











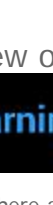
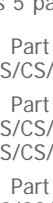

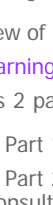





ICAO	EUR	Other	Calendar
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## ICAO Global

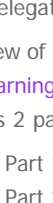
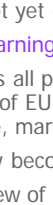
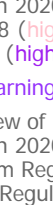
### ICAO State Letters

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

NUMBER	SUBJECT	DATE	IFATCA RESPONSE DUE BY	LAST DATE / IFATCA RESPONSE
<a href="#">2023/43 click here</a>	 Termination of the Targeted Exemptions (TE) system	11/05/2023	No Response Required	
<a href="#">2023/41 click here</a>	 ICAO Air Navigation World (ANW) 2023, Montreal, Canada, 28 to 31 August 2023	26/04/2023	No Response Required	30/06/2023
<a href="#">2023/38 click here</a>	 Adoption of Amendment 1 to Annex 16, Volume IV	28/04/2023	No Response Required	31/07/2023
<a href="#">2023/37 click here</a>	 Adoption of Amendment 2 to Annex 16, Volume III	28/04/2023	No Response Required	31/07/2023
<a href="#">2023/36 click here</a>	 Adoption of Amendment 11 to Annex 16, Volume II	27/04/2023	No Response Required	31/07/2023
<a href="#">2023/35 click here</a>	 Adoption of Amendment 14 to Annex 16, Volume I	27/04/2023	No Response Required	31/07/2023
<a href="#">2023/34 click here</a>	 2023 ICAO Stocktaking event on aviation in-sector CO2 emissions reductions, and pre-CAAF/3 Policy and Finance Consultation, in Montreal, Canada from 11 to 13 July 2023 as a hybrid event (in-person and virtual participation)	04/05/2023	No Response Required	01/07/2023
<a href="#">2023/32 click here</a>	 Proposal for the amendment of Annex 14, Volume II concerning heliport specifications	27/04/2023	13/10/2023	27/10/2023
<a href="#">2023/26 click here</a>	 Adoption of Amendment 93 to Annex 10, Volume I	03/04/2023	No Response Required	31/07/2023
<a href="#">2023/24 click here</a>	 Exchange of best practices on gender equality and the promotion of women in the global aviation sector	23/03/2023	No Response Required	28/04/2023
<a href="#">2023/21 click here</a>	 Invitation to attend the ICAO Security Week 2023: AVSEC & CYBERSEC, Montréal, 23 to 27 October 2023	18/04/2023	No Response Required	06/10/2023
<a href="#">2023/18 click here</a>	 Proposals for the amendment of Annexes 19 and consequential amendments to Annexes 1, 6 Parts I and III, and 13	05/04/2023	29/09/2023	05/10/2023
<a href="#">2023/13 click here</a>	 DRONE ENABLE 2023 Symposium and Request for Information (RFI), Montréal, Canada from 5 to 7 December 2023	15/03/2023	Sent to Eugenio	19/05/2023
<a href="#">2023/07 click here</a>	 Proposals for the amendment of Annexes 3, 4, 10, Volumes II and III, 15, PANS-ABC, PANS-AIM, as well as the publication of the first edition of PANS-IM, concerning aeronautical information management, system-wide information management and information security	20/01/2023	06/07/2023	20/07/2023
<a href="#">2023/06 Corrigendum No. 1 click here</a>	 Proposals for the amendment of Annexes 3, 4, 10, Volumes II and III, 15, PANS-ABC, PANS-AIM, as well as the publication of the first edition of PANS-IM, concerning aeronautical information management, system-wide information management and information security	06/03/2023	01/08/2023	14/08/2023
<a href="#">2023/06 click here</a>	 Proposals for the amendment of Annexes 3, 4, 10, Volumes II and III, 15, PANS-ABC, PANS-AIM, as well as the publication of the first edition of PANS-IM, concerning aeronautical information management, system-wide information management and information security	13/02/2023	01/08/2023	14/08/2023
<a href="#">2023/01 click here</a>	 Proposals for the amendment of Annex 3, the new PANS-MET and consequential amendments to Annexes 6, Parts I, II and III, 9, 11, 16, Vol. II, 11, 15, PANS-ABC, PANS-AIM and PANS-ATM arising from the fifth meeting of the Meteorology Panel (METP/5)	26/01/2023	No Response Required	26/07/2023
<a href="#">2022/108 click here</a>	 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, Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400) concerning the initial implementation of the flight and flow — information for a collaborative environment (FF-ICG) services	29/12/2022	06/06/2023	29/06/2023
<a href="#">2022/106 click here</a>	 Proposed amendments to Annex 10, Volume III, related to 24-bit altimeter address stemming from the fourth meeting of the Surveillance Panel (SP/4)	22/12/2022	06/06/2023	22/06/2023

## ICAO Electronic Bulletins

ICAO Electronic Bulletins merely supplies information and do not require action.

NUMBER	TITLE	DATE
<a href="#">EB 2023/18 click here</a>	 Posting of Two Significant Safety Concerns (SSCs) — Democratic Republic of the Congo	2023-05-01
<a href="#">EB 2023/15 click here</a>	 Training and Assistance: New ICAO Security Culture Products	2023-04-24
<a href="#">EB 2023/14 click here</a>	 Publication of the New <i>Manual on a Comprehensive Strategy for Preventing Human Trafficking in the Aviation Sector</i> (Doc 10171)	2023-04-21

## European Region (EUR)

### Updated Overviews of Regulation 2017/373 (with & without AMC/GM)



2 overviews have been updated to incorporate Regulation 2023/203 (on the management of cybersecurity risks):

- [Overview of the annexes/sections/chapters/requirements from regulation 2017/373 amended or introduced by Regulation 2020/469 \(highlighted in red\), by Regulation 2021/665 \(highlighted in blue\), by Regulation 2021/1338 \(highlighted in purple\), by Regulation 2022/938 \(highlighted in green\) and by Regulation 2023/203 \(highlighted in purple\), without AMC/GM](#)
- [Overview of Regulation 2017/373 and its AMC/GM, covering its full scope, including amendments from Regulation 2020/469 & its corrigendum \(highlighted in red\), from Regulation 2021/665 \(highlighted in blue\), from Regulation 2021/1338 \(highlighted in purple\), from Regulation 2022/938 \(highlighted in green\) and from Regulation 2023/203 \(highlighted in purple\)](#)

[Learn more \(click links above\)](#)

### New Overview of ATCO-IR 2015/340 (as Amended by Regs 2023/893 & 2023/203)



In total, there are 8 overviews available through the following permanent links:

1. Overview of EU legislation in force in the fields of ATM/ANS, aerodromes and drones (SESLEX): <https://learningzone.eurocontrol.int/doc/sexlex.htm>

It includes 5 parts:

- Part 1: Basic Regulation 2018/1139, its implementing/delegated acts and associated DS/CS/AMC/GM – Focus on ATM/ANS
- Part 1b: Basic Regulation 2018/1139, its implementing/delegated acts and associated DS/CS/AMC/GM – Focus on Unmanned Aircraft Systems (UAS) & other fields (without DS/CS/AMC/GM), except ATM/ANS & Aerodromes
- Part 1c: Basic Regulation 2018/1139, its implementing/delegated acts and associated DS/CS/AMC/GM – Focus on Aerodromes
- Part 2a: Regulations 549/2004, 550/2004, 551/2004 & 552/2004, their IAS & community specifications (except the performance & charging schemes)
- Part 2b: Regulations 549/2004, 550/2004, 551/2004, their IAS/AMCs/GM (focus on economic legislation: performance & charging schemes, procurement & rules on competition)
- Part 3: Other relevant EU legislation (security-related), e.g. aviation security, protection of information, security of network & information systems (NIS), European critical infrastructure
- Part 4: Other relevant EU legislation (airport-related), e.g. noise around airports, airport charges, airport slots, access to groundhandling market, State aid to airports & airlines, environment (affecting airports)
- Part 5: Other relevant EU legislation (miscellaneous), e.g. civil aviation occurrences, marketing of products, Connecting Europe Facility (CEF) & Trans-European Transport Network, GNSS/EGNOS/GALILEO, list of air carriers subject to operating ban, horizon 2020, delegation of powers to the EC, etc.

2. Overview of EU regulatory developments in the fields of ATM/ANS, aerodromes and drones (FUTURELEX): <https://learningzone.eurocontrol.int/doc/futurelex.htm>

It includes 2 parts:

- Part 1 (or page 1) focuses on the relevant EASA ToRs/NPAs/CRDs/Opinions
- Part 2 (or page 2) focuses on the Better Regulation website, ongoing EC/EASA consultations & calls relevant in the field of ATM/ANS, aerodromes and drones, and the amended SES2+ legislative process (SESALC): <https://learningzone.eurocontrol.int/doc/lexal.htm>

3. Overview of dates of applicability of pieces of legislation in the fields of ATM/ANS, aerodromes and drones not yet (fully) applicable (SESALC): <https://learningzone.eurocontrol.int/doc/lexal.htm>

It includes all pieces of legislation (regulations, decisions, directives, DS/CS/AMC/GM, etc.) listed in the overview of EU legislation in force in the fields of ATM/ANS, Aerodromes and Drones not yet (fully) applicable, marked with a timer in the latter overview.

Once they become applicable, they will be removed from this overview.

4. Overview of Regulation 2017/373 and its AMC/GM, focusing on the management, assessment and oversight of changes ([highlighted in red](#)): <https://learningzone.eurocontrol.int/doc/LEX/2017-373-AMC-GM-changes.htm>

5. Overview of annexes/sections/chapters/requirements regulation 2017/373 as amended or introduced by Regulation 2020/469 ([highlighted in red](#)), by Regulation 2021/665 ([highlighted in blue](#)), by Regulation 2021/1338 ([highlighted in purple](#)) and Regulation 2022/938 ([highlighted in green](#)), from Regulation 2022/938 ([highlighted in green](#)) and by Regulation 2023/203 ([highlighted in purple](#)), without AMC/GM: <https://learningzone.eurocontrol.int/doc/LEX/2017-373-AMC-GM-full.htm>

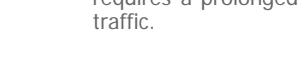
6. Overview of Regulation 2017/373 and its AMC/GM, covering its full scope, including amendments from Regulation 2020/469 & its corrigendum ([highlighted in red](#)), from Regulation 2021/665 ([highlighted in blue](#)), from Regulation 2021/1338 ([highlighted in purple](#)), from Regulation 2022/938 ([highlighted in green](#)) and from Regulation 2023/203 ([highlighted in purple](#)): <https://learningzone.eurocontrol.int/doc/LEX/2017-373-AMC-GM-full.htm>

7. Overview of annexes/sections/chapters/requirements regulation 2015/340 as amended or introduced by Regulation 2023/893 ([highlighted in red](#)) and by Regulation 2023/203 ([highlighted in purple](#)), without AMC/GM: <https://learningzone.eurocontrol.int/doc/LEX/2015-340-full.htm>

8. Overview of the Basic Regulation 2018/1139 (repealing in particular Regulations 216/2008 & 552/2004): <https://learningzone.eurocontrol.int/doc/LEX/2018-1139-overview.htm>

[Learn more \(click links above\)](#)

## One runway, one frequency, one language - participate to interviews



Together with Brussels airport, airSight is carrying out a study on behalf of EASA regarding the so-called "Triple One" concept (see abstract attached). As a part of the study to identify benefits and risks associated to this concept, we also want to organize some workshops with ATCOs.

They are looking for Tower ATCOs who would be willing to participate to a 120 minutes online interview. The tentative dates are 7.8, 27 or 28.6.2023. Time is not yet decided.

Could I kindly ask the interested Tower ATCOs to let me know asap. 6 interview places would be available. Yours sincerely, Marc

● [Abstract](#)

Marc Baumgartner

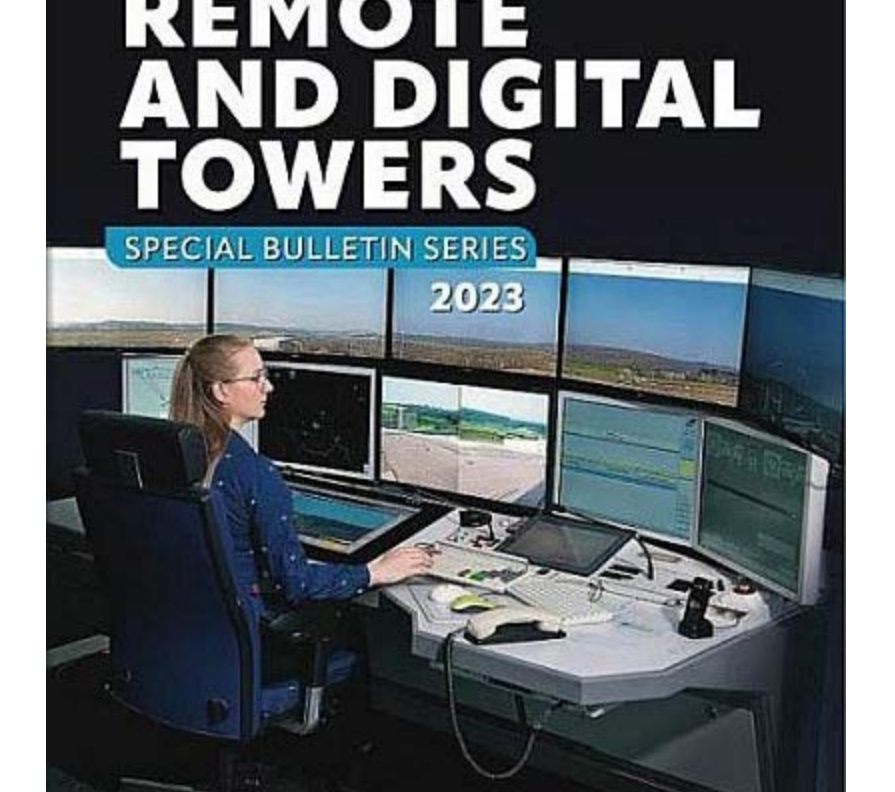
IFATCA SESAR/EASA Coordinator

Email: [sesar.coord@ifatca.org](mailto:sesar.coord@ifatca.org) ; [esa.coord@ifatca.org](mailto:esa.coord@ifatca.org)

Tel/Fax: +41792125769

[Learn more](#)

## EUROCONTROL Workshop on Safety of Vertical Navigation on Final Approach



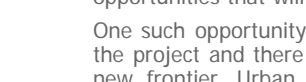
The EUROCONTROL navigation and operational safety teams, in collaboration with the relevant aviation industry entities, are jointly organising a workshop on how to maintain or improve the current level of PBN based final approach operations with (barometric) vertical guidance. The workshop will take place on 20 October 2023 at EUROCONTROL's Brussels Headquarters.

The objective of the workshop is to discuss operational experiences and best practices in ensuring safety of vertical navigation during final approach (using barometric altitude and alternatives). This will include examining case studies of use of the performance & charging scheme in approach.

Participants will leave the workshop with a clearer understanding of the operational safety perspective of barometric vertical based PBN operations with views from aircraft/avionics manufacturers, pilots, air traffic controllers and other organisations.

[Learn more](#)

## EASA Artificial Intelligence Roadmap 2.0 & 1st Public Deliverable for Machine Learning Application Approval Research Project

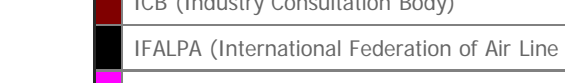


The European Union Aviation Safety Agency (EASA) is pleased to announce the release of a 260-page report as part of its research project MLEAP. This project is one of the main projects of EASA AI Roadmap 2.0 and is part of the Agency's ongoing efforts to promote the safe and effective use of emerging technologies in aviation.

This report highlights a set of artificial intelligence concepts for the evaluation of certification of AI-based systems supporting the EASA roadmap deliverables, and help industry stakeholders in planning new strategies for deploying AI in their human and technical organisations.

[Learn more](#)

## EUROCONTROL Aviation Learning Centre webinars and events



### Part 2 – Transitional Interfaces for Human-Data Interaction

- Date and time: Monday 15/05/2023 - 14:00 CET
- Duration : 90 minutes
- Presenters :
  - **Hans-Christian Jetter** - Professor of Interaction Design and User Experience @ University of Luebeck
  - **Nils Tavares Scherler** - Senior Human Factors Expert @ DFS
- [Registration link](#)

This webinar provides 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.

This is part 2 of 3 of a new series of webinars on Human.

**These webinars are open for registration**

Feel free to share with your colleagues!

[Learn more \(click link above\)](#)

## ECAC Weekly Press Review - 8 May 2023



### Topics:

- [ECAC & Organisations](#)
- [Airlines & Airports](#)
- [Economic matters](#)
- [Environment](#)
- [Safety](#)
- [Security](#)
- [UAS](#)
- [Other news](#)

[Learn more](#)

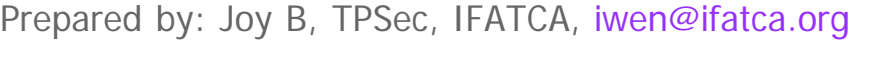
## Other Information

### Welcome to the May 2023 edition of SKYlight!



Welcome to the May 2023 edition of SKYlight - "Safety Intelligence as a Service". This month, we take a look at the support a controller can give to an aircraft experiencing brake problems. We also have several new and updated articles prepared by members of our editorial team.

### Controller response to aircraft brake problems



### What to Expect

As a controller, expect:

Pilots, if aware prior landing of the brake problem, to request:

- the longest runway available;
- the widest runway available whenever directional control problems on the ground are anticipated;
- to execute holding procedures for thorough approach briefing and procedure review as well as to burn fuel and minimise weight;
- to divert to alternate aerodrome if any condition such as poor braking action, runway contamination or adverse weather is present at the destination aerodrome or if any other conditions exist that could result in higher ground speed on touchdown or are unfavorable for taxi;
- to divert to alternate aerodrome depending on availability of maintenance personnel and respective technical facilities should the airplane need repair.

Aircraft overrunning runway threshold at far end (stop end):

Aircraft swerving off of the runway:

Tyre burst and associated damage to the aircraft - inform the aircraft crew and the airport fire rescue services if a burst in-flight occurs or if a burst on the ground.

Blocked runway after landing - plan ahead regarding pending departures and arrivals, possibly sequencing them for other runways if available.

### Be ready

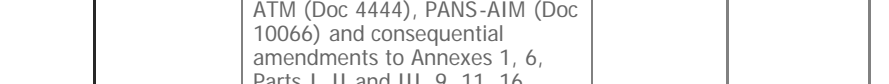
When informed about possible/actual brake problems for aircraft inbound to land, be ready to:

- Inform pilot about runway length and condition;
- When aircraft on final do not allow poor positioning for the approach, monitor carefully alignment, height, speed/distance from touchdown;
- Keep safety strip clear;
- Advise pilots of EMAS, if available
- Plan ahead the pending traffic, consider assigning priority to the arrivals if necessary due to possibility of blocked runway;
- Make arrangements for towing equipment to be on stand-by as appropriate;
- Request help of technical staff required to inspect and assess the damage to the aircraft as appropriate;
- If pilot reports vibrations during the take-off/landing roll - consider possible tyre burst/delbris on the runway and make the necessary arrangements for runway inspection. Inform the pilot if ground brake has occurred, especially important if it took place after take-off.

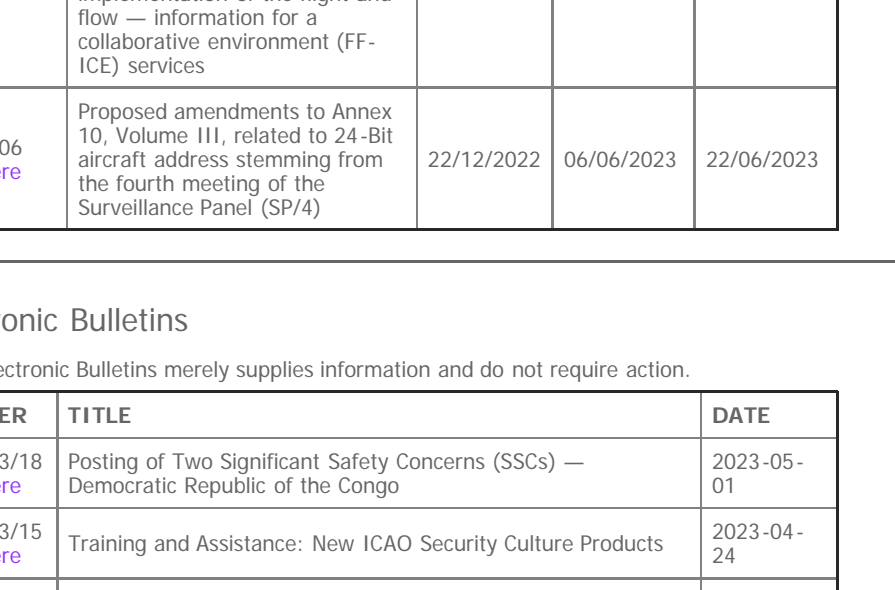
Additionally, as a ground controller consider coordinating where to position on the ground an aircraft that requires a prolonged brake cooling period following a hot brake incident to minimise the disruption to other traffic.

[Learn more](#)

## Runway occupied medium term (SKYclip)

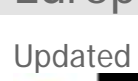


### Runway occupied medium term (SKYclip)



[Learn more](#)

## ATC Network publishes Remote and Digital towers



### ATC Network Special Bulletin Series



Issue 2023-01

**Remote and Digital Towers (2023-01)**  
Another edition focusing on Remote & Digital Towers as application of these technologies is quickly changing.

Issue 2022-02

**Meteorology (2022-02)**  
In this edition we will focus on the area of Meteorology and the influence that weather events can have on the efficient operations of air traffic.

Issue 2022-01

**Training & Simulation (2022-01)**  
In this edition we turn our attention to training and simulation post-covid and reflect on the difficulties during the covid-19 pandemic.

Issue 2021-02

**UTM U-SPACE (2021-02)**

In this edition we turn our attention to the unmanned aviation market and the development of UTM and U-space solutions.

Issue 2021-01

**Remote & Digital Towers (2021-01)**

The technology behind Remote towers is by no means a new technology but the speed at which it is now starting to be implemented into the industry is changing the way in which Air Traffic Services will be provided.

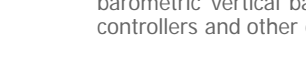
Issue 2020-01

**Training & Simulation (2020-01)**

The technology behind Remote towers is by no means a new technology but the speed at which it is now starting to be implemented into the industry is changing the way in which Air Traffic Services will be provided.

[Learn more](#)

## Issue 56 of airspace magazine has arrived



Welcome to this 56th issue of Airspace Magazine.

Airspace World was a huge success. The industry's premier event featured some of the biggest names in aviation discussing the innovative ideas that will fly air traffic management toward seamless skies.

This issue of Airspace builds on the event's commitment to shape future skies with three major interviews. CANSO Chair and Skyguide CEO, Alex Bristol, talks about the need for air navigation service providers to deliver value. Airports Council International Director General, Luis Felipe de Oliveira, calls for greater efficiency through collaboration and Shaesta Waiz, President and Founder of Dreams Soar, provides some key insights on diversity.

CANSO Director General, Simon Hoquard, meanwhile, details the major industry challenges and opportunities that will incorporate these major themes.

One such opportunity is the Complete Air Traffic Systems roadmap. Academia has fed critical expertise into the project and there is now a clear path ahead. Electric vertical take-off and landing (eVTOLs) is another new frontier. Urban air mobility has enormous potential and will transform airspace management. Both topics are covered in this issue as is the latest CANSO publication on airborne capabilities.

Happy Reading!

[Learn more](#)

## IFALPA Conference Election Results 2023