:

Panel	Dates	Comments
FLTOPSP	17-21 April 2023	Oliviero Barsanti could not attend
ATMOPSP	24-28 April 2023	Rick T. & Bertrand F. attended
PTLP	1-5 May 2023	Ausra Straume attended
SMP	8-12 May 2023	Andrew Belshaw attended
SASP	8-19 May 2023	David Perks attended
CP-OPDLWG	15-19 May 2023	Markus Johnston could not attend
ATMRPP	5-9 June 2023	De Wei Lim attended

Informal Briefings to the Air Navigation Commission

The President of the ANC, Mr. Padhraic Kelleher, continued once again the tradition to organize some virtual "ANC Talks", involving States and Industry. Unfortunately, only three were offered during this Session. Presentations mentioned below can be made available upon request to me. As mentioned above, of particular interest was the presentation offered by CANSO on the CATS Vision 2045. While the presentation was well received by the ANC, numerous questions and concerns were raised regarding the alignment with the already existing ICAO GANP and how this is supposed to fit within the existing ICAO Framework and work programme. The following table presents the briefings that were offered to the ANC during this Session:

Date	Presented by	Topic
15 May 2023	CANSO	CATS Vision 2045
19 June 2023	Boeing	Leading edge technologies and procedures
21 June 2023	ICAO	True North

APPENDIX B – 224th SESSION OF THE AIR NAVIGATION COMMISSION

Introduction

As mentioned earlier, this Session was two weeks shorter than normal. This proved to be challenging to a point where the President of the ANC had to reshuffle some of the items, delete or defer some of them, and add extra meetings that were not foreseen initially. This became a problem for a number of Commissioners and industry observers, since all of us arranged our respective schedules based on the original planned timetable for this Session. The President agreed it was undesirable, and future Sessions will be either extended before we start them, or changes to the timetable will have to be agreed beforehand.

Not being able to finish the agenda was not so much of an issue for this Session, but it will be next year, as we get closer to the AN-Conf/14, and for the following year, which is an Assembly year. To try and mitigate that, the time that was dedicated to each Commission Group (CG) meeting was significantly longer than usual. Some of the topics, like the PfAs related to RPASP/18 were more contentious and took a lot longer than expected. Some others, like the Direct Submission process, were surprisingly noncontroversial. Possibly because we exhausted all we had to say on the subject after endless meetings on it during the last Sessions. Of particular importance during this Session was the approval of the Separation and Airspace Safety Panel (SASP) Job Cards, the Final Review of WP/9687, proposing a large number of amendments stemming from RPASP/18, and the approval of the Terms of Reference (ToRs) for the newly established True North Advisory Group (True-AG). These will be explained in more details below.

Finally, this report concludes with an overview of the Working Papers tabled in the ANC during this Session. Informal Briefings and ANC Talks presented to the Commission will be provided at the end of this Appendix. On a lighter note, the ANC Thank You social function was held again this year at the end of the Fall Session. The event, organized by the broader ANC community (States and Industry) is a well anchored tradition at ICAO, with the aim to celebrate the friendship between the ANC and the ICAO Secretariat and more importantly recognize the hard work done by the Secretariat to facilitate the work of the Commission. As per the tradition, I was in charge of the bar, with other industry partners (IATA, ICCAIA, CANSO and IFALPA). This was again a great success and also a rare opportunity to exchange with everyone in a very informal setting (which doesn't happen often at ICAO), where everybody feels comfortable to let their hair down, have fun and bond.

IFATCA Executive Board Meeting (EBM)

The first Executive Board Meeting for 2023-2024 was held in Abu Dhabi, UAE, 26-28 September 2023. The meeting was graciously hosted by the General Civil Aviation Authority (GCAA) of the United Arab Emirates, which I would like to thank for their hospitality once again. I updated the Board on some elements of relevance (present and future) in the ANC, such as the True-AG, Direct Submission, AN-Conf/14, ANW and ANW-ATM, briefly went over some coordination items with our panel representatives, succession planning and more. I have to say the ICAO team of representatives we have at the moment is simply extraordinary. The coordination is excellent, the work always well done, and we are in a position to be more proactive than in the past (instead of reactive), which makes it tremendously easier for me to do my job in the ANC.

IFATCA TOC and PLC Joint Meeting

The first TOC-PLC meeting for 2023-2024 was held in Melbourne, Australia, 2-6 October 2023. The meeting was hosted by Civil Air Australia and organized by some of its members, who did an awesome job at putting everything together for a very successful event. We also had the chance to visit Civil Air headquarters, where we were invited for an informal gathering. I would like to take this opportunity to thank Mr. Tom McRobert for his

hospitality and generosity. I do not recall both committees working on so many working papers at the same time over the last eight years, which is certainly a good thing. Additionally, my impression is that the quality of the vast majority of the papers is increasing every year that passes. Among those topics for which a close interaction with either myself or some member(s) of our ICAO team was necessary are:

- system-based licensing (this was discussed many times in PTLP; it wasn't called as such, but the idea was something close to a performance-based licence);
- RPAS DAA (obvious link with RPASP, but potentially SP as well);
- VFR workload and capacity (while not necessarily obvious, there is a strong link and important definitions proposed, which are related to sector capacity determination, a hot issue at ICAO);
- Expected aircraft performance, remote towers and FF-ICE could eventually require input from ATMOPSP and ATMRPP.

Finally, some of the topics on the TOC agenda involve reviews of TPM policies. Those policies were flagged during the TPM overhaul conducted during the pandemic by Mrs. Jaymi Steinberg, Mr. Benjamin van der Sanden and me; the changes required were too complex to be addressed during the general review and it was proposed to defer them to both TOC and PLC work programmes for further analysis.

IFATCA Asia-Pacific Regional Meeting (APRM)

The Asia-Pacific Regional meeting 2023 was held in Bali, Indonesia, 17-19 October 2023. Upon request from Mrs. Cheryl Chen, Executive Vice-President Asia-Pacific, I delivered three presentations to the meeting: opening remarks on behalf of the IFATCA Executive Board, a presentation on the linear approach to safety (Safety-I) versus the systemic approach to safety (Safety-II) and the growing interest of ICAO for the latter, and finally an overview of the progress of the IFATCA Training Task Force since the last world conference in Jamaica. I would like to thank the Indonesian Air Traffic Controllers' Association (IATCA) for their flawless organization and warm hospitality.

ICAO Air Navigation World (ANW) ATM – Procedures for Today

At the invitation of ICAO, I attended the ICAO ANW ATM – Procedures for Today. The first iteration of the ICAO ANW 2023 was held in August 2023 in Montreal, Canada and focussed on high-level procedures for the future. The event did not specifically target ATM. This second iteration of the ICAO ANW 2023 was specifically dedicated to ATM, as an enabler for future ICAO initiatives. In other words, topics like FF-ICE, TBO, SWIM, UAM and AAM, UTM, etc. are all dependant on the implementation of existing ICAO provisions.

The event also highlighted a number of ICAO provisions that have been in "ICAO books" for several years, provisions that would be cheap and easy to implement, but yet States have not decided to implement them. For example, separation standards in PANS-ATM for oceanic and remote airspace are not widely implemented worldwide and could enable significant gains in capacity and efficiency. The event was also a platform to foster better coordination among States and more importantly at the regional level. ATFM was brought up but several speakers, and the need for regional (and eventually global) Free Route Airspace (FRA) was highlighted.

I was invited to represent IFATCA and to moderate and facilitate the sessions of the entire Tuesday afternoon, which were dedicated to the new Wake Turbulence Groups (WTG) separation minima (also known as RECAT) and a panel of experts taking part in a Q&A session on the topic. I was delighted to accept that invitation. A separate report was prepared and distributed specifically for this event and will be made available upon request. The recordings of this panel of experts are available [here](#) (Part I) and [here](#) (Part II). Kindly note that registration is required, but the content is available free of charge.

WP/9703 – Approval of the Wake Turbulence Specific Working Group (WTSWG) and the Separation and Airspace Safety Panel (SASP) Job Cards

The fourth meeting of the Separation and Airspace Safety Panel (SASP/4) was held in Montréal from 8 to 19 May 2023. The SASP/4 meeting agreed to five new Job Cards (JC) to be submitted to the ANC. In addition, the fifteenth meeting of the Wake Turbulence Specific Working Group (WTSWG/15) was held in Montréal the previous month, from 19 to 21 April 2023. The main objectives of the meeting were the agreement on the WTSWG work programme (one JC), the terms of reference (ToRs) and the working arrangements.

The ANC agreed to review the proposed JC during its 224th Session. The Working Group of the Whole for Strategic Review and Planning (WG/SRP) reviewed the proposed new JC on 11 October 2023. The SRP meeting was facilitated by a previous review by Commission Group 2 (CG-2). Mr. David Perks, IFATCA member on SASP and chair of the Panel, asked me to keep him informed of the adoption process for the JCs.

All JCs were approved, with the exception of one. Regarding job card SASP.019.01, on the creation of guidance material related to operations of High-Altitude Platform Systems (HAPS), the Commission felt that the scope of the job card wasn't clear enough and needed refinement before the ANC could approve it. I requested clarification as to why it was not possible to approve it in principle, since the Commission did not disagree on the need to have such JC and request the Panel to simply clarify the scope. The ANC decided that they didn't want to approve a JC for which the scope was not clear. I argued that without the approval during this Session, the panel would not be able to start the work and the deliverables would be delayed because of the non-approval. Unfortunately, my arguments did not convince the Commission, and it was decided to defer the approval to the next Session. I informed David accordingly, and he will ensure proper scope is provided to the ANC, while I will ensure the approval is not further delayed during the next Session.

WP/9687 – Final Review of the Proposals for Amendments (PfA) stemming from the 18th meeting of the RPAS Panel (RPASP/18) on Annexes 6 Volume IV, 1, 2, and 8

This is by far the working paper that triggered the most discussions in the ANC this Session. In short, a State Letter came out some time ago proposing amendments to Annexes and PANS stemming from the RPAS Panel. The State Letter response was coordinated by me, with Mr. Eugenio Diotalevi and his team, who came back to me with comments. I used these comments to draft our State Letter response. It is important to note that I also coordinated with IFALPA, who loved our response so much that they asked us if they could use it in their own response. To which I agreed, of course.

When these responses were reviewed by ICAO, the Secretariat disagreed to most of what we (IFALPA and IFATCA) were proposing. However, many commissioners were of the opinion that there was a lot of merit to what we put forward. Basically, IFATCA was proposing to add the following sentence (highlighted in yellow) to the proposed standard:

4.2.12.2 The operator shall only designate one remote pilot to act as remote pilot-in-command for an RPA, at any given time. The remote pilot-in-command (RPIC) shall only manage one single RPA at any given time.
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Our proposal was to forbid one pilot to fly many aircraft at the same time. One will quickly see the parallel with our existing position on simultaneous operations by one single controller of multiple remote towers. ICAO Secretariat gave a number of reasons why it should not be supported (e.g., it's too late in the process, it's the future of aviation, we want these provisions to be future proof, etc.) All these reasons were not supported by the Commission. The arguments I put forward were:

- It's never too late in the process. Otherwise, why do we even bother reviewing State Letter comments?
- It's not the future of aviation, at least for now. At the moment, we haven't seen a single application of these in the civilian world. There is not even one study case to look at.
- Provisions should not be future proof. Especially when we don't know what we are embarking on. There has been no risk analysis, no safety studies, nothing published on the matter. How many RPAS can a pilot fly simultaneously? 2? 10? 15? Until it has been established that this could (potentially) be done safely, it should be forbidden.

The Secretariat came back with a proposed compromise, which was to add a list of things States should consider before allowing a pilot to fly multiple RPAs simultaneously. This was also unanimously rejected by the ANC. Our proposal was, in the end, incorporated to the standard. It was even "upgraded" to a standalone provision. The French Commissioner, Mr. Thierry Liabastres, was instrumental in achieving this outcome. For both IFALPA and IFATCA, it is a very, very big win, and it creates a precedent for potential debates on the same issue, but with remote towers. For more information on this specific topic, please reach out to me directly.

WP/9696 – Approval of the Terms of Reference (ToRs) for the True North Advisory Group (True-AG)

The paper presented recommendations on the way forward for a transition to True North as the reference system for heading and tracking in air operations. These recommendations are based on the results of a recent ICAO survey and discussions with stakeholders. Basically, the paper proposed to move forward with the idea, establish some ToRs for the future True North Advisory Group (True-AG), of which IFATCA should be (in my opinion) a member. The paper's objective was not to review again the survey done by ICAO – we already had an extensive Informal Briefing last session on the topic. The survey is also available to ANC members, as well as the presentation that was made by the Secretariat on the topic. Rather, the discussion was to establish what the AG would eventually do, and the following was agreed:

- a) develop a CONOPS for the global implementation of True North along with a comprehensive transition plan;
- b) conduct further studies on the impact of a True North transition on different stakeholders, based on the CONOPS, including a cost-benefit analysis;
- c) present a proposal for how the transition to True north could be managed, for State review and agreement; and
- d) provide advice to the ANC, in coordination with relevant Panels, on the development of work programme items for job cards, subject to the outcome of the above.

ANC Session – ICAO HQ, Montréal, Canada, 25 September – 10 November 2023

The following table depicts the working papers tabled in the Air Navigation Commission during the 224th Session. Only those papers that are relevant to IFATCA are presented here. Further information on those reviews and reports will be provided on request:

Type of WP	Comments
<p style="text-align: center;">Preliminary Reviews</p>	<ul style="list-style-type: none"> • Proposed amendments to Annex 10, Volumes I and V: related to GNSS and other navigation aids arising from the 7th meeting of the Navigation Systems Panel (NSP/7) and addressing provisions related to advanced receiver autonomous integrity monitoring (ARAIM), GPS, the Galileo system, SBAS and GBAS, DME and frequency assignment planning and utilization for ILS, VOR, DME and GBAS. • Proposed amendments to Annexes 2, 10 and 12, PANS-ATM, PANS-OPS and PANS-AIM: related to RPAS integration in air traffic operations arising from the 17th and 20th meetings of the RPAS Panel (RPASP/17 & RPASP/20). The amendment concerns the use of transponder code 7400 for lost C2 Link procedures, call sign prefixes, and lost C2 Link and detect and avoid (DAA) procedures. <u>The ANC deemed the amendment not mature enough to go forward with State consultation, and agreed to send it back to the Panel for further work.</u>
<p style="text-align: center;">Final Reviews</p>	<ul style="list-style-type: none"> • Proposed new Annex 6 Part IV and consequential amendments to Annexes 1, 2 & 8: related to RPAS operations in controlled airspace and aerodromes, arising from the 18th meeting of the RPAS Panel (RPASP/18). <i>See section above.</i> • Proposed amendments to Annex 3, new PANS-MET and consequential amendments to Annex 6 Parts I, II & III, 10 Volume II, 11, 15, PANS-ABC, PANS-AIM, PANS-ATM: arising from the 5th meeting of the Meteorology Panel (METP/5). The proposals propose a restructure of Annex 3, a new PANS-MET, further development of space weather information services, quantitative volcanic ash information and international airways volcano watch (IAVW) updates, further development of the ICAO meteorological information exchange model (IWXXM), further development of the world area forecast system (WAFS), improved definition of meteorological authority and introduction of a new definition of meteorological service provider. In short, a big amendment, but nothing too controversial. • Proposed amendment to Annexes 2, 10 Volume II, PANS-ATM, PANS-AIM and consequential amendments to Annexes 1, 6 Parts I, II & III, 9, 11, 16 Volume IV, PANS-OPS Volume III and PANS-ABC: concerning the initial implementation of the Flight and Flow Information for a Collaborative Environment (FF-ICE) services, arising from the 4th meeting of the ATM Requirements and Performance Panel (ATMRPP/4). This amendment was broadly supported, adjusting/adding to some of the existing FF-ICE provisions. • Proposed amendments to Annexes 3, 4, 10 Volumes II & III, 15, PANS-ABC, PANS-AIM and a new PANS-IM: concerning AIM, System-Wide Information Management (SWIM), information security, arising from the 2nd meeting of the Information Management Panel (IMP/2). This is a big amendment as well with the creation of PANS-IM, but nothing really controversial. It also supports the amendment above on FF-ICE. • Proposed amendments to Annex 4, PANS-OPS Volumes I & II and PANS-AIM: concerning charting navigation specifications, instrument flight procedures for helicopters, PBN operations, altitudes on instrument procedures and quality assurance for flight procedures, arising from the 15th meeting of the Instrument Flight

	<p>Procedures Panel (IFPP/15). More or less a “maintenance and update” kind of amendment. Another similar amendment should be out in the next session or so.</p> <ul style="list-style-type: none"> • Proposed amendment to Annex 10 Volume III: related to 24-Bit aircraft address, stemming from the 4th meeting of the Surveillance Panel (SP/4). Very technical/engineer, not so much for us in there.
<p>Reports</p>	<ul style="list-style-type: none"> • 7th meeting of the Navigation Systems Panel (NSP/7). • 6th meeting of the Safety Management Panel (SMP/6). • 20th meeting of the Middle-East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/20) and 10th meeting of the Regional Aviation Safety Group of the Middle-East (RASG-MID/10). • 59th meeting of the North Atlantic Systems Planning Group (NAT-SPG/59). • 34th meeting of the Aviation Security Panel (AVSECP/34). • 2nd meeting of the Cybersecurity Panel (CYSECP/2).
<p>Others</p>	<ul style="list-style-type: none"> • Approval of Job Cards from Wake Turbulence Specific Working Group (WTSWG) and Separation and Airspace Safety Panel (SASP): <i>see section above.</i> • The Way Forward on True North in Aviation: <i>see section above.</i> • Review of the Direct Submission Process: after countless meetings, countless hours of debates, the Commission finally approved the terms of reference for direct submissions from either States, Industry or relevant stakeholders. Surprisingly, this paper was rather painless, perhaps because of the endless number of hours already spent on the subject. My assumption is we exhausted all that could possibly be said on the topic at this point. • Need for the 14th Air Navigation Conference (AN-Conf/14): in State letter ST 15/1-23/12 this summer, ICAO requested comments from States and international organizations on an initial list of possible subjects likely to be mature for consideration by the AN-Conf/14 in 2024. The paper outlined the need, an agenda, the organizational plan, duration and location of the meeting. The Commission then approved a draft Council working paper containing the above and invited it to approve the tenure of AN-Conf/14. <u>This is going to be a bit event for IFATCA and we, as a Federation, should plan for proper attendance.</u>

Panel Meetings taking place during the ANC Session

During the 224th Session, a record seven panel meetings on which we have membership were scheduled. On top of that was my attendance at the ICAO ANW ATM in Singapore. All these meetings have taken place in person. Needless to say, this large number of panel meetings “ate” a big portion of the ICAO budget all at once, but so far, the ICAO representatives and I have been able to manage the expenses by trying to be as cost effective as possible, and it is not foreseen that ICAO will go over budget, despite the number of meetings attended. I will continue to monitor closely the expenses to make sure we remain within the allocated amount.

I would like to highlight in particular our attendance at the 22nd meeting of the RPAS Panel. Mr. Christoph Gilgen (Helvetica – Switzerland) and Mrs. Sylvie Lemay (CATCA – Canada) were able to attend, thanks to the support from their respective association. Mr. Gilgen has been a long-standing collaborator at ICAO, namely on the topic of Safety Nets in the Surveillance Panel (SP). Since his “retirement” from SP, he never really stopped contributing to ICAO, and did so on his own personal time. I would like to acknowledge this generous contribution of Helvetica, who supported him financially to attend this meeting in Montréal.

In the same vein, Mrs. Sylvie Lemay has been a regular contributor to the RPAS Panel, through the position she held previously at Nav Canada. Being back as a controller now, she expressed the desire to contribute to the panel again, this time under the IFATCA umbrella. CATCA was generous enough to arrange time off for her through the employer, which allowed her to attend the meeting. I would like to acknowledge this generous contribution from CATCA. Reports on these meetings will be made available (as soon as they are released by their authors) on the IFATCA Drive and in the IFATCA Newsletter:

Panel	Dates	Comments
IFPP/WG	25-29 September 2023	John Langa Tembo attended
FLTOPSP/10	2-6 October 2023	Oliviero Barsanti attended
RPASP/22	23-27 October 2023	Eugenio Diotalevi, Christoph Gilgen and Sylvie Lemay attended
PTLP/4	30 October – 3 Dec 2023	Ausra Straume attended
SASP/WG	6-17 November 2023	David Perks attended
ATMRPP/WG	13-17 November 2023	De Wei Lim attended
CP-OPDLWG/WG	4-8 December 2023	Markus Johnston will attend

Informal Briefings to the Air Navigation Commission

The President of the ANC, Mr. Padhraic Kelleher, continued once again the tradition to organize some virtual “ANC Talks”, involving States and Industry. All presentations mentioned below can be made available upon request to me. The following table presents the briefings that were offered to the ANC during this Session:

Date	Presented by	Topic
26 September 2023	Mr. Thomas Bombaert, ICAO AAM SG Secretary	1 st meeting of the Advanced Air Mobility Study Group (AAM SG)
2 October 2023	Mr. Mike Brown, ICAO Capacity, Development & Implementation Bureau	Strategies for Better Integrating Standards Making & Support to States
6 October 2023	Mrs. Olga de Frutos, ICAO GANP SG Secretary	Briefing to the ANC on the Global Air Navigation Plan Study Group (GANP SG)
31 October 2023	ICAO Transformation Team	ICAO SARPS/DMS (Document Management System)

APPENDIX C – 225th SESSION OF THE AIR NAVIGATION COMMISSION

Introduction

As mentioned above, this Session was extended by one week at the beginning. This proved to be challenging and became a problem for a number of Commissioners and industry observers, since all of us arranged our respective schedules based on the original planned timetable for this Session. The President agreed it was undesirable, and a short advance notice was served to everyone, future Sessions will be either extended long before we start them, or changes to the timetable will have to be agreed beforehand.

Not being able to finish the agenda was a concern that was expressed by several Commissioners right at the beginning of our first meeting, given the large number of working papers related to the AN-Conf/14 and those pertaining to the approval of Annexes and PANS by the Council – in both cases, it was simply impossible to delay them to the next Session. To try and mitigate the lack of time as much as possible, several Commission Group (CG) meetings were convened before and during the Session, which made the agenda completely packed from the beginning to the end. From memory, I do not recall an ANC Session being so overloaded.

Of particular importance during this Session was the review of two working papers submitted by the ICAO Secretariat, ATM Section. The first one (WP/9749 *refers*) presents an opportunity to take advantage of the potential benefits available from the introduction of an objective, transparent, consistent, and independent air navigation performance improvement audit programme. In simple terms, ICAO would like to obtain a favourable mandate from the AN-Conf/14 to realize a feasibility study to setup an audit programme for ANSPs (in particular, to look at their efficiency). The second one (WP/9747 *refers*) presents an initiative to encourage the implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere, with the objective of enhanced operational efficiency of the global air navigation system. No timeline has been established yet for this initiative, but ICAO mentioned the possibility of putting 2030 as a deadline. These papers will be explained in more details below.

Finally, this report will conclude with an overview of the Working Papers tabled in the ANC during this Session. Informal Briefings and ANC Talks presented to the Commission will be provided at the end of this paper. This report will also cover other activities of the Liaison Officer to the ICAO ANC, namely: attendance to the 2nd TOC & PLC Joint Meeting, attendance to the 2nd EBM, progress made regarding the transition to an online version for iWEN and the IHB, and the chairmanship transition for the Training Task Force (TTF).

IFATCA TOC and PLC Joint Meeting

The second TOC-PLC meeting for 2023-2024 was held in Sofia, Bulgaria, 15-18 February 2024. The meeting was hosted by the local association BULATCA, and organized by some of its members, who did an awesome job at putting everything together for a very successful event. We also had the chance to visit the ANSP (BULATSA) headquarters, where a visit of the ACC was arranged for the participants. I would like to take this opportunity to thank Tzvetan Ivanov Dimitrov, Zhan Belev and Lidia Ruseva for their warm hospitality and generosity.

Like the first meeting, both committees this year have a very full agenda. I do not recall both committees working on so many working papers at the same time over the last nine years, which is certainly a good thing. Additionally, my impression is that the quality of the vast majority of the papers is increasing every year that passes. Among those topics for which a close interaction with either myself or some member(s) of our ICAO team was necessary are:

- system-based licensing (this was discussed many times in PTLP; it wasn't called as such, but the idea was something close to a performance-based licence);
- RPAS DAA (obvious link with RPASP, but potentially SP as well);
- VFR workload and capacity (while not necessarily obvious, there is a strong link and important definitions proposed related with sector capacity determination, which is a hot issue at ICAO); and
- Expected aircraft performance, remote towers and FF-ICE could eventually require input from ATMOPSP and ATMRPP.

We were lucky to have Mr. Oliviero Barsanti (FLTOPSP) and Mr. Eugenio Diotalevi (RPASP) with us during the meeting. They certainly brought interesting points for those papers related to Flight Operations and RPAS Operations.

IFATCA Executive Board Meeting

The second Executive Board Meeting for 2023-2024 was held in Amsterdam, the Netherlands, 19-22 February 2024. The meeting was graciously arranged and supported by the *Vereniging het Nederlandse Luchtverkeersleiders Gilde* (VLNG, the Dutch Guild of Air Traffic Controllers), which I would like to thank for their hospitality, and in particular Mr. Benjamin van der Sanden, for his flawless organization of the meeting. I updated the Board on the progress realized on the transition to an online version of the Information Handbook (IHB), the proposed transition to an online version of iWEN (a temporary solution until a more permanent setup is finalized by Mr. Philip Marien, our webmaster, who is currently working on a significant website makeover). I also expressed my willingness to take care again this year of the Webapp for the upcoming World Conference.

I also updated the Board on the progress made on the True North Advisory Group (True-AG), on which CATCA (Canada) has generously agreed to support a representative, Mr. Dan Walker, from Edmonton ACC in Canada. Additionally, I covered the preparations in view of the AN-Conf/14, briefly went over some coordination items with our Panel representatives, came back on the succession planning, and summarized where we are with the transition with respect to the Training Task Force chairmanship.

IHB

Article I, para 3, Objects of the IFATCA Constitution specifies under point j) that "the Federation shall collect and distribute information on professional problems and developments". In 1973, the first iteration of the "Information Handbook" (IHB), which produced, and was accepted by the 1974 Tel Aviv Conference. By 1994, the IHB contained the information of 100 Member Associations (MAs). In 2023, the IHB presented the data from more than 130 MAs. A complete overhaul of the IHB questionnaire was carried, removing obsolete questions and adding Key Performance Indicators (KPIs), following a working paper presented at the 2023 Montego Bay Conference (WP 154).

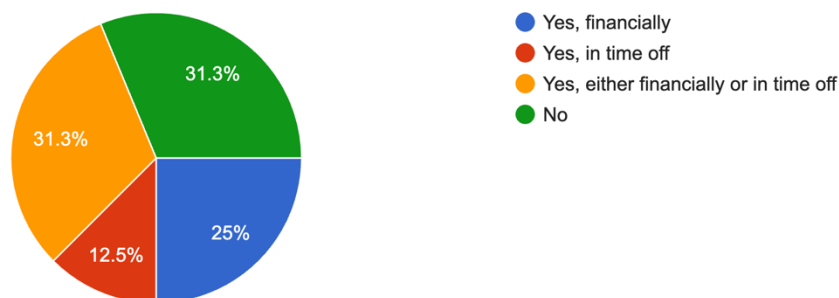
It was the first time, since 1973, that the questionnaire of the IHB was revised entirely. Along with the new questionnaire, a complete rethinking of how the information would be gathered AND presented to the MAs was undertaken by the Liaison Officer to ICAO ANC. As a result, the questionnaire is now available online exclusively, and the processes to compile the data, produce the manual and analyse metrics is now mostly automated (no human interaction required to process the data). The manual continues (and will continue) to be offered in PDF format, but a much more user-friendly portal has been created on the IFATCA website where it is possible to consult the data in HTML format.

In the future, it is foreseen that MAs will be given a discrete access to modify their data online on the IFATCA website, but some changes need to be done to the back end of the website before such possibility can materialize. Since the rollout of the new questionnaire,

nearly 20 responses have been collected, which is quite impressive. Even with such a small sample of data, metrics can already be derived automatically by the system, allowing for global trends to emerge. For example, it is now possible to see if and how overtime is compensated by the employer:

2.2.3 - Is overtime compensated?

16 responses



This is just one example of almost a hundred different metrics that can be derived from the new IHB. Over the next few years, it is my plan to continue improving the way responses are gathered for the IHB and the way data, information and metrics are presented to IFATCA members. The IHB is an incredible wealth of information, and it is my goal to provide MAs with the added value such metrics can generate. For more information, please see my working paper on the IHB, prepared for the Singapore Conference 2024.

iWEN

The Executive Board has recently decided to discontinue iWEN. Since 25 February 2024, the content of iWEN is made available to MAs via a new “IFATCA Industry Digest (I2D)” section on the IFATCA website and will be updated on a regular (weekly, most of the time) basis, just like iWEN was in the past. The content is now presented in HTML format, in seven different pages, that viewers can choose to visit depending on their needs and interests:

1. **Agenda:** presents the upcoming events for all the regions (ICAO, EASA, SESAR, industry partners events, other international organizations events, regional events, etc.)
2. **IFATCA News (internal):** presents news, articles, press releases and more, of interest for the entire Federation.
3. **ICAO News:** presents information, news, etc. related to ICAO specifically.
4. **Regional News:** present information specifically related to the four IFATCA regions: Africa Middle East, Americas, Asia Pacific and Europe. Tags allow to scan for specific content per region.

It is important to note that the IFATCA website (at the time of writing this working paper) was on the way to benefit from a complete overhaul, but some items were still being worked on. Mr. Philip Marien, our webmaster, has been working tirelessly to offer the Federation a new, revamped, modern website, that will offer a number of new possibilities. Once the transition to this new website is completed and all features available, the I2D will be remodelled to improve the presentation and enhance the interaction between the user and the different pages of the I2D.

IFATCA Training Task Force

In response to growing demand in terms of training offered by the Federation and to better organise how training is provided to our Member Associations, the IFATCA TTF was formally established at the last Annual Conference in Jamaica, in May 2023. At the time of writing this working paper, the TTF had three virtual meetings, in June, July and December 2023. The task force, as it stands now, has been joined by 29 members from 20 IFATCA Member Associations, covering all four IFATCA regions.

At the time of writing this paper, the first batch of deliverables was expected to be ready shortly and should be uploaded on the “IFATCA Academy” platform, for a scheduled rollout at Conference in April 2024. It is important to note that I was appointed chair of the taskforce from its creation in May 2023 for a one-year term, and it was expected that I would hand over the chairmanship of the group to a member of the TTF by Conference in 2024, once the TTF would be up and running and the first batch of deliverables presented to the MAs. During the December 2023 meeting, the members of the TTF elected Mr. Ben Kings (the Netherlands) as the new chairperson for the group.

In the long term, once the handover of the chairmanship to Ben is completed, the plan is to continue adding online courses to the IFATCA Academy (which will be rolled-out at Conference) and expand our offer of in-person courses. The task force will also consolidate the existing in-person courses IFATCA is already running before adding new courses.

What is next? A number of possibilities await the TTF. The group discussed the potential of the platform, certificates, paid courses, with a special fare for IFATCA MAs, hybrid courses consisting of e-learning, virtual courses, in-person seminars, etc. The list is endless, and no doubt Ben has a few ideas to take the TTF to the next level.

FOLLOW UP – Final Review of the PfA stemming from the 18th meeting of the RPAS Panel (RPASP/18) on Annexes 6 Volume IV, 1, 2, and 8

As a reminder of the chain of events – a State Letter came out some time ago proposing amendments to Annexes and PANS stemming from the RPAS Panel. The State Letter was coordinated Mr. Eugenio Diotalevi, his team and me. The comments raised were used to draft our State Letter response, which was coordinated with IFALPA, who used our response as their own. When reviewed by ICAO, the Secretariat disagreed on most of IFALPA and IFATCA comments. However, many commissioners thought there was a lot of merit to what we put forward. IFATCA was proposing to add the following sentence (highlighted in grey) to the proposed standard:

4.2.12.2 The operator shall only designate one remote pilot to act as remote pilot-in-command for an RPA, at any given time. The remote pilot-in-command (RPIC) shall only manage one single RPA at any given time.
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Our proposal was to forbid one pilot to fly more than one aircraft simultaneously. The ICAO Secretariat gave a number of reasons why it should not be supported. All these reasons were not supported by the Commission. Later on, the Secretariat came back with a proposed compromise, which was to add a list of items States should consider before allowing a pilot to fly multiple RPAs simultaneously. This was also unanimously rejected by the ANC. Our proposal was, in the end, incorporated to the standard, and “upgraded” to a standalone provision.

AN-WP/9749 – ICAO Air Navigation Performance Improvement Audit Programme

I was approached by Mr. Chris Dalton, ICAO Chief ATM Section, before the paper was presented to the ANC, asking whether IFATCA would support the initiative. I asked the EB's view on that, stating that my personal opinion was favourable. What is important to understand here is that this paper does not propose the establishment of a new audit programme for efficiency. It only proposes that a study be made to determine the feasibility of such programme. The project may or may not move forward depending on the outcomes of the study.

Chris emphasized that the idea is NOT to audit the ops rooms or the ACCs or the way controllers are working. Not at all. The idea is to audit ANSPs themselves, the procedures they are using, the equipment and CNS infrastructure they have, and the separation standards in use. I see a lot of potential in this programme, because currently the only measure of ANSPs performance is the CANSO audit programme. ICAO USOAP CMA doesn't audit efficiency, only compliance and safety. And of course, CANSO, when auditing their members, are placing themselves in a situation of conflict of interest, should they detect major efficiency gaps. In other words, it would be hard for CANSO to sanction its own members, in my opinion. Furthermore, CANSO's represents less than 40% of ANSPs around the globe. Regulators are also expected to oversee ANSPs, but sometimes one can doubt about the robustness of such oversight.

In summary, I believe it's about time an independent auditor starts looking at the performance of ANSPs. Certain ICAO Member States are working with technology that is completely obsolete, with only partial and/or unreliable CNS, using procedures and separation standards that are inefficient, etc. All this is detrimental to the air traffic controllers, and by association to our MAs. I believe IFATCA should monitor closely the development of this study and eventually of the programme and be involved as much as we can in this. This is certainly the best opportunity we have ever had to have a direct impact on the performance and efficiency of ANSPs, through the creation of this programme by ICAO.

AN-WP/9747 – Project 30/10: optimization of longitudinal separation across FIRs

In direct relation with the previous paper, Mr. Dalton also sought the support of IFATCA for the 30/10 initiative. A number of ICAO Member States are using separation minima that are far too restrictive for absolutely no valid reason. For example, there are FIRs in the Asia Pacific region using 50NM longitudinal... under surveillance coverage! Of course, for the neighbouring FIRs, it requires that they actually create these 50NM, when they are sometimes fed with 5NM in-trail. Which means creating 45NM. It means, for the controller, an immense amount of work, and immense delays for air operators.

I wholeheartedly supported this working paper when it was presented in the Commission. I stated that ICAO is working on enhanced separation standards for terminal areas (RECAT, TBS, pairwise, etc.), offering interesting but small gains in terms of efficiency, while on the other hand situations like the one I mentioned above continue to exist. I also added that there is an erroneous perception that bigger separation standards are safer, when in fact it is the exact opposite. It is much more complicated and labour intensive to separate aircraft with 50NM than with 5NM. Safety risk analysis for 5NM have been conducted more than 70 years ago and have never been questioned since then. With the increase of the demand in capacity and efficiency we are seeing, it is about time ICAO starts putting pressure on States to use more efficient separation standards, and consequently to reduce the burden posed by such inefficiencies on air traffic controllers.

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The following table depicts the working papers tabled in the Air Navigation Commission during the 225th Session. Only those papers that are relevant to IFATCA are presented here. Further information on those reviews and reports will be provided on request:

Type of WP	Comments
<p>AN-Conf/14 (12)</p>	<ul style="list-style-type: none"> • WP/9741: regarding the ICAO Business Plan. • WP/9742: work proposed by the Secretariat to better align the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). • WP/9743: plan proposed by the Secretariat to continue the transition and evolution of the Technical Commission for the upcoming ICAO triennial Assembly. • WP/9744: presenting a plan by the Secretariat regarding future aerodrome infrastructure and operations to accommodate new aircraft technologies, in conjunction with the ICAO Long-Term Aspirational Goal (LTAG) of net zero emissions by 2050. • WP/9745: regarding the need to address safety risks related to evolving aviation technologies. • WP/9746: regarding the approval of the draft 2026-2028 Edition of the GASP. • WP/9747: regarding the initiative mentioned above, encouraging the implementation of longitudinal separations of 30 NM or less in oceanic and remote airspace and 10 NM) or less elsewhere. • WP/9749: regarding the initiative mentioned above, the feasibility study to establish an ICAO Air Navigation Performance Improvement Audit Programme. • WP/9751: related to the cessation of ICAO Flight Plan 2012 (FP2012) by 2034. • WP/9752: regarding the approval of the draft 2026-2028 Edition of the GANP. • WP/9753: presenting an evolution of the existing ICAO document related to the validation, standardization, and implementation of the connected aircraft concept. • WP/9754: presents a number of high-level core elements that should be considered by States and stakeholders to address aviation cybersecurity in a holistic and harmonized manner.
<p>Draft Reports to Council (12)</p>	<ul style="list-style-type: none"> • Amendment 179 to Annex 1: related to FF-ICE and RPAS. • Amendment 48 to Annex 2: related to FF-ICE and RPAS. • Amendment 81 to Annex 3: related to SWIM and information security. • Amendment 62 to Annex 4: related to charting navigation specs and accuracies, aeronautical information related to extended wingtips. • Amendments 49, 41 & 25 to Annex 6, Parts I, II & II + New Part IV: related to flight data analysis programmes, FF-ICE and new Part IV dedicated to RPAS. • Amendment 110 to Annex 8: related to RPAS. • Amendments 93 & 92 to Annex 10, Vol II & III: related to FF-ICE, 24-bit aircraft address, SWIM and information security. • Amendment 53 to Annex 11: related to the GADSS and FF-ICE.

	<ul style="list-style-type: none"> • Amendment 19 to Annex 12: related to the GADSS and a variety of provisions concerning SAR. • Amendment 19 to Annex 13: related to UA, release of investigative information, GADSS, publication of final reports and their consultation period. • Amendment 43 to Annex 15: related to CBTA for AIS, SWIM and information security. • New Procedures for Air Navigations Services – Information Management (PANS-IM): first edition of Doc 10199.
<p style="text-align: center;">Panel Reports (8)</p>	<ul style="list-style-type: none"> • Review of the report of the 7th meeting of the ATM Operations Panel (ATMOPSP/7). • Review of the report of the 4th meeting of the Separation and Airspace Safety Panel (SASP/4). • Review of the report of the 5th meeting of the ATM Requirements and Performance Panel (ATMRPP/5). • Review of the report of the 22nd meeting of the Remotely-Piloted Aircraft Systems Panel (RPASP/22). • Review of the report of the 8th meeting of the Accident Investigation Panel (AIGP/8). • Review of the report of the 15th meeting of the Wake Turbulence Specific Working Group (WTSWG/15). • Review of the report of the 1st meeting of the Safe Carriage of Goods Specific Working Group (SCGSWG/1). • Review of the report of the 1st, 2nd, 3rd, and 4th meetings of the Integrated Communications, Navigation, Surveillance and Spectrum Task Force (ICNSS TF/1-TF/4).
<p style="text-align: center;">PIRGs and RASGs Reports (4)</p>	<ul style="list-style-type: none"> • 26th meeting of the Africa-Indian Ocean PIRG (APIRG/26). • 9th meeting of the RASG for the AFI Region (RASG-AFI/9). • 21st meeting of the Caribbean and South American Regions PIRG (GREPECAS/21). • 13th meeting of the RASG – Pan America (RASG PA/13).
<p style="text-align: center;">Final Reviews (3)</p>	<ul style="list-style-type: none"> • Proposed amendments to Annex 14 Vol II: related to related to certification and a SMS at heliports, obstacle limitation surfaces and visual aids (lighting) associated with heliports. • Proposed amendments to Annex 19 and consequential amendments to Annexes 1, 6 Part I & III, and 13: enhancement of SSPs, and SMS provisions, extension of SMS to RPAS operators and certified heliports, and provisions related to the development of safety intelligence to support aviation decision-making. • Proposed amendments to Annex 14 Vol I and PANS-AERO: related to aerodrome design and operations (general amendments).
<p style="text-align: center;">Others (11)</p>	<ul style="list-style-type: none"> • Determination of the amendments necessary to the approved ANC Work Programme for the 225th Session: addition of seven items, deletion of one item and amendment of two items.

- **Review of the ANC Work Programme for the 226th Session:** determination of amendments required to reflect carry-over items, as well as a preliminary look forward to the 227th and 228th Sessions.
- **Review of the report on the International Telecommunication Union (ITU) World Radiocommunication Conference 2023 (WRC-23):** held from 20 Nov. to 15 Dec. 2023 in Dubai, UAE.
- **Review of the report of the 29th meeting of the Dangerous Goods Panel (DGP/29):** including an amendment to the Technical Instructions (TI) for the safe transport of dangerous goods by air.
- **Progress report on the implementation of the ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA).**
- **Review of the report of the first Ad-Hoc Cybersecurity Coordination Committee (AHCCC) meeting.**
- **Proposed work programme for the ANC Working Group on Procedural Matters (WG-PM) for 2024-2025.**
- **Laurel Award for 2024.**
- **Progress update on the re-prioritization of the 2023-2025 Business Plan.**
- **Progress update on the ICAO Strategic Plan.**

Panel Meetings taking place during the ANC Session

During the 225th Session, six panel meetings on which we have membership were held. All these meetings have taken place in person. With respect to the Aerodrome Design and Operations Panel (ADOP), Mrs. Bridget S. Gee could not attend the entire meeting due to other commitments and kindly asked prior to the meeting if I could cover the last two days, request I of course accepted. Reports on these meetings will be made available (as soon as they are released by their authors) on the IFATCA Drive and in the IFATCA Newsletter:

Panel	Dates	Comments
CP-OPDLWG	4-8 December 2023	Markus Johnston attended
ATMOPSP	22-26 January 2024	Rick Taylor and Duncan Auld attended
SMP	5-9 February 2024	Andrew Belshaw attended
IFPP	4-8 March 2024	John Langa Tembo attended
ADOP	11-15 March 2024	Bridget Singratanakul Gee attended*
RPASP	18-22 March 2024	Eugenio Diotalevi attended

Informal Briefings to the Air Navigation Commission

The newly elected President of the ANC, Mr. Junrong Liang, decided to perpetuate the tradition to organize some virtual “ANC TALKS”, involving States and Industry. All presentations mentioned below can be made available upon request. The following table presents the briefings and ANC TALKS that were offered to the ANC during this Session:

Date	Presented by	Topic
12 February 2024	Mr. Andrea Boiardi <i>et al.</i> EASA	Extended Minimum Crew Operations (eMCO)
19 February 2024	Dr. Anthony Evans Airbus	AI Applications for the Next Age in Aviation
22 February 2024	ICAO Secretariat	Pilot Age Limitation
23 February 2024	Mr. Henk Hof, ATMRPP Chair	Global ATM Operational Concept (GATMOC)
25 March 2024	Mr. Louis GRIMEAU, Air Operations Regulation & Training	Airship Operations (Flying Whales)
26 March 2024	ICAO Secretariat	METP/5 Proposals
28 March 2024	Mr. Thomas Bombaert, AAM SG Secretary	Advanced Air Mobility
