



I • F • A • L • P • A

THE GLOBAL VOICE OF PILOTS

Challenges of New Technology

ICAO / McGill University Worldwide Symposium

AIR NAVIGATION:

FLYING THROUGH CONGESTED SKIES

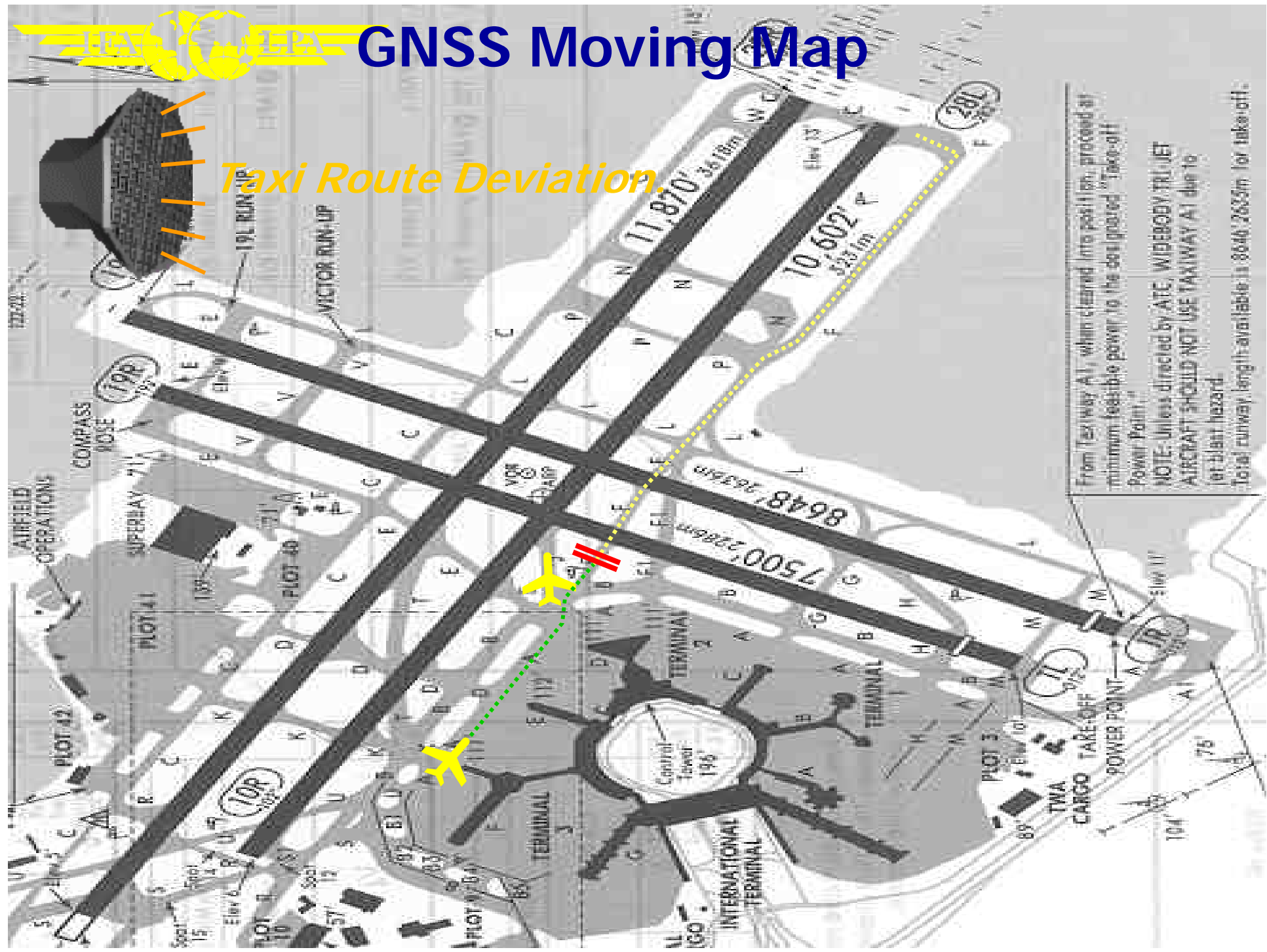
Montreal Canada, Sep 30 -29

Capt. Miguel Marín
Chairman ATS Committee
IFALPA



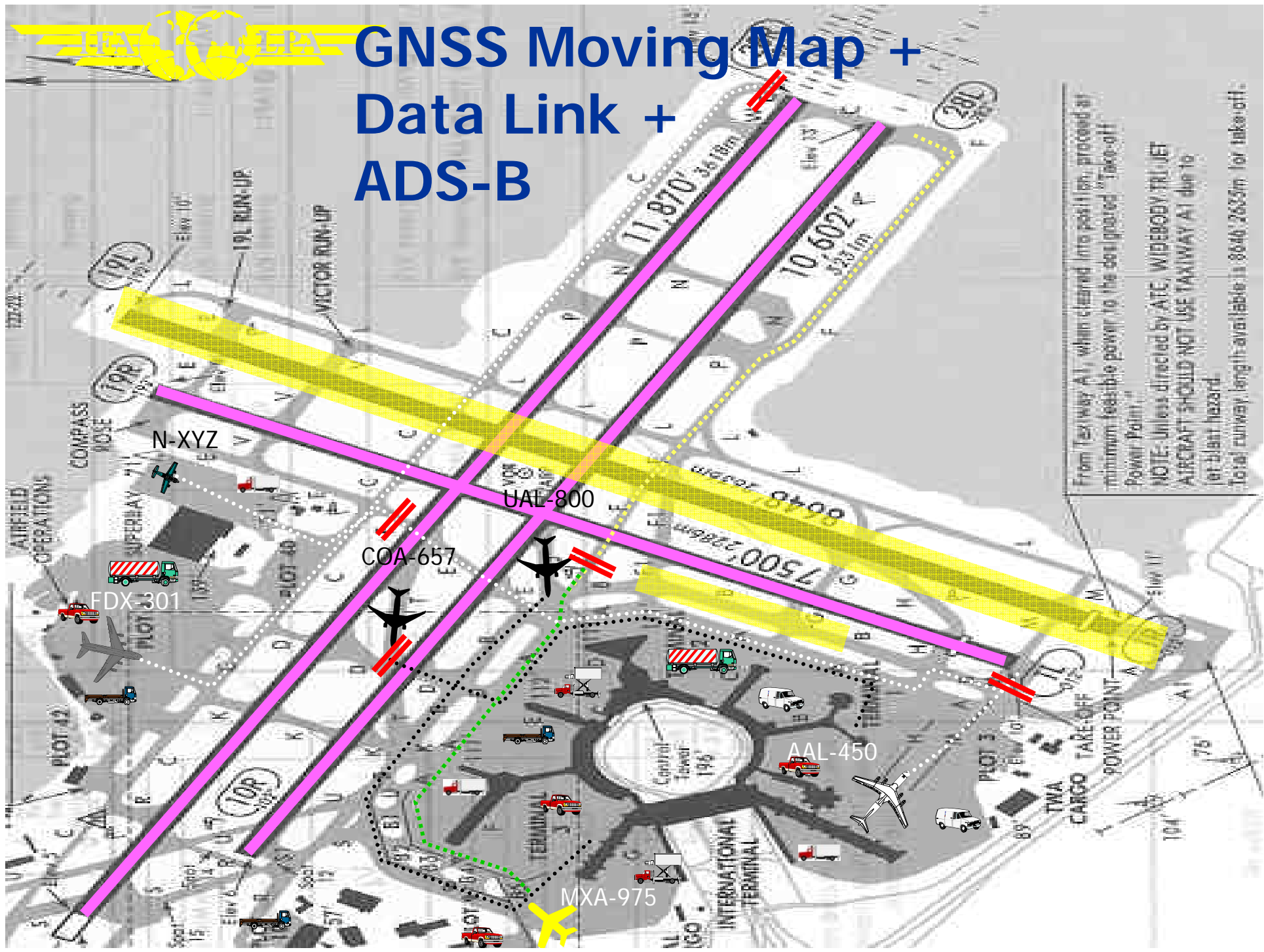
GNSS Moving Map

Taxi Route Deviation





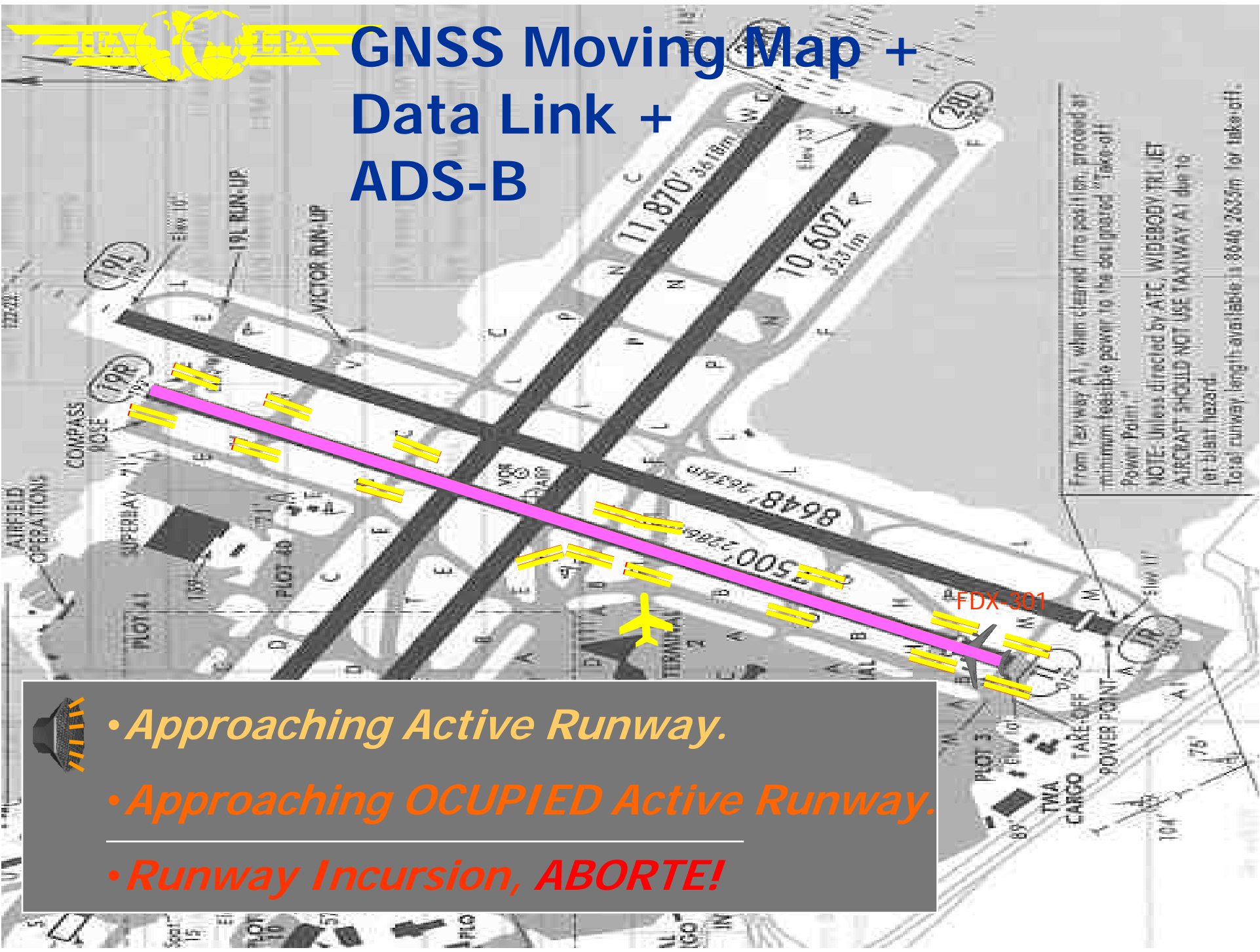
GNSS Moving Map + Data Link + ADS-B



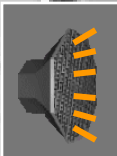
From Taxiway A1, when cleared into position, proceed at minimum feasible power to the designated "Take-off Power Point."
NOTE: Unless directed by ATE, WIDEBODY TRIJET AIRCRAFT SHOULD NOT USE TAXIWAY A1 due to jet blast hazard.
Total runway length available is 8646.2635m for take-off.



GNSS Moving Map + Data Link + ADS-B



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- *Approaching Active Runway.*
- *Approaching OCUPIED Active Runway.*
- *Runway Incursion, ABORTE!*

The Objective



CAUTION

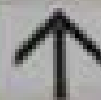
- Seamless Global Standards,
- Systems must be "Fail Safe",
- At Least as Safe as Today's Systems,
- The Technology Environment must Function in a way that Seems Natural to People.
- Common Understanding of Terms and Definitions.



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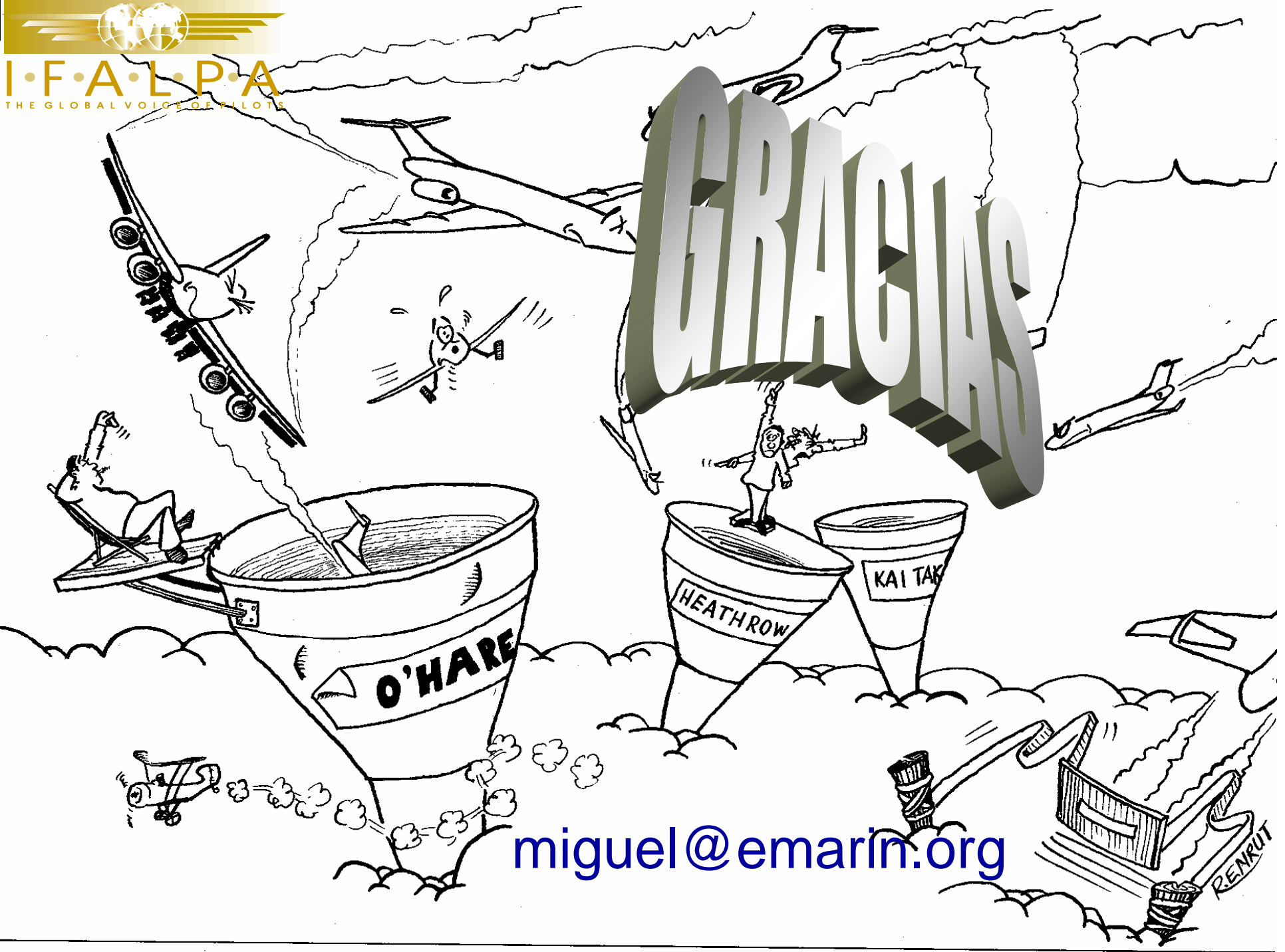
For Restrooms,
Go back toward your behind.

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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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