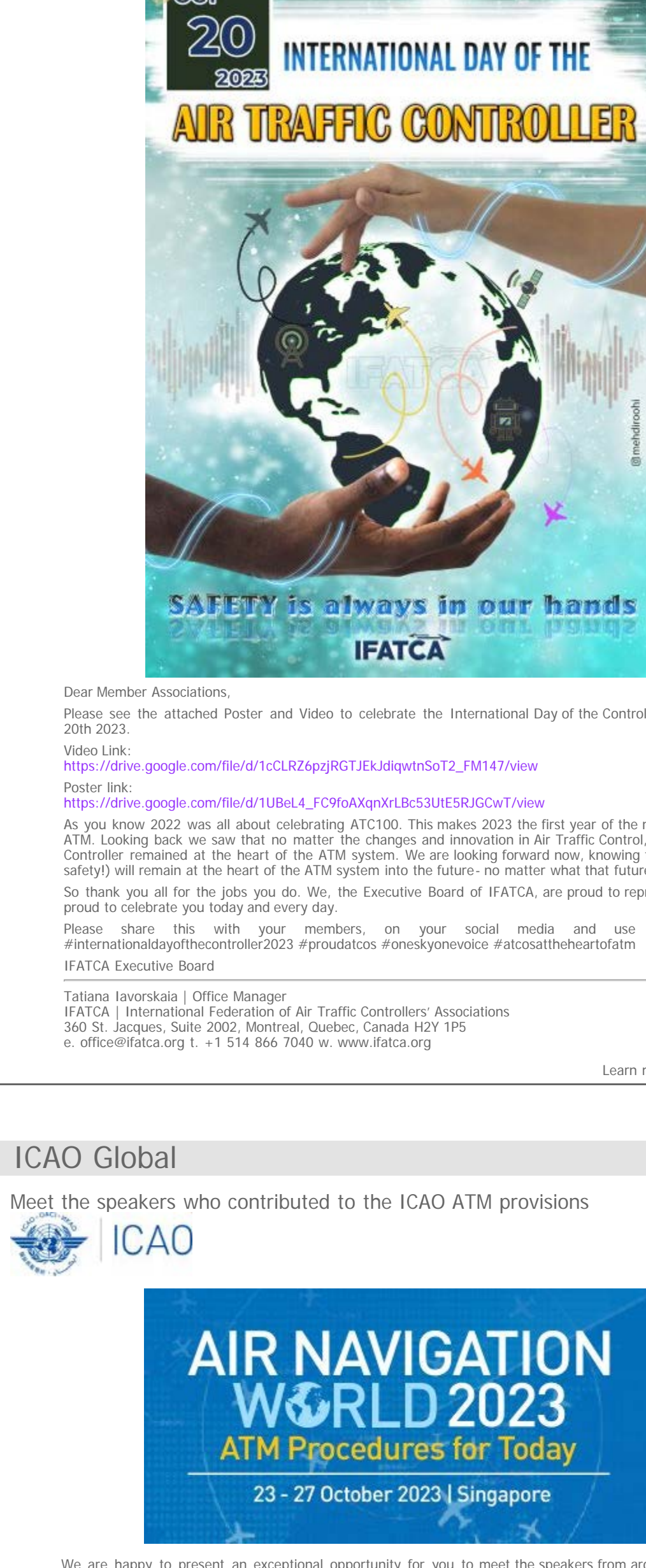


Information for MAs & IFATCA Reps

20 October - International Day of the Controller 2023



Dear Member Associations,

Please find the attached Poster and Video to celebrate the International Day of the Controller on October 20th, 2023.

Video Link:

https://www.youtube.com/watch?v=1tC3_Rz4pGRC7&list=PLKJHqWnSeT2_FMH4T7New

Poster link:

https://www.google.com/filed/1U8hU4_FC9oAKgwWtBc3U8SR58GICw4?new

As you know, 2023 was all about celebrating ATC100. This makes 2023 the first year of the next century of ATM. Looking back, we saw that no matter the changes and innovations in Air Traffic Control, the Air Traffic Controller remained at the heart of the ATM system. We are looking forward now, knowing the ATCO (and safety) will remain at the heart of the ATM system into the future, no matter what that future holds.

So thank you all for the jobs you do. We, the Executive Board of IFATCA, are proud to represent you and proud to celebrate you today and every day.

Please share this with your members, on your social media and use the hashtags #InternationalDayoftheController2023 #proudtoas #oneskyonecore #atcolifeisthebestatlife

IFATCA Executive Board

Tatiana Ivanovska | Office Manager

IFATCA | International Federation of Air Traffic Controllers' Associations

360 St. Jacques, Suite 2002, Montreal, Quebec, Canada H2T 1P5

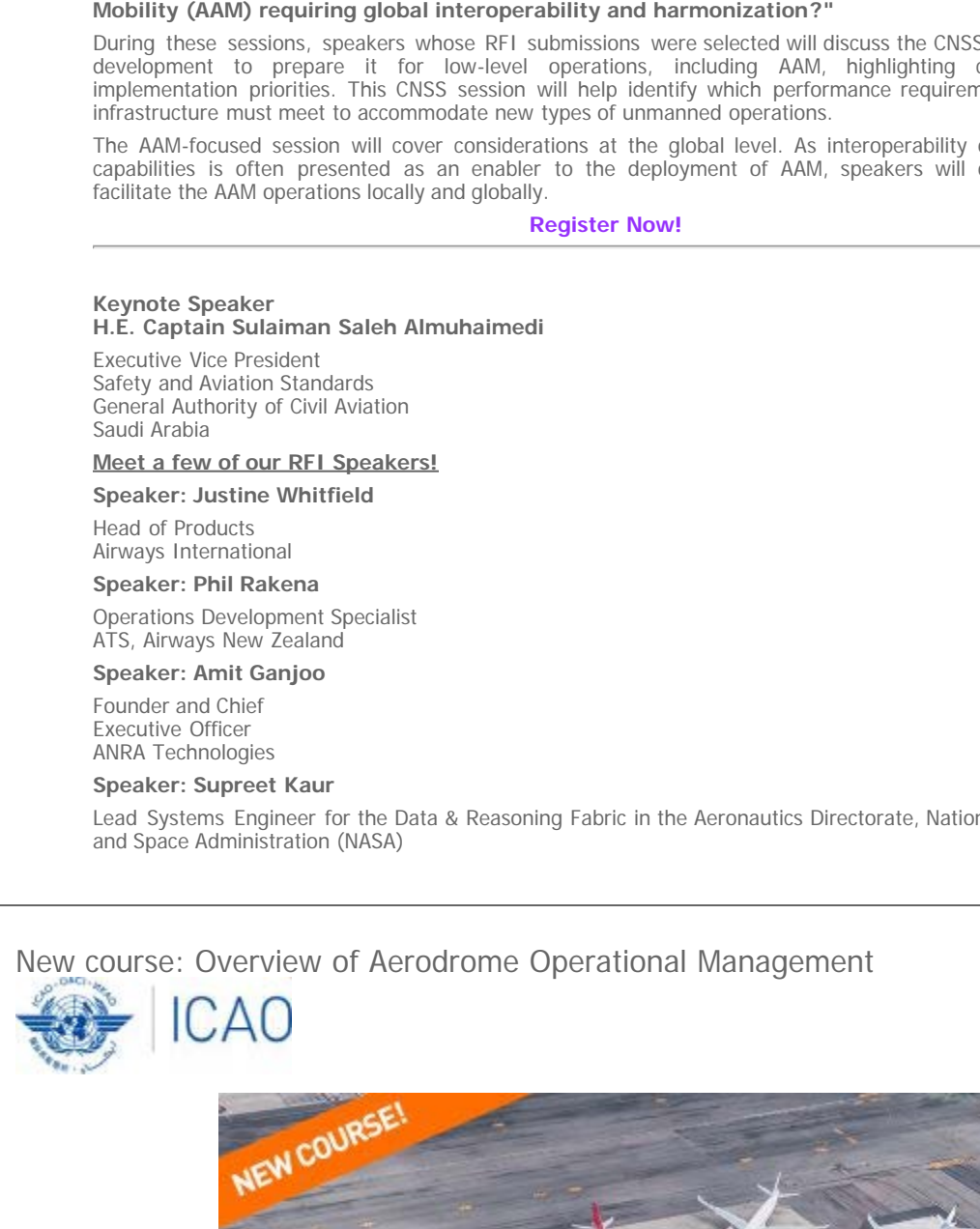
e. office@ifatca.org | t. +1 514 866 7040 | w. www.ifatca.org

Learn more (click links above)

Learn more (click links above)

ICAO Global

Meet the speakers who contributed to the ICAO ATM provisions



We are happy to present an exceptional opportunity for you to meet the speakers from around the world who contributed to developing the ICAO ATM provisions and implemented them back home. Review the full list of speakers and their bios here.

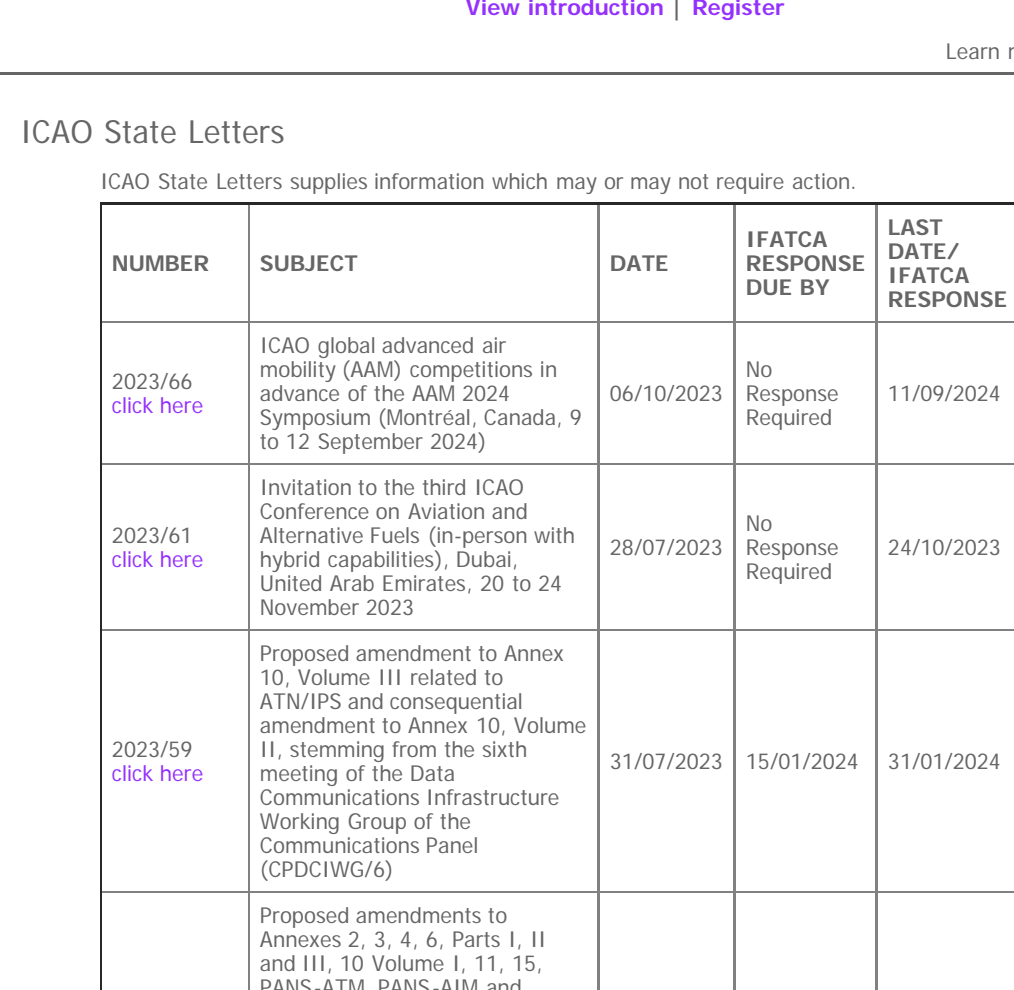
This event also brings together the whole ICAO ATM Team from Headquarters and Regional Offices to address ATM matters from regional and global perspectives.

It will be an excellent platform for sharing experiences, participating in meaningful discussions, and improving your knowledge. Click here to check out the complete programme.

Register Now!

Learn more (click links above)

Meet our speakers @ DRONE ENABLE 2023



Meet our speakers leading the air traffic unannounced aviation at the DRONE ENABLE 2023 in Montreal! This Symposium is a world-class event covering numerous topics related to unmanned aviation. Check out the preliminary programme here.

Two panel discussions will focus on the request for information (RFI) topics: "What solutions are needed to bring developed to address communications, navigation, and surveillance system (CNS) requirements in the low-level airspace?" and "What are the critical elements of Advanced Air Mobility (AAM) requiring global interoperability and harmonization?"

During these sessions, speakers whose RFI submissions were selected will discuss the CNS infrastructure development to prepare for low-level operations, including AAM. Highlighting challenges and implementing priorities. This CNS session will help identify which performance requirements the CNS infrastructure must meet to accommodate new types of unmanned operations.

The AAM working group will also have a joint consideration of the safety and interoperability of systems and capabilities is often presented as an enabler to the deployment of AAM, speakers will discuss how to facilitate the AAM operations locally and globally.

Register Now!

Keynote Speaker: H.E. Captain Sulaiman Saleh Almuhammed

Executive Vice President

Safety and Aviation Standards

General Authority of Civil Aviation

Saudi Arabia

Meet a few of our RFI Speakers!

Speaker: Justine Whitfield

Head of Products

Aviation International

Speaker: Phil Rakena

Operations Development Specialist

ATIS, Airways New Zealand

Speaker: Amit Ganjoo

Founder and Chief

Executive Officer

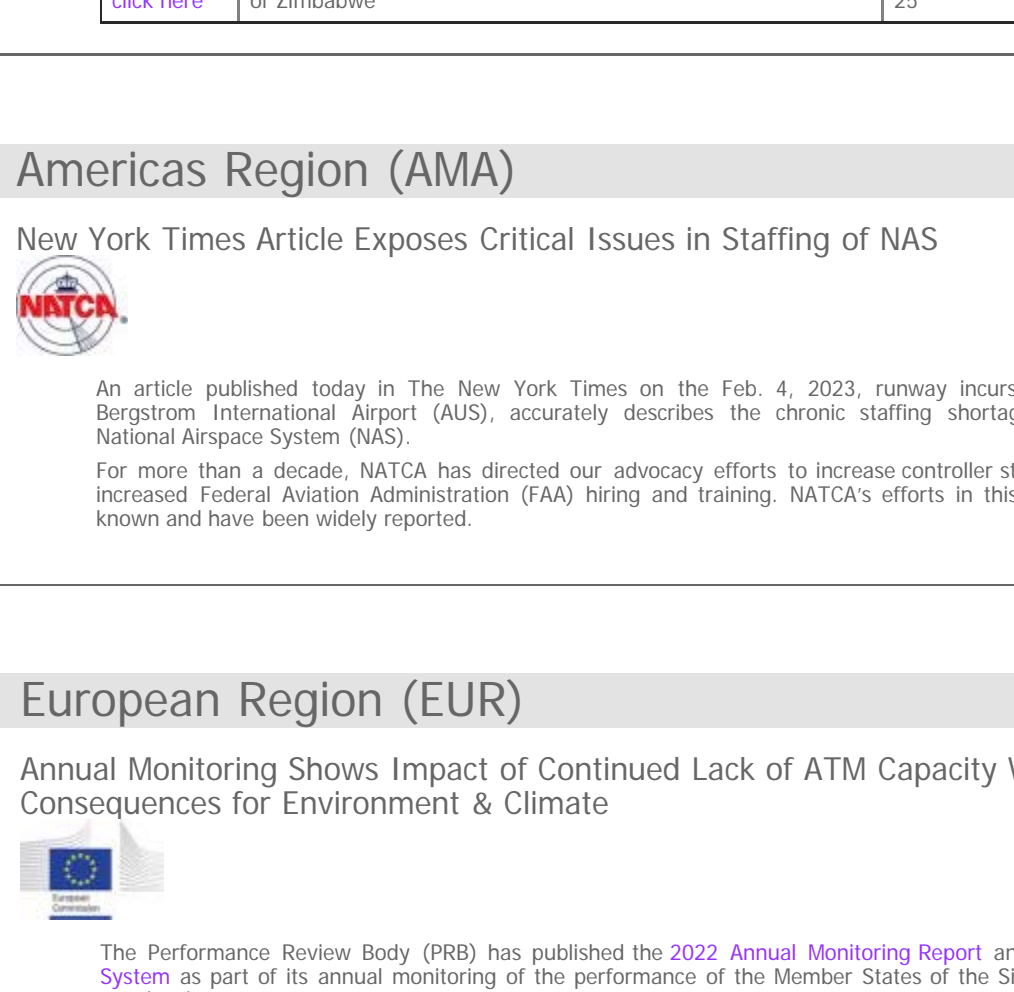
ANIMA Technologies

Speaker: Supreet Kaur

Lead Systems Engineer for the Data & Reasoning Fabric in the Aeronautics Directorate, National Aeronautics and Space Administration (NASA)

Learn more

New course: Overview of Aerodrome Operational Management



Overview of Aerodrome Operational Management

We are excited to introduce this new self-paced course designed to equip you with the knowledge and skills needed to excel in the dynamic world of aerodrome management. Our online course provides a comprehensive overview of the intricate world of aerodrome certification, operational management, and stakeholder coordination.

View Introduction | Register

Learn more (click links above)

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
2023/66	ICAO global advanced air mobility (AAM) competition in advance of the AAM 2024 Symposium (Montreal, Canada, 9 to 12 September 2023)	06/10/2023	No Response Required	11/09/2024
2023/61	Invitation to the third ICAO Conference on Aviation and Alternative Fuels (in-person with hybrid capabilities), Dubai, United Arab Emirates, 20 to 24 November 2023	28/07/2023	No Response Required	24/10/2023
2023/59	Proposed amendment to Annex 10, Volume II related to ATN/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 (CICOWG4)	31/07/2023	15/07/2024	31/01/2024
2023/57	Proposed amendments to Annexes 2, 3, 4, 6, Part 3, II and III, 10 Volume II, PANS-ATM, PANS-ATM and PANS-ATM, on-board aviation helicopters, on-board helicopter for runway safety, flight inspection and of flight location arising from the eighth and ninth meetings of the Flight Operations Panel (FLOTP8 and 9)	26/07/2023	Distributed	31/01/2024
2023/47	Proposed for the amendment of Annex 10, Volume V relating to implementation of wireless avionics intra-communications (WAIC) for more or more aircraft stations located onboard a single aircraft	01/06/2023	Distributed	01/12/2023
2023/23	Proposal for the amendment of Annex 14, Volume I and PANS- Aerodromes (Doc 9137) relating to aerodrome design and operations	21/06/2023	Distributed	30/10/2023
2023/33	Proposal for the amendment of Annex 14, Volume I and PANS- Aerodromes (Doc 9137) relating to aerodrome design and operations	30/05/2023	No Response Required	30/10/2023
2023/32	Proposal for the amendment of Annex 14, Volume II concerning heliport specifications	27/04/2023	13/10/2023	27/10/2023

ICAO Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2023/43	ICAO Electronic Bulletin on the Monitoring and Documentation Database, Third ICAO Conference on Aviation and Alternative Fuels (CAAF3)	2023-10-13
EB 2023/39	Posting of a Significant Safety Concern (SSC) – The Republic of Zimbabwe	2023-09-25

Americas Region (AMA)

New York Times Article Exposes Critical Issues in Staffing of NAS

An article published today in The New York Times on the Feb. 4, 2023, runway incursion at Austin-Bergstrom International Airport (AUS), accurately describes the chronic staffing shortages within the National Airspace System (NAS).

In a decade, NATCA has directed our advocacy efforts to increase controller staffing through increased Federal Aviation Administration (FAA) hiring and training. NATCA's efforts in this area are well known and have been widely reported.

Learn more

European Region (EUR)

Annual Monitoring Shows Impact of Continued Lack of ATM Capacity With Negative Consequences for Environment & Climate

The Performance Review Body (PRB) has published the 2022 Annual Monitoring Report and Traffic Light System as part of its annual monitoring of the performance of the Member States of the Single European Sky (SES).

The Annual Monitoring Report evaluates the performance of the monopoly air traffic service providers of Member States against four key performance areas: safety, environment, capacity, and cost-efficiency. The Traffic Light System also captures the environmental performance of air traffic management. It takes different stages of a flight from gate to gate into account based on performance indicators established by the Performance and Charging Regulation of the Single European Sky.

Learn more

EC Consultation on TFRt Region Accreditation by EASA of Qualified Entities

The European Aviation Safety Agency (EASA) is the EU agency responsible for ensuring safety and environmental protection in air transport in Europe.

This initiative sets out rules and procedures for establishing an accreditation system that will ensure that only qualified entities can perform tasks related to certification or oversight activities for which the agency has general aviation, shallow fog can represent a significant hazard.

The initiative also sets out rules for the allocation of tasks to accredited qualified entities.

Learn more

PRESS RELEASE: Aviation leaders back new campaign to make Europe the most efficient and environmentally friendly sky to fly in the world

A campaign gets underway on 10 October 2023 to update Europe's roadmap for air traffic management (ATM) modernisation. This will contribute to EU climate goals through digital innovation, targeting efficiency benefits by optimising how rights are operated.

Industry leaders gathering in Brussels today for the SESAR 3 Joint Underlying Annual Conference are giving their backing to the launch of a campaign to update the European ATM Master Plan, the official roadmap for the modernisation of Europe's ATM. Industry modernisation efforts, including a joint Declaration, committing to rapid and united action to make Europe a campaign the most efficient and environmentally friendly sky to fly in the world.

Learn more

EUROCONTROL Aviation Learning Centre webinars and events

Dear Webinar attendees,

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

Surprised by Automation

- **Date and time:** Monday 16/10/2023 - 14:00 CEST
- **Duration:** 90 minutes
- **Presenter:** Sebastian DAUERNET - Retired ATCO and Safety Manager, Just Culture Expert @ EUROCONTROL

REGISTER HERE

Automation is taking over more and more tasks not just in our everyday life but also in Aviation. Most of the time it assists us in many useful ways which we rarely think about. But sometimes, it can go wrong. What happens then? Why do we have to become so used to it? But sometimes it confuses us and we ask ourselves the question: Why did it do that? Because we do not understand what happened. That's where danger sets in. What does it mean for front-end operators and aviation who is responsible when something goes wrong?

Presented by Sebastian Daurnet explains what automation is, how it works, the challenges in everyday life and what it means in aviation. Find out how it went right and wrong in aviation, cockpit as well as ATC by some ground crew members and pilots. Experience the same issues on how to generate reasonable trust with operators but also how to cope with it from safety perspective.

Will drones cover our skies? - Part 1 of 4 - An introduction to USSPs

■ **Date and time:** Tuesday 16/10/2023 - 10:00 CEST

■ **Duration:** 60 minutes

■ **Presenter:** Eyal ZOR - CEO & Founder @ Airwayz

REGISTER HERE

Unmanned Aerial Systems (Drones) show great potential to change the way we utilize our sky for commercial purposes, such as delivery, security, first response and more. In order to integrate them safely and effectively within our airspace, the EU aviation safety agency (EASA), together with other EU stakeholders, have initiated the U-Space regulatory framework. U-Space is essentially the foundation for the drone ecosystem that will enable drone operations harmoniously.

One of the main key enablers for U-Space is the U-Space Service Provider, USSP, which is responsible for interconnecting and synchronizing different drone operators, managing the low-altitude, connecting various users within the U-space, and acting as a bridge between the industry and general authorities for safe operation.

In this series of four webinars you will hear from four webinars, a USSP company operating globally, about the U-Space & USSP, the basic services & compliance, the gained experience to date and about the current & future business models which will support the ecosystem for scalable and valuable drone services for the public.

■ **Episode 1 - An introduction to USSPs**

■ **Episode 2 - USSP systems, technologies and complexities**

■ **Episode 3 - USSP practical lessons learned**

■ **Episode 4 - USSP business models and economic considerations**

Considerations to establish a dedicated Flight Information Service

■ **Date and time:** Wednesday 18/10/2023 - 10:00 CEST

■ **Duration:** 60 minutes

■ **Presenter:** Jerge CASANOVA - Team Leader Consulting & Projects for ATM @ DFS Aviation

REGISTER HERE

DFS Aviation Flugsicherung has operated a dedicated Flight Information Service (FIS) for over 25 years. This is a dedicated service to VFR traffic has been heavily supported by the VFR users and the prove of its number of aircraft contacting FIS officers has increased from an average 35k per year over the period 2012-2020. Establishing this dedicated service from a white board to go-live is a daunting task. DFS Aviation Services, part of DFS Group, is well experienced and happy to support with best practices.

Join us in this session to learn about DFS Group's best practices when considering to deploy a (new) FIS Unit within an Air Navigation Service Provider.

Vestibular Illusion during flights

■ **Date and time:** Wednesday 18/10/2023 - 14:00 CEST

■ **Duration:** 90 minutes

■ **Presenters:**

Fabrice DROGOUL - Safety and Human Factors Specialist @ EUROCONTROL

Lenka HANAKOVA - PhD Student @ Czech Technical University

REGISTER HERE

Obtain an overview of the latest research done by the Technical University of Prague on potential vestibular illusions that can impact commercial pilots during flight. The Technical University studied a vast number of flights, recorded a lot of pilot data that they are going to share the results during this webinar.

Our webinars are open for registration

Feel free to share this email with your colleagues!

Learn more (click links above)

ECAC NEWS POINT SEPTEMBER 2023

Contents:

DIRECTORS GENERAL

- Directors General focus on key European priorities and lessons learnt from summer 2023

COORDINATING COMMITTEE

- Coordinating Committee defines future plans and strategies for ECAC

ECAC MEDIUM-TERM OBJECTIVES TASK FORCE

- Strategic discussions at the ECAC Medium-Term Objectives Task Force meeting

ENVIRONMENT

- European preparations for ICAO CASRP13 steering group meeting 2023
- Tailored training on sustainable aviation fuels for experts from Bosnia and Herzegovina

SECURITY

- Meetings of behaviour detection experts
- Aviation cyber security experts finalise 2023 programme and fix priorities for 2024
- Training Task Force considers new training material
- Ambitious 2023 work programme for the Guidance Material Task Force

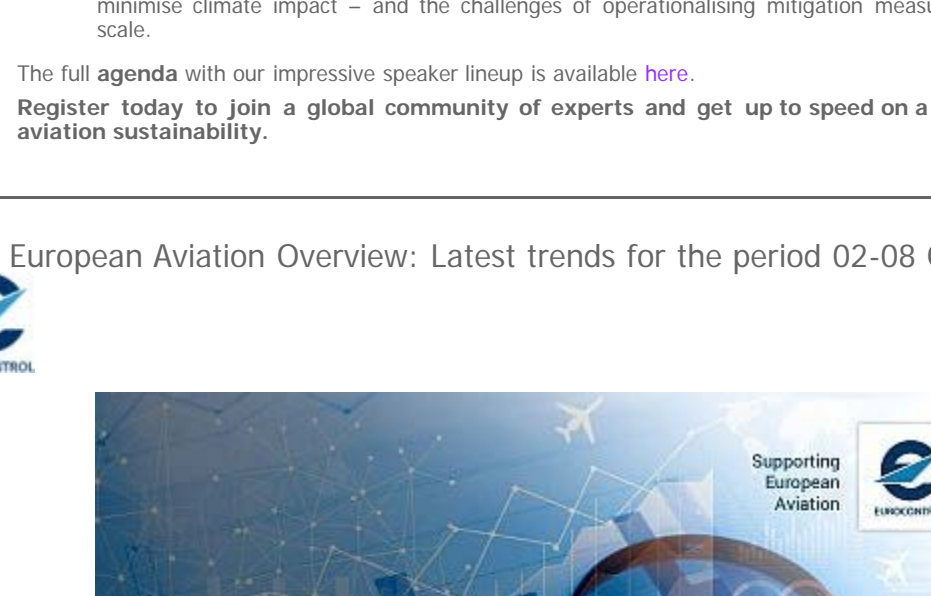
FACILITATION

- Meeting of the Facilitation Sub-Group on Immigration
- Facilitation experts consider PRM issues

DIVERSITY AND INCLUSION

- Meeting of the ECAC Network on Diversity and Inclusion in civil aviation

ECAC/EU DIALOGUE



WHAT'S ON AT ECAC IN OCTOBER?

Learn more

ECAC Weekly Press Review - 9 Oct. 2023

Topics:

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

Learn more

Safety of Vertical Navigation on Final Approach Workshop

The EUROCONTROL navigation and operational safety teams, in collaboration with relevant aviation industry experts, are jointly organising a workshop on how to maintain or improve the safety 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 incorrect barometric altitude in approach.

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

Registrations for the workshop are still open and we recommend you to book your seat asap to ensure we can accommodate you.

Learn more

CANSO-EUROCONTROL Sustainable Skies Conference: Contrails in Focus, 7-8 November 2023 - Brussels



Be part of our joint CANSO-EUROCONTROL Sustainable Skies Conference: Contrails in Focus - taking place at EUROCONTROL's Brussels Headquarters, on 7-8 November 2023.

This is a must-attend event for anyone interested in aviation sustainability bringing together scientists, researchers, the aviation industry, policymakers, and key stakeholders to share the very latest scientific insights they work with, and the science behind to tackle them.

■ take stock of the what is being done by central formation

■ examine how contrails impact our climate

■ assess contrails' interdependencies with aCO2 emissions levels

■ explore the latest methods used for contrail detection, monitoring and formation prediction

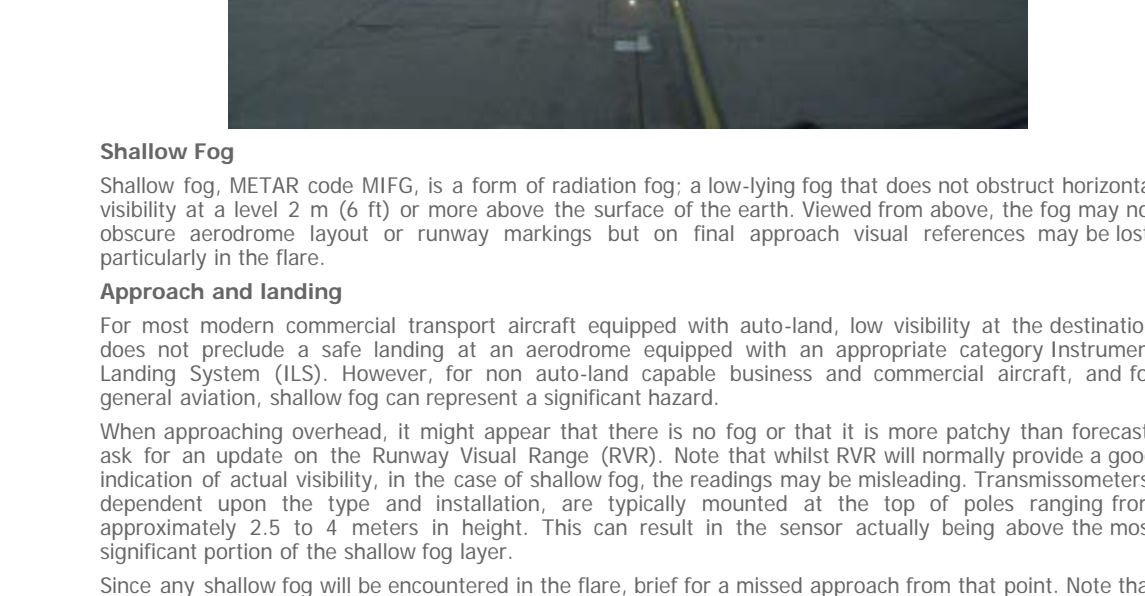
■ discuss ongoing research and innovative solutions that the industry is working on to minimise climate impact - and the challenges of operationalising mitigation measures at scale.

The full agenda with our impressive speaker lineup is available [here](#).

Register today to join a global community of experts and get up to speed on a key topic for aviation sustainability.

Learn more

New European Aviation Overview: Latest trends for the period 02-08 October



The latest European Aviation Overview (2-8 October) shows traffic is now decreasing after busy summer months. The number of flights per day, 10% up on last year, ATM delays are down but punctuality (74.5%) of flights arrived within 15 minutes of scheduled was still worse than in 2019 (78.7%).

Key data in the number of flights (+10%). The top 10 airports handled 133 million passengers in August 2023, 13% more than in the number of flights (+10%).

■ The Network recorded 31,099 average daily flights (+8% vs 2022), 2.5% below the previous week and standing at 94% of 2019 levels.

■ In August, the number of flights in the network was at 93% of 2019 levels. For the first eight days in October, the recovery level was 95%.

■ The top 10 airports welcomed 133 million passengers in August 2023, 13% more than in August 2022.

■ All but two of the top 10 airports reduced capacity over the week.

■ En route ATM delays averaged just above 6,000 minutes per day (13 min/flight), with the main causes being capacity & staffing (77%). The week registered the lowest delays since the second week of May 2023.

■ Arrival and departure punctuality, at 74.5% and 68.8% respectively, were a little 1 percentage points below 2019 levels, and 2% below the equivalent week in 2022.

■ The average jet fuel price stood at 2.93 USD/gallon on 06 October 2023 declining by 7% compared to two weeks ago. Current prices have increased by 2% compared to the beginning of the year.

Learn more

EASA and ESAM Sign Memorandum of Understanding (MoU)

Great benefits for aviation medicine expected

EASA and the European Society of Aerospace Medicine (ESAM) signed a Memorandum of Understanding (MoU) on 25 October 2023 to foster aviation medicine knowledge and harmonise the relevant regulatory in Europe and around the world. The overall aim is to achieve a similar level of safety and reduce the risk of incapacitation.

Learn more

EC Decision Establishing Expert Group on Human Dimension of SES

COMMISSION DECISION (EU) 2023/1019 of 10 October 2023 establishing a Commission expert group on the human dimension of the single European sky and repealing Decision (EU) 2017/7518

THE EUROPEAN COMMISSION

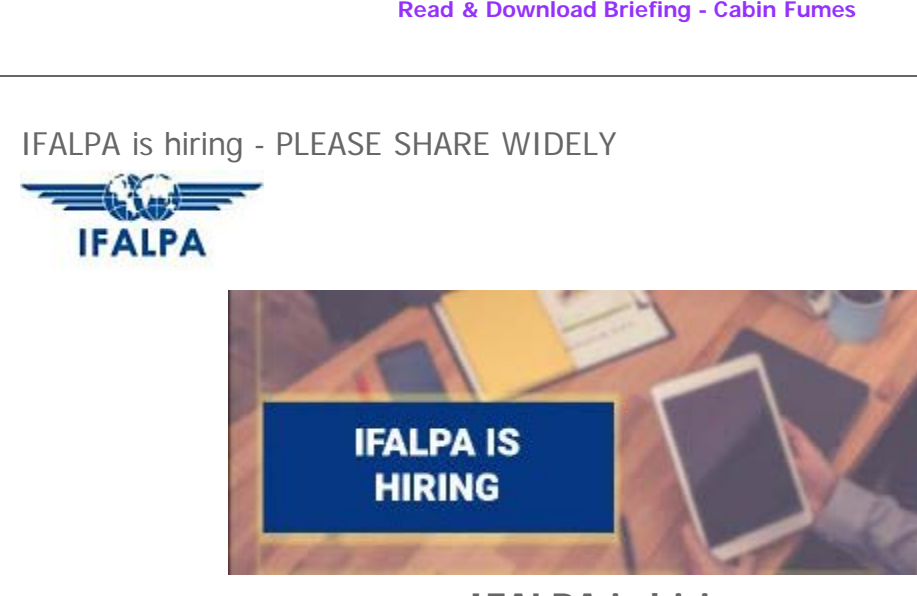
Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EC) No 549/2004 of the European Parliament and of the Council of 10 March 2004 laying down the framework for the creation of the single European sky (the framework Regulation) (1), and in particular Article 10 thereof, ...

Learn more

Other Information

Welcome to the October 2023 edition of SkyLight - "Safety Intelligence as a Service"



Welcome to the October 2023 edition of SkyLight - "Safety Intelligence as a Service". This month, as autumnal begins in the northern hemisphere, we take a look at the hazards associated with shallow fog. We also have the latest news and updated articles prepared by members of our editorial team.

Shallow fog: landing guidance for flight crews



Shallow fog

Shallow fog (METAR code MIFG) is a form of radiation fog - a low-lying fog that does not obstruct horizontal visibility at a level 2 m (6 ft) or more above the surface of the earth. Viewed from above, the fog may not obscure aerodrome layout or runway markings but on final approach visual references may be lost, particularly in the top 100 ft of the atmosphere.

Approach and landing

For most modern commercial transport aircraft equipped with auto-land, low visibility at the destination does not preclude a safe landing at an aerodrome equipped with an appropriate category Instrument Landing System (ILS). However, for non auto-land capable business and commercial aircraft, and for general aviation, shallow fog can represent a significant hazard.

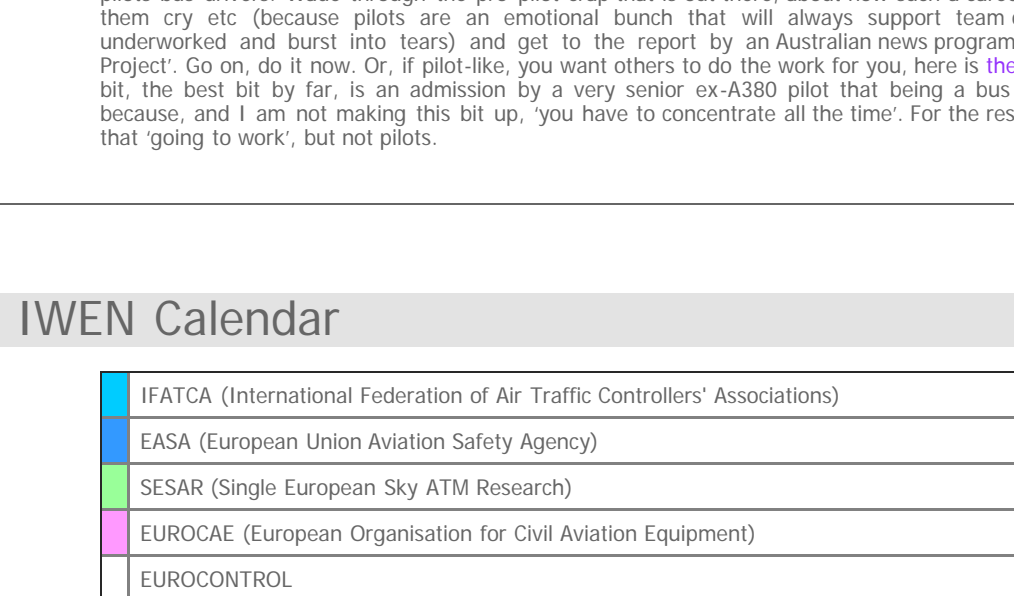
When approaching overhead, it might appear that there is no fog for that it is more patchy than forecast; ask for an update on the Runway Visual Range (RVR). Note that whilst RVR will normally provide a good indication of actual visibility, in the case of shallow fog, the readings may be misleading. Transponders, dependent upon the type and installation, are typically mounted at the top of poles, ranging from approximately 2.5 to 4 metres in height. This can result in the sensor actually being above the most significant portion of the shallow fog layer.

Since any shallow fog is re-entrained in the flare, brief for a missed approach from that point, this is a high risk manoeuvre.

Depending upon the aircraft and engine type, and the landing weight, a go-around from the flare may require a modified flight profile to ensure that it can be accomplished safely. Note that touchdown may occur due to the go-around procedure. Most jet engines must be allowed time to "spool up" before they begin to produce thrust and increased speed will be increasing prior to retracting flaps to the go-around position or initiating climb. Consider also that any missed approach will commence below the usual decision height for the runway in use and there may be obstacle clearance considerations in the go-around - this is especially important in Instrument Meteorological Conditions (IMC) or at night.

Learn more

Short animation focusing on Low level go around



Learn more

Flights Into and Over Conflict Zones - Position Paper

Recent events have shown once again that the status of conflict zones around the world can change suddenly, exposing civil aviation to the risk of collateral damage or targeted attack. Flights into and over these zones should be subject to a thorough threat and risk assessment, with relevant and timely information provided to the flight crew.

Learn more

Three New IFALPA Publications



IFALPA recognises the need to protect, promote, and support the mental and physical health and wellbeing of pilots. This Briefing Letter focuses on mental health, encouraging cabin