

Learn more Learning Matters. Your SKYlight of November 2022 Welcome to the November 2022 edition of SKYlight - "Safety Intelligence as a Service". This month we take a look at the dangers of carbon monoxide poisoning. We also have several new and updated articles prepared by members of our editorial team. Carbon Monoxide Poisoning Death (especially if not removed from exposure) >50 Seizure, Unconsciousness, Heart Attack Confusion, Blurred Vision, Shortness of Breath, Pounding 40-50 Headache, Uncontrolled "Sleep", Vertigo, Loss of Coordination, Chest Pain, Memory Loss Impaired Judgment, Difficulty Breathing, Blurring of Vision, 30-40 Bad Headache, Increasing Drowsiness, Stomach Pain Drowsiness, Headache, slight increase in Respiratory Rate, 20-30 Dizziness Slight Headache, Nausea <10 None Increasing % Typical Symptoms of Carbon Monoxide Poisoning. Note: Headache is the most common symptom. of Carbon Caution: People experience different symptoms of different intensities Monoxide in and in different orders. This is only a guide. the Blood Carbon Monoxide Carbon Monoxide (CO) is a highly poisonous gas and exposure can quickly lead to shortterm symptoms, long-term health issues, and even death. Prolonged and repeat exposures at lower concentrations can lead to the same conclusions Sources of Carbon Monoxide in Aviation In aviation the most typical sources of CO are exhaust from: internal combustion engines (piston-driven aircraft, airside vehicles and ground servicing equipment); aircraft turbine engine exhaust; and, Auxiliary Power Unit (APU) exhaust. Although odourless and tasteless, CO produced from these sources will usually be mixed with other, compounds, gases and vapours that can be detected through smell and taste. CO will also be created from combustion of materials during an aircraft emergency involving fire. Whilst on the ground, CO produced externally to an aircraft can enter cabins and flight decks via open doors and hatches. It is also possible that exhaust gases from other aircraft (e.g. positioned in front whilst taxiing or waiting for departure) can enter unfiltered via the bleed air and air-conditioning system. **Piston Powered Aircraft** Piston powered aircraft produce high concentrations of CO and, by design, carry the highest risk that CO can enter the cabin during flight. Because many of these aircraft are flown solo, the impact from CO ingress can be the most severe. Typically most piston powered aircraft obtain their cabin heating by directing fresh (ram) air over the engine muffler (silencer). If there are any cracks, holes or poorly fitting components in the exhaust system, then CO-rich exhaust gases can enter the cabin. Engine exhaust may also enter the cabin through inadequately sealed firewalls and wheel wells etc. The best form of protection against CO achieved application This programme in compliance with current regulations and manufacturers guidelines, and applied by appropriately qualified and licensed engineers and technicians. Particular attention should be given to the heating and ventilation system to ensure that the exhaust system components and manifolds are not leaking; especially in older aircraft. Because of the risk and severity of consequences associated with CO and piston powered aircraft it is sensible to have a means of CO detection and warning. Various methods are available, from inexpensive single-use spot detectors to fully automatic, reusable, calibrated electronic devices. Learn more In-Flight Fire (SKYclip)

FIRE! Learn more PRISMA is a versatile automation system designed for use as the primary and/or secondary system in both towers and centres. We are delighted to present the key functionalities of the system: Review the broad application scenarios for the PRISMA automation system Understand the flexibility of PRISMA's open integration framework compared to monolithic approaches See the proven record of PRISMA's zero downtime architecture See how PRISMA can be easily adapted to the look-and-feel of multiple other systems to minimise controller training Controller-centric design makes 80% of functionality accessible through a single click. Experience PRISMA in a live demo To find out more, please register for one of the sessions. 1.12.2022 @ 9 AM CET // @ 5 PM CET Learn more Advocacy The Richer the Person, the Thinner the Skin, Apparently It is a known fact, that 99% of the US' attorneys are giving the rest of them a bad name. The European Business Aviation Association must know how that feels. There is the EBAA, and indeed the NBAA in the US and all the other BAAs of the world fighting the good fight, telling the world things like 'no plane, no gain' (a quite American one that) or that biz-av is efficient and life-saving and a test bed for new technologies, but the associations' members' users obviously did not get the memo. Learn more IFATCA (International Federation of Air Traffic Controllers' Associations) EASA (European Union Aviation Safety Agency)

Explore PRISMA - The full spectrum of ATM automation

That Was The Week That Was 07-11 November 2022 IWEN Calendar

SESAR (Single European Sky ATM Research) **EUROCAE** (European Organisation for Civil Aviation Equipment) **FUROCONTROL** 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 **NOVEMBER 2022** Provisional Council (PC#58), Brussels, Belgium CEF call Information Session | 10:00 - 12:00 CET | Virtual 25 ICB General Meeting/03 | 10:00-12:30 (CEST) [MEETING TIME CHANGED] 29 29 EU Drone Days | 17:30 CET, Brussels, Belgium 29 30 EASA Annual Safety Conference 2022, Hotel OREA Pyramida, Prague (Czechia) [LINK 30 Dec 10th European Aviation Conference, Heilbronn, Germany 30 Dec DECEMBER 2022 Feasibility of ATM U-space interface in emergency management operations - Collaborative Interface for emergency originated from ATM and application of dynamic 1 1 airspace Reconfiguration for management | 10:00 - 14:00 CET | Hybrid, Grottaglie -Italy FREQUENTIS Event - Explore PRISMA - The full spectrum of ATM automation | 1 1 Webinar | @ 9 AM CET // @ 5 PM CET SESAR Innovation Days 2022, Budapest, Hungary 8 3rd and Final European Concept of Higher Airspace Operations (ECHO) Validation 6 7 Workshop, Brussels, Belgium CANSO Event - Latin America and Caribbean Conference 2022, Orlando, Florida, USA 6 8 JANUARY 2023

APDSG (ATM Procedures Development Sub Group)/85, EUROCONTROL, Brussels, 24 26 Belgium & Webex | 10:30 to 18:00 CEST MARCH 2023 8 10 CANSO Event - Airspace World, Geneva

Civil-Military Stakeholder Committee meeting (CMSC/8), Brussels, Belgium [DATE

APDSG (ATM Procedures Development Sub Group)/86, EUROCONTROL, Brussels,

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APRIL 2023

Belgium & Webex | 09:30 to 17:30 CEST

77th IFALPA Conference, Montreal, Canada 7 62nd Annual International Federation of Air Traffic Controllers' Association (IFATCA) 8 12 Conference, Montego Bay, Jamaica **JUNE 2023** Provisional Council (PC#59), Brussels, Belgium 15 15 Civil-Military Stakeholder Committee meeting (CMSC/9), Brussels, Belgium 12 12 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.

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