



IFALPA

THE GLOBAL VOICE OF PILOTS

Challenges of New Technology

ICAO / McGill University Worldwide Symposium

AIR NAVIGATION:

FLYING THROUGH CONGESTED SKIES

Montreal Canada, Sep 30 -29

Capt. Miguel Marín

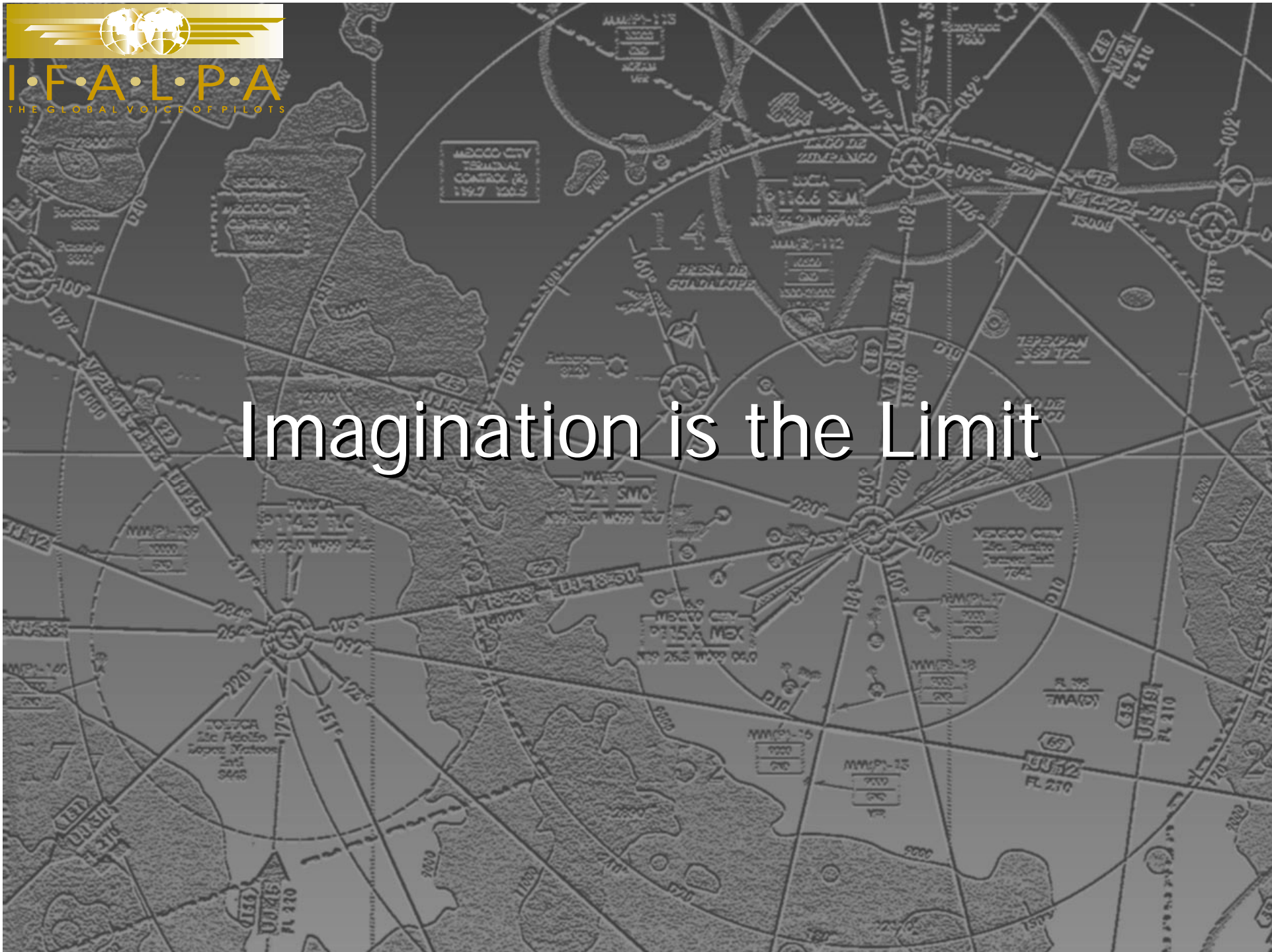
Chairman ATS Committee

IFALPA



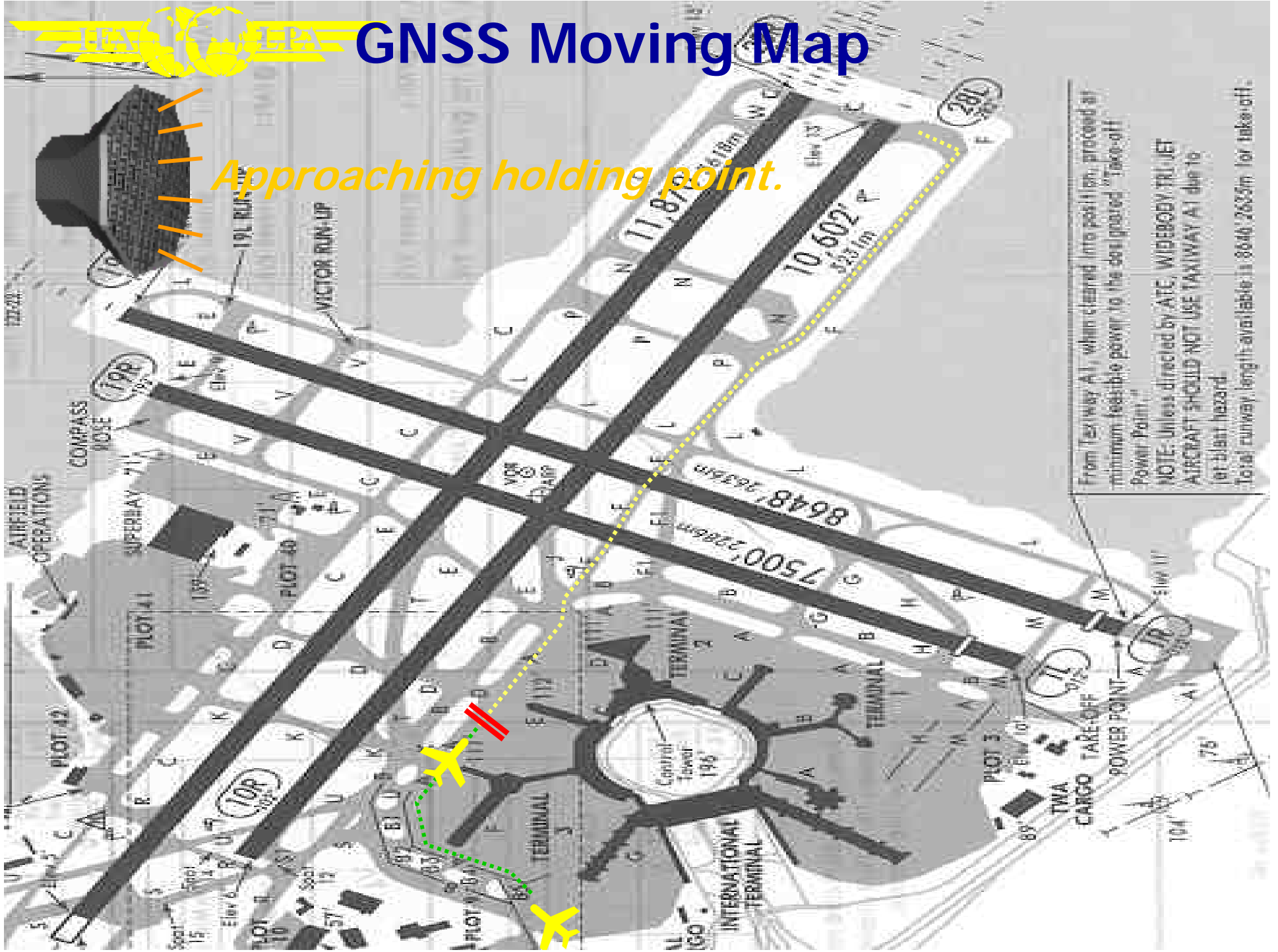
I.F.A.L.P.A.
THE GLOBAL VOICE OF PILOTS

Imagination is the Limit



GNSS Moving Map

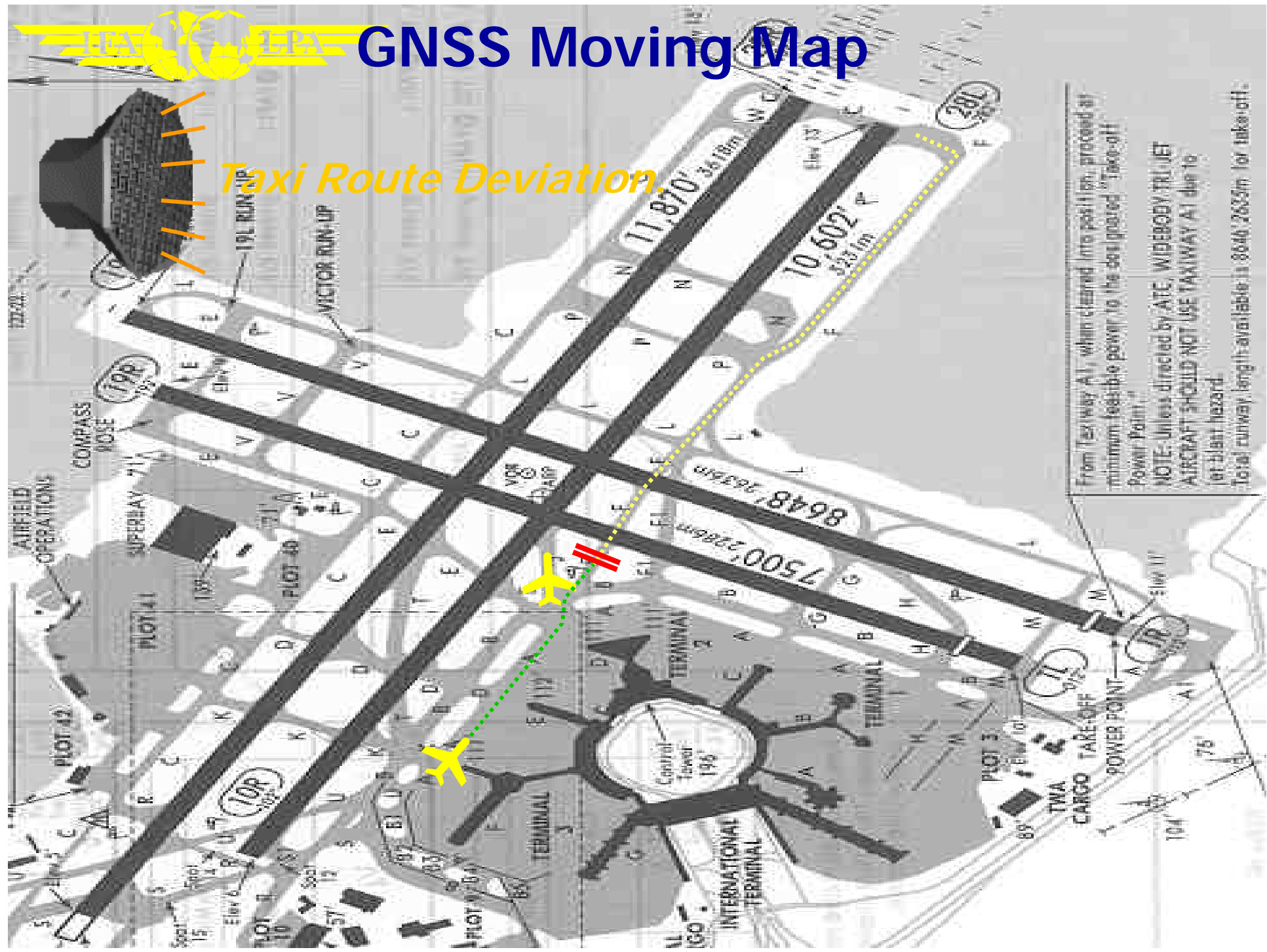
Approaching holding point.





GNSS Moving Map

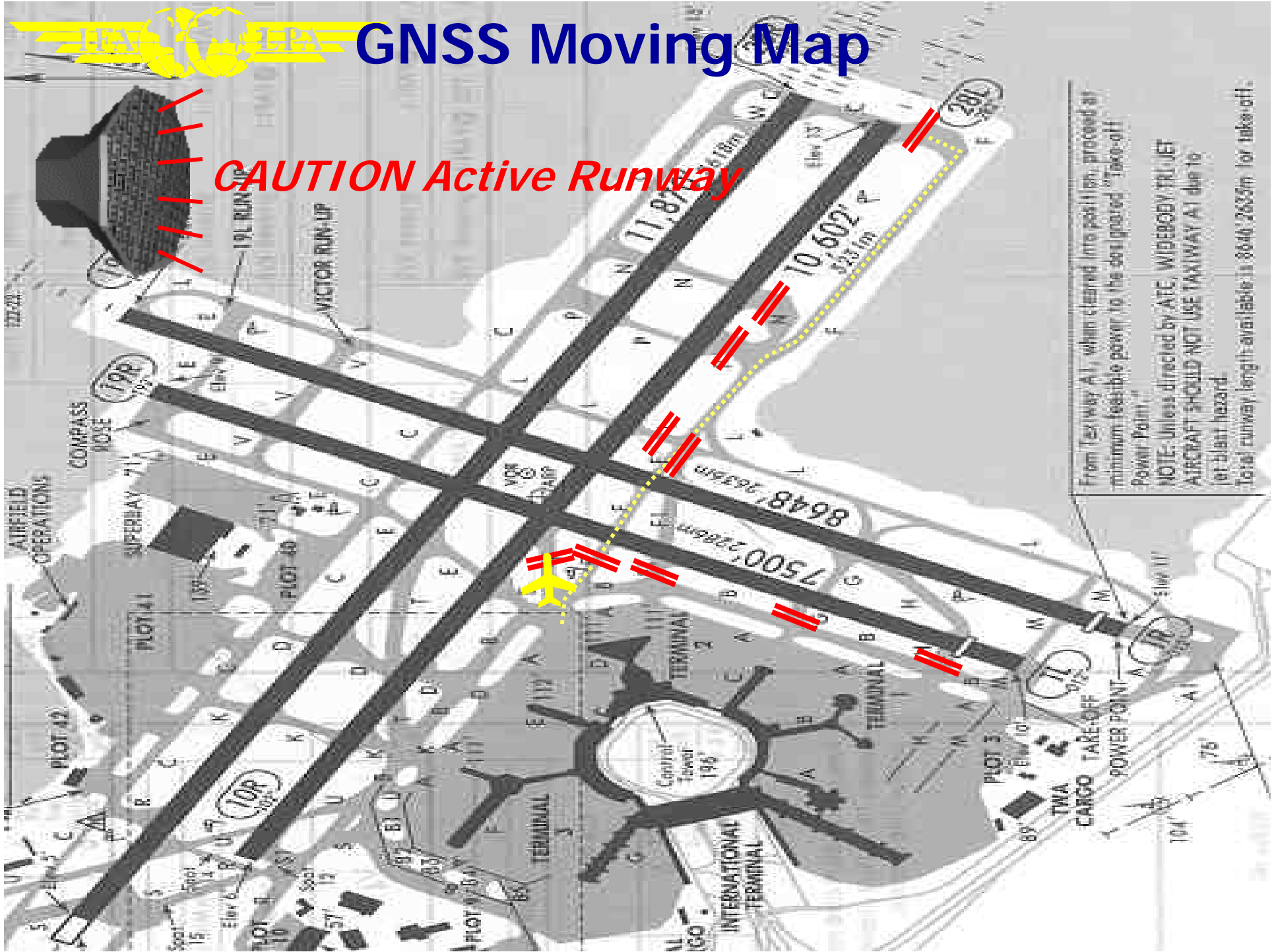
Taxi Route Deviation



From Taxiway A1, when cleared into position, proceed at minimum feasible power to the designated "Take-off Power Point."
NOTE: Unless directed by ATE, WIDEBODY TRI-JET AIRCRAFT SHOULD NOT USE TAXIWAY A1 due to jet blast hazard.
Total runway length available is 8646.2635m for take-off.

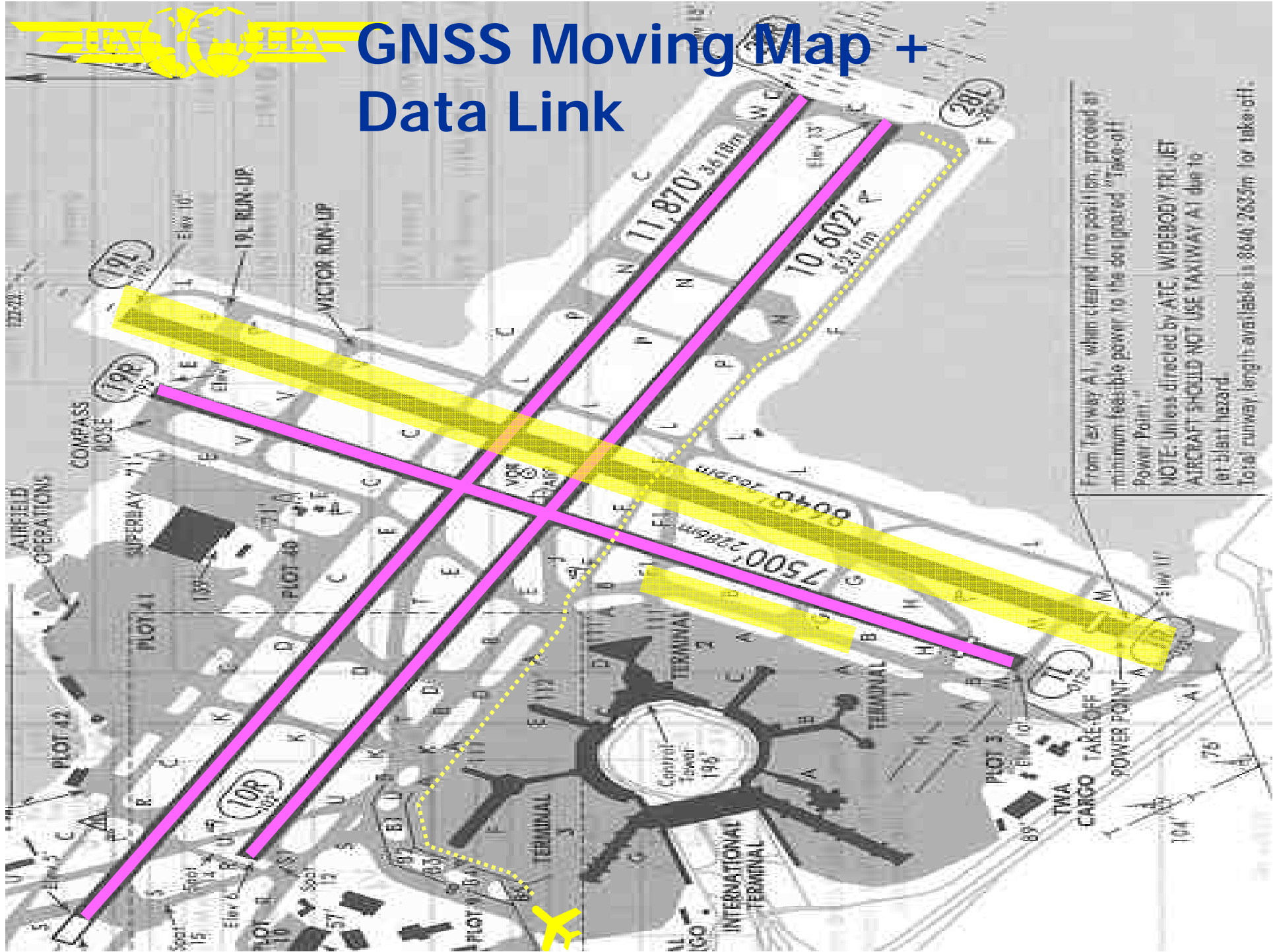
GNSS Moving Map

CAUTION Active Runway



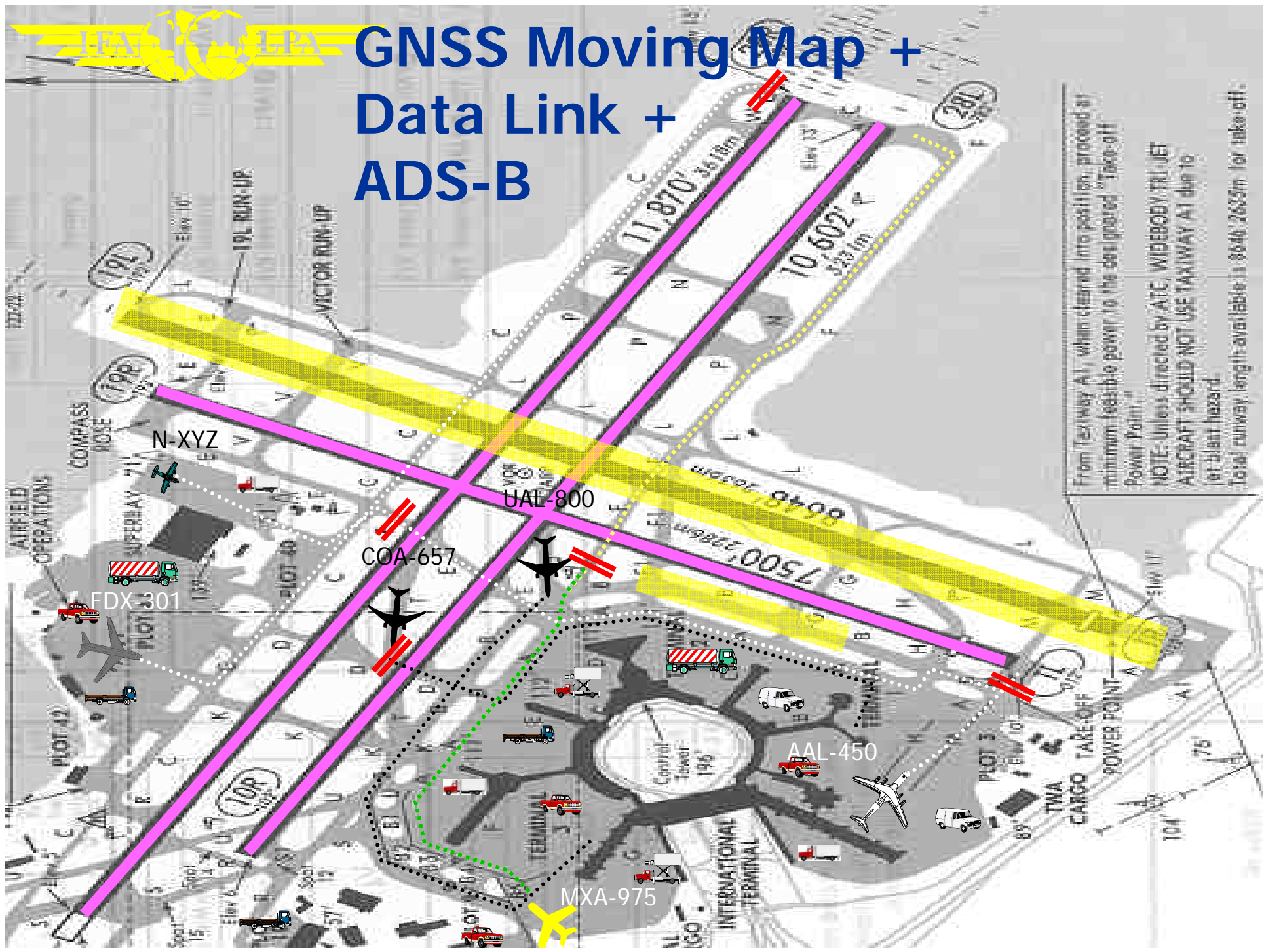


GNSS Moving Map + Data Link





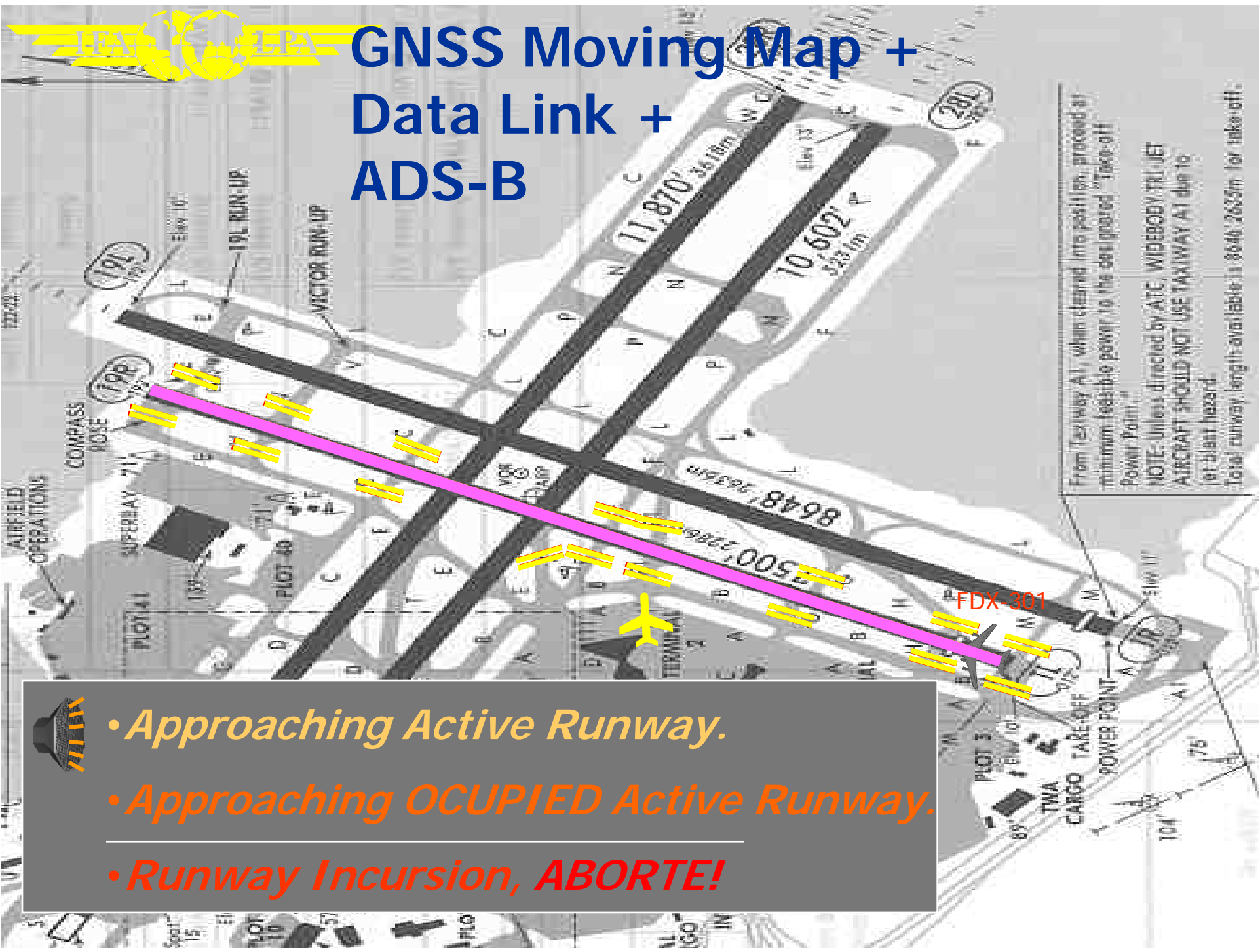
GNSS Moving Map + Data Link + ADS-B



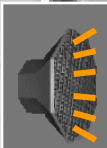
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NOTE: Unless directed by ATE, WIDEBODY TRIJET AIRCRAFT SHOULD NOT USE TAXIWAY A1 due to jet blast hazard.
Total runway length available is 8,646,263.5m for take-off.



GNSS Moving Map + Data Link + ADS-B

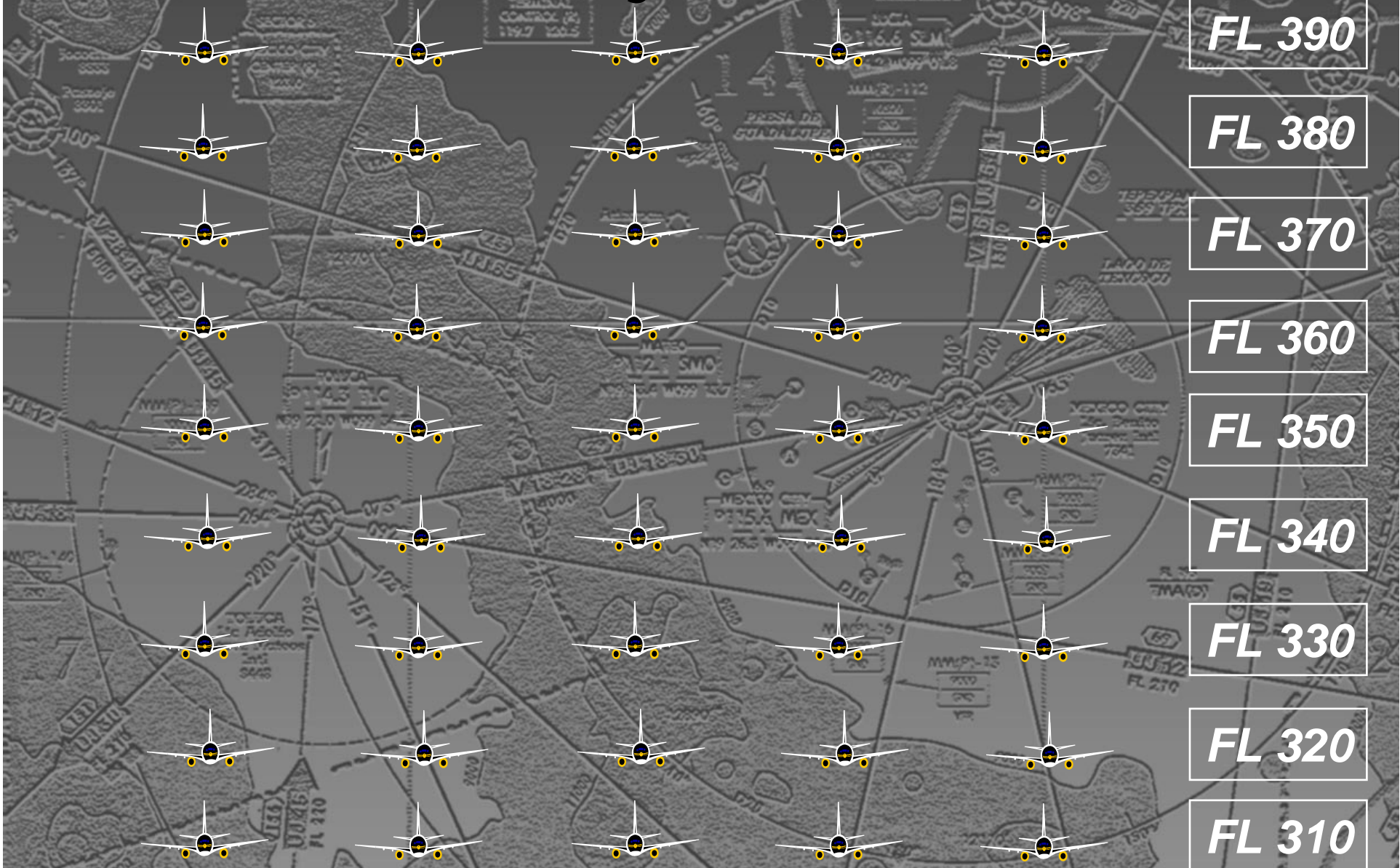


From Taxiway A1, when cleared into position, proceed at minimum feasible power to the designated "Take-off Power Point."
NOTE: Unless directed by ATE, WIDEBODY TRJ JET AIRCRAFT SHOULD NOT USE TAXIWAY A1 due to jet blast hazard.
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- *Approaching Active Runway.*
- *Approaching OCUPIED Active Runway.*
- *Runway Incursion, ABORTE!*

The Objective



CAUTION

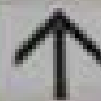
- Seamless Global Standards,
- Systems must be "Fail Safe",
- At Least as Safe as Today's Systems,
- The Technology Environment must Function in a way that Seems Natural to People.
- Common Understanding of Terms and Definitions.



化粧室は後方へ

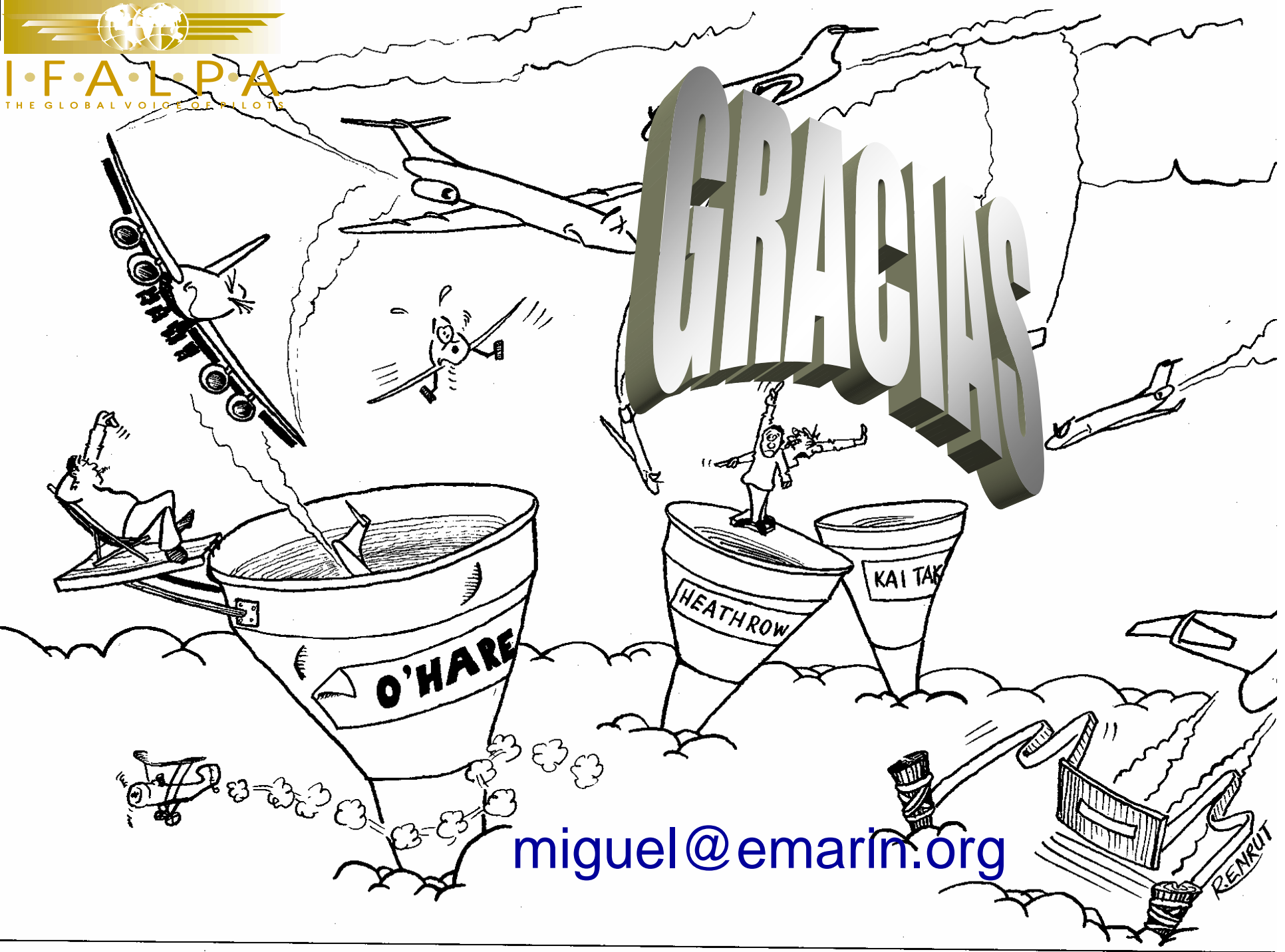
For Restrooms,
Go back toward your behind.

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Latest Draft: Global Navigation Plan

- “any significant safety related change shall only be effected after a safety assessment has demonstrated that an acceptable level of safety will be met and users have been consulted.”
- “When appropriate, the responsible authority shall ensure that adequate provision is made for post-implementation monitoring to verify that the defined level of safety continues to be met.”



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