

Information for MAs & IFATCA Reps

Draft Conference Agenda 2024



Dear Member Associations,
Please find attached a draft conference agenda 2024.
You can send your comments and amendments to the agenda 90 days before the Annual conference.
Kind regards,
Tatiana

Tatiana Iavorskaia | Office Manager
IFATCA | International Federation of Air Traffic Controllers' Associations
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Learn more

Conference Attendance Fund / Financial Circumstances Fund



Dear Member Associations,
Please find attached a Conference Attendance Fund form (CAF) and Financial Circumstances Fund form (FSF).

■ **CONFERENCE ATTENDANCE FUND 2024**
■ **FINANCIAL CIRCUMSTANCES FUND 2024**

Kind regards,
Tatiana

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Learn more (Click links above)

Nomination forms - Executive Board / CAC and TOC chairs



Dear Member Associations,
Please find attached nomination forms for the Executive board positions and the Standing Committee chairs positions.

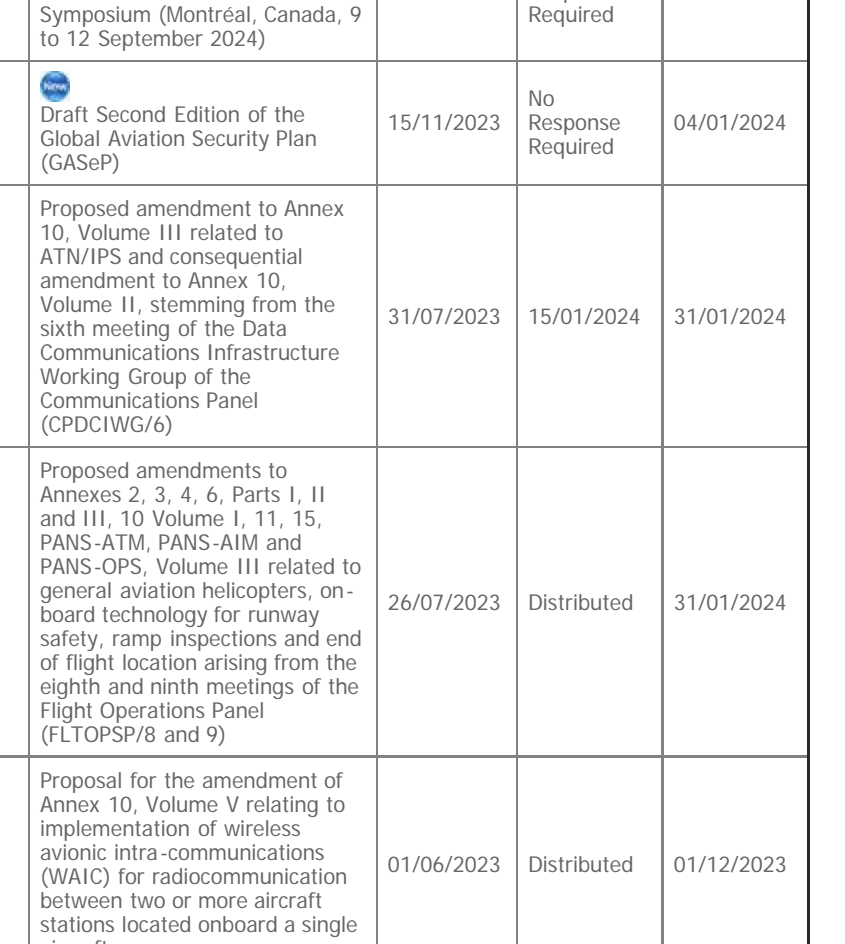
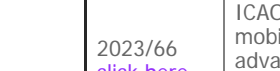
■ **Nominations for EB 2024**
■ **Nominations for SCs 2024**

Kind regards,
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Learn more (Click links above)

IFATCA Circular - November 2023



Learn more

ICAO Global

ICAO State Letters

ICAO State Letters supplies information which may or may not require action.

NUMBER	SUBJECT	DATE	IFATCA RESPONSE DUE BY	LAST DATE/ IFATCA RESPONSE
2023/69 click here	Invitation to the first ICAO Advanced 2023 Meeting Symposium (AAM 2024), Montreal, Canada from 9 to 12 September 2024	24/10/2023	Distributed	08/09/2024
2023/67 click here	Proposals for the amendment of Annex 10, Volume I and Volume V related to the global navigation satellite system (GNSS) and other navigation aids	31/10/2023	Distributed	30/04/2024
2023/66 click here	ICAO global advanced air mobility (AAM) competitions in advance of the AAM 2024 Symposium (Montreal, Canada, 9 to 12 September 2024)	06/10/2023	No Response Required	08/09/2024
2023/64 click here	Second Edition of the Global Aviation Security Plan (GASP)	15/11/2023	No Response Required	04/01/2024
2023/59 click here	Proposed amendment to Annex 10, Volume II related to ATM/PS and consequential amendment to Annex 10, Volume II, stemming from the sixth meeting of the Data Communications Infrastructure Working Group of the Communications Panel (CPCWG2)	31/07/2023	15/01/2024	31/01/2024
2023/57 click here	Proposed amendments to Annexes 2, 3, 4, 6, Parts I, II and III, to Volume I, 11, 15, PANS-ATM, PANS-AM and PANS-OPS, Volume II related to general aviation helicopters, on-board technology for runway safety, ramp inspections and off flight location arising from the eighth and ninth meetings of the ATCOPS/8 and 9)	26/07/2023	Distributed	31/01/2024
2023/47 click here	Proposals for the amendment of Annex 10, Volume V relating to implementation of wireless avionic intra-communications (WVIC) for radio-communication between two or more aircraft stations located onboard a single aircraft	01/06/2023	Distributed	01/12/2023

Learn more

ICAO Electronic Bulletins

ICAO Electronic Bulletins newly supplies information and do not require action

NUMBER	TITLE	DATE
EB 2023/42 click here	Third Edition of the ICAO Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones Doc. 10084	2023-10-23

Learn more

Americas Region (AMA)

NATCA: FAA's Safety Review Team Concludes Inadequate Controller Staffing Introduces Risk Into the National Airspace System



The FAA's National Airspace System (NAS) Safety Review Team (SRT) report, which was issued today, reinforces what NATCA has been saying about air traffic control staffing for a decade when it wrote that these issues, by eroding the margin of safety and injecting risk into the system, and the ATCO must take action to urgently address this staffing crisis.

The SRT found that controller staffing shortages lead to diminished air traffic capacity and inefficient operations. The SRT also found that overtime is at historically high levels, as a result of the staffing shortage, concluding that it introduces additional risk into the NAS. Last week, before the Senate Aviation Subcommittee, NATCA President Rich Santa testified, "last year, controllers at 40% of FAA facilities worked 6-days a week at least once per month. Several facilities required 6-day workweeks every week."

Learn more

European Region (EUR)

ATCO Fatigue Study public consultation workshop



Consultation Webinar

Impact Analysis, Prevention and Management of ATCO Fatigue

Friday, 8 December 2023

09:00 – 12:00 CET

Delivered in partnership with our consortium

08/12/2023, 09:00 – 12:00 CET (UTC +1)

The aviation industry provides one of the safest modes of transportation in the world. The continuous drive to increase capacity and emerging hazards with the potential to degrade safety is the basis for this fact. Fatigue is known to be a hazard that impacts human performance and can thereby be a contributing factor to occurrences and even accidents. The fact that Air Traffic Control Officers (ATCOs) provide their duty in a 24/7 environment makes fatigue inevitable. Fatigue cannot be avoided; therefore, it must be managed.

In December 2022, EASA commissioned a research study on the Impact Analysis, Prevention and Management of ATCO Fatigue in the European Union. The Agency is being supported in this endeavour by a consortium composed of the Netherlands Aerospace Centre (NLRC), Weibee, Ries Simons Consulting, Ecorys Netherlands, Movingdot and CAA International.

The study aims to:

1. Evaluate the implementation of EU regulations on this issue, whilst also Commission Implementing Regulation (EU) 2017/373 and Regulation (EU) 2015/340.
2. Conduct research to collect scientific data on the prevalence, causes and effects of ATCO fatigue.
3. Assess the possible impact of the introduction of new technologies on ATCO workload and fatigue.

Learn more

ECAC Weekly Press Review - 13 Nov. 2023



Topics:

- **ECAC & Organisations**
- **Airlines & Airports**
- **Economic matters**
- **Environment**
- **Safety**
- **UAS**
- **Other news**

Learn more

EN-ICCA kick-off meeting - Slides



Dear EN-ICCA Delegates,
Many thanks again for your participation to the kick-off meeting last week, and the excellent presentations and discussions.

Attached are the PDF exports of the presented slides.
The file names start with a number to help sort them out by general topic:

1. Introduction, background information, terms of reference, chairmanship and secretariat,
2. Briefings, provided by EN-ICCA delegates on their related priorities and activities (the research work presented, there might be money for a physical workshop in conjunction with some of the ATN events such as Airspace work or SESAR Innovation days). You do not have to do any work other than providing your input during the workshop.
3. Priority topics, and
4. Proposed organisation of work and proposed next steps.

Few minor changes were made compared to what was presented, as some provided to me an updated version of their slides.

In addition to the comments and suggestions that were raised during the meeting, we welcome very much any post-meeting comment, especially those related to the draft terms of reference, priority topics for the EN-ICCA and organisation of work.

We will collect them for later discussion.

We are also preparing a summary of the meeting to be distributed soon.

Best Regards,
Guillaume Aigoin
Senior Flight Data Expert
European Union Aviation Safety Agency (EASA)

Attachments:

- 1 IntroSlides & EASA CCA Activities & draftToR
- 2 Briefing Airlines
- 2 Briefing Airports
- 2 Briefing Authorities
- 2 Briefing ECTL EACCA
- 2 Briefing Manufacturers
- 2 Briefing Research Teams
- 2 EN-ICCA DGAC Change Impact First Results of Members Survey
- 3 EN-ICCA Climate Change Impact Priorities for EASA & Tasks
- 4 EN-ICCA OrgWork & Next Steps

Learn more (Click links above)

EUROCONTROL Network Operations Report - October 2023



EUROCONTROL Network Operations Report

How is the network performing?

Read our **October 2023 Network Operations Report** to find out

On average, the network saw 29,949 flights/day in October. The peak day was Friday 06 October (32,725 flights). While domestic traffic saw a slight increase (+1.6%), the two main traffic axes (SW and SE) saw over 9% growth compared to last year.

The war in Ukraine continues to affect overflights in several countries. The EUROCONTROL NM continues to help manage the aviation crisis caused by the war.

Several air operators and airports in the Top 10 had double-digit growth compared to October 2022. Ryanair was the busiest operator with, on average, 3,154 movements per day, followed by easyJet (1,478), Turkish Airlines (1,454), Lufthansa (1,288) and Air France (1,036).

The busiest airport was Istanbul/IGA (1,390 flights/day), followed by Amsterdam/Schiphol (1,384 flights/day), Paris/Charles de Gaulle (1,313 flights/day), Frankfurt/Main (1,313 flights/day) and London/Heathrow (1,305 flights/day).

Network departure punctuality (67.5%) and arrival punctuality (71.8%) increased compared to September 2023. Punctuality on the busiest routes was higher than the network level. However, SE axis departure (64.6%) and arrival (67.7%) punctuality were lower than the network level.

Seasonal weather (mainly low visibility and winds) affected airport punctuality. For ground operations, the average actual turnaround time remained higher than scheduled, although it was stable compared to October 2022.

There were 1,912,938 minutes of ATM delay in October 2023, 32.4% higher than October 2022. EN-route accounted for 49.2% of these ATM delays, and airports for 30.8%. The average en-route ATM delay per flight for the network was 1.4 minutes in October and the VTO en-route ATM delay was 2.0 minutes. Flow measures in October were mainly due to en-route ATC capacity/staffing and airport weather.

Direct actions taken by the Network Operations Centre (NMOCC) reduced en-route ATM delays by 14.0% and airport delay reversion by 6.2%.

Learn more

Volunteer for the CODA Advisory Body



EXPLORATORY RESEARCH PROJECT
CODA - Controller adaptive Digital Assistant

In the research project IFATCA is involved.

We have received a request for an ATCO (volunteering) en-route to join the advisory body of the project. I therefore looking for an ATCO who would be willing to join the Advisory Body of the project.

Your task is to participate to about 2-4 meeting a year. Mainly online meeting. You receive an invitation for a workshop which will be in form of a presentation approximately 3 hours and you have to give your input to the research work presented. There might be money for a physical workshop in conjunction with some of the ATN events such as Airspace work or SESAR Innovation days). You do not have to do any work other than providing your input during the workshop.

For those interested please send me a mail.

Yours

Marc

Marc Baumgartner
IFATCA SESAR/ASAS Coordinator

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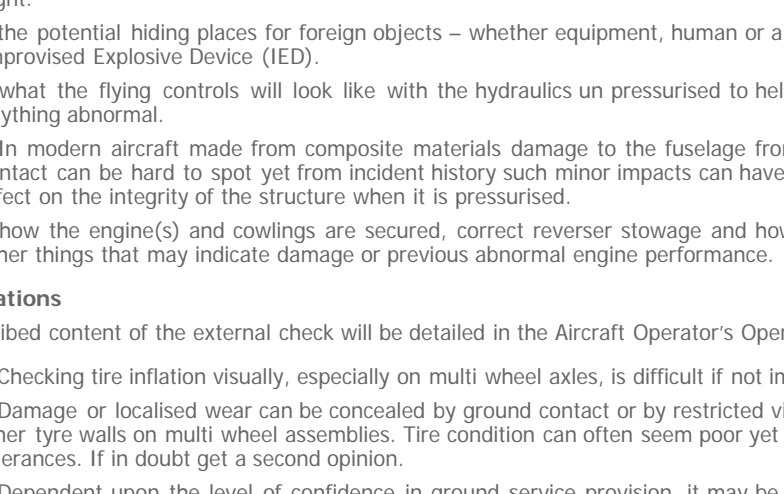
Learn more

AIU Portal - RELEASE #11/2023, 17 NOVEMBER 2023



Aviation Intelligence Portal update

- We would like to inform you that the **October 2023** data is now available at: aisportal.eu
- At EUROCONTROL level, traffic in January to October 2023 was 10.2% higher than in 2022 but remained 8.9% below the level in 2019.
- See the latest **EUROCONTROL, European Aviation Overview** and our **daily dashboards** to get a snapshot of the latest trends in the European network.



News

- **Meet the new Performance Review Commission**
- **Are you connected?**
- **EUROCONTROL Traffic Forecast**

Learn more (click links above)

EUROCONTROL Aviation Learning Centre webinars and events



Learning Zone

Dear Webinar attendees,
We are pleased to invite you to the webinars which will take place in the coming weeks.

ALC Unpacked #9 - Network Strategic Tool (NEST)

- **Date and time** : Monday 20/11/2023 - 14:00 CET
- **Duration** : 45 minutes
- **Presenters** :
David Deschaume @ EUROCONTROL
Robert Falk - Airspace Modelling/preparation of SAAM Analysis @ EUROCONTROL

[REGISTER HERE](#)

Join us online for the next "ALC Unpacked" event as we spotlight the latest addition to the EUROCONTROL Training Catalogue. This time we will focus on NEST (Network Strategic Tool), a simulation software designed for network capacity planning and airspace management. Geared primarily towards course participants from Air Navigation Service Providers (ANSPs), these NEST courses equip participants with the expertise to optimize available resources, enhance network-level performance, design and develop airspace structures, plan capacity, conduct post-operation analyses, and proficiently manage traffic flows in the strategic phase of Air Traffic Flow and Capacity Management (ATFCM). Furthermore, NEST students will learn to prepare scenarios to support rapid and real-time simulation.

"ALC Unpacked" series of online events aims at providing valuable insights to Training focal Points, SMEs and Training Managers, enabling them to make informed decisions when assigning staff to the most fitting training programs.

Best practices in workforce planning and rostering – the story of Skyguide

- **Date and time** : Tuesday 21/11/2023 - 14:00 CET
- **Duration** : 90 minutes
- **Presenter** : **Mouna Bouakri** - Senior capacity management expert @ SKYGUIDE

[REGISTER HERE](#)

In this webinar, senior capacity management expert Mouna Bouakri presents an enhanced workforce planning and rostering system in Skyguide, together with its key support tools, associated features and practices applied. The webinar also highlights the main benefits of such system in terms of, inter alia, maximising the utilisation of available resources to accommodate the expected traffic demand. This work is related to the Network Manager's Operational Excellence Programme, Work Stream (WS) 6.

2023 report on cyber in aviation

- **Date and time** : Wednesday 22/11/2023 - 14:00 CET
- **Duration** : 120 minutes
- **Presenter** : **Patrick Mana** - Cyber security programme manager EATM-CERT @ EUROCONTROL

[REGISTER HERE](#)

EUROCONTROL EATM-CERT's annual report on cyber in aviation provides a clearer, broader and more accurate view of how aviation is affected by cyber. It gives an overview of the main cyber threats faced by the aviation industry in 2022.

The webinar will unveil the content of the 2023 report on cyber in aviation.

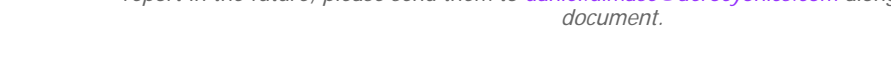
Our webinars are open for registration

Feel free to share this email with your colleagues!

Learn more (click links above)

Other Information

Welcome to the November 2023 edition of SKYlight - "Safety Intelligence as a Service"



Welcome to the November 2023 edition of SKYlight - "Safety Intelligence as a Service". This month, we take a look at general guidance for conducting an aircraft external check. This is general guidance and the procedures detailed in the Aircraft Flight Manual (AFM) and Operations Manual take absolute precedence. We also have several new and updated articles prepared by members of our editorial team.

Pre-flight external check



Know your aircraft

It is important that flight crew conducting an External Check know:

- what all the visible probes, vents, ports and indicators such as fire bottle discharge indicators are for and what they look like normally. That will make it easier to spot any abnormality
- what the landing gear locks and steering pins look like and where they are located when fitted. Hydraulic leaks and problems with gear legs can be difficult to spot, particularly by night.
- what the brake wear indicators should look like. If fitted, and when they indicate the need for a brake change. Tire condition can often seem poor yet be within tolerances. If in doubt get a second opinion
- which gear doors should be closed and which open. The landing gear bays have been used by stowaways and may even contain a weathered stowaway hidden from a previous flight.
- the potential hiding places for foreign objects – whether equipment, human or a potential Improvised Explosive Device (IED).
- what the flying controls will look like with the hydraulics unpressurised to help identify any abnormality.
- In modern aircraft made from composite materials damage to the fuselage from vehicle contact can be hard to spot yet from incident history such minor impacts can have a severe effect on the integrity of the structure when it is pressurised.
- how the engine(s) and cowling are secured, correct reverse stowage and how to spot other things that may indicate damage or previous aircraft performance.

Considerations

The prescribed content of the external check will be detailed in the Aircraft Operators Operations Manual

- Checking tire inflation visually, especially on multi wheel axles, is difficult if not impossible
- Damage or localized wear can be concealed by ground contact or by restricted visibility of tires
- Damage to tire walls on multi wheel axles or bays problems. The aircraft operator must provide detailed guidance on what if any frost/ ice is permissible on the aircraft structure before flight. The old adage of "clean, dry and low" is usually a good one. Crews conducting External Checks in low temperatures should also:
- pay particular attention to the pilot static system and ensure that all ports/vents are clear.
- ensure that landing gear doors are free of slush/ snow/ ice to ensure correct function on departure.
- inspect flying control surfaces and flaps for potential damage from thrown or impacted slush/ snow during landing/ taxiing.

There can occasionally be pressure from ground personnel when asked to carry out de-icing/ anti-icing procedures. Crews must form their own view of the requirement and the final status of their aircraft: it is they who will be flying in it!

Learn more

Pilot Fatigue (SKYclop)



Pilot Fatigue (SKYclop)



Learn more

Air Traffic Management Newsletter November 14th, 2023



Contents:

- Dubai Airshow: Honeywell's AAM files high
- Dubai Airshow: Viasat and Bellweather Industries expand partnership
- Dubai Airshow: Egypt boosts critical airspace communication
- Dubai Airshow: ANRA Technologies launches UAM VMS
- Dubai Airshow: Eve and Kookijar to Develop UATM
- Asia-Pacific requirements on AAM and UAS
- CANSO meets with China's Aviation Authorities

Learn more

Aviation Policy News #217



In this issue:

- Another U.S. remote tower project loses its proider
- U.S. aviation user taxes create disparate impacts on airlines
- Increasing runway throughput via technology
- DOT takes on American Schiphol flight reductions
- Industry survey offers AAM reality check
- FAA endorses automated runway safety technology
- News Notes
- Quotable Quotes

Learn more

Weekly Security Articles of Interest – 16 November, 2023



Sent by: SAE Staff Representative: Dorothy Lloyd, Standards Specialist, Aerospace Standards

The articles have been curated by an independent team of subject matter experts to raise awareness of contemporary cyber-physical security issues with systems, software and hardware assurance.

Contents/Topics:

- For a list of events to attend
- Events - Online
- Events - In-person
- Request for comments
- Patches/Advisories
- Podcasts/Videos
- Regulations - Effective
- Regulations - Proposed
- Report - Government
- Report - Industry
- White House
- Articles of Interest
- Subscription Required

If you have publicly available contribution that you would like to share that may be added to this weekly report in the future, please send them to dorothy.lloyd@saecore.com along with the URL for the document.

Learn more

That Was The Week That Was 06-10 November 2023



Aviation Advocacy

We only get deconfliction in the air

The art of being an air traffic controller, apart, obviously, from developing advanced investment and money management skills, is to deconflict pieces of airspace. Or to put it into human-speak, to stop aeroplanes banging into each other. To be fair, this is both in the air, which have almost inevitably terrible results and on the airport, which is normally less horrid, but is still likely to make the pilots. It is a highly valuable skill. Fair play to them. It's some text! They work with and depend on the news - although long-time readers of the blog may remember the remarkable confession from a very senior A380 pilot, when comparing being a pilot to being a bus driver - spoiler alert: being a bus driver is much harder, in dire need of you have to pay attention all the time. We shall come to the pilots in a minute.

Nonetheless, this week, the week that was, was riddled with conflict, in dire need of deconfliction, but it was not in the sky, or on an airport ramp, but elsewhere, so the ATCO skilset was not as helpful.

Learn more

IWEN Calendar

	IFATCA (International Federation of Air Traffic Controllers' Associations)	
	EASA (European Union Aviation Safety Agency)	
	SESAR (Single European Sky ATM Research)	
	EUROCAE (European Organisation for Civil Aviation Equipment)	
	EUROCONTROL	
	EC (European Commission)	
	EGHD (SES Expert Group on Human Dimension)	
	ICB (Industry Consultation Body)	
	IFALPA (International Federation of Air Line Pilots' Associations)	
	ICAO Global	
	ICAO European and North Atlantic (EUR/NAT) Office	
	ICAO Asia and Pacific (APAC) Office	
	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	

Learn

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Evolution of daily flights in the EUROCONTROL area (7d mov. avg.)

Period: Jan-Oct 2023 