

**After Action Report (AAR) from the May 2018 Meeting of the  
International Civil Aviation Organization (ICAO)  
Flight Operations Panel (FLTOSP)**

The 5<sup>th</sup> Working Group meeting of the FLTOSP was held 7-11 May 2018 in Montreal, Canada at ICAO Headquarters. This AAR is provided to International Federation of Helicopter Associations (IFHA) affiliates for purposes of situational awareness relating to ICAO activities.

The FLTOSP Rapporteur explained that the meeting would include all-weather operations (AWO)-related tasks from 6 Job Cards (JC), and helicopter operations-related tasks from 5 JCs. A total of 29 working papers (WP) were on the agenda for the week, along with 5 issue papers (IP). The FLTOSP concurred with the proposed agenda and proceeded.

An updated version of PANS OPS Vol II is being developed, and the Air Navigation Commission (ANC) is still considering what material might be appropriate for inclusion in this new document. ICAO is moving toward placing guidance material into manuals.

The Helicopter Sub-Group (HSG) Rapporteur briefed several updates from the group to include an appraisal of helicopter refueling. This JC and WP proposal was adopted by the ANC in March 2018.

The FLTOSP examined ICAO Doc 9365, All-Weather Operations.

The next WP covered the continuous descent, final approach (CDFA) technique, and how this has now been adopted world-wide as a technique to reduce controlled flight into terrain (CFIT). This technique also applies to helicopters, and is covered in PANS-OPS doc 8168 and the AWO Manual.

The FAA proposes to revise the application process for reduced vertical separation minima (RVSM); this will eliminate operational requirements for operators to apply for authorization to fly in RVSM airspace, and will require use of ADS-B out.

A WP was presented focusing on pilot age limits, as the ICAO is hearing calls for increasing pilot age limits. The ICAO Medical Department is conducting research, and several States have conducted studies, although no data was available. The U.S. Fair Treatment for Experienced Pilots Act of 2008 raised the retirement age in the US from 60 to 65 for Part 121 pilots. The limit is now 65 for Part 121, but pilots need only pass their Class 2 medical for Part 91 and 135 (except international Part 135). A cardiovascular study is available in Europe (operations in mountainous areas); this could affect international general aviation at high altitudes.

On Wednesday, the FLTOSP separated into break-out WG sessions for the remainder of the day. The HSG looked at work so far completed by the 5Lives Advisory Group (FLAG). The FLAG aims to harmonize the implementation of Rotorcraft European Global Navigation Satellite Systems (EGNSS) IFR operations at a European level by providing support to the 5Lives Project and establishing coordination between rotorcraft operators, national authorities and the aviation community - the main actors involved in these operations.

5Lives (Search, Challenge, Flight, Care and Rescue for Lives) aims at providing innovative solutions, based in EGNSS, to overcome various rotorcraft operational weaknesses identified in five different scenarios, related to emergency and other critical missions (HEMS operations, Approaches in challenging environments, Firefighting helicopter displacement, UAV rotorcraft maritime search and Emergency troops monitoring & helicopter evacuation service).

FLAG was created by 5Lives consortium members: PildoLabs, Wessex, REGA, INAER Spain, INAER Portugal and INAER France, with direct financial support from the European GNSS Agency (GSA). The FLAG Working Group plans to meet on a regular basis, with the objective of discussing issues and providing recommendations related to the implementation of Rotorcraft EGNSS IFR operations, and to identify any missing element or action that could become a blocking point in the implementation process. Other interested parties include experts from the GSA, Civil Aviation Authority (CAA), delegates and helicopter operator representatives, among others. FLAG attendees share their individual experiences with EGNSS IFR operations, and the obstacles each face in the implementation of these operations on a national level.

The HSG reviewed the Helicopter Code of Performance Development Manual and examined some areas in the document. Further work on this document is ongoing.

The FLTOPSP conducted a review of work being conducted by the Performance-Based Navigations (PBN) Study Group regarding required navigation performance (RNP) authorization required (AR) navigation specs, as well as RNP AR departure procedures (DP). These will play heavily into new helicopter point-in-space (PinS) approaches being developed and will be combined in the new Helicopter-AWO Manual and referenced as RNP AR Operations.

A WP on *Dangerous Goods Carried on Helicopters* was briefed by Matt Callan to the FLTOPSP and plans were made to brief the revised WP at FLTOPSP/5 in October 2018.

On the final day, the FLTOPSP Final Report was drafted, briefed and approved. FLTOPSP WG/5 convened at noon.

The next HSG meeting is tentatively scheduled for 11-13 September in Cologne, Germany.

*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 or Working Group 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.*