



IFATCA CIRCULAR

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www.ifatca.org

November 2005

A few words from the Executive Vice-President Europe...

An opening speech at the European Regional Meeting

As the IFATCA Executive Vice-President, responsible for the European Region, it is with a feeling of great honour that I welcome all participants at the 22nd IFATCA European Regional Meeting, here in the beautiful and historic island of Rodos.

Civil Aviation and Air Transport have been in the centre of attention recently. On the one hand, with the acceleration of life, aviation is becoming more and more popular (1.7 billion air travellers in 2004), and on the other hand, problems and tragic accidents made it clear that we need to focus our attention on establishing a **safe and secure**, as well as, **an efficient and economic industry** and to make sure that a sustainable airspace system is available, at the global, regional and national levels. The air traffic management methods, air traffic services and airplane capabilities will have to further evolve in order to support this continued growth.

In an industry where we endeavour to maintain a target level of safety in the order of ten to the minus 7 (10⁻⁷), that is 1 accident in every 10 million flights, we have to continuously make safety paramount.

Fortunately aviation accidents are seldom. However, this very fact does not help to improve safety, as it is the case in other transport environments such as road traffic, where accidents are sufficiently high to enable a database of accidents causes to

be developed and lessons learned. In aviation the data from aircraft accidents is relatively rare.

What we, therefore, need in aviation is a reporting system, which allows us to identify trends and patterns of incidents, thereby identifying potential accidents and enabling procedures to be developed to stop incidents from occurring in the first place.

IFATCA has recently been approached by ICAO and Eurocontrol in order that a *Just Culture* reporting system is to be put in place.

This concept has long been advocated by IFATCA. However, it is not our members, who need convincing, but the justice systems and relevant authorities.

Our members will have to be reassured that the normal human tendency of blaming somebody for an error will be negated by a robust reporting and investigation system, which looks at causes, effects and resolutions, and not blame.

We have members who successfully operate under such a regime at this time, and I would like to urgently call upon you to start programs of educational nature for your members in *Just Culture*.

Next week, on the 20th of October we will celebrate once again the International Day

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of the Controller. But do we really have something to celebrate? Do we celebrate convictions to imprisonment, unfair trials? Or the unfair accusations of our colleagues? Do we celebrate the unfair dismissal of colleagues, simply because they care about their profession and the interests of his or her colleagues? Do we celebrate the closure or intentions of closure of centres, without the proper consultation with the employees and on how they are affected by this, socially and financially? Do we celebrate the lack of respect for our profession in certain countries?

Our main goals as a professional Federation were, are and continue to be to promote safety, efficiency, and regularity in international air navigation, as well as to assist and advise in the development of safe ATC systems. It is also to keep up a **high standard of knowledge** and professional efficiency, a **high moral** among controllers and to closely co-operate with international and national aviation authorities and institutions concerned with air navigation. The mission of IFATCA, and certainly mine, as long as, I am a controller, was, is, and will continue to be the **protection and safeguard of the interests of the air traffic control profession around the world.**

Air traffic management is undergoing considerable change. New concepts of what ATM is, or should become, are being continuously investigated and interested groups are lobbying for their particular favourites. The rate of change and number of areas of change are also increasing.

Today IFATCA is well represented in the international fora. Globally, we have strengthened our commitment to professional and technical representation on ICAO panels and working groups. IFATCA should and will continue to champion the cause of Safety in ATM.

Our relationships with other international organisations continue to improve. We maintain a strong working relationship with EUROCONTROL on various fronts, the International Labour Organisation (ILO), and the International Transport Workers' Federation (ITF) as an observer on the ITF ATS Committee. These latter two affiliations are very important as we find ourselves becoming increasingly involved in "industrial" matters. Our co-operation with IFALPA, ECA, ATC EUC, IFATSEA, the industry and others, on both technical and professional issues remains on a solid footing.

Members of the IFATCA EB and many dedicated representatives, on a voluntary basis, attend various forums around the world defending our policies and our interests in all ATM subjects.

In Europe now, with 8.5 million flights per year (30 000 flights on its busiest day), and with today's traffic expected to double by 2020, it is just a matter of time for the elimination of the borders in the sky, through the Single European Sky initiative of the European Union and with the involvement of EUROCONTROL as a technical advisor.

IFATCA has created dedicated teams in order to follow up the huge work of the current implementation process established by EU on SES.

Returning to the beginning of my speech, I asked if we have something to celebrate? Well, maybe not at this moment, but life goes on and we will not give up. As it is our duty and responsibility as ATCOs to remain calm and concentrated in order to assist pilots when facing a serious event in the air, in the same way, we should remain calm and concentrated and gather all our resources (human and other) in order to protect our colleagues and our profession, a profession that we love, care and we are proud of.

As controllers, we have serious concerns and worries - worries about our future and about the future of our profession. We have made and will continue to make our concerns known to Presidents of countries, Ministers of Transport, Directors General of civil aviation authorities, and air navigation service providers as the situation has warranted, describing our concerns and suggesting appropriate action.

We need to decide at this point what further action we deem necessary, if any. If so, what, how, when and where? And during this meeting you, because IFATCA **IS** you, dear colleagues, you have the opportunity to express yourselves and your concerns and assist us, the EB, in protecting our profession and efforts to keep pace with the developments and challenges that lie ahead.

Tomorrow and in the next couple of days delegates from more than 40 European ATC associations and observers from various agencies, institutions and organisations will be updating on all aspects of ATM (with an emphasis on the European Union and Single European Sky issues) and will have the opportunity to discuss and exchange valuable information and to express freely their views.

Apart from these important discussions, we will all have the opportunity to relax a while and enjoy the great hospitality of our Greek colleagues.

In closing, I would like to take this opportunity to thank our hosts, the Greek ATCA (GACTA), for organising this event and permitting to so many delegates to attend. Special gratitude goes also to all sponsors and presenters, without their substantial contribution this conference would have never been as successful and enjoyable.

With these few words, I would like once again to welcome you to Rodos, Greece.

Recently and especially last August, six air accidents took place around the world taking the lives of many European and other citizens. Among them were Cypriots and Greeks. Now that our meeting is officially open, I would like you to join me in paying our respect to their deaths by a minute of silence, promising them that their losses will not be wasted. We, in the safety chain will continue to do our best towards safest skies.

Nicolas Lyrakides
IFATCA EVP Europe

EXECUTIVE BOARD MEETING –Punta Cana, Dominican Republic, 25-28 October

Upon the invitation from the Asociación Dominicana de Controladores Aéreos Inc. (ADCA), our member association in the Dominican Republic, the Executive Board held the October EB meeting in Punta Cana, a beach resort in the eastern part of the country.

The Board of the ADCA had been able to arrange support from a major sponsor,

which resulted in free accommodations, meals and a free meeting room including all facilities. But it was not only this external sponsorship, which made it possible to have our meeting there; the ADCA board and especially Miguelin Ramirez and Eddian Méndez Ramos, together with El-Kadur Acosta, performed a significant work to make us feel welcome in their country.

However, the more we approached the date of the meeting the more it became clear that the October EB meeting would be different from previous meetings.

EVPT announced that he would be unable to attend, as he could not get leave. Three other board members, DP, EVPASP and EVPEUR had other work commitments and would also be unable to come.

In the week before the meeting, hurricane Wilma was moving through the Caribbean area, reaching Florida on the Sunday before the meeting. She must have been a very attractive lady that Wilma, as EVPP decided to stay an additional day in the airport in Miami where the authorities suspended all operations. Also, in the days before the meeting, a tropical storm, Alpha, passed right over the Dominican Republic, leading to a last minute exchange of e-mails and telephone calls between the Board members to see if it would not be better to cancel the entire meeting.

Luckily we decided to go ahead with the plans and the Board would like to express its appreciation for all the work done by ADCA and its individual members and for the support we received.

On the last day we flew with a small private aircraft from Punta Cana to Santo Domingo where we, accompanied by the members of the ADCA board, had a meeting with the Director of Civil Aviation, Mr. Norge Botello Fernandez. Also in attendance were the General Deputy Director, Mr. Ing. Luis Rodriguez Ariza, and the Deputy Director of the Air Navigation Sector, Mr. Santiago Rosa Martinez. The meeting took place in a friendly atmosphere, which made it clear that the relations between the authorities and the local association have improved considerably after the difficult period last year.

As a result of the absence of four voting members of the Board, we had, for the first time in many years, no quorum and for that

reason a procedure was agreed to achieve valid decisions.

PCX

PCX is still involved in co-ordinating activities within the technical and European domains. He also reported about a co-ordination meeting, which took place on the Single European Sky process. A joint meeting with ATCEUC, ETF and IFATCA on the SESAME project was held and we expect, after having received further advice from a lawyer on the contract conditions, to make a final decision before January 1.

PCX, together with the Chairman of the PLC, participated in a meeting on another European issue: the SAFREP taskforce and a report on ATM Incident Reporting Culture will be discussed within the Eurocontrol Provisional Council very soon.

IFATCA, together with IFALPA, has written a safety alert on a specific transponder, which is causing a real safety hazard in certain circumstances. However, for the time being this action has not yet had results.

DP

DP sent a written report in which she mentioned some actual administrative issues. One of her action items is to advise the Board on a possible commercial use of our Website. The Board will need some expertise to make progress and, therefore, a request to see if one of our individual members would be able to advise us, is put in this Circular.

DP and two other members of the association in Argentina participated in the ICAO Linguistic Seminar for the CAR/SAM region held in Buenos Aires. The EB will discuss this issue further and will meet most probably with a representative of IATA, involved in language training, during the next EB meeting in Montreal.

EVPF

EVPF reported on the actual financial situation. It was decided that, following a request from Conference 2005, the per diem dinner allowance would be raised by US \$ 5 per day starting November 1.

An IFATCA EURO account will be set up to facilitate the claim procedures in Euros and to minimize exchange rate losses.

There was an initial discussion on how to get more revenues from the money in our reserve funds, as the interest rates in Switzerland are very low. The discussion will be continued after having received advice from FIC.

A new application for Corporate Membership was received from NICE Systems in the UK and the Board accepted Helios Technology company, also from the UK, as a new CM.

Another controller from Kosovo was accepted as a new Associate Professional Member, as it was considered unrealistic to expect a controller from Kosovo would be able to join the association in Serbia & Montenegro.

Office

Apart from the usual day-to-day tasks, the OM was and still is busy with the transfer of administrative issues related to The Controller Magazine: updating distribution lists, subscriptions and the like. As far as we know now the financial files of The Controller, as transferred to the office, seems to be incomplete, which may have repercussions on the report to the Annual conference. EVPF is discussing this issue with the FIC, which had a meeting in Montreal right after the EB meeting.

As you could read in the July Circular, the contract with McMillan Scott for the production of The Controller was cancelled earlier. The EB discussed three different offers for the future production and decided to accept a re-negotiated new contract with

McMillan Scott. It was also decided that the subscription and advertisement management would be transferred to the Office. To divide the workload of the DP, SEC will take over the duties of DP with regard to the Controller Steering Committee (CSC).

Conference 2007 and beyond

There are three offers to organise the 2008 Conference: from the Dominican Republic, Tanzania and Jordan. More details will be presented in their WPs for the Kaohsiung Conference.

The Organising Committee in Taiwan is finalising its preparations of the 2006 Conference and the CE, together with the OM, will visit Kaohsiung in December to see and discuss the facilities and progress made.

A first visit to the Istanbul Conference venue will be made in early December, where I will discuss the arrangements made by the local OC, which contracted a professional congress organisation agency to assist them.

Decisions were made on the appointment of Conference Committee chairmen and secretaries, agenda and WPs.

Technical

In the technical domain the Board discussed several reports coming from TOC Chair, TPS and IFATCA representatives. TOC had a successful meeting with PLC in Eilat to discuss common issues and will have a second meeting in January to finalise all work program items and prepare the WPs for conference.

In June the Board decided that, as a trial, MAs will be invited to give their opinion on the ICAO State Letters before sending the IFATCA view to ICAO. MAs are asked to give their input through the IFATCA Website. In January we will evaluate if this procedure is not causing too much added workload.

The Technical and Professional Secretary (TPS) mentioned a high workload and difficulty to manage it. His remarks are well recognised and understood by the EB, who has been discussing this issue for quite some time already and is trying to redefine the IFATCA priorities.

EVPP

EVPP reported again on industrial issues in Kenya, where the authorities seem to be reluctant to re-hire previously employed controllers despite a shortage of qualified staff, and in Moldova, where following outspoken concerns on working conditions, low salaries, lack of training and good equipment, the president of the controllers' union was fired and other members were forced to sign undated retirement agreements.

EVPP is also in contact with the Philippine association on some industrial issues. IFATCA has offered support several times already to the Italian association to assist in the "Linate-accident" court case. Our LOIG, Laura Cassani, who attended the last court sessions on behalf of IFATCA, reported a need and the possibility to give professional assistance to the lawyers of the accused controller. We will repeat our offer to aid once again.

EVPP and the chairman of the PLC have made a lean version of the Information Handbook and hope that this, together with an electronic version on the Website, will create a better respond.

The first two chapters of a draft User Guide on Industrial Actions were discussed. EVPP will continue the work on this Guide.

The English Language proficiency level issue remains to be very important for many of our members. The Board decided to attach the letter, sent to all MAs clarifying this issue, to the Regional Reports.

EVP AFM

In Kenya, as EVP AFM reported, there are still 39 controllers dismissed and the CAA, refusing to re-employ them, are recruiting 16 new people.

Luckily and certainly also as a result of IFATCA's interference, the 3 dismissed controllers in Uganda are back at work.

Financial assistance, from the IFATCA Legal Assistance Fund, the AFM Regional Fund and from some MAs has been transferred to the dismissed controllers in Zimbabwe to support them in the court case against their Civil Aviation Authority. The court judgement was expected in July but is still pending.

Although the authorities in Egypt did not respond to our letter, all three dismissed controllers have been re-instated, the last one just in the week after the Board meeting.

EVPAFM once again reported the difficulties in finding new representatives from the region. This is also related to the difficulties of obtaining free or reduced travel facilities.

EVP AMA

EVP AMA reported about the situation in several countries in that region. In Argentina the association is involved in new legislation in order to create a civil aviation administration, which is considered to be very important for our colleagues there.

After the strike of ATCOs in Guatemala, most of the controllers were hired again except seven controllers who were part of the Board of the association. The EB is willing to consider a request for assistance from the IFATCA Legal Fund but we have to receive more information and proof before we can discuss that request. This has been made clear to the association.

The English Language Proficiency requirements remain to be an important and critical issue in many parts of the region.

EVP EUR

After the crash of the Cypriot airliner in Greece, EVPEUR has been in contact with the Greek and Cypriot associations to give support where necessary, as initially the press blamed the Greek controller.

Armenia, although accepted as a new MA in Melbourne, postponed its membership due to financial reasons.

The new controllers' association in France, FATCOA, has answered the questionnaire as sent by the EB. Our French MA, APCA, did not yet reply and will be reminded to answer our questions. After receiving all the information, the EB will prepare a proposal to the Directors for the 2006 Kaohsiung Conference.

The Liaison Officer to the European Union (LOEU), Patrick Roose, is not active anymore and the EB will look for a replacement candidate. As an interim solution, Paul Neering of the Dutch Guild has been asked to take care of some parts of the job.

EVP ASP

EVPASP reported that in the Philippines the authorities are accusing the association of a planned malicious slow-down and consequently several controllers, among them the president of the association, were moved to remote locations. We will address this issue in a letter to the authorities.

In Japan the trial of the 2 controllers who were involved in the 2001 near-miss case, is still on-going.

IATA

After the publication in the June Circular of the application demands for the two free IATA training courses, offered by IATA to IFATCA during the conference in Melbourne, no applications have been received so far. In this circular all details will be published again.

The next Board meeting will be held in Montreal from the 1st until the 4th of February 2006.

Jack van Delft
Secretary/Conference Executive

EXECUTIVE BOARD NOMINATIONS – IFATCA 2006

At IFATCA 2006, the following positions will fall vacant and nominations will be required:

President
Executive Vice - President Professional
Executive Vice - President Technical
Executive Vice – President Finance
Executive Vice-President Americas
Executive Vice - President Europe



IFATCA SCHEDULE OF MEETINGS AND EVENTS 2005

NOVEMBER			
3 - 4	EC Provisional Council 24	Brussels	EVPEUR
16 – 18	Asia Pacific Regional Meeting	Fukuoka, Japan	EVPASP
28 - 30	Africa Middle East Regional Meeting	Dubai	EVPAFM
28 - 30	Technical and Operations Comm. (TOC) meeting	Dubai	TOC Chair
29 - 1	ICAO EANPG 47	Paris	EVPEUR
DECEMBER			
3 – 4	Professional & Legal Comm. (PLC) meeting	Brussels	PLC Chair
JANUARY 2006			
11 – 13	Technical and Operations Comm. (TOC) meeting	Tokyo	TOC Chair
FEBRUARY			
14 – 16	ATC Maastricht	Maastricht	
MARCH			
24 – 25	Pre-Conference EB meeting	Kaohsiung	EB, OM
27 – 31	45 th Annual IFATCA Conference	Kaohsiung	EB, OM
APRIL			
1	Post-Conference EB meeting	Kaohsiung	EB, OM

Members are advised that the following Committees' Chairman positions will be up for elections at the Conference in Melbourne, and nominations will be required for the following:

**CONSTITUTION & ADMINISTRATION COMMITTEE
TECHNICAL & OPERATIONS COMMITTEE**

IFATCA EXECUTIVE BOARD MESSAGES

NOTICE OF COMPETITION Scholarship: IATA Diploma in ANS Management

Introduction

As it was announced at the Conference in Melbourne, IFATCA has been offered two (2) scholarships to pursue an IATA Diploma in ANS Management. The scholarships will cover free tuition for one mandatory course and three elective courses over a 3-year period at any of the IATA regional training centres in Miami, Geneva, Singapore and Montreal.

Description

The Air Navigation services (ANS) Management training programme addresses the operational and business factors facing leaders in the air traffic management world. Top industry experts explore the impact of new international regulations and set out the industry's best practices. Courses in the ANS Management Programme cover ATM safety, security, customer care, finances, legal aspects, user charges, costs, international cooperation and technology including communications, navigation and surveillance (CNS). All courses are designed to integrate the operational, technical and business aspects of ANS Management, with a global perspective.

Desired profile

- Air traffic controller
- Member of national air traffic controller association (member of IFATCA)
- 5 years or more experience as an air traffic controller
- good knowledge of English, both written and oral
- Supported by his/her Administration and/or employer with time-off to attend the course and covering the miscellaneous costs (travel,

accommodation, meals, etc) for attending.

- Active in IFATCA activities or prepared to work for IFATCA as a volunteer during and after completion of the course

Applications

Applications will be accepted from members of IFATCA Member Associations only. Applications should be accompanied by a cover letter and a copy of the candidate's full curriculum vitae, as well as a motivation letter written by the candidate. Furthermore, IFATCA requests a motivation letter from the Association and a written commitment by the candidates administration and/or employer that the costs incurred for attending the courses will be covered by them (*see above comment*), as well as that the time off to attend the courses will be granted until the completion of the diploma (approximately 4 (?) weeks of course work plus travelling time in 3 years).

Additional information

Applications in writing with supporting documents have to reach the IFATCA office (1255 University St., #408, Montreal, Quebec, Canada, H3B 3B6, e-mail: office@ifatca.org) no later than **December 31, 2005**.

An initial selection will be made by the Executive Board of IFATCA from the qualifications and experience of all candidates. Thereafter, those candidates considered suitable may be invited for interviews.

IFATCA does not provide financial assistance in relation to these scholarships.

- The successful candidates are required to make their own arrangements with IATA on all matters relating to the courses
- IFATCA will not publish the results of the selection, but will inform each applicant individually within one month after the closing of applications.

The decision of the Executive Board on the selection will be final.

IFATCA will conclude a contract with the 2 selected candidates specifying the terms and conditions of these scholarships.

IFATCA Executive Board

CALL for WEBSITE - EXPERTISE

Considering the possibilities to obtain more income for IFATCA, the Executive Board discussed, among other options, a potential Commercial Use of our Website.

We could think of banners, pop-ups and/or links on the main page of our Website **www.ifatca.org**.



Of course we will have to discuss the conditions on which this could be allowed, as in the nature of the external information, the price we could ask and other issues.

For that reason we would like to call upon an individual member of one of our Member Associations who would be able and willing to write some advice for the Executive Board on this issue.

The conditions, such as time-frame etc. are open for discussion.

If you would need more information or you would like to comment, please contact the Executive Board Secretary, Jack van Delft at: **sec@ifatca.org**

The individual members of the EB, however, do not have enough expertise to overlook the entire issue.

IFATCA Executive Board

IFATCA OFFERS COMMENT POSSIBILITIES ON ICAO STATE LETTERS

Dear Member Associations,

In order to increase transparency and to give you the opportunity to be involved in the IFATCA global activities, the Executive Board has decided that all Member Associations will be given access to the comment period of the State Letters of ICAO.

ICAO regularly publishes State Letters with the aim to collect comments on the foreseen, new procedures, changes to existing SARPS and annexes. These State Letters are being published with a deadline for comments. IFATCA endeavours to submit comments where necessary.

If your Member Association would like in the future to participate to the input of IFATCA you can do so following this procedure:

1. Note the content and the deadline of the ICAO State Letter being distributed via the Weekly Newsletter called IWEN.
2. Indicate with a short email to **Tpsec@ifatca.org** that you would like to contribute to the IFATCA input.
3. Reply to the answer email of **David Guerin (TPSEC)**

Upon receipt, David will send you a short message, indicating what internal deadline has to be met for your comments.

This offer to the Member Associations will be assessed by the Executive Board at Conference. If proving helpful and if you use it, this could become a standard procedure for the future.

IFATCA Executive Board

The 45th IFATCA ANNUAL CONFERENCE and TECHNICAL EXHIBITION



Dear Friends and Colleagues! On behalf of the Organizing Committee IFATCA 2006, I have the pleasure of inviting your participation at the 45th International Federation of Air Traffic Controllers' Associations Annual Conference, to be held in The Splendor Hotel, at the bustling city of Kaohsiung, Taiwan from March 27 to 31, 2006. As you very well know, IFATCA was established with the goals of stressing the importance of regularity and safety in ATC, and the promotion of the air traffic service profession. This conference, now on its 45th year, remains very relevant in today's busy air travel industry by serving as a forum for the exchange of ideas leading to more effective strategies to meet growing challenges. This Annual Conference, to be attended by probably more than 800 delegates from the IFATCA family, will also include an exhibition to feature aviation-related industries and businesses. Being aware of your long-time support of the air navigation and travel industries let me invite your participation in this exhibition. For more details, please check the exhibition web page at <http://www.ifatca2006.com.tw>. Again, let me express my gratefulness for your support in making this event a great success and your continued assistance in fostering a better and safer air navigation and travel! We look forward to seeing you soon in Kaohsiung!

**Sincerely yours,
Peter Chen
CEO, Organizing Committee IFATCA 2006**

CONFERENCE INFORMATION

CONFERENCE VENUE/HOTELS

Splendor Kaohsiung

The Hotel is situated in the 85 Sky Tower in the center of the city's new business and shopping district, just 20 minutes from Kaohsiung International Airport and 10 minutes from the local train station. Conference facilities are located between floors 38 and 70 [inclusive] and face the harbor, affording guests a spectacularly uninterrupted view across the city and harbor.
<http://www.thesplendor-khh.com.tw>

OTHER HOTELS

Room Rates				
	Single	Twin	Triple	Quad
Splendor Kaohsiung	3,500	3,500		
Hi-lai Hotel	3,360	3,360		
Ambassador Hotel	2,500	3,360		
Howard Hotel	2,900	2,900	3,700	4,260
Hotel Kingdom	2,100	2,500		



Hi-lai Hotel

The neoclassical Grand Hi-Lai Hotel is located in Kaohsiung's bustling commercial center. The Grand Hi-Lai building looks down on the city of Kaohsiung from a height of 186 meters. The hotel contains art treasures visible everywhere, 550 comfortable guest rooms, 17 Eastern and Western restaurants, an exclusive business club, the largest department store in Taiwan, expansive banquet rooms, an all-function conference center, and 1,000 parking spaces. Countless well-planned features show the Grand Hi-Lai's ability to combine business, leisure, entertainment, art, and an international outlook.

http://www.grand-hilai.com.tw/English/index_all.jsp

Ambassador Hotel

The Ambassador Hotel Kaohsiung is conveniently located in the center of Kaohsiung's financial district near the scenic Love River and is in the vicinity of a number of famous tourist attractions. The hotel has recently been renovated and offers 453 guestrooms designed to international standards. It offers a distinguished selection of fine dining venues featuring Chinese and Western menus, and a wide selection of banquet, meeting & conference, and tourist packages.

<http://www.ambh.com.tw/ch/kaohsiung/index.aspx>

The Howard Plaza Hotel Kaohsiung

Howard Plaza Hotel Kaohsiung is conveniently located in the heart of Kaohsiung's business and commercial districts, just within a 5-minute drive to the Kaohsiung Railway Station and Chung Shan Freeway, and a 15-minute driving distance to the Kaohsiung International Airport. The Howard Plaza Hotel Kaohsiung features 328 rooms and suites with the traditional elegance of rosewood furniture and magnificent art pieces and the convenience of modern technology including the latest in telecommunications. The hotel also features non-smoking floors and the Rosewood Club.

<http://3w.howard-hotels.com.tw/home/index.asp>

Hotel Kingdom

HOTEL KINGDOM is located next to adoring Love River. The river is a minute walk from the hotel. The founder, Mr. Wu Yao-ting, is the first annual Ten Outstanding Young Persons winner. After 10 years of planning and developing, HOTEL KINGDOM opened officially in 1968. It is the first five-star international tourism hotel in south Taiwan. "Revering guests with all our sincere and respecting guests with all our heart" is HOTEL KINGDOM core strength to provide all guests personalized service.

http://www.hotelkingdom.com.tw/english/en_profile.php

VISA REQUIREMENTS AND ENTRY REGULATIONS

COUNTRIES ELIGIBLE FOR VISA-EXEMPT ENTRY:

Australia, Austria, Belgium, Brunei Darussalam, Canada, Costa Rica, Denmark, Finland, France, Germany, Greece, Ireland, Iceland, Italy, Japan, Republic of Korea, Liechtenstein, Luxembourg, Malaysia, Malta, Monaco, the Netherlands, New Zealand, Norway, Portugal, Singapore, Spain, Sweden, Switzerland, U.K. and U.S.A.



Requirements:

1. a passport valid for at least six months (unless otherwise stipulated by treaty or agreement)
2. a confirmed return air ticket or an air ticket and a visa for the next destination, and a confirmed seat reservation for departure.
3. no criminal record.

Duration of stay: 30 days. The 30 days' duration of stay starts from the next day of arrival and is not extendable.

Ports of entry: C.K.S. International Airport, Kaohsiung International Airport, Keelung Harbor, Hualien Harbor, Taichung Harbor, Kaohsiung Harbor, Taitung Airport and Taichung Airport.

COUNTRIES ELIGIBLE FOR LANDING VISAS:

1. Nationals of Czech Republic, Hungary and Poland
2. Holders of USA passport with validity less than six months.

Requirements:

1. a passport valid for at least six months.
2. a confirmed return air ticket or an air ticket and a visa for the next destination, and a confirmed seat reservation for departure.
3. fill out an application form with two photos.
4. visa fee of NT\$ 1,200 (citizens of countries with reciprocal agreements shall be issued visas gratis) plus a handling fee of NT\$ 800; For U.S. citizens: see remarks 2.
5. no criminal record.

Duration of stay: 30 days, which starts from the next day of arrival and is not extendable.

Ports of entry: C.K.S. International Airport, Kaohsiung International Airport.

Method of Lodgement

1. Passengers entering the Republic of China through the C.K.S. International Airport may apply for a landing visa at the Visa Office of Consular Affairs Bureau at the C.K.S. International Airport.
2. Passengers who enter the Republic of China through the Kaohsiung International Airport shall apply for a "temporary entry permit" at the Kaohsiung Aviation Police Station for temporary permits. These passengers must change the permit to a visa at the Bureau of Consular Affairs or its Kaohsiung Office within three days, or will be subjected to administrative penalty for overstaying.

Remarks *Holders of USA passport with validity less than six months.

1. Passengers shall apply for a visa at ROC Overseas Missions and be charged a special handling fee of equal amount US\$100(NT\$3,600)

2. Passengers who apply for visas upon arrival at the ports of entry in the ROC shall be charged a special handling fee of equal amount US\$100(NT\$3,600) plus an additional fee of US\$24(NT\$800). A single entry visa of which duration of stay is no more than 30 days may be granted.

VISAS REQUIRING GUARANTEE

Nationals of the following countries are required to submit a guarantee document for their visa applications: Afghanistan, Algeria, Bangladesh, Bhutan, Cuba, Iran, Laos, Myanmar, Nepal, Pakistan, Sri Lanka, Somalia and Syria.

If you are a national of a country listed above, please apply for Taiwan visa through any ROC embassy, consulate or representative office abroad, by presenting an invitation letter or duly completed registration form/confirmation letter. You will be assigned an application number and your application will be verified through your guarantor (the IFATCA Convention Secretariat) in Taiwan. Upon receiving confirmation of approval of your application from the Conference Secretariat, the applicant shall complete the visa application process through the ROC embassy, consulate or representative office abroad.

FLIGHT TRANSFERS TO KAOHSIUNG AIRPORT



The Conference will be held in Kaohsiung City, in Southern Taiwan. Except for participants coming in from Hong Kong and Bangkok who will enter Taiwan through the Kaohsiung International Airport, all other delegates entering through the Chiang Kai-shek International Airport may take a connecting domestic flight to Kaohsiung Airport. Please make prior domestic connecting flight arrangements through your travel agent.

For airline schedules, please check the following website:
http://www.cksairport.gov.tw/CKSeng/schedule/newqueryfromfile_e.jsp

CONFERENCE FORMS

CAF and SCF

The IFATCA Office has sent out the CAF and SCF application forms to all MAs by e-mail. Please contact the Office if you have not got them. The Executive Board will be considering applications at its February 1-4 EB Meeting.

LETTER OF CREDENTIALS / PROXY

Please submit letters of Credentials or letter of Proxy to the Office.

DECLARATION OF MEMBERSHIP

It is very important for the Office to have your Declarations of Membership by 31 December of each year, because invoices are sent out by the end of January. Please do not miss the December deadline this year!

CONFERENCE WORKING PAPERS

Please be kindly reminded that the Conference Working Papers will be distributed only on CD-ROM and by e-mail as the previous years.

Update on the Technical Work Programme

At the 44th Annual Conference in Melbourne, a total number of 37 items were listed as items for the Technical work Programme for Kaohsiung 2006. Following closure of Committee B, the Technical and Operations Committee (TOC) met and prioritized the items. With this prioritization, the group tried to come up with a list of items that would be well-balanced over Regions, was addressing both the Terminal and the En-Route environments, and also was following latest developments. The result of this was a list of 14 items, including two combined efforts with the Professional and Legal Committee (PLC). Committee members were assigned one or more items to produce.

The Executive Board discussed the prioritization at the Eilat EB Meeting and accepted the prioritization as performed by TOC. The EB also decided at that time not to task TOC with any extra Work Studies.

This list of 14 items was discussed by EVP Professional, Chairman PLC, and Chairman TOC at the Eilat PLC Meeting in June of this year. During these discussions, a number of items were identified that could possibly be of interest to both Committee's B and C for the combined session at Conference. Developments will determine if indeed these items will be listed as agenda-items for the combined B and C Session in Kaohsiung. The MAs will be informed via the draft Conference agenda about the outcome of these developments.

As TOC will only have its first meeting at the end of November in Dubai, there are currently no new developments to report. Nevertheless, the latest version of the Technical Work Programme can be found below. It is worth noting that discussions can lead to additional Working Papers and also that certain Working Papers may be re-titled.

Technical Work Programme 2006

- 1. Study Reporting of TCAS RAs ¹**
- 2. Investigate Basic / Advanced Continuous Descend Approaches**
- 3. Investigate potential applications of ADS-B ¹**
- 4. Investigate Runway Incursions ^{2,3}**
- 5. Study Land and Hold Short Operations**
- 6. Review policy on Provision of ATS at Aerodromes ²**
- 7. Review policy on Interception of civil aircraft ^{2,3}**
- 8. Review policy on Radar Monitoring ¹**
- 9. Review policy on responsibility and functions of aerodrome controllers with regard to surface movement ²**
- 10. Study the Virtual Tower Concept ²**
- 11. Study operations in a stripless environment ¹**
- 12. Review policy on Frequency Blocking**
- 13. Review the use of Safety Cases ¹**
- 14. Review policy on RTF Phraseology**
- 15. Review policy on Optimum Flight Profiles**
- 16. Review policy on Formation Flights in Controlled Airspace**

¹ After the first TOC Meeting in Dubai, the EVPs and Chairs will decide if the items will be listed as B+C items or not.

² Indicates a work item that will be discussed at the B+C session at conference.

³ Indicates a joint effort with Professional and Legal Committee

Depending on progress on items 14-16, and if time permits, the below review

policy papers will also be produced. The decision to do this, or not, will be made following the Dubai TOC Meeting.

17. Review policy on RNAV Procedural Separation Minima

18. Review policy on Sector Capacity Values

19. Review policy on RTF Communication Failure

If you have any questions about the Technical Work Programme, or about specific items on it, then please contact Chairman TOC at: toc@ifatca.org

**Akos van der Plaats
Chairman TOC**

**Last date to submit
Conference 2006 Working Papers is
January 26th, 2006**

IFATCA REGIONS' CORNER

This information was supposed to be published in the June Circular, but due to computer problems it did not reach the office on time.

4th CENTRAL AND EASTERN EUROPEAN ATM MEETING Eilat, Israel, 19-21 June 2005

This year's ATC CEE meeting took place in the beautiful city of Eilat in Israel and was excellently organised by the ATCA Israel. It is the 4th such meeting following the previous ones that were also well organised in Kiev, Sofia, and Antalya.

During the same period, the IFATCA Executive Board Meeting and the PLC (Professional & Legal Committee) meeting also took place.

MAs from Austria, Bulgaria, Croatia, Cyprus, Georgia, Greece, Israel, Poland, Romania, Serbia & Montenegro and Ukraine were present at this meeting. Jordan and Egypt participated as observers. ATC EUC and ETF/JATMWG

co-chaired the meeting together with IFATCA EVP Europe. The meeting lasted for 2 ½ days.

DAY 1

There was an introductory welcome speech by the president of the Organising Committee Omri Avni, President of ATCA Israel, who stressed the importance of this meeting to the Region. He also noted the wide range of participants such as IFATCA, EUROCONTROL, ETF, and ATCEUC and observers from Egypt and Jordan.

All three co-chairmen, IFATCA (Nicolas), ATC EUC (Gianfranco) and ETF (Antonio), thanked ATCA Israel and Omri for organising such a successful meeting, and then in turn proceeded to point out the main issues of concern within their respective organisations.

The first day of the meeting was devoted to round-table discussions of the written reports of the MAs covering all aspects of ATM (social, professional, safety, union, legal, technical, civil-military, etc.)

DAY 2: PROFESSIONAL DAY

The 2nd day of the meeting was entirely devoted to the reciprocation between civilian–military air traffic management and civil military co-operation.

Omri, in his introduction, welcomed all speakers and guests (amongst others were the IFATCA EVP AMA, J.P. Mafla, EVP AFM, Albert Taylor, EVP Professional Doug Churchill, the PCX of Arkia Airlines), and explained the proceedings of the day. He then invited EVP EUR for a short speech.

EVP Europe stressed the importance of the co-operation between civil and military ATM, an issue that is sensitive and of great concern to the aviation family (and especially affects the everyday work of all ATCOs). Military aviation, being an integral part of the defence forces, remains an important and essential user of European airspace and, as a result, an important stakeholder in European Air Traffic Management. He then said that a Single European Sky cannot be implemented successfully if the military requirements are not fulfilled. He continued, stating that clearly, there is a need for the safe co-existence of civil and military operations in a common airspace. This is yet to be fully addressed, but surely we all agree that this is to be achieved in a SAFE and efficient way for all.

Presentations:

1. “ Daily ATC Work in Israel- The Professional-Personal Aspect”

Israel's Air Traffic Control Association
By Michal Maisel and Uri Aloni

Michal and Uri explained the airspace structure of the Israeli FIR and listed the main problems they are facing in their daily ATC work because of the lack of proper co-ordination with the military. At the end they made some good suggestions for the improvement of the co-operation.

2. "Military and Civilian Air Traffic Control Partnership"

Israeli Airport Authority

By Dep. DG Operations, Mr. Arie Gilad

Mr Gilad explained the ATS system in Israel, highlighting the various inbound /outbound and security procedures

3. Co-operation with Civil Aviation in Israel- The IAF Point of view

Israeli Air Force

By Col. Meir Ben-Shaiya

The Colonel described the Civil and Military procedures and airspace in Israel and laid out the road ahead with the actions that are needed, such as: NATO committee, to define ATM procedures and start with positive ID codes, close co-ordination with civil control units, international anti terror standards, etc. He also mentioned the vision for the long run, which would be combining technologies in the fields of International security standard, voice/optic device equipment, emergency switch, etc.

EVP EUR thanked all speakers and requested the military authorities in Israel to take on board the excellent suggestions for improvement between civil-military co-operation stated by ATCA Israel in their presentation, such as:

- ✓ merging of FPL/AFTN information
- ✓ establishment of one central radar facility
- ✓ “civilization” of essential air-force regulation
- ✓ upgrading military personnel

He then confirmed the excellent co-operation ACC and Nic ACC civilian controllers have, although the IAF sometimes increase the workload and stress of Cypriot ATCOs due to insufficient prior co-ordination when using the Nicosia FIR.

4. “Civil Military Co-operation in Aviation in Days of Peace, War and Terror – The European Model

EUROCONTROL

By Mike Strong, WG CDR

Mike Strong in his presentation covered the following issues:

- Civil versus Military
- Eurocontrol in general
- The Military Unit
- The Civil-Military Interface Standing Committee (CMIC)
- EURAMID
- Flexible Use of Airspace
- NATO/Eurocontrol ATM Security Coordination Group
- UAVs

He pointed out the difference between the civil priorities (safety, efficiency, and economy) versus Military priorities (air defence, national security, and sovereignty) and explained how the Flexible Use of Airspace works in Europe.

5. “Civil-Military Co-operation in Austria

Austrian ATCA

By Alfred Vlasek, President AATCA

Alfred explained the legal background in Austria that goes back to 1957. The Austrian ATCA is accommodating both Civil and Military ATCOs. He then explained, using maps and charts, how the Austrian airspace is used for both civil and military use.

CIVIL - MILITARY COORDINATION

The MAs present had the opportunity to make reference through their reports to the procedures used in their countries regarding the reciprocation between the civilian and military ATM.

A session of questions and answers followed at the end of the reports.

Omri and Nicolas thanked all speakers for their excellent presentations.

DAY 3: CONCLUSIONS

All the round table reports were completed in Day 1, and, therefore, Day 3 was reserved for final conclusions, a summary of results and the way forward regarding the future of the CEE meetings.

The outcome of the meeting was that a lot of important issues are of great concern to the Controllers community and they need the continuous attention of IFATCA and the Unions. This is concerning some issues such as:

- Single European Sky, Functional Airspace Blocks
- Mobility of ATCOS
- English language proficiency
- Poor working conditions
- Low salaries / lower pensions
- Lack of recognition and respect of our profession
- Legal liability of ATCOS
- Lack of co-ordination and co-operation between civil-military

On the last night of the meeting ATCA Israel gave an official dinner to all delegates in the presence of the Minister of Transport of Israel, Mr. Meir Shitrit. EVP Europe in his address to the Minister stressed how important the job of the controllers is, and he mentioned that Israeli controllers are very well educated and motivated persons who will, undoubtedly, assist IFATCA and the Ministry of Transport of Israel in fulfilling their ATM goals and targets in the future.

Nicolas Lyrakides
EVP Europe

NEWS FROM THE OFFICE – MONTREAL

Dear Member Associations,



As you are all aware of the Office has taken the responsibility for the subscription of the Controller Magazine after the Conference in Melbourne. I would like to ask you to check the number of magazines you order and renew your subscription for the next 2006 year. Especially the individual subscribers, please confirm your subscription.

Please be informed that the rate for the magazine will be \$32 USD including postage for MAs and ATCOs. The Executive Board is still working on the possibility for credit cards facilities and we hope to get it ready by the next year to be able to accept credit cards for the payment of the magazine.

Please note that the invoices for the year 2006 will be sent in December to MAs and individuals. For individual subscribers the payment due date will be **30 days, after which, if the payment will not be received, the name will be removed from the distribution list.**

NEWS FOR CORPORATE MEMBERS

IFATCA welcomes a new Corporate Member to the Federation:



Helios Technology is a technical and business consultancy working in airports, air traffic management and mobile navigation markets. The company helps its customers solve their problems and implement technical and operational solutions that will improve corporate performance.