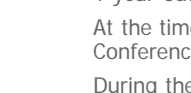


Information for MAS & IFATCA Reps

REMINDER: IFATCA Conference 2024 - Electronic Voting



Dear Member Associations,

The normal procedure of selecting a venue for Annual Conference is:

2 years out, at Annual Conference, Directors vote and thereby select a venue.

1 year out, at Annual Conference, Directors confirm the venue.

At the time of our Virtual Conference in May 2022, there were no bids for Conference 2024. After the Virtual Conference, a number of Member Associations expressed interest in hosting Annual Conference 2024.

During the fall, our Conference Coordinator has worked together with the interested MAs. The deadline was, after one extension, set to December 24, 2022.

For various reasons some of the interested MAs chose to not bid for Conference 2024. One bid, which has been reviewed by the EB, came in by the deadline. That bid is from Singapore. ATCA-S, who are now again offering to host an Annual Conference but with a different set up and at another hotel than the one proposed for 2020.

Enclosed please find their Working Paper.

At the Virtual Conference 2022, Directors approved Electronic Voting as a means for Directors to take decisions.

We therefore now ask you to send an email (easiest would be to reply to this one) to the Office and there in state the name of your MA and say either YES or NO to the presented offer from the Singapore MA, ATCA-S.

Deadline is February 28, 2023.

According to the IFATCA Manual, only MAs in good standing have a right to vote. We are sending this email to all MAs for transparency but will count only MAs who are in good standing for quorum and result. Should any MA realize they have not yet paid the affiliation fee for FY 2023 and wish to do so now - please contact the office asap.

In short:

1. Read the attached Working Paper from ATCA-S.
2. Send an email to the IFATCA Office with the name of your MA and if you say YES or NO to the bid.
3. Deadline is: 28 February 2023.

Best regards,
The Executive Board

Tatiana Lavorskaja | Office Manager

IFATCA | International Federation of Air Traffic Controllers' Associations

360 St. Jacques, Suite 2002, Montreal, Quebec, Canada H2Y 1P5

e-office@ifatca.org | t. +1 514 886 7040 w. www.ifatca.org

Attachment:

WP-IFATCA 2024-Singapore

Learn more (Click link above)

Just Culture Madrid 2022 | Disponibles en Youtube de APROCTA los videos del workshop



Hi all,

Please see possible material you might wish to use in the coms part of IFATCA.

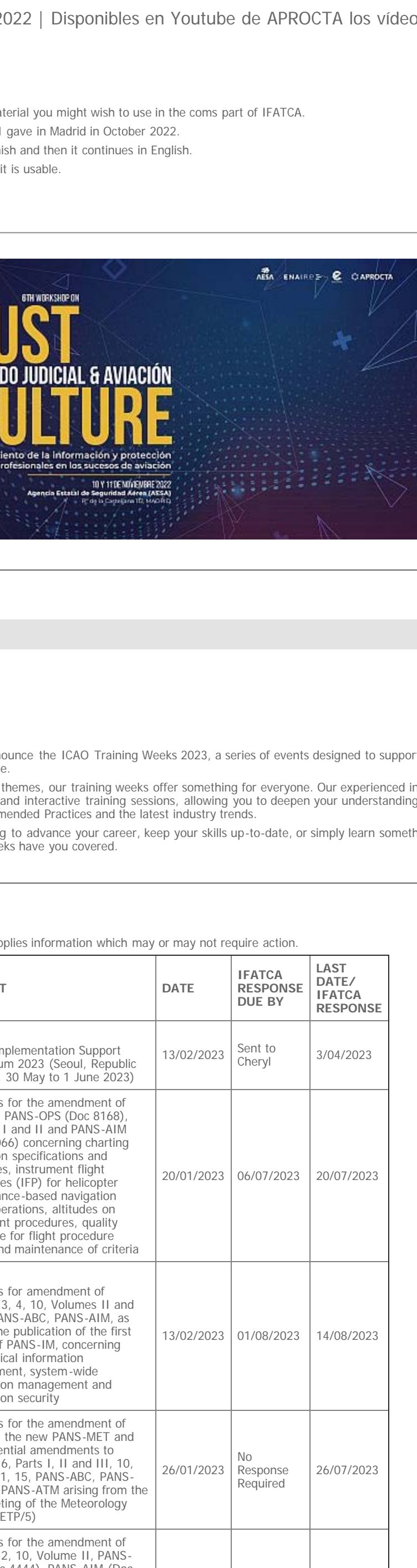
This is a presentation I gave in Madrid in October 2022.

First 12:31 are in Spanish and then it continues in English.

Up to you to decide if it is usable.

Yours sincerely,

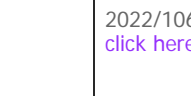
Marc



Learn more

ICAO Global

Training Weeks 2023



We are thrilled to announce the ICAO Training Weeks 2023, a series of events designed to support aviation professionals worldwide.

With a wide range of themes, our training weeks offers something for everyone. Our experienced instructors will provide engaging and interactive training sessions, allowing you to deepen your understanding of ICAO Standards and Recommended Practices and the latest industry trends.

Whether you're looking to advance your career, keep your skills up-to-date, or simply learn something new, the ICAO Training Weeks have you covered.

Learn more

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
2023/16 click here	Global Implementation Report Symposium 2023 (Seoul, Republic of Korea, 30 May to 1 June 2023)	13/02/2023	Sent to Chair	3/04/2023
2023/37 click here	Proposals for the amendment of Annex 4, PANS-OPS (Doc 816-8), Volume II and III and PANS-AIM (Doc 10066) concerning charting navigation specifications and accuracies, instrument flight procedures (IFP) for helicopter operations, altitudes on instrument procedures, quality assurance for flight procedure design and maintenance of criteria	20/01/2023	06/07/2023	20/07/2023
2023/36 click here	Proposals for amendment of Annexes 3, 4, 10, Volumes II and III, 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
2023/31 click here	Proposals for the amendment of Annex 6, Parts I, II and III, 10, Vol. II, 11, 15, PANS-ABC, PANS-AIM, and PANS-OPS, 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, 11, 15, Volume I, PANS-OPS, Volume II (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 II, 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
2022/85 click here	Proposals for the amendment of Annex 13 arising from the sixth meeting of the Accident Investigation Panel (AIGP/6)	14/10/2022	31/03/2023	14/04/2023
2022/70 click here	Proposed new Annex 6, Part IV, and consequential amendments to Annexes 1 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 (RPASP/18)	23/08/2022	07/02/2023	23/02/2023

ICAO Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2023/07 click here	Publication of Final Reports Under the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA)	2023-02-15
EB 2023/05 click here	Programme of ICAO Meetings for 2023, 2024 and 2025	2023-02-01
EB 2023/03 click here	New Annex Amendments	2023-01-31
EB 2023/02 click here	ICAO Universal Safety Oversight Audit Programme – Activity Plan	2023-01-27

European Region (EUR)

EUROCONTROL Data Snapshot #39 analyses how ransomware groups target aviation's supply chain



Reply by IFATCA LIAISON OFFICER, EU

Dear Author,

Thank you for your email. I would like to react to the first sentence "Increased digitalisation; however, the more digitalised, the more vulnerable".

What is meant here is cyber connectivity. The use of the buzzword digitalisation is meaningless. Digitalisation is ongoing since the 1970's in an incremental way. Digitalisation itself is not the risk-base.

best regards,

Paul

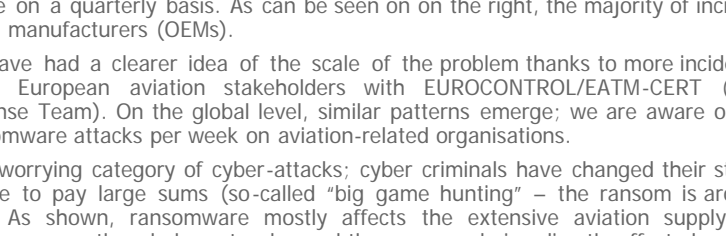
Paul Neering

LOEUIFA (C) 2023

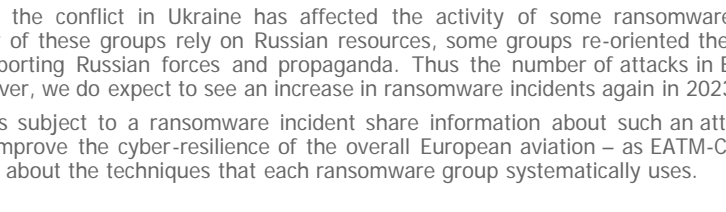
Mobile: +31654990586

paul.neering@ifatca.org

Quarterly reported ransomware events in Europe affecting aviation



Worldwide share of reported ransomware events



The global air transportation system is a critical part of society. A key feature of the system is its high level of connectivity between different stakeholders and its increased digitalisation. However, the more digitalised the more there is the risk of cyber-attacks. The challenge is to keep the system cyber-resilient – to keep risk at an acceptable level despite cyber-attacks.

This data snapshot shows the number of ransomware attacks which affected aviation in 2021 and 2022. Ransomware is a type of malicious software designed to block access to a computer system by encrypting its files until a sum of money is paid). The timeline on the left shows how many incidents have been reported in Europe on a quarterly basis. As can be seen on the right, the majority of incidents impacted Airlines, Airports, ANSPs and GAs.

Since 2021, we have had a clearer idea of the scale of the problem thanks to more incidents and events being shared by European aviation stakeholders with EUROCONTROL/EATM-CERT (our Computer Emergency Response Team). On the global level, similar patterns emerge: we are aware of approximately 2.5 billion ransomware attacks per week on aviation-related organisations.

Ransomware is a worrying category of cyber-attacks: cyber criminals have changed their strategy to focus on companies able to pay large sums (so-called "big game hunting") – the ransom is around 5% of the annual revenue). As shown, European mostly affects the extensive aviation supply chain. This has disruptive consequences on the whole sector, beyond the company being directly affected.

Since early 2022, the conflict in Ukraine has affected the activity of some ransomware groups. As a significant number of these groups rely on Russian resources, some groups re-oriented their activities into cyber-attacks supporting Russian forces and propaganda. Thus the number of attacks in Europe dropped down to 73. However, we do expect to see an increase in ransomware incidents again in 2023.

When stakeholders suggest to a ransomware incident share information about such an attack with EATM-CERT, they help improve the cyber-resilience of the overall European aviation – as EATM-CERT can inform other stakeholders about the techniques that each ransomware group systematically uses.

Learn more

EASA supports industrialisation of initial trajectory information sharing (AF6)

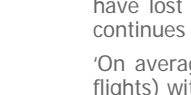


EASA is in the process of coordinating the activities for initial trajectory information sharing (AF6) standardisation and readiness for implementation by the industrialisation date, 31 December 2023 as required by Regulation 2021/1116. EASA fully recognises the benefits associated with the transition to Trajectory Based Operations (TBO), its contribution to the environment, and supports the need for effective implementation of initial trajectory information sharing. To support industry and operators, EASA has organised and will chair a forum to coordinate activities to pass industrialisation target date.

In February 2021, the European Commission published Regulation (EU) 2021/1116 on the establishment of the Common Project (CP1) supporting the implementation of the European Air Traffic Management Master Plan. Altogether, 6 ATM functionalities (AFs) requiring synchronised deployment have been defined. Five of these ATM functionalities were assessed as being ready for implementation. However, the Regulation requires an industrialisation target date of 31 December 2023 for the functionality, on initial trajectory information sharing (AF6). By that date, the European Commission, with the support of EASA, will verify if AF6 has been standardised and that it is ready for implementation.

Learn more

EUROCONTROL Network Operations Report - January 2023



EUROCONTROL Network Operations Report

How is the network performing?

Read our January 2023 Network Operations Report to find out.

Traffic in January 2023 was 25.2% higher than traffic in January 2022. The network traffic was in line with the forecast for January 2023, supporting the implementation of the European Air Traffic Management Master Plan.

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 proactively manage the aviation crisis caused by the war.

On average the network saw 21,822 flights/day in January. The peak day was Monday 02 January (24,212 flights/day). The busiest airport was Istanbul/IGA (1,245 flights/day) followed by London/Heathrow (1,135 flights/day).

The busiest airport was Istanbul/IGA (1,245 flights/day) followed by London/Heathrow (1,135 flights/day). Pairs with the most flights were London/Heathrow (1,001 flights/day) and Madrid/Barajas (979 flights/day).

Network departure and arrival punctuality increased compared to last month and were at 73.4% and 77.2% respectively.

Punctuality on the SW and SE axis was consistent with the network level.

The network (average) available turnaround time is again increasing and back to pre-summer 2022 levels which is an indication that reactionary delays are reducing.

There were 388,846 minutes of ATM delay in January.

En-route delays accounted for 49% of delay in ATM delays, and airports for 51%.

The average en-route ATM delay per flight for the network was 0.28 min in January.

In total, there were 20,064,980 minutes of ATM delays in 2022, 17% below 2019 levels. The 2022 en-route ATM delay per flight was 1.76 min.

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

The network excess fuel burn indicator was around 4.6%.

Learn more

ECAC Weekly Press Review - 13 February 2023

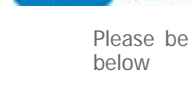


Topics:

- ECAC & Organisations
- Airlines & Airports
- Environment
- Legal matters
- Safety
- Security
- UAS

Learn more

ATM/ANS TEC: New version of Easy Access Rules for SERA



Please be informed that the new version of the Easy Access Rules for SERA is now available at the link below

Learn more

Watch on playback our latest EUROCONTROL Stakeholder Forum on a common unit rate for en-route air navigation charges



STRATEGIC WEBINAR ON

A COMMON UNIT RATE FOR AIR NAVIGATION CHARGES

Watch on playback our webinar

If you missed our strategic webinar on EUROCONTROL Stakeholder Forum on a common unit rate for en-route air navigation charges or simply couldn't watch it again – just click the link below.

Thanks for participating and providing the rationale behind the proposed ATM- and the ICB Focus Group (on non-financial incentivisation of early movers). The agenda and the exact location of the meeting will be provided a few weeks ahead of the meeting.

Kind regards,
The EUROCONTROL Stakeholder Forum Team

Learn more

Save the Date - CX Final Workshop in Bari, Italy



Dear Advisory Board member and CX U-space Stakeholders Community,

CORUS and UAM Very Large Demonstration (VLD) project is pleased to invite you to the Final Workshop kindly hosted by Disretto Tecnologico Aeroportuale (DTA) to share and present the outcomes of the #6 VLD conducted in various European countries and in the consolidated U-space ConOps developed jointly with all the relevant S2020 U-space related projects and the close coordination with the SJU U-space ConOps Coordinator as a result.

This CORUS-UAM Final Workshop will provide the participants with a focused overview of the activities and results of the U-space/UAM large demonstrations conducted in 2022 by SkyDrone, Drone/NATS/Volocopter, ENAV/Helipret, ENAIRE, LFV, Aeroport de Paris and all the other involved partners at six locations in Belgium, Germany, Italy, Spain, Sweden, and France. At the same time a dedicated session will be focused on the presentation of the reference U-space ConOps developed jointly with SJU and almost all the relevant EU U-space-related projects.

The agenda and the speakers will be announced soon.

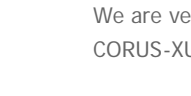
Please, sign up by latest March 20, 2023, as we have limited guest slots available.

We are very much looking forward to welcoming you on-site.

CORUS-UAM team

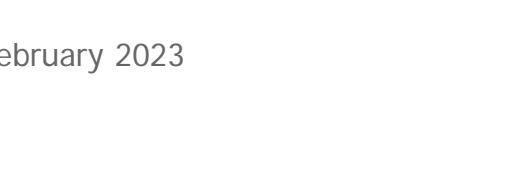
Learn more

AIU Portal - RELEASE #02/2023, 17 February 2023



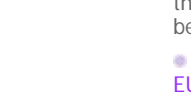
Aviation Intelligence Portal update

- We would like to inform you that the December 2022 data is now available at: [europeperformance.eu](#)
- At EUROCONTROL level, traffic in January 2023 was 24.8% higher than in 2022, but remained 14.6% below the level in 2019.
- See also the latest EUROCONTROL European Overview to get a snapshot of the latest trends in the European network.



Learn more (click links above)

Open Day on SESAR PJ.34 AURA Cluster 2: Assessing the feasibility of information exchange via ATM U-space interface



PJ.34 AURA Open Day Cluster 2: Assessing the feasibility of information exchange via ATM U-space interface

On 2 March 2023

Location: Vienna – Austria

The SESAR AURA project is pleased to invite you to the Open Day organised by Frequentis focused on the real-time simulation of the data exchange between U-space and ATM systems in terms of information to be shared.

Use cases will be demonstrated to give the participants the flavour of Cluster 2 validation. A live demo illustrates consistent information distribution between different U-space stakeholders (such as ANSPs, CAAs, USSPs and Drone Operators) on the basis of the information exchange service for drone operation plans. To emulate data exchange between neighbouring/adjacent airspaces different CIS platforms are used. The event will be rounded off by a panel discussion.

AGENDA

- 09.30 – 10.00 Registration
- 10.00 – 10.05 Welcome
- 10.05 – 10.15 Introduction by SESAR JU
- 10.15 – 10.30 Shaping the future: expected markets
- 10.30 – 11.30 Genesis of PJ34
 - Problem solved by PJ34
 - Project partners and clusters
- 11.30 – 12.00 Coffee break
- 12.00 – 13.15 Bringing the vision to operations in Cluster 2
 - System requirements
 - Focus on use cases: demo
- 13.15 – 14.00 Lunch break
- 14.00 – 15.15 Bringing the vision to operations in Cluster 2 (continued)
 - Focus on use cases: presentations and recording
 - Pushing the limits in the simulator
- 15.15 – 15.30 Coffee break
- 15.30 – 16.30 Main takeaways and recommendations
 - Panel discussion with SESAR JU, ATC and industry partners
 - Outlook on the future
- 16.30 – 17.00 Q&A and close down

This session will give an overview of the validation exercise conducted by HungaroControl, PANSA/DroneRadar, Honeywell, Thales, Indra, Airbus and Frequentis at two locations in Budapest (ATC tower simulator and a golf course for real flights) from 28th of November until 30th of November 2022. Five tower simulator and a golf course for real flights) from 28th of November until 30th of November 2022. Five tower simulator and a golf course for real flights) from 28th of November until 30th of November 2022. Five tower simulator and a golf course for real flights) from 28th of November until 30th of November 2022.

The major path of entry for fumes is via the aircraft pressurisation and air conditioning systems. The majority of passenger aircraft utilize bleed air from the engine or auxiliary power unit (APU) to make contact, or to learn more before making contact. If true, we might want to think again before shooting them down pre-emptively. They might be coming in peace but leaving them in pieces is not sending a welcoming message. The extra-terrestrials might merely be trying to scope out a landing that would not cause mass panic, and Orion Welles and his broadcast of H.G. Wells' War of the Worlds.

The wide-open spaces of the ever-welcoming Canadians is a good first port of call. s.

Learn more

IWEN Calendar

IFATCA (International Federation of Air Traffic Controllers' Associations)		
IFATCA (European Union Aviation Safety Agency)		
SESAR (Single European Sky ATM Research)		
EUROCAT (European Organisation for Civil Aviation Equipment)		
EUROCONTROL (European Commission)		
EC (European Commission)		
EGHD (SES Expert Group on Human Dimension)		
ICCB (Industry Consultation Body)		
IFALPA (International Federation of Air Line Pilots' Associations)		
ICAO Global		
ICAO Europe 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		

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