

**After Action Report (AAR) from the 04 December 2017 Meeting of the
International Civil Aviation Organization (ICAO)
Flight Operations Panel (FLTOSP)**

The 4th plenary session of the FLTOSP was held 4-8 December 2017 at ICAO Headquarters in Montreal, Canada. This AAR is provided to International Federation of Helicopter Associations (IFHA) affiliates for purposes of situational awareness relating to ICAO actions.

The FLTOSP, originally established in 1976 as the Operations Panel, continues to undertake specific studies and develop technical and operational ICAO provisions related to flight operations – for commercial air transport, general aviation, and helicopter operations – to ensure that proposed Standards and Recommended Practices (SARP) amendments reflect current and emerging requirements, opportunities and developments in modern technologies.

The work of the FLTOSP involves extensive coordination with other panels and working groups within and outside ICAO, with a priority to keep flight operation provisions up-to-date with evolving risk management concepts, technology enhancements and evolving operational procedures.

The FLTOSP work-program, specific to helicopters, includes the following areas:

- Adaption of commercial air transport (CAT) provisions for general aviation applications, notably fatigue management, and rescue firefighting services;
- Complex performance-based navigation (PBN) operations;
- Pilot monitoring skills referencing the “human in the system;” and,
- Helicopter and tilt rotor operations.

FLTOSP/4 was attended by over 30 appointed subject matter experts and their advisors, representing a variety of States, industry, agencies and associations. FLTOSP/4 was also attended by several members of the U.S. Federal Aviation Administration (FAA), to include the Rapporteur of the All-Weather Operations Working Group (AWO WG).

After an introduction by the ICAO FLTOSP Secretary, the ICAO Secretariat, and the FLTOSP Rapporteur, the plenary session began with a brief explanation of the 25 working papers (WP) and 6 information papers (IP) that the Panel intended to address during the next 5 days. A typical work day within the FLTOSP begins at 9:00 AM and ends around 4:00 PM, consisting of the Secretary introducing either a WP or an IP, and then providing time for FLTOSP members to discuss and debate the topic in detail. Matt Callan was the only representative from the International Federation of Helicopter Associations (IFHA) in attendance, serving as a nominated member of the FLTOSP, as well as a member of the associated Helicopter Sub-Group (HSG).

FLTOSP/4 proved to be a very enlightening and educational week, with topics covering the various processes and procedures required to bring an idea from JC to WP, and eventually to a Standard and Recommended Practice (SARP). Several HSG job cards were reviewed and discussed during the week, to include performance class 2 (PC2) and PC3 performance issues, refueling with passengers onboard, and the carriage of dangerous goods.

During the week, Mr. Callan was able to meet with the Secretariat of the Aerodrome Design Operations Panel (ADOP), and the Secretariat of the Heliport Design Working Group (HDWG). Being physically in the ICAO building proved extremely advantageous, as he was able to locate a member of the ICAO Environment Division to discuss a number of issues including the applicability of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) to the international helicopter community.

The U.S. FAA is playing a very important role in ICAO, with FAA members filling such positions as Rapporteur within the FLTOPSP/AWO WG, and Instrument Flight Procedures Panel/Helicopter Working Group; as well as member and advisor roles in various other panels and working groups.

During the week, the FAA Rapporteur for the AWO WG, and a representative from the FAA's AFS-400, provided a presentation on the FAA's New Entrants Think Tank (NETT) that included discussion of unmanned aircraft system (UAS), single-pilot aircraft, super-sonic transport, development of a new Annex 6, Vol. IV, and UAS security issues. A substantial portion of the week-long discussion was devoted toward AWO, the overlap of AWO between various ICAO Panels, and the need for updating the ICAO's Document 9365, *Manual of All-Weather Operations*.

Note: Per ICAO policy, working group papers of any type (e.g., decision papers, working papers, flimsies, drafts, etc.) cannot be disseminated outside of their ICAO Panels and Working Groups. Working group papers often contain sensitive materials that reflect initial thoughts and/or immature proposals that may not evolve into approved provisions.

Many issues are discussed within ICAO Panels and Work/Study Groups where information is restricted for release. Providing a high-level overview of ICAO issues covered within a Panel is acceptable if there are no actual copies of job cards, working papers, issue papers, etc. distributed.

IFHA organizations and representatives should keep discussions limited to the topic and the areas that are being examined, rather than presenting work which may not be complete. For example, an IFHA organization or representative can describe an issue that the ICAO's Air Navigation Commission (ANC) has specified for review via a Job Card, and what an ICAO Panel or working group is attempting to do that might be backed up with a manual, guide or risk analysis. This would be acceptable, but showing the proposed text for an Annex which has yet to be vetted through the ICAO review process would not be.