IFATCA Weekly Electronic Newsletter IWEN | Issue #12 of 2023 | 13 March to 19 March To access past issues of IWEN click here (IWEN-NET Login required) **IFATCA ICAO EUR** Other Calendar Information for MAs & IFATCA Reps GREAT Supervisory board meeting (Webex) 13 March 2023 IFATCA Great is the green 4D environmentally friendly trajectories research project funded by the EU and China which I am member of their supervisory board . The project comes to an end this June. IFATCA Meeting Report by Philippe Domogala, as EUR rep Learn more (IWEN-NET Login required) ICAO Global New air traffic services interconnection strengthens exchange between Europe and South America ICAC A new air traffic services (ATS) interconnection has strengthened the exchange of information between Europe and South America, safeguarding the transmission of critical data such as flight plans and meteorological forecasts. On 23 February 2023, a new ATS Message Handling Service (AMHS) Protocol for transferring messages (P1) between the Caracas and Madrid Communications Centres became operational. This new communication service was accomplished within the context of ICAO's South American Region Digital Network (REDDIG) initiative. REDDIG is a fully meshed Internet Protocol (IP) network that forms the regional segment of the global Aeronautical Telecommunication Network (ATN). It provides the platform necessary for the undertaking of all communications required for the provision of air navigation services, covering ATS Message Handling System (AMHS), ATS Interfacility Data Communication (AIDC), Surveillance information (SSR, ADS-B, MLAT, etc.), and voice communication technologies KATL MHTG SAM Region SVCA SEQU FAOR South American Region ATS message handling service interconnections Learn more ICAO State Letters ICAO State Letters supplies information which may or may not require action. **LAST IFATCA** DATE/ **NUMBER SUBJECT** DATE **RESPONSE IFATCA DUE BY RESPONSE** Global Implementation Support 2023/16 Symposium 2023 (Seoul, Sent to 13/02/2023 03/04/2023 Republic of Korea, 30 May to 1 Cheryl click here June 2023) DRONE ENABLE 2023 Symposium and Request for Sent to 2023/13 Information (RFI), Montréal, 15/03/2023 19/05/2023 Eugenio click here Canada from 5 to 7 December ICAO Environmental Regional No 2023/10 Seminars, various venues, 13 April to 8 May 2023 23/02/2023 Response 29/03/2023 click here Required Proposals for the amendment of Annex 4, PANS-OPS (Doc 8168), Volumes I and II and PANS-AIM (Doc 10066) concerning charting navigation specifications and accuracies, instrument flight 2023/07 procedures (IFP) for helicopter 20/01/2023 06/07/2023 20/07/2023 click here performance-based navigation (PBN) operations, altitudes on instrument procedures, quality assurance for flight procedure design and maintenance of criteria Proposals for amendment of Annexes 3, 4, 10, Volumes II and III,15, PANS-ABC, PANS-AIM, as well as the publication of the first 2023/06 Corrigendum edition of PANS-IM, concerning 06/03/2023 01/08/2023 14/08/2023 aeronautical information No. 1 management, system-wide click here information management and information security Proposals for amendment of Annexes 3, 4, 10, Volumes II and III,15, PANS-ABC, PANS-AIM, as well as the publication of the first 2023/06 edition of PANS-IM, concerning 13/02/2023 01/08/2023 14/08/2023 click here aeronautical information management, system-wide information management and information security Proposals for the amendment of Annex 3, the new PANS-MET and consequential amendments to Annexes 6, Parts I, II and III, 10, Vol. II, 11, 15, PANS-ABC, PANS-2023/01 26/01/2023 Response 26/07/2023 click here Required AIM and PANS-ATM arising from the fifth meeting of the Meteorology Panel (METP/5) Proposals for the amendment of Annexes 2, 10, Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066) and consequential amendments to Annexes 1, 6, Parts I, II and III, 9, 11, 16, 2022/108 Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC 29/12/2022 06/06/2023 29/06/2023 click here (Doc 8400) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICE) services Proposed amendments to Annex 10, Volume III, related to 24-Bit 2022/106 aircraft address stemming from 22/12/2022 06/06/2023 22/06/2023 click here the fourth meeting of the Surveillance Panel (SP/4) Proposals for the amendment of Annex 13 arising from the sixth meeting of the Accident 2022/85 14/10/2022 31/03/2023 14/04/2023 click here Investigation Panel (AIGP/6) ICAO Electronic Bulletins ICAO Electronic Bulletins merely supplies information and do not require action. NUMBER TITLE DATE EB 2023/12 2023-03-ICAO'S First Advanced Air Mobility Symposium (AAM 2024) click here 10 EB 2023/10 2023-02-Resolution Adopted at the 41st Session of the Assembly click here 23 2023-02-EB 2023/09 Resolution Adopted at the 41st Session of the Assembly click here EB 2023/08 2023-02-Resolution Adopted at the 41st Session of the Assembly click here 23 European Region (EUR) **EUROCONTROL** Aviation Learning Centre webinars and events Learning Zone Dear Webinar attendees, We are pleased to invite you to the webinar which will take place next week Implementing Automated Support for Traffic Complexity Assessment at BULATSA. An overview of initial operational experience Date and time: Friday 24/03/2023 - 10:00 CEST Duration : 60 minutes Presenter: Mihail R. TSENKOV - ATM Expert @ BULATSA The Operational Excellence Programme aims at identifying and implementing best-in-class operational and technical evolutions to deliver harmonised common operational capabilities among all operational The Programme entails a number of work-streams (WSTs) and WST05 addresses topics for "Enhancing sectors throughput, including occupancies". Champion ANSPs per work-stream share their best practises on the topics of the work-stream. In this webinar BULATSA offers an overview of the evolutions related to the implementation of a traffic complexity management system in their daily operations. These webinars are open for registration Feel free to share with your colleagues! Learn more (click link above) ECAC Weekly Press Review - 13 March 2023 Topics: ECAC & Organisations Airlines & Airports Economic matters Environment Safety Security UAS Other news Learn more Opening the registrations for the safety and human factors webinars April 2022 -January 2023 Dear Colleagues Is my pleasure herewith the announce the list of webinars and opening the registrations for the first two that are coming up in April. As soon as the rest of the links will become available we will come back in due course. With this occasion I want to introduce you all to Dana Schmitz @SCHMITZ Adriana-Dana - she is a human factors experts that join the SAF Unit in Brussels - Dana together with Stijn @DE GRAAFF Stijn and Clar @MAMBOTE Clar (EXT) will lead the organisation of the SAF webinars and the communications with you We look forward to have many of you at the upcoming webinars. Don't hesitate to forward further to colleagues and contacts that could be interested to attend. Here is the new list of webinars: 1. 3rd of April 2023 - 14.00-15.30 CET Part 1 - Why "natural" Human-Data Interaction? - Part 1 of 3 of a new series of webinars on **Human Data Interaction** Based on almost 20 years of research in different projects, this part introduces the basics, goals, and lessons learned of Human-Data Interaction (HDI) and explains why our computer systems could greatly benefit from more "natural" ways of interaction, particularly in the coming age of increased automation and artificial intelligence. With Hans-Christian Jetter (Professor of Interaction Design and User Experience, University of Luebeck) Link to the registration page: https://eurocontrol-int.zoom.us/webinar/register/WN_ZKgvGXE-QDmi-4kifbHtA Hans-Christian Jetter is a computer scientist, Professor of Interaction Design and User Experience, and Head of the iDUX (Interaction Design and User eXperience) group at the University of Lübeck. He is particularly interested in an ideally "natural" human-machine interaction (HMI) and human-data interaction (HDI) that lets individuals or teams interactively explore, experience, visualize, manipulate, and make sense of complex data sets and data models. To achieve this, he builds prototypes and investigates the use of different technologies such as pen, touch, and tangible interaction, interactive walls and tables, augmented and virtual reality displays, and human-centered automation and artificial intelligence. During and after his PhD at the University of Konstanz in 2013, Christian worked at Microsoft Research Cambridge and University College London until 2015. He then joined the University of Applied Sciences Upper Austria as a Professor of User Experience and Interaction Design. Since Aug 2020, he is a newly appointed Professor of Interaction Design and User Experience at the University of Lübeck where he is also responsible for teaching interaction and media design in the Bachelor and Master degree programs "Media Informatics" 2. 5th of April 2023 -14.00-15.30 CET Reflections on the practice of Human Factors In this webinar, Steven Shorrock will reflect on 25 years of practice in aviation and other sectors, and pick out some key lessons from experience, which are typically not taught in University. The lessons are critical to the success of Human Factors in practice. With Dr Steven Shorrock, Senior Expert Safety and Human Factors at EUROCONTROL. He leads on Human Factors, Safety Culture, Safety-II and systems thinking. He is Editor-in-Chief of HindSight magazine and co-edited Human Factors and Ergonomics in Practice (CRC Press). to the registration page: https://eurocontrol-int.zoom.us/webinar/register/WN_Le6vCY3CSRmUM-NgXpNNPA Steve is an interdisciplinary humanistic, systems and design practitioner interested in human experience from multiple perspectives, especially in a work context. Since 1997, he has provided consulting, research and training services in aviation, rail, chemical, energy, and healthcare sectors, to industry, government and inter-governmental organisations. His approach involves working with individuals and groups at all levels of organisations, front-line to CEO. He also works with the judiciary and national governments. I try to work in a way that makes sense to people and respects their expecting and contributions. At EUROCONTROL he a way that makes sense to people and respects their expertise and contributions. At EUROCONTROL, he leads on human performance in network operations, safety culture, systems thinking and Safety-II. He is the Editor-in-Chief of EUROCONTROL's HindSight magazine. and co-edit "Human Factors and Ergonomics in Practice: He blogs at www.humanisticsystems.com wellbeing Improving performance and in the real world" (CRC Press) https://hfeinpractice.wordpress.com/ for details). 3. 15th of May 2023 - 14.00-15.30 CET Part 2 - Transitional Interfaces for Human-Data Interaction - Part 2 of 3 of a new series of webinars on Human Data Interaction Part 2 gives a brief overview of mixed-reality technologies (e.g. augmented and virtual reality) and introduces the emerging class of "transitional" or "cross-reality" interfaces, i.e., visualization interfaces that enable teams or individuals to seamlessly switch between their real physical work environment, augmented reality, and virtual reality. Will also provide some potential use cases in the context of ATC, e.g., remote towers. With Hans-Christian Jetter (Professor of Interaction Design and User Experience, University of Luebeck) Link to the registration page: TBD 4. 5th June 2023 - 14.00-15.30 CET "Scenario-Based Design: Looking for the right mix of procedural and declarative knowledge" This webinar will present a scenario-based design (SBD) approach suitable for large complex systems such as air traffic management. We will see that SBD is an excellent support for human-system integration (HSI). The PRODEC method will be explained using examples in aviation and telerobotics. PRODEC is based on the procedural/declarative distinction, favoring the right mix of operational knowledge and experience (in the form of scenarios) and declarative entities to be designed, developed and evaluated. PRODEC offers appropriate models and notations for HSI, and is then very useful to support and document the design process and its potential solutions (i.e., human-centered design and traceability). This approach is part of a larger HSI research and development effort. This webinar is a follow-up to previous HSI webinars with prof Guy Andre Boy With prof Guy Andre Boy - engineer and cognitive scientist - Corresponding Member of the International Academy of Astronaut ics, and Chair of the Aerospace Technical Committee of IEA (International Ergonomics Association) Link to the registration page: TBD **Prof Guy André Boy** is an engineer and cognitive scientist, he received his Masters and Doctorate degrees from the Ecole Nationale Supérieure de l'Aéronautique et de l'Espace (ISAE SUPAERO), his Professorship Habilitation (HDR) from Pierre and Marie Curie's University (Paris VI), and his Full Professorship Qualifications in Computer Science and Psychology. Boy actively participated to the introduction of cognitive engineering in France and its development worldwide. He is the author of more than 200 articles and 14 books. He is a senior member of the ACM Association for Computing Machinery (Executive Vice Chair of ACM SIGCHI from 1995 to 1999), Corresponding Member of the International Academy of Astronaut ics, and Chair of the Aerospace Technical Committee of IEA (International Ergonomics Association). He held various positions in the past such a s IPA Chief Scientist for Human Centered Design at NASA Kennedy Space Center, Adjunct Professor at the École Polytechnique in Paris, etc. Center, Adjunct Professor at the École Polytechnique in Paris, etc. 5. 25th September 2023 - 14.00-15.30 Part 3 - "Natural" Human-Data Interaction in ATC - Part 3 of 3 of a new series of webinars on **Human Data Interaction** Part 3 reflects on the first two parts and shows ideas for future research and development projects that could bring together "natural" interactions, mixed-reality, and human-centered automation/Al for air traffic control and management. With Hans-Christian Jetter (Professor of Interaction Design and User Experience, University of Luebeck) and Nils Tavares Schader – Senior Human factors Expert @ DFS Link to the registration page: TBD 6. 16th October 2023 - 14.00-15.30 **Surprised of Automation** Automation is taking over more and more tasks not just in our everyday life but also in Aviation. Most of the time it assists us in many useful ways which we don't want to miss anymore. Often we don't even notice it, because it we have become so used to it. But sometimes it confuses us and we ask ourselves the question: "Why did it just do that?" because we do not understand what happened. That's where danger sets in. What does it mean for front end operators in aviation and who is responsible when something goes wrong? In this webinar Sebastian Daeunert explains what automation is, how it confronts us in everyday life and what it means in aviation. Find out how it went right and wrong in aviation, cockpit as well as ATC by some genuine incidents that will be presented. Experience the some ideas on how to generate reasonable trust with operators but also how to cope with it from safety perspective. With Sebastian Daeunert retired ATCO and Safety Manager, Just Culture expert Link to the registration page: TBD Sebastian Daeunert worked as an active TWR/APP controller for 15 years before getting into safety management and human factors. He was the Safety Manager of Frankfurt Tower until regular early retirement in 2021. He held several lectures at Human Factors Conferences in Brussels, Amsterdam, Madrid and Lisbon. He now works in the Eurocontrol/ IFATCA prosecutor expert scheme and holds presentations at Eurocontrol Just Culture Committee and the Human Performance Sub-Group. 7. 22 January 2024 - 14.00-15.30 Working in Teams at Air Traffic Control - A short story of Harry Houdini and the world Air Traffic Controllers live in What do Harry Houdini, the once famous magician and Air Traffic Controllers have in common? It initially sounds incredible, comparing a sometimes dubious showman with well trained and experienced Air Traffic Controllers handling thousands of lives every day. But looking closer you will experience a driven magician bending rules and taking risks to satisfy an all-time increasing amount of expectations on one hand. And then there are ATCOs under pressure by traffic numbers, punctuality and stressful situations, coupled with the desire to deliver the best possible performance inside their closely linked team structure. Experience what the pressure of integration into a team really implies, the expectations a controller feels, and wants to satisfy on his level of work. This Webinar is about Team Resource Management and shows some problems and solutions on how to handle everyday life in teamwork in an occasionally humorous but mostly thoughtful way. With Sebastian Daeunert retired ATCO and Safety Manager, Just Culture expert Link to the registration page: TBD Best regards Tony Tony Licu Head of Operational Safety, SQS and Integrated Risk Management Unit NMD/SAF & Head of Digital Transformation Office NMD/DTO Email: antonio.licu@eurocontrol.int Tel: +32 (0)2 729 34 80 Mobile: +32 499 943 687 **EUROCONTROL** 96 Rue de la Fusée, 1130 Brussels, Belgium Learn more (click link above) SESAR 3 JU at Airspace World – Highlights SESAR 2020 SHOWCASE A EUROPEFOR AVIATION Theatre, brought to you by Sesa The global ATM community gathered from 8 to 10 March at Airspace World in Geneva where SESAR 3 JU with its partners showcased results from the SESAR 2020 research and innovation programme. The event also saw the JU join forces again with the "Europe for Aviation" partners, hosting a wide range of briefings, exhibits and demos, illustrating collaboration in action between the European aviation organisations working to implement the Single European Sky. Airspace World was also the backdrop to the annual gathering of the JU's members and partners, which took place on 7 March SESAR 2020 Showcase and walking tours Digital European Sky Awards EUROCAE and SESAR strengthen cooperation Digital SESAR Solutions Catalogue goes live SESAR Innovation Pipeline – 2022 Highlights Learn more Other Information ATM News February 2023 Welcome to ATM News, featuring February's updates, developments and opportunities from our members and CANSO. **NEWS** Aviation leaders sign a declaration to establish the International Aviation Forum (IAF) ENAIRE reduced CO2 emissions by 285,000 tonnes between 2017 and 2022 by constantly improving the route network HENSOLDT and Fraunhofer work together on space surveillance radar Honduras addresses air traffic growth with FREQUENTIS advanced surveillance solution James Young appointed Chief Executive of Airways New Zealand Nav Portugal officially opens the new ops room and Topsky system Indra implements highly advanced air traffic management system for Bahrain FREQUENTIS assists US Department of Defense with digital tower technology trials at Moody Air Force Base, Georgia EU ATM Social Partners agree joint declaration on the future of social dialogue CANSO Operations Programme announces change in structure CANSO Europe CEOs meet with new Director-General of EUROCONTROL **VIEWS** Raine Luojus, CEO of Fintraffic ANS, addresses how ATCOs could provide their services across current geographical boundaries in order to provide more capacity. CANSO GLOBAL ATM SUMMIT AND AGM 7-9 June, Berlin, Germany **VACANCY** Simulator Director, Malmö, Sweden - Entry Point North Closing date 31 March Learn more 4 New & Updated Security Positions from IFALPA IFALPA Crew Escape from a Hijacked Aircraft on the Ground At all times, the safety of the passengers and crew as well as the denial of the aircraft to the hijacker(s) is of paramount importance. The pilot-in-command, who is responsible for the aircraft's security and has the best overview of the situation, must have the means to react according to the level of risk and the actual situation on board. Any measures taken should enhance their ability to assess the situation thoroughly and, if possible, bring it under control. Transport of Passengers Subject to Judicial or Administrative Proceedings It is not unusual for aircraft Operators to have to transport deportees, inadmissible persons, or persons in lawful custody. IFALPA is not opposed to this practice, however, strict guidelines should be followed to ensure that the safety and security of the flight are not compromised. In any case, the final decision on accepting such passengers and any escort onboard should rest with the pilot-in-command. **Intoxicated Passengers** IFALPA strongly supports all measures designed to address this ongoing problem, including legal proceedings such as those detailed in Article 15bis of the 2014 Montreal Protocol to amend the Convention on offences and certain other acts committed on board aircraft (MP14). **Unruly Passengers** IFALPA notes the increasing number and severity of incidents involving unruly passengers on board aircraft worldwide. Despite the complexity of the issue, there are practical steps that can be taken to prevent and manage unruly passenger incidents, and which can contribute to increased safety. Learn more (click links above) Welcome to the March 2023 edition of SKYlight

"The number of turbulence-related accidents is likely just a small fraction of the turbulence events that operators experience during any given year," said Foundation President and CEO Dr. Hassan Shahidi. "As we note in the report's call to action, passengers need to recognize the importance of adhering to crew instructions to fasten their seat belts, and the industry needs to continue to improve its ability to detect turbulence and to share information about areas of turbulence." Shahidi also noted the number of runway excursion (16) and ground damage (14) accidents last year, and said it is important to focus on the safety of aircraft movements on runways and taxiways and in ramp areas. In January, the Foundation and its international partners began work on the Global Action Plan for the Prevention of Runway Incursions, which is expected to be completed later this year. The 2022 Safety Report examines global airliner and corporate jet accidents that occurred in 2022 and in the five-year period from 2017 through 2021, but the report focuses on five high-risk accident types that accounted for the majority of accidents over the period under review: turbulence, runway excursions, ground damage, loss of control and controlled flight into terrain. FLIGHT SAFETY 7 FOUNDATION 2022 Safety Report Flight Safety Foundation March 2023

That Was The Week That Was 06-10 March 2023

Aviation Advocacy

Taking Back Control

available to proceed.

IWEN Calendar

EUROCONTROL

ICAO Global

OCTOBER 2023

EC (European Commission)

ICB (Industry Consultation Body)

ICAO Asia and Pacific (APAC) Office

EASA (European Union Aviation Safety Agency) SESAR (Single European Sky ATM Research)

EGHD (SES Expert Group on Human Dimension)

ICAO European and North Atlantic (EUR/NAT) Office

EUROCAE (European Organisation for Civil Aviation Equipment)

IFALPA (International Federation of Air Line Pilots' Associations)

Welcome to the March 2023 edition of SKYlight - "Safety Intelligence as a Service". This month we take a look at the lifecycle of the thunderstorm. We also have several new and updated articles prepared by members of our editorial team. LIFECYCLE OF A CUMULONIMBUS

MATURE

Negative Charges

Cumulonimbus clouds form when three conditions are met: there must be a deep layer of unstable air, the

A pocket of warm air begins to ascend as a result of one of the triggers mentioned above. As the moist air rises, it becomes saturated, cloud forms, and the latent heat released as the moisture condenses further warms the air and it continues to rise. The air within the cloud is warmer than the air outside it and more air is drawn into the cloud from the base as well as the sides. The cloud grows in height rapidly, faster than many aircraft can climb, extending from the surface to a great height, sometimes as far as the Tropopause. As the temperature of the rising air drops below freezing point, the water droplets become super cooled and

As the top of the cloud reaches great heights, precipitation begins to fall. The falling rain, snow and/or ice (Hail) cools the surrounding air creating downdrafts. The friction between ice particles descending through the cloud, and ice particles being carried aloft by the updrafts, creates a static charge in the cloud with the top of the cloud having a positive charge and the bottom of the cloud having a negative charge. Eventually the difference in potential is so great that powerful electrical discharges (Lightning) occur, accompanied by Thunder. The top of the cloud begins to flatten out and Cirrus like cloud, consisting of ice crystals, spreads

The cooling effect of the downdrafts on the air beneath the cloud reduces the strength of the updrafts until the updrafts eventually stop and the lower cloud begins to dissipate. The upper cloud will then linger for

FSF Global Safety Report Highlights Runway Safety, Turbulence Risks

information contained in the Foundation's Aviation Safety Network (ASN) global database.

Turbulence, runway excursions and ground damage were the most common accident types among airliners operating globally in passenger and cargo service in 2022, according to Flight Safety Foundation's 2022 Safety Report. The report, released today, is based on an analysis of preliminary accident data and

In releasing the report, the Foundation also launched a new, interactive dashboard featuring accident data and information from the past six years that is searchable by a range of parameters, such as type of operation, region of the world, phase of flight, and accident type or end state, such as turbulence, loss of

In 2022, jet and turboprop aircraft certified to carry at least 14 passengers were involved in 115 accidents worldwide. Of those accidents, 16 were fatal accidents and resulted in 233 fatalities among passengers and

According to the ASN database, there were 22 turbulence-related accidents in 2022, marking the second year in a row that turbulence has been the most common accident type. Since 2017, there have been 104 turbulence-related accidents around the world. For the purposes of this analysis, the Foundation used the International Civil Aviation Organization's accident definition, which includes events in which there are serious injuries or fatalities among passengers and crew, or the aircraft suffers substantial damage or

DISSIPATING

Positive Charges

Learn more

Learn more

BUILDING

The lifecycle of the Thunderstorm

join together to become larger and larger.

out creating a distinctive anvil shape.

Downburst (SKYclip)

control or controlled flight into terrain.

crew and four people on the ground.

Dissipation Phase

some time afterwards.

Downburst (SKYclip)

FLIGHT SAFETY FOUNDATION DIRECTION OF FLOW

Precipitation

air must be warm and moist, and a trigger must cause the warm air to rise.

This week, the week that was, saw Geneva's world's largest Air Traffic Management conference come and go. The arrival was on time, the going, maybe less so. No fault of CANSO and the organisers of Airspace World, who worked very hard to make the event work to schedule and in timetable order. No, departure was delayed for delegates as they left via Geneva airport. The French air traffic controllers were on strike. Significant delays were absorbed as aircraft waited for their turn to get one of the limited clearances You might think that there is nothing new in that news. It is not the first time the French controllers have reached for the downing of tools to make their point. This time their point, at least officially, was that the controllers were out on strike in sympathy with other French workers upset that the retirement age was to be lifted from 62 to 64. Please note that this does not impact the controllers of France. Not for them the indignity of working on until 62, let alone until 64. This was a sympathetic move on the part of the controllers for other workers expected to now suffer this fate. Presumably those long-suffering workers were delighted to be joined in their protest by workers that laugh at the very concept of retirement at 62. Obviously, 'sympathy' is differently defined in France, and allows for the sense of condescension as well. Learn more IFATCA (International Federation of Air Traffic Controllers' Associations)

Learn more

ICAO Middle East (MID) Office ICAO South American (SAM) North American, Central American & Caribbean (NACC) Office ICAO Eastern and Southern African (ESAF) Western and Central Africa (WACAF) Office **NATCA Events** Other **MARCH 2023** Stakeholder conference on mitigating the social impact of the transition to automation 21 21 and digitalisation in transport, Brussels, Belgium | in presence and online 2023 Negotiations Seminar, Amsterdam, The Netherlands ICB General Meeting/03 | face-to-face format | 9:30-12:30 CEST | Brussels, Belgium 30 **APRIL 2023** IFALPA ATS Committee Meeting, Frankfurt, Germany 12 14 Civil-Military Stakeholder Committee meeting (CMSC/8), Brussels, Belgium [DATE 19 19 UPDATED] APDSG (ATM Procedures Development Sub Group)/86, EUROCONTROL, Brussels, 25 27 Belgium & Webex | 09:30 to 17:30 CEST MAY 2023 7 77th IFALPA Conference, Montreal, Canada 4 62nd Annual International Federation of Air Traffic Controllers' Association (IFATCA) 8 12 Conference, Montego Bay, Jamaica 10th Safety Forum | EUROCONTROL headquarters Brussels, Belgium [Link Updated] 7 8 CANSO GLOBAL ATM SUMMIT 2023 AND 27TH AGM, Berlin, Germany 7 9 Provisional Council (PC#59), Brussels, Belgium 15 SEPTEMBER 2023 Controllers' Music Festival, Resort is located in south Italy, in an area served with 2 3 7 main airports (LIBR, LIBD)

IFATCA EUR Regional Meeting, Riga, Latvia [Link to be updated] 16 18 IFATCA AMA Regional Meeting, Nassau, Bahamas [Link to be updated] 27 **NOVEMBER 2023** IFATCA AFM Regional Meeting, Algiers, Algeria [Link to be updated] **TBD** Provisional Council (PC#60), Brussels, Belgium 23 23 JUNE 2024 Provisional Council (PC#61), Brussels, Belgium [PROPOSED] 13 13

Civil-Military Stakeholder Committee meeting (CMSC/9), Brussels, Belgium

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