

Information for MAs & IFATCA Reps

Latest publications of the IFATCA Joint Cognitive Human Machine Systems (JCHMS) Team

Dear All,

IFATCA will participate to the FABEC and DANUBE Functional Airspace Block (DANUBE FAB) conference "Single European Sky Resilience in ATM" and present the attached paper. Speakers of the Federation are Frederic DE LAU and Stathis MALAKIS. The IFATCA paper will discuss Resilience in ATM and take a critical look at the challenging topic of #Single European Sky and the future of aviation challenges related to Environment.

Please see attached the latest publications of the IFATCA Joint Cognitive Human Machine Systems Team (JCHMS team)

Challenges from the Introduction of Artificial Intelligence in the European Air Traffic Management System

Prepared by IFATCA/JCHMS Team

Mulakis, S., Baumgartner, M., Bezina, R., Larsen, T., Smolnik, A., Pot, A. & Fahris, G.

Slides for IFAC (International Federation of Automatic Control) conference

Paper for the FABEC (Functional Airspace Block Europe Central) conference

Learn more (Click links above)

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
2022/91	First Session of the Assembly, Montreal, 27 September to 7 October 2022	14/09/2022	No Response Due	
2022/80	Establishment of the Trust Framework Panel (TFP)	15/09/2022	No Response Due	
2022/81	Voluntary contributions to the ICAO Safety Fund (SAF) to support ICAO's No Country Left Behind initiative	23/08/2022	No Response Due	
2022/78	Forty-first Session of the Assembly, Montreal, 27 September to 7 October 2022	29/07/2022	No Response Due	
2022/75	Adoption of Amendment 48 to Annex 6, Part I	29/07/2022	No Response Due	18/11/2022
2022/70	Proposed new Annex 6, Part IV, and consequential amendments to Annexes 1, 2 and 8 related to International remotely piloted aircraft systems (RPAS) operations in controlled airspace/aerodromes arising from the eighteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASR/18)	23/08/2022	07/02/2023	23/02/2023
2022/68	Proposals for the amendment of PANS-ATM (Doc 4444) concerning separation minima based on an ATS surveillance system arising from the third meeting of the Separation Airspace Safety Panel (SASPP)	07/07/2022	20/12/2022	07/01/2023
2022/62	Forty-first Session of the Assembly, Montreal, 27 September to 7 October 2022	20/05/2022	Done	31/08/2022
2022/61	Proposals for the amendment of Annex 16, Volume IV, concerning Standards and Recommended Practices relating to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	25/07/2022	07/10/2022	19/10/2022
2022/60	Proposals for the amendment of Annex 16, Volume III, concerning Standards and Recommended Practices relating to environmental emissions – aeroplane CO2	21/01/2022	07/10/2022	19/10/2022
2022/59	Proposals for the amendment of Annex 16, Volume II, concerning Standards and Recommended Practices relating to environmental protection – aircraft engine emissions	19/07/2022	07/10/2022	19/10/2022
2022/58	Proposals for the amendment of Annex 16, Volume I, concerning Standards and Recommended Practices relating to environmental protection – aircraft noise	19/07/2022	07/10/2022	19/10/2022
2022/47	Proposals for the amendment of Annex 11, 2 and PANS-ATM (Doc 4444) concerning the Global Aeronautical Distress and Safety System (GADSS), remote air traffic services (ATS) and special procedures for in-flight weather contingencies	27/04/2022	13/10/2022	27/10/2022
2022/24	Proposals for the amendment of Annex 12 arising from the twenty-seventh meeting of the International Civil Aviation Organization (ICAO/IMO) Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG-SAR/27)	21/04/2022	07/10/2022	21/10/2022

ICAO Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2022/39	Publication of Final Reports under the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA)	2022-09-07
EB 2022/38	Council President Certificates in Aviation Safety	2022-09-09
EB 2022/37	Appointment Decision to D-1 Post	2022-08-30

Americas Region (AMR)

ICAO/OECD study identifies avenues for enhancing regulatory governance of Latin American and Caribbean aviation

ICAO and the Economic Co-operation and Development (OECD) have identified key areas for regulatory governance for Latin American and Caribbean governments looking to enhance the effectiveness of aviation sector regulatory governance.

Other areas for attention identified through a new study include the selection processes for and conduct of regulatory agency leaders, and the importance of sectoral performance reporting in order to better assess and tailor regulatory operations.

"Strong governance supports the legitimacy and integrity of civil aviation regulatory authorities, and enables them to make technical, value-based decisions without conflict of interest, bias, or improper influence," remarked ICAO Secretary General Juan Carlos Salazar. "I welcome the completion of the first Phase of this study, and wish to thank the OECD for its critical support as we work together to strengthen the governance arrangements of civil aviation authorities."

Learn more

Asia Pacific Region (ASP)

Important Notice to your Registration for 2023 APRM A.S.A.P

Dear directors and secretariat of all the MAs,

The host, PATCA, of this year's IFATCA Asia Pacific Regional Meeting, is welcoming you to physically attend the APRM this year taking place from the 20th to 22nd Oct in Mactan Cebu, Philippines.

1. Register your Rep (Go to here for online registration: <https://www.patca.ph/aprm-2022-registration>)

To encourage the MAs to attend the meeting physically, the VPs have decided to allocate the IFATCA budget on APRM to subsidise the MAs' attendance.

For each MA, the registration fee and travel expenses as soon as possible.

Please consider these opportunities and encourage your members to attend in person.

Make sure The MA DIRECTORS notify the Organization Committee of PATCA at "[ph.patca1962@gmail.com](mailto:ph.patca1962@gmail.com)" of the representatives whose payment will be covered by the IFATCA account.

You are of course encouraged to send more members to attend the meeting, which should be covered by your own budget.

2. Reserve your Room

If you want to enjoy the conference room rate deal during your stay in Cebu, please contact \*

For each MA, the registration fee and travel expenses as soon as possible.

For the room rate options, please check the Ultimate Guide in the attached file.

After receiving your room reservation email, the PATCA OC will send you the link for your to input your personal info for hotel reservation and to calculate the amount you need to pay for your accommodation.

3. Apply for your VISA

Many members do not require a VISA to travel to the Philippines. However, if you do need one, and you need the PATCA (A.S.A.P) to provide you an invitation letter to support your VISA application, please contact \*

"[ph.patca1962@gmail.com](mailto:ph.patca1962@gmail.com)" as soon as possible. Everything takes extra time if you COVID.

4. Check the vaccination requirement

Read the Ultimate Guide for the info provided by PATCA OC and check the latest info from the Philippine embassy website of your country.

5. Bid for 2024 APRM

We are looking for MA to volunteer for hosting the APRM 2024.

If your MA is interested in hosting, please email me "[cheryl.chen@ifatca.org](mailto:cheryl.chen@ifatca.org)" for your intention and any inquiries, also, prepare a 10 mins presentation to introduce your country and your plan for hosting the APRM.

We will arrange the presentation session on the last day of the meeting this year, and go through voting if required.

6. Visiting Manila's and Cebu's ATC control units

If you'd like to visit the tower of Cebu airport, or other control units located in Manila during your transit, please contact "[ph.patca1962@gmail.com](mailto:ph.patca1962@gmail.com)" for the arrangement. They will need your passport info for security reasons.

Therefore, they highly suggest that you make the arrangement with them as early as possible.

7. Attending the meeting virtually

Some MAs couldn't travel to Cebu due to travel restrictions imposed by their government, and we understand that is not your fault.

We will arrange virtual means for the MAs to join the meeting online, so that you don't miss the important messages from this meeting.

8. MAs report

The session on MAs report usually is the one that takes the longest period at our regional meeting.

To make the session more efficient and leave more time for other issues, we highly recommend that you produce a working paper to present your opinions to the ICAO APAC office.

I'd like you all to provide information on the implementation of GRF (Global Reporting Format)/RCR (Runway Condition Report) - which was launched officially by ICAO back in Nov 2020.

We'd like you to share your thoughts and feedback on the implementation of these measures, so we can produce a working paper to present your opinions to the ICAO APAC office.

For any further information or inquiries, please write to me or "[ph.patca1962@gmail.com](mailto:ph.patca1962@gmail.com)".

Best regards,

Cheryl Y.C. CHEN | EVP Asia Pacific Region

IFATCA | International Federation of Air Traffic Controllers' Associations

Attachments:

1. Invitation Letter APRM 2022

2. The Ultimate Guide on APRM2022

Learn more (Click links above)

European Region (EUR)

EUROCONTROL Aviation Learning Centre - September 2022

EUROCONTROL Aviation Learning Centre

Issue 40 - September 2022

Newsletter

How is the network performing?

Read our August 2022 Network Operations Report to find out.

Traffic in August was at 87.7% of August 2019 levels, keeping it slightly below the baseline of EUROCONTROL's traffic scenarios.

The war in Ukraine continues to affect overflights in a number of countries. Lithuania, Poland, Estonia and Latvia have all refused, whereas Armenia, Albania and Bosnia and Herzegovina have gained. The EUROCONTROL NM continues to help proactively manage the aviation crisis caused by this war.

On average, the network saw 30,593 flights/day in August. The peak day was Friday 26 August (31,75 flights) with traffic at 86.9% of 2019 levels.

Ryanair was the busiest carrier, in August with on average 3,011 flights/day - +14.5% of its 2019 traffic level, followed by easyJet (1,636 flights/day), Turkish Airlines (1,473 flights/day) and Lufthansa (1,188 flights/day).

The busiest airport was Istanbul/IGA (1,328 flights/day), followed by Paris/Charles de Gaulle (1,289 flights/day), Amsterdam/Schiphol (1,265 flights/day), Frankfurt/Main (1,161 flights/day) and London/Heathrow (1,100 flights/day).

There were 3,099,154 minutes of ATM delay in August.

En-route delays accounted for 84.5% of these ATM delays and for flights for 15.5%.

The average on-route ATM delay per flight for the network was 2.8 min.

ELPAC is an interesting multi-channel example, combining online courses with e-learning - as well as an innovation in the ELPAC app, which aims to enhance usability in a modern way.

Network departure and arrival punctuality slightly improved in August compared to July 2022 and were both seven percentage points lower than in August 2019.

The network excess fuel burn indicator was around 5.3% and remained low compared to 2019.

Learn more

AIU Portal - RELEASE #09/2022, 16 September 2022

Aviation Intelligence Portal update

We would like to inform you that the August 2022 data is now available at: [aieurope.eu](https://www.aieurope.eu)

At EUROCONTROL level, traffic in the first eight months of 2022 increased by 72% compared to the same period in 2021, but remained 18.5% below the level in 2019.

Learn more (click links above)

EASA Annual Safety Conference on Airport Safety & Env. Sustainability

EASA Annual Safety Conference in Prague focuses on Airport Safety and Environmental Sustainability through Innovations

This year's EASA Annual Safety Conference 2022 will be held in the Hotel OREA Pyramida from Wednesday afternoon on November 30 to Thursday December 1, 2022 in Prague (Czechia).

The initial agenda and the hotel address, as well as the registration link are available on the EASA Annual Safety Conference 2022 event page. Details on accommodation at the Hotel OREA Pyramida will be available in the coming week.

During the 1.5 days European Safety Conference 2022, high level speakers from European Commission and European Member States' competent authorities (pilots, airports, air traffic controllers, etc.), high altitude platform systems (HAPS) and high speed air transport. These new entrants are expected to operate at very high level in Higher Airspace - typically at FL500 and above and will also require the transit of today's ATS airspace below. These operations will take place within the airspace of a State, controlled by the European region and on a global basis.

The Air Traffic Management (ATM) concept currently deployed in the EUROCONTROL NM area will be challenged by these new operations that will require initially accommodation and over time integration to the maximum extent possible in order to optimise airspace use against expected demand. From a Network perspective, a relevant airport safety system (HAPS) and high speed air transport. These new entrants are expected to operate at very high level in Higher Airspace - typically at FL500 and above and will also require the transit of today's ATS airspace below. These operations will take place within the airspace of a State, controlled by the European region and on a global basis.

The ASC Conference is organised by EASA together with the Czech Presidency of the EU Council.

More news on EASA ASC 2022 will follow!

Learn more

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.

Evolution of Automation

■ Date and time : Monday 19/09/2022 - 15:00

■ Duration : 90 minutes

■ Presenter : Prof. Guy Andre Boy - Engineer & Cognitive Scientist @FlexTech, Chair University Professor CentraleSupélec (Paris Saclay University) & ESTIA Institute of Technology

Automation is at the same time a discipline, a technology and practices. Control theories were developed for a long time to support automatic control, supervisory control and cognitive technology. Technology evolved from a simple relay control to a landing without clearance and then to a Concept of Operations. This new systems on board aircraft. Human operators had to evolve from control to management of complex systems.

We will examine this evolution from 20th century's automation technology and resiliency practices to those of the early 21st century. We will see how automation design evolved toward Industry 4.0 and now to the next step that can be denoted "Society 5.0". More specifically, the systemic aspect of human-machine systems will be put forward. Several examples will taken into account and highlight the need for a Concept of Operations. This new systems on board aircraft. Human operators had to evolve from control to management of complex systems.

REGISTER HERE

Network Integration of Higher Airspace Operations

■ Date and time : Thursday 22/09/2022 - 10:00

■ Duration : 60 minutes

■ Presenter : Christopher Brain - Operations Planning @EUROCONTROL

Obtain an overview on the emergence of new airspace users in higher airspace and how from a European Network perspective we will initially accommodate these operations while in the long-term converge to full integration the maximum extent possible according to demand.

Recent technological innovation has enabled the development of new vehicles, with new missions, that will complement the aviation operations we see today. The new operations will range from space activities, (sub-orbital and orbital), high altitude platform systems (HAPS) and high speed air transport. These new entrants are expected to operate at very high level in Higher Airspace - typically at FL500 and above and will also require the transit of today's ATS airspace below. These operations will take place within the airspace of a State, controlled by the European region and on a global basis.

The Air Traffic Management (ATM) concept currently deployed in the EUROCONTROL NM area will be challenged by these new operations that will require initially accommodation and over time integration to the maximum extent possible in order to optimise airspace use against expected demand. From a Network perspective, a relevant airport safety system (HAPS) and high speed air transport. These new entrants are expected to operate at very high level in Higher Airspace - typically at FL500 and above and will also require the transit of today's ATS airspace below. These operations will take place within the airspace of a State, controlled by the European region and on a global basis.

The ASC Conference is organised by EASA together with the Czech Presidency of the EU Council.

REGISTER HERE

Our webinars are open for registration

Feel free to share with your colleagues!

Learn more (click link above)

Other Information

Learning Matters. Your SKYlight of September 2022

Welcome to the September 2022 edition of SKYlight - "Safety Intelligence as a Service". This month we take a look at the precursors to a landing without clearance and defences available. We also have several new articles prepared by members of our editorial team.

Landing without Clearance - Precursors and Defences

The factors listed below, either combined or on their own can "assist" the build-up of a situation where an aircraft (almost) landed without receiving a clearance.

■ Aircraft not on the correct frequency

■ Lack of clearance discovered too late

■ High of workload

■ Expectation bias

■ Failure to call as instructed

Prevention Barriers

The following barriers have the greatest potential to prevent a landing without clearance:

■ Alert to the pilot via ATC for lack of landing clearance, e.g. selection of visual alert.

■ Automatic alert to the pilot for occupied runway

■ System supported detection by the ATCO of landing aircraft or of potential conflict for the landing aircraft

■ ATCO memory aid for issued (not issued) landing clearances

Mitigation Barriers

The most effective mitigation barriers are:

■ ATCO prevents conflict after detecting it with system support before or with an intended RWY entry clearance.

■ Runway conflict resolution by flight crew/vehicle driver after detecting the risk with system support. This is in fact an airborne safety net to help flight crew in identification and resolution of runway conflicts.

■ Crew/driver prevents conflict after detecting it, based on traffic monitoring (listening to R/T or visually), before or with an intended RWY entry clearance. This barrier is relatively weak but offers the benefit of a "double" opportunity for conflict detection - visual and listening to the R/T.

■ Runway conflict resolution by flight crew/driver after visual conflict detection. This barrier is relatively weak but offers the benefit of limited delay (no need of an ATC-crow communication loop) for crew action in case of conflict detection.

Learn more

Low Level Go Around (SKYclip)

SKYBIRD 191, HOLD POSITION, BE READY FOR DEPARTURE

Learn more

We have liftoff - Air New Zealand takes NASA climate science mission to new heights

Air New Zealand's daily operations are now helping to enable new research into climate change, with a ground-breaking approach to collecting data for the global scientific community.

In a world-first, Air New Zealand flight NZ8844 took off on 13 September 2022 morning from Christchurch to Nelson carrying a NASA next-generation satellite receiver.

Using direct and reflected GPS and Galileo signals, the Global Navigation Satellite System (GNSS) receiver will collect unique environmental data to better predict storms and enable new climate change research.

Air New Zealand is the first passenger airline in the world to join a NASA earth mission, working together since 2020 on the design, installation and certification of the receiver onboard one of its Q300 aircraft.

Learn more

Weekly Security Items 13-September-2022

SAE INTERNATIONAL

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

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

■ Events - Online

■ Events - in-person

■ Request for comments

■ Patches/Advisories

■ Podcasts/Videos

■ Regulations

■ Reports - Government

■ Russia/Ukraine

■ White House

■ Articles of Interest

■ Subscription Required

Learn more

AAE Newsletter 126 - current reflections PLUS merger of ANSP - an economical model

Contents:

■ Editorial: The necessary hybridization of skills in the air sector by Gérard ROZENKOPF, vice-president of the AAE

■ Evolution of aviation professions by Alain GARCIA, former vice-president of Airbus and chairman of its civil aeronautics committee, former technical director, Airbus

■ New European military helicopter programs by Bernard FOUCES, former Vice-President Flight Tests Eurocopter, member of the AAE

■ The secrets and limits of Ariane 6's competitiveness by Alain CHARMÉAU, former president of ArianeGroup, member of the AAE

■ Satellite constellations and observation by Karl-Ludwig KLEIN, astronomer at the Paris Observatory, secretary of the AAE section and Alain HAUET, former president of the AAE section

■ From magnetic reference to geographical reference by Jacques VERRIERE, former captain and instructor, Air France, member of the AAE

■ Life of the Academy by Jean-Claude CHAUSSONNET, Secretary General of the AAE

■ Ultra-efficient aeronautical technologies

Mini-symposium organized by the DGLR and the AAE on May 19, 2022

Learn more

ATM News 16 September 2022

CANSO

Welcome to ATM News, featuring the latest updates, developments and opportunities from our members and CANSO.

Contents:

■ Stamp commemorates 100th anniversary of Swiss air navigation services

■ CANSO joins Instagram

■ The Aviation Studies Institute publishes a review of developments in Southeast Asia

■ Towards Sustainable Aviation Summit - TSAAS2022 | Toulouse (FRANCE)

■ IATA 2022 Americas Regional Meeting, Punta Cana, Dominican Republic

■ IFATCA 2022 Europe Regional Meeting, Brussels, Belgium

■ IFATCA 2022 Africa & Middle East Regional Meeting, Mombasa, Kenya

■ IFATCA 2022 Asia-Pacific Regional Meeting, Radisson Blu, Mactan-Cebu, Philippines

■ CANSO Event - Asia-Pacific Conference 2022, Goa, India

■ IATA 2022, Montreal, Canada

■ ATCA Global Conference and Exposition, Washington DC, USA