IFATCA Weekly Electronic Newsletter

IWEN | Issue #22 of 2023 | 22 May to 28 May

To access past issues of IWEN click here (IWEN-NET Login required)

ICAO | ASP | EUR | Other | Calendar

ICAO Global

Decarbonizing aviation: European Commission to support development of sustainable aviation fuels around the world

The European Commission announced support for the development of sustainable aviation fuels (SAF) under the International Civil Aviation Organization's (ICAO) Capacity-building and Training for Sustainable Aviation Fuels programme (ACT-SAF). In line with the European Green Deal commitment to help partner countries decarbonise, the project will support selected countries with €4 million. The funding will go towards increasing SAF production, feasibility studies and assistance with the certification of these fuels.

Learn more

TOP

EUROCONTROL and ICAO strengthen cooperation to improve aircraft tracking around the globe

In Brussels on 25 May 2023, ICAO Secretary General Juan Carlos Salazar and EUROCONTROL Director General Raúl Medina formalised the cooperation between the two organizations on the safety-vital topic of aircraft in distress.

Their signature of letters tasks EUROCONTROL with the development and hosting of a Location of an Aircraft in Distress Repository (LADR) and an Operational Control Directory (OPS CTRL). Both will play a major part in assisting rescue efforts by coordinating all affected actors in the event of an aircraft in distress, supporting the shared goal of improving aircraft tracking and identifying distress situations during a flight in order to initiate a timely rescue operation.

Learn more

TOP

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
2023/43 click here	Termination of the Targeted Exemptions (TE) system	11/05/2023	No Response Required	
2023/40 click here	ICAO Air Navigation World (ANW) 2023, Montréal, Canada, 28 to 31 August 2023	26/04/2023	No Response Required	30/06/2023
2023/38 click here	Adoption of Amendment 1 to Annex 16, Volume IV	28/04/2023	No Response Required	31/07/2023
2023/37 click here	Adoption of Amendment 2 to Annex 16, Volume I	28/04/2023	No Response Required	31/07/2023
2023/36 click here	Adoption of Amendment 11 to Annex 16, Volume II	27/04/2023	No Response Required	31/07/2023
2023/35 click here	Adoption of Amendment 14 to Annex 16, Volume I	27/04/2023	No Response Required	31/07/2023
2023/34 click here	2023 ICAO Stocktaking event on aviation in-sector CO2 emissions reductions, and pre-CAAF/3 Policy and Finance Consultation, in Montréal, 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
2023/32 click here	Proposal for the amendment of Annex 14, Volume II concerning heliport specifications	27/04/2023	13/10/2023	27/10/2023
2023/31 click here	Tenth ICAO Walter Binaghi Air Navigation Commission Laurel Award	19/05/2023	No Response Required	21/06/2023
2023/26 click here	Adoption of Amendment 93 to Annex 10, Volume I	03/04/2023	No Response Required	31/07/2023
2023/21 click here	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
2023/18 click here	Proposals for the amendment of Annex 19 and consequential amendments to Annexes 1, 6 Parts I, III and; and 13	05/04/2023	29/09/2023	05/10/2023
2023/07 click here	Proposals for the amendment of Annex 4, PANS-OPS (Doc 8168), Volumes I and II and PANS-ABC (Doc 10066) concerning charting requirements, changes in navigation specification and accuracies, instrument flight procedures (IFP) for helicopter performance-based navigation (PBN) operations, altitudes on instrument procedures, quality assurance for flight procedure design and maintenance of criteria	20/01/2023	06/07/2023	20/07/2023
2023/06 Corrigendum No. 1 click here	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
2023/06 click here	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
2023/01 click here	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-AIM and PANS-ATM arising from the fifth meeting of the Meteorology Panel (METP/5)	26/01/2023	No Response Required	26/07/2023
2022/108 click here	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-ICE) services	29/12/2022	06/06/2023	29/06/2023
2022/106 click here	Proposed amendments to Annex 10, Volume III, related to 24-Bit aircraft address stemming from the fourth meeting of the Surveillance Panel (SP/4)	22/12/2022	06/06/2023	22/06/2023

TOP

ICAO Electronic Bulletins

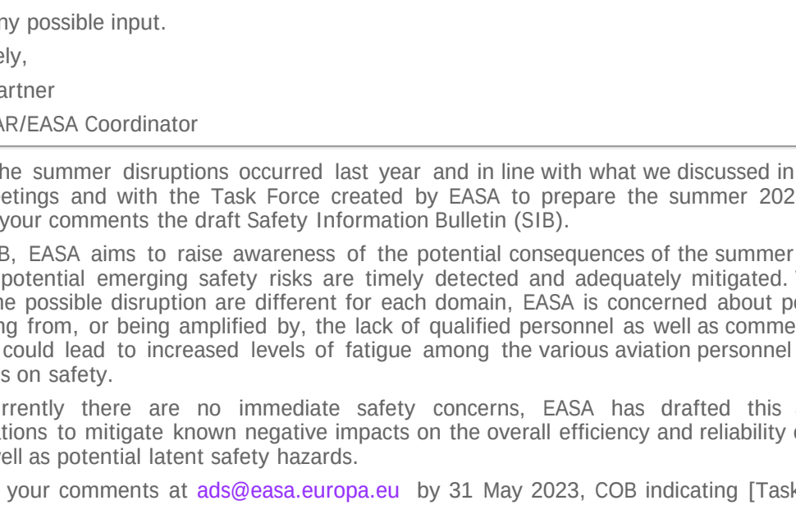
ICAO Electronic Bulletins merely supplies information and do not require action.

NUMBER	TITLE	DATE
EB 2023/23 click here	New Security Control for Screening Liquids, Aerosols and Gels (LAGs)	2023-05-25
EB 2023/18 click here	Posting of Two Significant Safety Concerns (SSCs) — Democratic Republic of the Congo	2023-05-01

TOP

Asia Pacific Region (ASP)

CANSO Asia Pacific Conference 2023 - Meet our speakers


CANSO
CANSO ASIA PACIFIC CONFERENCE 2023
11-13 July, Bali, Indonesia
REGISTER NOW
HOSTED BY

Speakers include:

- **Sharon Cooke**, Chief Executive Officer, Airways International, Airways New Zealand
- **Timothy Arel**, Chief Operating Officer, FAA ATO
- **Koji Takahashi**, Director General. JANS
- **Conor Mullan**, Managing Director, Think Research Ltd
- **Zainul Abidin Maslan**, Deputy Chief Executive Officer, CAA Malaysia
- **Mitchell Fox**, Director Asia Pacific Centre for Aviation Safety, Flight Safety Foundation

Learn more

TOP

European Region (EUR)

ACTION 30.5.2023 : Summer 2023 preparation – Consultation Draft SIB [Task 2023.140]

Reply to Andrea Poti until 30.5.2023 1700 with cc to easa.coord@ifatca.org

Please see attached the draft SIB. Chapter 4 makes recommendations for the ATM / ANS part. If you have any comments please send them per the request above.

Thanks for any possible input.

Yours sincerely,

Marc Baumgartner

IFATCA SESAR/EASA Coordinator

In view of the summer disruptions occurred last year and in line with what we discussed in previous MAB and SAB meetings and with the Task Force created by EASA to prepare the summer 2023, please find attached for your comments the draft Safety Information Bulletin (SIB).

With this SIB, EASA aims to raise awareness of the potential consequences of the summer disruptions to ensure that potential emerging safety risks are timely detected and adequately mitigated. While the root causes for the possible disruption are different for each domain, EASA is concerned about potential safety risks emerging from, or being amplified by, the lack of qualified personnel as well as commercial pressure. This in turn could lead to increased levels of fatigue among the various aviation personnel with potential consequences on safety.

Although currently there are no immediate safety concerns, EASA has drafted this SIB to provide recommendations to mitigate known negative impacts on the overall efficiency and reliability of the aviation system, as well as potential latent safety hazards.

Please, send your comments at ads@easa.europa.eu by 31 May 2023, COB indicating [Task 2023.140] in the email subject.

We apologise for the short notice.

- Attachment: Draft SIB (Click Link below)

Learn more

TOP

ACTION COMMENT 15.8.2023 "Introduction of ACAS Xa for Operations in SES Airspace & PBN Specs for Oceanic Operations"

Action comment by 15.8.2023 COB to easa.coord@ifatca.org

Please see attached the newly published NPA.

Could I kindly ask the experts to provide me with their comments prior to the 15.8.2023, I will then fill out the CRD.

Yours sincerely,

Marc Baumgartner

IFATCA SESAR/EASA Coordinator

NPA "Introduction of ACAS Xa for operations in the single European sky (SES) airspace & PBN specifications for oceanic operations"

The overview of EU regulatory developments (FUTURELEX, Part 1) has been updated accordingly

Learn more (click links above)

TOP

EUROCONTROL European Aviation Overview

Supporting European Aviation
EUROCONTROL
EUROCONTROL
EUROPEAN AVIATION OVERVIEW

Our latest European Aviation Overview gives you all the facts and figures you need to understand what's been going on across the European aviation network.

The main results show the growth of 7% in average daily flights comparing to 2022. We are currently at 93% of the 2019 levels. En-route ATFM delays have slightly reduced compared to the week before but are still high. Delay causes include continued industrial action in France, capacity issues in Germany, equipment issues at Athens and ATC staffing at Copenhagen airport. More details included in the report.

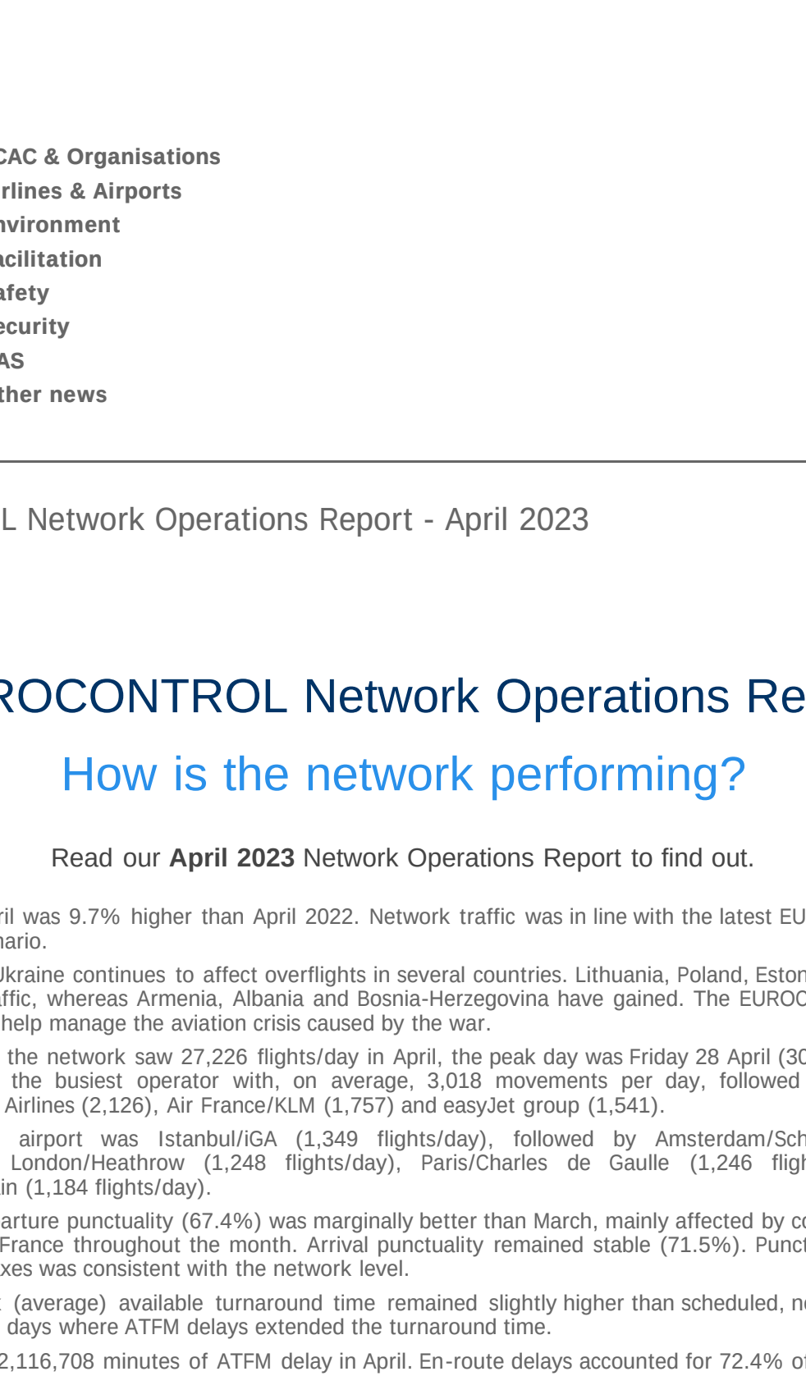
Key data in this edition:

- The Network recorded 29 230 average daily flights (+7% vs 2022) increasing (+1%) vs the previous week and standing at 93% of 2019 levels.
- The top 10 aircraft operators recorded a slight increase (+0.8%) on the previous week
- For the first half of May, the number of flights in the Network was 92% of the 2019 levels, spot on the base scenario of the flight forecast (released in December 2022).
- Network is still affected by (local) industrial action on specific days in France, the continuation of a series of strikes which started earlier this year (reform of pension law).
- Arrival and Departure punctuality continue to improve, closing 2 and 4 percentage points (respectively) below 2019.
- EUROCONTROL billed 732M€ of en-route charges for April flights; 19% above the amount billed for the April 2022 flights. On a year-to-date basis, EUROCONTROL billed 2,547M€ in 2023, +29% compared to 2022, owing to service units (flight) increases.
- The Jet fuel price closed at 2.16USD/gallon on 12 May, decreasing (-4%) on last edition. Current prices have decreased by 21% compared to the ones at the beginning of the year.

Learn more

TOP

ECAC NEWS #78 - FACILITATION


SPRING 2023
ECACNEWS
European Civil Aviation Conference Magazine
#78
SUSTAINABLE RECOVERY
How facilitation can deliver for the passenger

Learn more

TOP

ECAC Weekly Press Review - 22 May 2023

Topics:

- **ECAC & Organisations**
- **Airlines & Airports**
- **Environment**
- **Facilitation**
- **Safety**
- **Security**
- **UAS**
- **Other news**

Learn more

TOP

EUROCONTROL Network Operations Report - April 2023

EUROCONTROL Network Operations Report

How is the network performing?

Read our **April 2023** Network Operations Report to find out.

Traffic in April was 9.7% higher than April 2022. Network traffic was in line with the latest EUROCONTROL baseline scenario.

The war in Ukraine continues to affect overflights in several countries. Lithuania, Poland, Estonia and Latvia have lost traffic, whereas Armenia, Albania and Bosnia-Herzegovina have gained. The EUROCONTROL NM continues to help manage the aviation crisis caused by the war.

'On average' the network saw 27,226 flights/day in April, the peak day was Friday 28 April (30,503 flights). Ryanair was the busiest operator with, on average, 3,018 movements per day, followed by Lufthansa (2,586), IAG Airlines (2,126), Air France/KLM (1,757) and easyJet group (1,541).

The busiest airport was Istanbul/iGA (1,349 flights/day), followed by Amsterdam/Schiphol (1,258 flights/day), London/Heathrow (1,248 flights/day), Paris/Charles de Gaulle (1,246 flights/day) and Frankfurt/Main (1,184 flights/day).

Network departure punctuality (67.4%) was marginally better than March, mainly affected by continued ATC industrial in France throughout the month. Arrival punctuality remained stable (71.5%). Punctuality on the SW and SE axes was consistent with the network level.

The network (average) available turnaround time remained slightly higher than scheduled, notably on the French strike days where ATFM delays extended the turnaround time.

There were 2,116,708 minutes of ATFM delay in April. En-route delays accounted for 72.4% of these ATFM delays, and airports for 27.6%. The average en-route ATFM delay per flight for the network was 1.9 minutes in April and the YTD en-route ATFM delay was 1.8 minutes at the end of April.

Flow measures were applied mainly due to ATC disruptions, ATC capacity and ATC staffing issues.

The network excess fuel burn indicator was 8.8% in April.

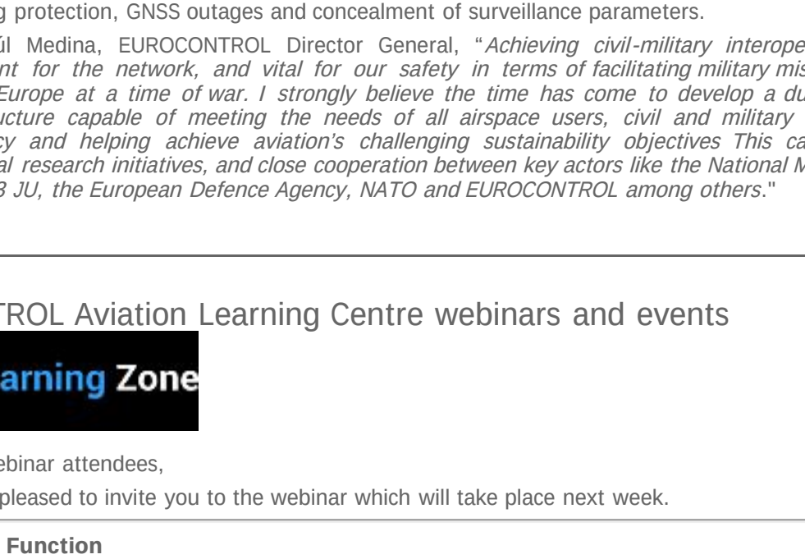
Learn more

TOP

AIU Portal - RELEASE #05/2023, 17 May 2023

Aviation Intelligence Portal update

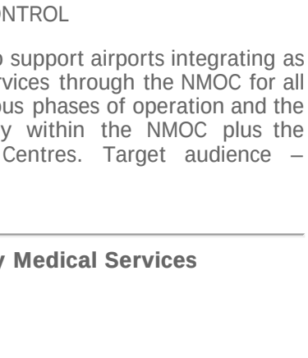
- We would like to inform you that the **April 2023** data is now available at: ansperformance.eu
- At EUROCONTROL level, traffic in January to April 2023 was 17% higher than in 2022 but remained 12% below the level in 2019.
- See also the latest EUROCONTROL European Aviation Overview to get a snapshot of the latest trends in the European network.



Learn more (click links above)

TOP

How dual-use CNS would be a vital civil-military interoperability multiplier - EUROCONTROL THINK PAPER ISSUE #20



Due to their specific defence roles, the avionics of many military aircraft are not fully interoperable with today's civil aviation communications, navigation and surveillance (CNS) infrastructure, constraining military mission effectiveness at a time of increased security concerns triggered by Russia's war of aggression in Ukraine.

This CNS infrastructure is however set to be transformed by progressive digitalisation over the coming years – and it is **this transition that represents a perfect opportunity to develop and deploy a dual-use CNS system that is capable of seamlessly accommodating and integrating military air operations, and thereby ensuring that the European aviation network is able to cope smoothly with rising levels of military traffic**.

This paper argues for the need to define a new range of innovative and secure civil-military interoperability solutions that are tailored to the data-centric nature of modern air traffic services. These would **take advantage of new civil-military interoperability opportunities** such as emerging performance-based concepts, enhanced data sharing, virtual and remote services, and increasing avionics predominance, coupled with software-intensive technical approaches. And a core feature of this new dual-use system would need to be **resilience to security vulnerabilities** that affect all users, addressing data encryption, jamming protection, GNSS outages and concealment of surveillance parameters.

For Raúl Medina, EUROCONTROL Director General, "*Achieving civil-military interoperability is hugely important for the network, and vital for our safety in terms of facilitating military mission effectiveness across Europe at a time of war. I strongly believe the time has come to develop a dual-use future CNS infrastructure capable of meeting the needs of all airspace users, civil and military – delivering flight efficiency and helping achieve aviation's challenging sustainability objectives This calls for pragmatic industrial research initiatives, and close cooperation between key actors like the National Military Authorities, SESAR 3 JU, the European Defence Agency, NATO and EUROCONTROL among others.*"

Learn more

TOP

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.

Airport Function

- **Date and time** : Wednesday 31/05/2023 - 10:00 CEST
- **Duration** :75 minutes
- **Presenters**:

Anthony LEGGAT - Airport slot and scheduling expert @ EUROCONTROL

Rick MERNOCK - ACI Liaison Officer to EUROCONTROL @ EUROCONTROL

This webinar will present the Network Manager's Airport Function position. To support airports integrating as a component part of the network, the Airport Function provides support services through the NMOC for all airports. The webinar will highlight the Airport Function's role in the various phases of operation and the services provided to airports. Also covered is the coordination internally within the NMOC plus the communication between the Airport Function and Airport Operation Centres. Target audience – APOC/Airport Ops and local ANSP staff.

REGISTER HERE

AiRMOUR Part 2: Getting started with Urban Air Mobility Emergency Medical Services

- **Date and time** : Thursday 01/06/2023 - 14:00 CEST
- **Duration** : 90 minutes
- **Presenters**:

Philip AMMERMANN - Air Traffic Management (ATM) Training Expert @ EUROCONTROL

Palak PANCHAL - Mobility Specialist @ EUROCONTROL

Jonas STJERNBERG - Senior Vice President @ EUROCONTROL

This lecture is the **second one** of a series of two.

The online lecture series will set out how Urban Air Mobility could support and complement the existing emergency medical fleet (e.g. helicopters and ambulances). It will explain how this new form of mobility could integrate into existing medical processes and will present current trials of medical drone deliveries. The training will also cover the term 'U-space' and what this concept means for existing emergency helicopter operations. Regulatory requirements related to different concept of operations (CONOPS) will be explained. The course draws upon learnings from the EU funded AiRMOUR project which focuses on Sustainable Urban Mobility for Emergency Medical Services (EMS).

The training is open to all and will be most relevant for Helicopter Emergency Medical Service (HEMS) operators and medical professionals. It may also be of interest to those working in the UAM industry who would like to set up a medical drone service in the future.

The training will be given in two parts :.

Part 1: What does Urban Air Mobility mean for the Emergency Medical Sector?' Exploring the interaction and integration with other emergency medical transport modes.

Part 2: Requirements related to getting started with Urban Air Mobility Emergency Medical Services.

- **Incorporating UAS into the current airspace from an ATC perspective**

Urban areas often lie in the vicinity of aerodromes, which are covered by airspace controlled by air traffic control (ATC) services. An overview is provided on how and where the interfaces with air traffic control occur and how integration solutions can look like, considering scenarios with and without U-space airspaces, highlighting the potential value U-spaces could have for UAS/ATM integration from an ATC point of view.

- **What does U-space mean for HEMS operations?**

The module will provide participants with an overview of how urban air mobility can safely be integrated into the very low level airspace along existing manned aircraft, such as HEMS. Currently cities experience a large volume of drone operations conducted with the airspace within visual-line-of-sight (VLOS) of the pilot, and helicopter operations to a varying degree. The growth of beyond-visual-line-of-sight (BVLOS) drone flight operations is only possible if these missions can be separated from other flights. The solution lies in a combination of conspicuous manned aircraft and the establishment of U-space airspaces.

Participants will get a strategic overview of the challenges as well as an introduction to what the introduction of U-space airspace will look like from a regulatory an air traffic control as well as a flight operations point of view.

The recorded lecture series will later be made available on the AiRMOUR Learning Platform. To catch up on the first training course which was delivered last year and titled 'Introducing Urban Air Mobility and its potential to support the Emergency Medical Services sector'. Registration and sign-up to the course is free.

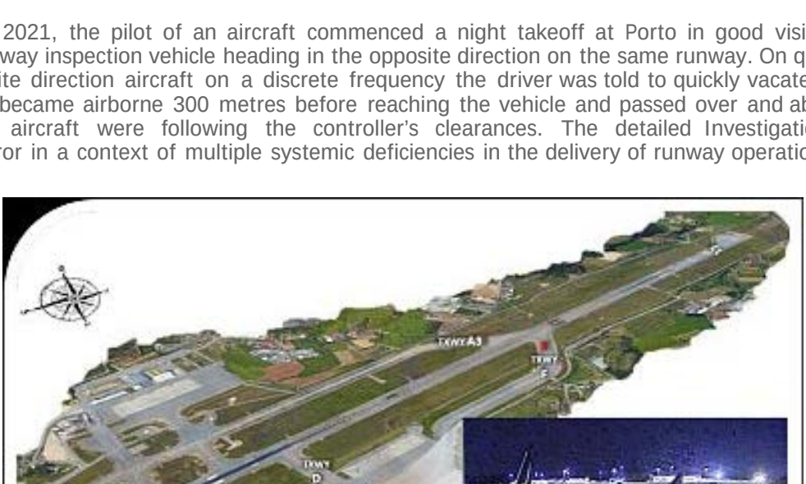
REGISTER HERE

These webinars are open for registration
Feel free to share with your colleagues!

Learn more (click links above)

TOP

Call for Papers: Research workshop "Predictability and Flexibility"



FAB CE and FABEC are continuing the series of successful annual InterFAB research workshops with a forum in April 2024 dedicated to predictability and flexibility. These both central aspects in ATM are identified in the ICAO Framework as key performance areas determining the quality of the operational service provided to the civil and military airspace users. Aviation – and thus air traffic management – faces substantial changes due to geopolitical, economic, environmental and social developments forcing air navigation service providers to act as flexibly as possible without endangering the robustness of the European aviation network. Therefore, it is crucial to know to what extent, when and on which level of accuracy traffic developments can be predicted. Thus, all aviation partners play their part in the operational value chain, in quantitative, time and spatial distribution. Acknowledging that the accuracy of traffic forecasts varies, special attention should be given to contributions showing how operational flexibility in terms of offer / demand may be adapted. Modern statistical methods and innovative technologies and concepts such as artificial intelligence may pave the way for a better use of new and more detailed data sets supporting both prediction and adaptation – aiming to improve the whole aviation chain. The organisers welcome proposals from academics, scientists and industry experts to submit papers for consideration to participate as speakers. The event is organised in partnership with University of Zagreb and the German Aviation Research Society (G.A.R.S.).

Learn more

TOP

Other Information

Vehicle on the runway at night

SKYbrary

On 27 April 2021, the pilot of an aircraft commenced a night takeoff at Porto in good visibility without seeing a runway inspection vehicle heading in the opposite direction on the same runway. On querying sight of an opposite direction aircraft on a discrete frequency the driver was told to quickly vacate the runway. The aircraft became airborne 300 metres before reaching the vehicle and passed over and abeam it. Both vehicle and aircraft were following the controller's clearances. The detailed Investigation confirmed controller error in a context of multiple systemic deficiencies in the delivery of runway operational safety at the airport..

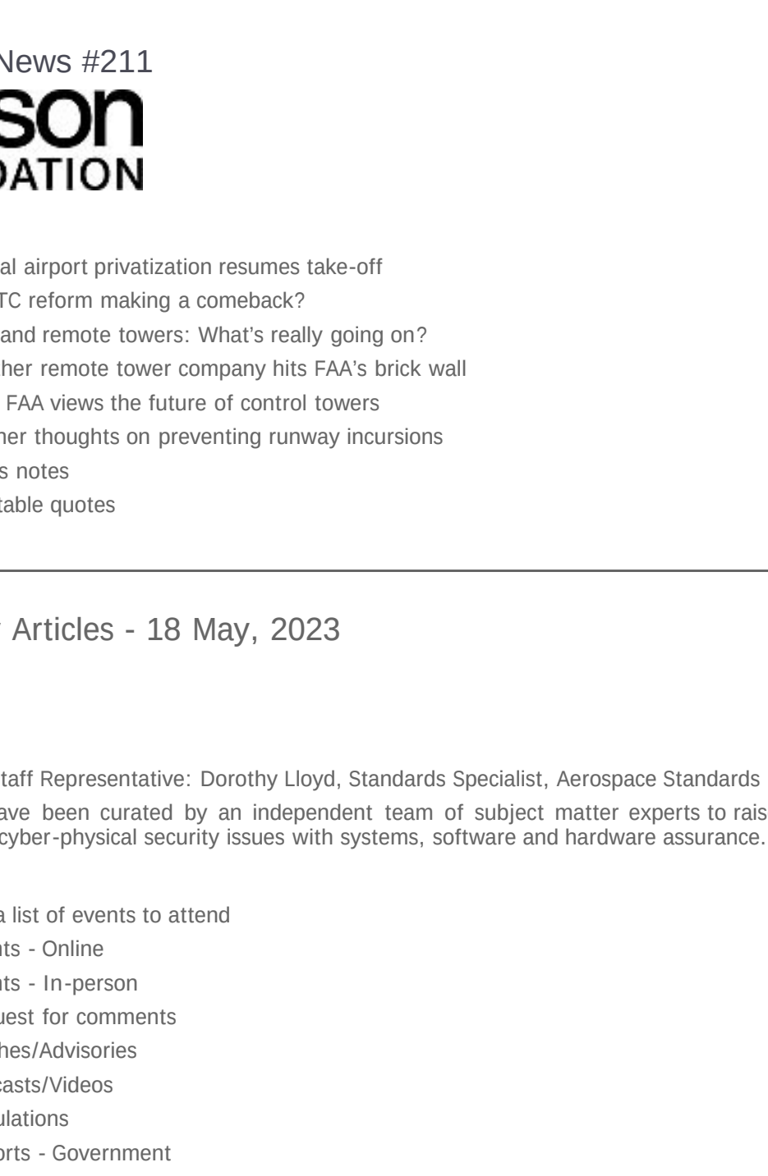
Learn more

TOP

CANSO ATM Air Traffic Analysis Report – April 2023

Welcome to the latest CANSO ATM Air Traffic Analysis Report produced in collaboration with Aireon.

This month's report highlights strong month-over-month growth in April in the large aviation markets of North America, Europe, and Asia which drove global numbers upwards. Asia is today posting 11,000 more flights and 20,600 more flight hours daily than 5 months ago.



CANSO ATM TRAFFIC ANALYSIS REPORT

APRIL 2023

CANSO Aireon

Strong growth in Asia help fuel global numbers

- There were 3.99 million flights operated globally in April 2023. This represents a 23 per cent increase on the number of flights in April 2022 and is 29 percent higher than the 3.09 million flights in April 2019.
- April 2023 saw 7.33 million flight hours operated globally. This is an 18.5 per cent increase on the number of flight hours in April 2022 and is 12.5 percent higher than the 6.51 million flight hours operated in April 2019.

All signs looking up for 2023

Air traffic growth remains strong in April. Traffic is already running well ahead of this time last year, with April's daily flight peak nearing that of the busiest days in July and August 2022.

With the busiest months still to come, the hope is that this year will avoid capacity problems that plagued the same period in 2022 when the industry was still wrestling with staffing challenges.

The main difference between this year and last is of course the return of the Chinese international market, which is showing strong growth since COVID-19 travel restrictions were lifted earlier in 2023.

Air Traffic Management Report – April 2023

Learn more

TOP

Aviation Policy News #211

In this issue:

- Global airport privatization resumes take-off
- Is ATC reform making a comeback?
- FAA and remote towers: What's really going on?
- Another remote tower company hits FAA's brick wall
- How FAA views the future of control towers
- Further thoughts on preventing runway incursions
- News notes
- Quotable quotes

Learn more

TOP

Weekly Security Articles - 18 May, 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.

Topics:

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

Learn more

TOP

That Was The Week That Was 15-19 May 2023

Aviation Advocacy

The Basketballification of the European Project

Have you noticed how like a game of basketball the European law-making process has become? In basketball, the score is inevitably level with two minutes to play. They should make it a two-minute sprint, which in effect it is, and then you could go to a game and still have time to catch a movie or go to dinner.

What, you may ask, has this to do with the European legislative process? Once upon a time, the process moved with the grace and dignity of a cricket match – a real cricket match, not a limited overs one. There was a rhythm to it. Each side had a couple of goes to make changes. Time was not the enemy. We stopped for lunch and for tea. It was very civilised.

Recently, this has been upset. We are now seeing the big member states, and their influential lobby groups, wait until the absolute last minute – the Very Last Minute – to try to styme the process. A few months ago, we saw the German car industry cut up rough with the Fit for 55 sustainable fuel regulation. The car industry refused to support the initiative to phase out all internal combustion engines. Germany came along with the car industry like a caravan down the Autobahn. It insisted that e-fuels also be mandated as an alternative fuel source, more than likely driving up the cost of e-fuels for the aviation industry, as demand for it rises.

Learn more

TOP

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

MAY 2023			
🟪	1st Webinar UTM as an Enabler for Collaborative Operating Environments| 1000 - 1130 EST	30	30
JUNE 2023			
🟧	10th Safety Forum | EUROCONTROL headquarters Brussels, Belgium	7	8
🟧	CANSO GLOBAL ATM SUMMIT 2023 AND 27TH AGM, Berlin, Germany	7	9
🟦	EGHD/33, Brussels, Belgium	12	13
⬜	Provisional Council (PC#59), Brussels, Belgium	15	15
🟧	1st HAIKU Dissemination Workshop, EUROCONTROL, Brussels, Belgium	26	27
JULY 2023			
🟪	Global Aviation Gender Summit 2023, Madrid, Spain	5	7
🟧	CANSO Asia Pacific Conference 2023, Bali, Indonesia	11	13
AUGUST 2023			
🟪	Air Navigation World 2023, Montreal Canada	28	31
SEPTEMBER 2023			
🟧	Controllers' Music Festival, Resort is located in south Italy, in an area served with 2 main airports (LIBR, LIBD)	3	7
⬜	2023 Altimetry System Error (ASE) Workshop, Brussels, Belgium	5	7
🟪	2nd Webinar UTM Financial Sustainability Strategies | 1000 - 1130 EST	18	18
OCTOBER 2023			
🟥	ICB/WG 14, Brussels, Belgium	03	03
⬜	Civil-Military Stakeholder Committee meeting (CMSC/9), Brussels, Belgium [PROPOSED DATES]	13	13
🟦	IFATCA EUR Regional Meeting, Riga, Latvia [Link to be updated]	16	18
⬜	EUROCONTROL Workshop on Safety of Vertical Navigation on Final Approach | 0900 - 1600 CEST	20	20
🟦	IFATCA AMA Regional Meeting, Nassau, Bahamas	25	27
NOVEMBER 2023			
🟦	IFATCA AFM Regional Meeting, Algiers, Algeria [Link to be updated]	TBD	TBD
⬛	IFALPA ATS Committee Meeting. Washington DC, USA	13	15
🟪	3rd Webinar UTM Deployment Best Practices and Lessons Learned | 1000 - 1230 EST	14	14
⬜	Just Culture Task Force (JCTF), Eurocontrol HQ, Brussels, Belgium [DATES REVISED]	14	14
⬜	Provisional Council (PC#60), Brussels, Belgium [DATES CHANGED]	28	28
APRIL 2024			
⬜	Civil-Military Stakeholder Committee meeting (CMSC/10), Brussels, Belgium [PROPOSED DATES]	17	17
MAY 2024			
⬜	Just Culture Task Force (JCTF), Eurocontrol HQ, Brussels, Belgium	28	28
JUNE 2024			
⬜	Provisional Council (PC#61), Brussels, Belgium [PROPOSED]	13	13
NOVEMBER 2024			
⬜	Just Culture Task Force (JCTF), Eurocontrol HQ, Brussels, Belgium	19	19

TOP

DISCLAIMER: IFATCA sources the items from a wide variety of media and they may not necessarily represent the views of the Federation. Publication in IFATCA Weekly Email News does not infer that IFATCA endorses the views expressed.
The rules, recommendations and information contained in this document reflect what IFATCA established at the time of the last amendment. Although every effort has been made to ensure accuracy, neither the International Federation of Air Traffic Controllers' Associations (IFATCA), nor their Members, Officers and Representatives, shall be responsible for loss or damage caused by errors, omissions, misprints or misinterpretations of the contents herewith. Furthermore IFATCA expressly disclaims all and any liability to any person whether a purchaser of this publication or not, in respect of anything done or omitted, by any such person in reference to the contents of this publication.
This message and any files transmitted with it are intended for the sole use of the individual(s) or entity to whom they are addressed. If you are not the intended recipient, please notify the sender by reply and delete the message and any attachments from your system.

COPYRIGHT: The materials herewith are the copyright of IFATCA. No part of this document may be reproduced, recast, reformatted or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or any information storage and retrieval system, without the prior written permission from IFATCA.

Prepared by: Joy B, TPSec, IFATCA, iwen@ifatca.org