

IFATCA Weekly Email News

IWEN | Issue 5 of 2016 | 25 to 31 January

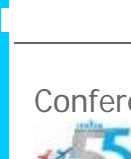
To access past issues of IWEN click here (IWEN-NET Login required)



- IFATCA
- ICAO
- AMA
- EUR
- Other
- Calendar

Information for MAs & IFATCA Reps

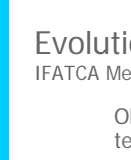
Important Info: Immigration USA



TO: All Members Associations intending to use the Visa Waiver Program (VWP) and/or ESTA to attend the 2016 Conference in Las Vegas/USA.

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

Conference 2016 Proxy Form



Please do not forget to send me your proxies if you do not attend the conference

Letter of Proxy

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

Evolution of the Network Manager WS

IFATCA Meeting Report

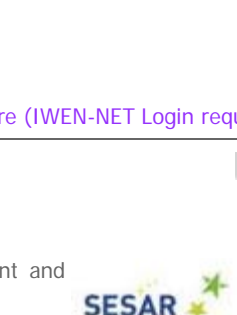
Objective: Through facilitated discussion, groups will rank the eight drivers in terms of the level of uncertainty that the driver will play out in a fairly well understood way, and impact that the driver will have on the future European ATM network.

Where the drivers are placed on the impact/uncertainty matrix determines how they will be used to build the scenarios. See the box on the right.

The outcome of today's WS will help to build an ICB vision.

IFATCA Meeting Report by Paul Neering

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



Industry/CAA ATM Automation Subgroup

IFATCA Meeting Report

Last meeting of this project, the main focus was to agree on the final content and structure of the document.

IFATCA Meeting Report by Luis G Barbero

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



ICAO Global

ICAO 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
2016/07 click here	ICAO Global Aviation Dialogues (GLADs) on market-based measures to address CO2 emissions from international aviation, 20 March to 8 April 2016, various ICAO Regions		Information
2016/05 click here	ICAO Programme for Aviation Volunteers (IPAV)		Information
2015/85 click here	Adoption of Amendment 39 to Annex 6, Part I		Information
2015/80 click here	Symposium on Fatigue Management Approaches in Aviation: Evolution from the Cockpit to the ATC Unit, Montréal, 5 to 6 April 2016; and 2016 Conference of the FRMS Forum, Montréal, 7 to 8 April 2016		Information
2015/78 click here	Proposals for the amendment of Annex 10, Volume IV regarding surveillance and airborne collision avoidance systems	EVPT / 15 February 2016	by 29 February 2016
2015/77 click here	Proposed fifth edition of the Global Air Navigation Plan (GANP, Doc 9750)	EVPT / 25 February 2016	by 10 March 2016
2015/76 click here	Proposed 2017-2019 edition of the Global Aviation Safety Plan (GASP, Doc 10004)	EVPP / 9 February 2016	by 23 February 2016
2015/66 click here	Second ICAO/UNOOSA Symposium, Abu Dhabi, United Arab Emirates, 15 to 17 March 2016		Information
IND/16/01 click here	Update on ICAO support for the Solar Impulse initiative to circumnavigate the globe		Information

ICAO Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2016/04 click here	Request by the Government of the Islamic Republic of Afghanistan Concerning Holders of Non-Machine Readable Ordinary Afghan Passports	29/01/2016
EB 2016/03 click here	Resolution of a Significant Safety Concern (SSC) - Sierra Leone	20/01/2016
EB 2016/02 click here	Request by the Government of the Islamic Republic of Afghanistan Concerning Holders of Non-Machine Readable Ordinary Afghan Passports	26/01/2016
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

ICAO Regional

Report of the RSC/4 Meeting

ICAO MID

The 4th meeting of the RASG-MID Steering Committee (RSC/4) was held at the ICAO Middle East Regional Office in Cairo, Egypt, 15 -17 December 2015

Report of the 4th Meeting of the RASG-MID Steering Committee (RSC/4)

[Click here](#)

@Proposal for Amendment of the ICAO North Atlantic Air Navigation Plan (Doc 9634), NAT eANP - Volume I

ICAO EUR/NAT

Proposal for Amendment of the ICAO North Atlantic Air Navigation Plan (Doc 9634) NAT eANP – Volume I. (Serial No: EUR/NAT-I 15/01 - AOP-CNS-ATM-METSAR- AIM), which originated by the Secretary General and endorsed by the North Atlantic Systems Planning Group (by correspondence procedure, State Letter Ref: EUR/NAT 15-0596.TEC dated 1 December 2015).

[Click here](#)

@Approval of a Proposal for Amendment of Regional Supplementary Procedures – Doc 7030/5

ICAO EUR/NAT

The Council, approved on 8 January 2016 the proposal for amendment of the Regional Supplementary Procedures (SUPPs) – Doc 7030/5 (Serial No.:EUR/NAT-S 15/37-NAT 2-1).

[Click here](#)

Americas Region (AMA)

Enhanced FAA oversight could reduce Hazards with increased use of Flight Deck Automation



FAA does not have a process to ensure that air carrier pilots are trained to use and monitor automation systems while also maintaining proficiency in manual flight operations. First, the Agency has not ensured that air carrier training programs adequately address pilots' ability to monitor the flight path, systems, and the actions of other crewmembers—commonly referred to as pilot monitoring. For example, only 5 of 19 simulator training plans we reviewed specifically mentioned pilot monitoring. Second, FAA is not well positioned to determine how often air carrier pilots manually fly aircraft and has not ensured that air carrier training programs adequately focus on manual flying skills. In January 2013, FAA issued a safety alert to air carriers encouraging them to promote manual flight opportunities in both aircraft operations and training. While using these skills is recognized as a best practice for pilots to maintain manual proficiency, FAA has not determined whether air carriers have increased manual flying opportunities as a result of issuing its recommendation to the industry. Third, FAA has not ensured that air carrier training programs adequately focus on manual flying skills.

We are making recommendations to enhance FAA's ability to ensure that air carriers sufficiently address pilot monitoring and manual flying skills.

FAA Flight Deck Automation - Final Report (Office of Inspector General Audit Report)

[Click here](#)

European Region (EUR)

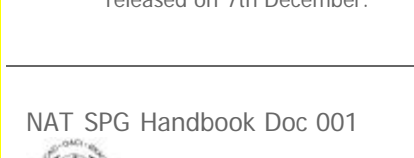
Next steps for SESAR deployment



After a successful year in the development of the SESAR Deployment Programme, Paul Ravenhill examines the next steps from a regulatory perspective, including transitioning from ILS to GBAS.

[Click here](#)

Europe's new Aviation Strategy: a blueprint for competitiveness



Dr Claire Davies extracts highlights from the European Commission's new Aviation Strategy for Europe, released on 7th December.

[Click here](#)

NAT SPG Handbook Doc 001



The updated version NAT SPG Handbook (NAT Doc 001), Second Edition, V-2.0.0, dated December 2015, is now available for download.

[Click here](#)

ICB Technical Sub-Group (TSG/42) Documentation



- Draft Minutes of Technical Sub Group 41
- Draft Information Paper on Risk Awareness
- Draft Discussion Paper on Global Aircraft Tracking
- Draft Discussion paper on SWIM
- EASCG Activity Report to ICB TSG42
- EUROCAE Report to TSG42

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

EASA paves way for enhanced drone use in Europe



The European Aviation Safety Agency (EASA) has published a Technical Opinion on the safe use of drones in Europe's civil airspace. The EASA Technical Opinion sets the direction to be followed for all future work to be done to ensure unmanned aircraft are operated safely and interact safely with other airspace users.

[Click here](#)

SESAR takes a further step towards free routing with new controller tools



Initial results from a SESAR validation exercise have indicated how extended planning and conflict detection tools can help controllers to deal effectively with traffic in a free route environment, a key element in the Europe's future ATM system as outlined in the EU's deployment plans.

In current operations, airspace users must follow a fixed route which takes into account sector boundaries to allow for adequate controller support. With the move to a free route environment, airspace users can generate their own optimised route, which is more efficient for them. However, this new environment means that controllers need improved coordination tools to handle the more complex airspace, in which conflicts near sector boundaries can result in flight separation issues.

[Click here](#)

RNDSG (Route Network Development Sub-Group)/87 Documentation



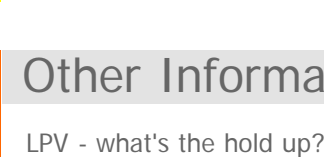
- WP/2: Review of RNDSG Action List
- WP/3: Proposed Route Design and Airspace Utilisation Improvements
- WP/4: European Route Network Improvement Plan Review of List A - summer 2016 and List B - autumn 2016 - 2019/20
- IP/4: Free Route Airspace Project evaluation - DFS, Germany
- IP/5: Optimised Descents Profiles (ODP) project
- IP/6: RAD Activities - Progress Report
- IP/7: ATM Route 'UnnamED' by ECAC States - Progress Report
- WP/7: Prolongation of RANED by ECAC States - Progress Report
- WP/8: AIP Publication Issues - ENR 1.9

17th Joint RNDSG and ASMSG Session

- WP/A: New CDR Re-categorisation - Draft Amendment ERNIP Part 3 - ASM Handbook
- WP/B: CDR Re-categorisation for Limited Time Period - Draft Amendment ERNIP Part 3
- WP/C: Publication of Manageable Areas - Draft Amendment ERNIP Part 3
- WP/D: AIP Publication - Area Identification - Draft Amendment ERNIP Part 3
- WP/E: FUA Restrictions - Publication of Exceptions

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

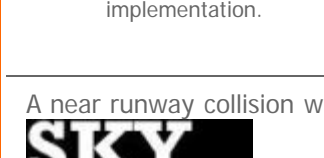
European Aviation Environmental Report 2016



1st edition of the European Aviation Environmental Report

[Click here](#)

European Plan for Aviation Safety 2016–2020

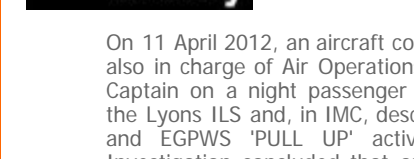


The 5th edition of EPAS covers the five-year period between 2016 and 2020 and is now an integral part of the Agency's programming activities. This means that the safety priorities identified in EPAS are addressed by specific actions in the Agency's rulemaking or safety promotion programmes, specific actions in the State Safety Programmes (SSPs) or through focused oversight activities performed either by the Agency or the MS.

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

Other Information

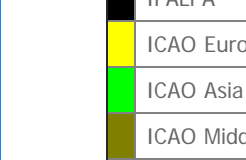
LPV - what's the hold up? (Part 3 - the ANSP)



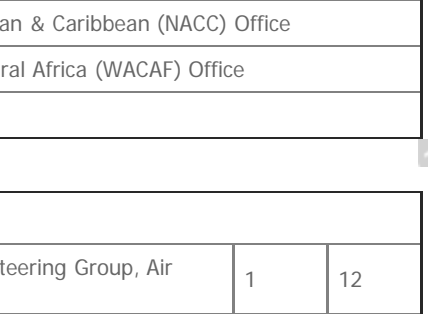
Philip Church presents the final instalment of his 3-part blog on LPV approach procedures. Philip looks at the incentives to implement LPV approach procedures from the ANSP perspective, as well as the hurdles to implementation.

[Click here](#)

A near runway collision with several contributing factors



On 20 November 2013, an aircraft misunderstood its taxi out clearance at Yogyakarta and began to enter the same runway on which another aircraft, which had a valid landing clearance but was not on TWIR frequency, was about to touch down from an approach in the other direction of use. The landing aircraft applied maximum manual braking and stopped just before reaching the taxiing aircraft. The investigation faulted ATC and airport procedures as well as the Taxiing crew for contributing to the risk created.

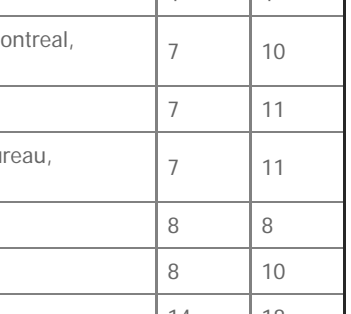


[Click here](#)

A good example of how Safety Nets save lives



On 11 April 2012, an aircraft commanded by a Training Captain who was also in charge of Air Operations for the airline was supervising a trainee Captain on a night passenger flight. The aircraft failed to establish on the Lyons ILS and, in IMC, descended sufficiently to activate both MSAW and EGWS 'PULL UP' activations which prompted recovery. The investigation concluded that application of both normal and emergency procedures had been inadequate and had led to highly degraded situational awareness for both pilots.



[Click here](#)

IWEN Calendar

Month	Event	Day	Time	
FEBRUARY 2016	CAEP/10 - Committee on Aviation Environmental Protection Steering Group, Air Transport Bureau, Montreal, Canada	1	12	
	WG100 Meeting #7, Bucharest, Romania	2	4	
	ICB Technical Sub-Group (TSG/42), Brussels, Belgium	9	9	
	Iran Airports, Aviation Development Forum (IAADF), Tehran, Iran	15	16	
	ICB Technical Sub-Group (TSG/42), Brussels, Belgium	29	29	
	MARCH 2016	EUROCAE UAS Workshop, Brussels, Belgium	4	4
		WISWG/9 - Wake Turbulence Specific WGI, Air Navigation Bureau, Montreal, Canada	7	10
		IM-ADO Course, Luxembourg	7	11
		RPASP/4 - Remotely Piloted Aircraft Systems Panel, Air Navigation Bureau, Montreal, Canada	7	11
		Single European Sky Awards Ceremony, Madrid, Spain	8	8
World ATM Congress, Madrid, Spain		8	10	
IFATCA 2016, Las Vegas, USA		14	18	
AVSEC/27 - Aviation Security Panel, Air Transport Bureau, Montreal, Canada		14	18	
22nd Meeting of the Air Traffic Management Group - East (ATMGE/22), Paris, France		14	18	
2nd ICAO / UNOOSA Symposium, Abu Dhabi, United Arab Emirates		15	17	
ATM Procedures Development Sub-Group (APDSG) 67th Meeting (APDSG/67), Brussels, Belgium	15	17		
Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Singapore	16	16		
ICAO Global Aviation Dialogues (GLADs) on market-based measures to address CO2 emissions from international aviation, various ICAO Regions	20	8 Apr		
Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Sydney, Australia	22	23		
AIM-SWIM TEAM-10, Brussels, Belgium	22	23		
Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Santiago, Chile	29	30		
APRIL 2016	ICAO Legal Seminar, Geneva, Switzerland	1	1	
	FMA - Fatigue Management Approaches, Air Navigation Bureau, Montreal, Canada	4	8	
	FALP/9 - 9th meeting of the Facilitation Panel, Air Transport Bureau, Montreal, Canada	4	8	
	NSP/3 - Navigation Systems Panel, Air Navigation Bureau, Montreal, Canada	4	15	
	Symposium for Fatigue Management Approaches in Aviation: Evolution from the Cockpit to the ATC Unit, Montreal, Canada	5	6	
	2016 Conference of the FRMS Forum, Montreal, Canada	7	8	
	Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Tokyo, Japan	14	15	
	71st IFALPA Annual Conference, New Orleans, Louisiana, USA	15	18	
	17th IGWG (International GBAS Working Group) meeting, Oslo, Norway	18	21	
	Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Hong Kong	19	20	
ADQI WG 5th meeting, Brussels, Belgium	19	20		
Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Sao Paulo, Brazil	20	21		
ARWG 13th meeting, Brussels, Belgium	20	21		
EUROCAE Symposium, Vienna, Austria	28	29		
MAY 2016	Flight Safety Foundation 61st annual Business Aviation Safety Summit, Austin, Texas, USA	5	6	
	SASP/1 - Separation and Airspace Safety Panel, Air Navigation Bureau, Montreal, Canada	9	20	
	TOD WG/21, Rome, Italy	10	11	
	WSHRS - ICAO/ACI Wildlife Strike Hazard Reduction Symposium, Air Navigation Bureau, Montreal, Canada	10	12	
	Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Kuala Lumpur, Malaysia	11	12	
	AIGP/2 - Accident Investigation Panel, Air Navigation Bureau, Montreal, Canada	16	20	
	Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Jakarta, Indonesia	17	18	
	Global AIM Rio 2016, Rio de Janeiro, Brazil	17	19	
	Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Panama City, Panama	18	19	
	5th Meeting of the Regional Aviation Safety Group- Middle East (RASG-MID/5), Doha, Qatar	22	24	
3rd MID Region Safety Summit, Doha, Qatar	24	26		
SSG-23, Brussels, Belgium	25	26		
High-Level Briefing to the DGCA and CEOs, Doha, Qatar	26	26		
JUNE 2016	IM-ADO Course, Luxembourg	6	10	
	2016 Safety Forum, Brussels, Belgium	7	8	
	SESAR SWIM Global Demonstration, Roma, Italy	8	9	
	Flight Safety Foundation GSIP (Global Safety Information Project) Workshop, Lima, Peru	8	9	
	RPASP/5 - Remotely Piloted Aircraft Systems Panel, Air Navigation Bureau, Montreal, Canada	13	17	
	SESAR Closure Event, Amsterdam, Netherlands	14	16	
	AI Operations Sub-group # 14, Brussels, Belgium	15	16	
	Provisional Council (PC/45), Brussels, Belgium [RESCHEDULED]	23	23	
	SEPTEMBER 2016	Air Transportation Information Exchange Conference (ATIEC), Maryland, USA	19	23
		IM-ADO Course, Luxembourg	19	23
AIM-SWIM TEAM-11, Brussels, Belgium		27	28	
39th Session of the Assembly, Montreal, Canada	27	7 Oct		
NOVEMBER 2016	SSG-24, Brussels, Belgium	9	10	
	AI Operations Sub-group # 15, Brussels, Belgium	22	23	
DECEMBER 2016	Provisional Council (PC/46), Brussels, Belgium	1	2	
2017	Provisional Council (PC/47), Brussels, Belgium	22 Jun	22 Jun	

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