



Information for MAs & IFATCA Reps

ICAO Performance Based Navigation Study Group (PBN SG)

Call for IFATCA Rep

Dear Member Associations:

IFATCA seeks expressions of interest from suitably qualified and interested members in the role of the IFATCA representative on the ICAO Performance Based Navigation Study Group (PBN SG). This study group is the primary group responsible for matters related to ICAO guidance material and other work on Performance Based Navigation.

Please find attached more details.

Sincerely,

Tatiana Iavorskaia
IFATCA Office Manager

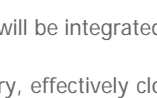
Member Associations that have suitable candidates are invited to forward applications to me at evpt@ifatca.org no later than the 1st February 2016.

[Click here \(IWEN-NET Login required\)](#)

Industry/CAA ATM Automation Subgroup Meeting

IFATCA Meeting Report

The organisation and content of the workshop on the 11th of December was the main topic discussed during the meeting. There will be around 50-55 attendees from the CAA, Irish Aviation Authority, NATS, Eurocontrol, Heathrow Airport Ltd, IFATCA, GATCO, IFATSEA and academia. Although discussions were had with EASA, they will not be able to attend. The main idea of the workshop is to present the work that has been done in the morning and try to get as much feedback as possible from the attendees during the afternoon to refine the content/structure of the automation document. There will be a 5 minute introduction from each partner in the project. Julian Ogilvie will present IFATCA/GATCO since I cannot attend the workshop.



With regards to the principles of automation document which is the main output of this project (the title at the moment is: "Guidance on the Development and Operation of Automated ATM Systems"), the situation is as follows:

- The new version of the document was discussed briefly in the meeting. It includes the principles and themes to be considered when implementing automation in ATM. Colin wants to get as much feedback as possible from all the different partners before the end of December (document to be distributed after this report).
- That feedback together with the feedback obtained during the workshop will be integrated into the document before the last meeting in January (date TBC).
- The document will be sent for publication in the first week of February, effectively closing this project.
- There are plans to disseminate the information via a website too but that is down to the CAA.

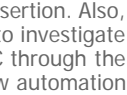
IFATCA Meeting Report by Luis G Barbero

[Click here \(IWEN-NET Login required\)](#)

ICAO Ground-Based Safety Net Sub Group Meeting GBSNSG/2 - ICAO Surveillance Panel

IFATCA Meeting Report

The main goal of the 3-days meeting in Montreal, a meeting attended by over 10 members and advisors was to agree on a common TOC (Table of Content) for the future Ground-Based Safety Net Manual to be drafted. After having agreed on a TOC, the next step was to distribute the tasks in order to re-write and adapt the initial text to the new table of content.



IFATCA Meeting Report by Christoph Gilgen, ICAO Surveillance Panel Representative

[Click here \(IWEN-NET Login required\)](#)

RPAS integration into non-segregated airspace, incl. emergencies - SESAR Project ERAINT

IFATCA Meeting Report

The goal of ERAINT was to analyse specific aspects related to the insertion of civil RPAS in non-segregated airspace and the impact of their automated remote operation from an ATM perspective, also supported by automation. All activities and results developed within the project were converging into a proposed concept of operation (ConOps) that should provide significant guidance on the way civil RPAS may be operated in the future SESAR airspace, and adherence to the European Commission Roadmap for the safe integration of civil RPAS into the European aviation system.



ERAINT was specifically addressing separation provision, response to RPAS contingencies, C2-link loss procedures, RPAS-ATC interaction and the impact on the airspace capacity due to the RPAS insertion. Also, combined with the introduction of additional automation technology, the research was seeking to investigate the active interaction of the pilot-in-command, PIC (the legal responsible of the flight) and ATC through the extensive use of automation and information exchange. ERAINT's intention was to find out how automation (i.e. systems can support the RPAS pilot while he/she keeps the final decision) may help the RPAS to satisfy the operational and safety requirements; and how information can be shared between the RPAS and ATC in a proactive way through upcoming data-links or even the SWIM initiative, contributing to both the ATC and RPAS situational awareness.

The final purpose of the project was to produce an Experimental Concept of Operation for RPAS operating in controlled and non-segregated airspace. The ConOps have been limited to a number of topics that focus on en-route IFR operations; and explicitly exclude VFR operations and airfield operations. Collision avoidance issues are not explicitly addressed, but loss-of-separation incidents leading to potential collision will be also recorded as valuable data for future developments.

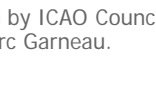
IFATCA Meeting Report by Jens Lehmann & Hugo Angelo

[Click here \(IWEN-NET Login required\)](#)

Eurocae WG100 - SESAR Work package

IFATCA Meeting Report

The MASPS for Remote Towers seem to be defined in a "Turkish bazaar" fashion. Some representatives reason the MASPS should only state the acceptable minimum of the system. Therefore they demand to include the lowest values only which on the other and is unacceptable for future operators. Not all values were in consensus, therefore decision was postponed.



A strong opinion and representation of IFATCA is required in the WG100.

A further Remote Tower project was presented.

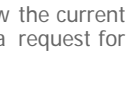
IFATCA Meeting Report by Jochen Franz

[Click here \(IWEN-NET Login required\)](#)

ICAO International World Aviation Forum

IFATCA Meeting Report

Since no EB member was able to attend this meeting and as it was agreed by the EB, I attended the ICAO International World Aviation Forum, which was held from 23rd to 25th of November, at ICAO headquarters in Montreal.



ICAO has organized this unique event in order to bring States and the donor/development community together.

There were over 800 Ministers and senior officials from States, UN and international organizations attended the forum. The list of countries and originations attend the forum is really impressive. IFATCA is also listed among other participants!

The three-day event included roundtables, workshops and panels. The forum was opened by ICAO Council President Dr. Oluumiyiwa Benard Aliu and newly-appointed Canadian Transport Minister, Marc Garneau.

There were very interesting high-level round table discussions and panels.

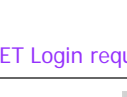
IFATCA Meeting Report by Tatiana Iavorskaia, IFATCA Office Manager

[Click here \(IWEN-NET Login required\)](#)

2nd Meeting of the Operational Data Link Specific Working Group of the Communications Panel (CP-OPDLWG/2)

IFATCA Meeting Report

A lot of time on the panel/not panel debate - The essence is that OPDLWG are hoping ICAO will reconsider their current position regarding the Communications Panel. The meeting was informed that India has withdrawn from OPDLWG (as we are no longer a panel) and that it is highly probable that a number of the current key contributors (nearly all the US contingent) will also be withdrawn by their relevant organisations - i.e. we will lose all our expertise and those who contribute a large amount of the resources and work. If ICAO decide not to review the current arrangement, it is hoped that any solicitation for Panel representation be drafted as a request for participation in the specific working group who by default become Panel members.



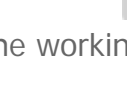
IFATCA Meeting Report by Stephen Giles

[Click here \(IWEN-NET Login required\)](#)

AOT (Airport Operations Team) 09

IFATCA Meeting Report

On the 12th and 13th of November I attended AOT 09 as the replacement of Willem Zuidveld, representing IFATCA. Many different topics were discussed in presentations to the members of the AOT, an overview of those subjects is provided below.



Network manager Paul Adamson provided a brief update on the state of the network in Europe. There has been 2% growth over the past year, with low-cost carriers accounting for 6% growth and traditional carriers lagging behind at 0.7%. Two states stand out due to much lower traffic numbers. Russia is down 17% and Tunisia lost 39% of traffic numbers. A brief outline of the bottlenecks in the network shows not much change to delay figures.

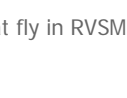
IFATCA Meeting Report by Benjamin van der Sanden

[Click here \(IWEN-NET Login required\)](#)

ICAO FLT OPSP/2 (Flight Operations Panel)

IFATCA Meeting Report

The Flight Operations Panel (FLT OPSP) was formerly known as OPS Panel. After internal ICAO ANC Panel and other ICAO expert body re-organisation the Aerodromes Panel was renamed into Aerodrome OPS Panel, a new ATM OPS Panel was established, and the OPS Panel was turned into the FLT OPSP.



The report is about the second FLT OPS Panel meeting, which took place from 12th to 16th of October 2015 in the ICAO Headquarters in Montreal. More than 50 panel members and advisors from States and International Organisations attended the meeting. IFATCA was represented through the author of the report (panel member), and partly through the outgoing and the new ICAO ANC reps (advisors to the panel member).

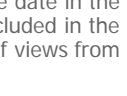
IFATCA Meeting Report by Raimund Weidemann

[Click here \(IWEN-NET Login required\)](#)

ICAO-MID 2nd Meeting of Safety Support Team (SST/2)

IFATCA Meeting Report

SST was established after the agreement of MIDANPIRG/14 and RASG-MID/3 meetings to improve status of implementation of State Safety Programs (SSPs) in the MID Region.



The top priorities of the MID-SST are:

- improve status of implementation of State Safety Programs (SSPs) in the MID Region;
- strengthening of States' Safety Oversight capabilities through the establishment of Regional/Sub-regional Safety Oversight Organization(s) "RSOO"; and
- Improve regional cooperation for the provision of Accident & Incident Investigation.
- The first SST meeting which held on March, 2014 reviewed the agreed Safety Enhancement Initiatives (SEIs) and Detailed Implementation Plans (DIPs) in the area of SSP and recommend implementation actions. In addition
- IFATCA has joined this meeting upon the request of the ICAO-MID deputy director, as a result of our active participation during the RASG-MID/4.

IFATCA Meeting Report by Mohamed Talaat Metwally

[Click here \(IWEN-NET Login required\)](#)

ICAO Separation and Airspace Safety Panel (SASP) - 27th meeting of the working group (WG/27)

IFATCA Meeting Report

SST was established after the agreement of MIDANPIRG/14 and RASG-MID/3 meetings to improve status of implementation of State Safety Programs (SSPs) in the MID Region.



The top priorities of the MID-SST are:

- Work was continued on developing new separation minima applicable to a FANS equipped aircraft climbing or descending through the level of another FANS equipped aircraft.
- A new longitudinal separation Circular was finalized to cater for reduced longitudinal separation standards planned for publication in the PANS-ATM in November 2016.
- Work was mostly finished on developing changes to ICAO Doc 9643 (Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways), PANS-ATM section 6.7 (Operations on Parallel or Near-Parallel Runways) and PANS-OPS section 2 (Simultaneous Operations on Parallel or Near-Parallel Instrument Runways).
- Work was finished on writing a new ICAO manual that titled "Manual on Monitoring the Application of Performance-Based Horizontal Separation Minima".
- Work was continued on space-based ADS-B separation minima and circular.
- Proposals were discussed regarding ways to better integrate commercial space launch/re-entry operations into the airspace without adversely affecting current airspace users.
- Work was started on defining operational requirements for separation of unmanned medium and heavy balloons from aircraft.
- Work was started on estimating the risk posed by non-RVSM approved airplanes that fly in RVSM airspace.

IFATCA Meeting Report by Bjarni K. Stefansson SASP rep.

[Click here \(IWEN-NET Login required\)](#)

ICAO-MID Second Meeting of the MIDANPIRG ATM Sub-Group (ATM SG2)

IFATCA Meeting Report

The 2nd meeting of the MIDANPIRG ATM Sub-Group (ATM SG/2) was held at the ICAO Middle East Regional Office in Cairo, Egypt, from 30 November to 03 December 2015.



The meeting was attended by representatives of seven States (Bahrain, Egypt, Iran, Qatar, Saudi Arabia, UAE and United States of America) and five Organizations/Industries (ICAO, GANSA, Google, IATA, IFATCA and MIDRMA).

The Agenda of the meeting included the inter-regional issues related to ATS routes and contingency planning.

IFATCA Meeting Report by Mohamed Talaat Metwally

[Click here \(IWEN-NET Login required\)](#)

ICAO Global

ICAO SLEDs: Register of State Letters

The only way most controllers can respond to proposed changes is through IFATCA's status with ICAO. All ICAO State Letters (SLEDs) sent to IFATCA are forwarded to our Member Associations through the IWEN and our MAs can respond to the IFATCA CONTACT listed in the 'REGISTER OF STATE LETTERS' in IWEN. You, the MA, can consider the State Letters and forward your view to the IFATCA contact by the date in the 'REPLY TO/By' date column. These views will be collated by the Executive Board and included in the preparation material for our response to ICAO; allowing us to have a broader cross-section of views from the ATC community as well as providing MAs with this unique opportunity.

NUMBER	SUBJECT	REPLY TO/ BY	IFATCA REPLY
2015/90 click here	Completion of online compliance checklist for Annex 9 - Facilitation	EVPP / 17 March 2016	by 31 March 2016
2015/89 click here	Invitation to an ICAO Legal Seminar (Geneva, Switzerland, 1 April 2016)		Information
2015/86 click here	Invitation to attend the 39th Session of the Assembly, Montreal, 27 September to 7 October 2016		Information
2015/85 click here	Adoption of Amendment 39 to Annex 6, Part I		Information
2015/77 click here	Proposed fifth edition of the Global Air Navigation Plan (GANP, Doc 9750)	EVPT / 25 February 2016	by 10 March 2016
IND/15/24 click here	Council action on items under the Danish and Icelandic Joint Financing Agreements as indicated below		Information

ICAO EBS: Register of Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2016/01 click here	Dangerous Goods Carried by Passenger and Crew - Small Lithium Battery Powered Personal Transportation Devices Including Hover Boards	05/01/2016
EB 2015/68 click here	Resolution of Significant Safety Concerns (SSCs) — Botswana	31/12/2015
EB 2015/66 click here	Request by the Government of Nepal concerning Nepalese Nationals Holding Non-Machine Readable Passports	21/12/2015
EB 2015/65 click here	Distribution of Final Reports under the Universal Safety Oversight Audit Programme (USOAP) of the ICAO Coordinated Validation Missions – Austria and Mauritius	18/12/2015
EB 2015/64 click here	New Cybersecurity Repository on the ICAO Secure Portal	18/12/2015

Americas Region (AMA)

FAA Releases B4UFLY Smartphone App

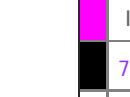


B4UFLY is an easy-to-use smartphone app that helps unmanned aircraft operators determine whether there are any restrictions or requirements in effect at the location where they want to fly.

[Click here](#)

European Region (EUR)

Single European Sky Awards - 2016



European Commission initiates Single European Sky Awards contest to reward organisations that successfully implement SES components

[Click here](#)

NATS contracted to assess safety culture



Led by the company's Human Factors department, whose objective is to maximise safe human performance, the work will contribute to the safety of future operations as the aviation industry enters a period of growth, change and development.

[Click here](#)

Visual Departure Procedures at Night - Request for Support Message



An ANSP reported that, "due to NAVAIDS (e.g. VOR/DME) outages, the instrument procedures were not available and could not be executed at a number of airports with no ILS and where radar service is not provided, especially at night." These circumstances resulted in a number of cancelled flights and subsequent requests from some aircraft operators for the ANSP to "implement visual departure procedures at night" as a contingency arrangement.

Understanding that special consideration should be given to this type of departure, it is necessary to conduct an aeronautical study before such measures are introduced.

To assist in this process, the ANSP concerned is seeking useful information, experience and 'best' practice about night-time visual departure procedures.

[Click here](#)

Other Information

2016 Safety Forum - Call for Papers

The organising committee for the 2016 Safety forum, which will be focused on Safety Nets, is inviting submissions to present as a speaker or via a Poster.

[Click here](#)

1st issue of InterPilot magazine for 2016

[Click here](#)

IFALPA Monthly Update - January 2016

IFALPA Monthly Newsletter

[Click here](#)

IWEN Calendar

IFATCA
EUROCONTROL
ICB
IFALPA
ICAO Global Montreal Office
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 (NAC) Office
ICAO Eastern and Southern African (ESAF) Western and Central Africa (WACAF) Office
Other

JANUARY 2016		
RPAS CivOps 2016 - RMA, Brussels, Belgium	19	20
Network Manager User Forum 2016, Brussels, Belgium	27	28
MARCH 2016		
Single European Sky Awards Ceremony, Madrid, Spain	8	8
World ATM Congress, Madrid, Spain	8	10
IFATCA 2016, Las Vegas, USA	14	18
APRIL 2016		
ICAO Legal Seminar, Geneva, Switzerland	1	1
71 st IFALPA Annual Conference, New Orleans, Louisiana, USA	15	18
17 th IGWG (International GBAS Working Group) meeting, Oslo, Norway	18	21
JUNE 2016		
2016 Safety Forum, Brussels, Belgium	7	8
SESAR SWIM Global Demonstration, Roma, Italy	8	9
SESAR 1 Closure Event, Amsterdam, Netherlands	14	16
Provisional Council (PC/45), Brussels, Belgium [RESCHEDULED]	23	23
SEPTEMBER 2016		
39 th Session of the Assembly, Montreal, Canada	27	7 Oct
DECEMBER 2016		
Provisional Council (PC/46), Brussels, Belgium	1	2
2017		
Provisional Council (PC/47), Brussels, Belgium	22 Jun	22 Jun

[Click here](#)

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