

IFATCA NEWSLETTER

Summer 2010

EUROPE



...AND, IFATCA'S
EUROPEAN NEWS ARE
BACK...

photo by ZO

SESAR IS DIFFERENT

BY PATRICK KY...

...updates on SES II, SESAR, EASA...Adherence Day(s)...ERM 2010 Bled, Slovenia...Spain...IFATCA 50...

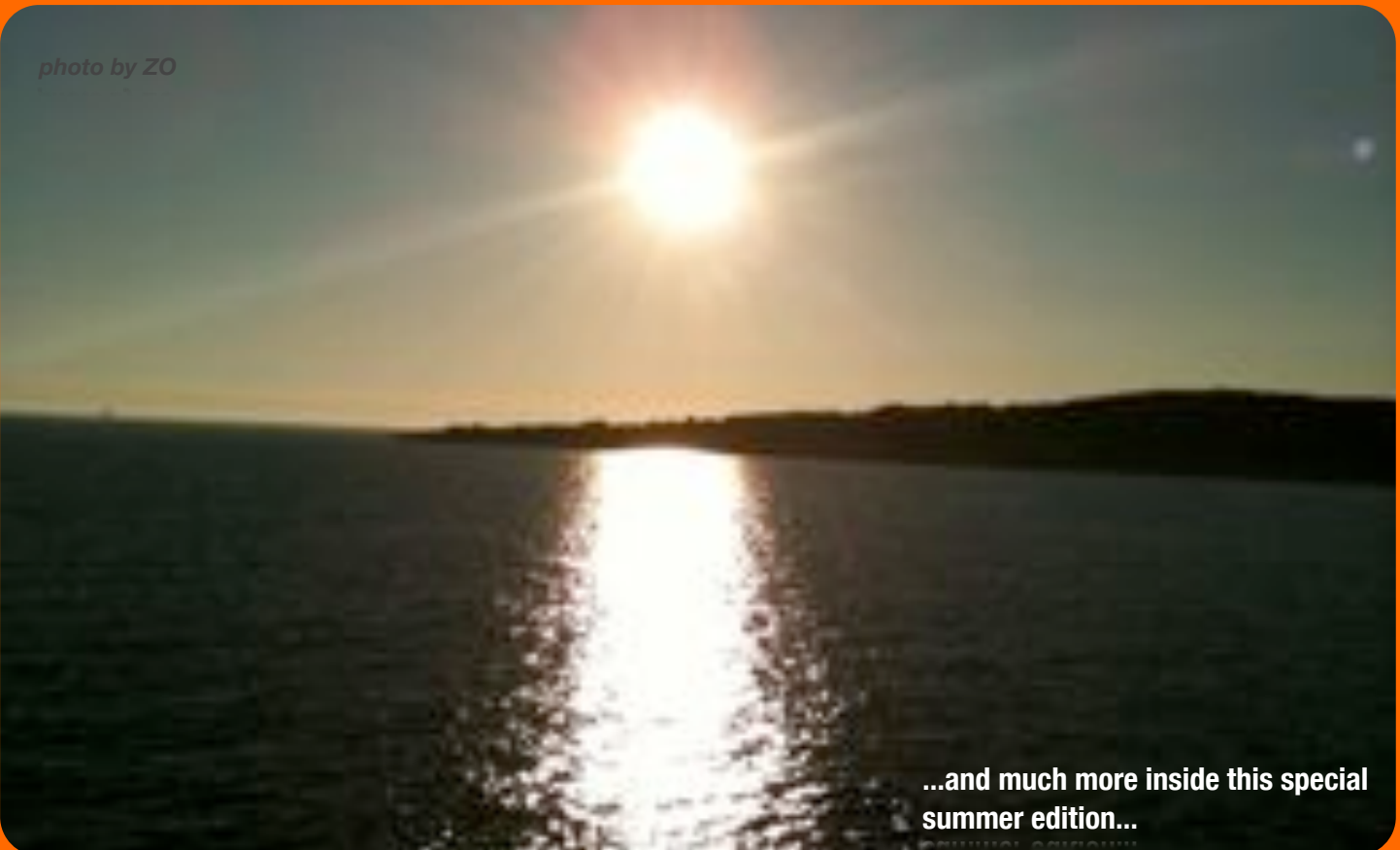


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...and much more inside this special
summer edition...

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Foreword by Patrik Peters, new Deputy President of IFATCA

*Dear European members,
liaison officers and
associates!*

*Now when you're holding the
first edition of the NEW
newsletter in your hands, I
am very pleased to see how
much work and effort my
successor Željko and his
team are putting into this. It
looks great!*

*Although I have moved on
with my work for the
Federation, I still feel very
close to my region - and the
more it makes me happy to*

*see how things develop. You
have elected a highly
motivated man to step up to
one of the most difficult
posts of IFATCA. Give him
your support and assist him
with this challenging task!*

*Many changes are ahead of
us and at times we feel
unable to follow all what is
going on around us. This
Federation has grown to be
an important stakeholder in
the ATM business. We will
work together as a team and
continue to inform you and
communicate these
changes to all our members.
We will do our best, but it is
on you to let us know that
we are doing it right.*



**Patrik Peters,
new DP IFATCA**

Ladies and gentleman, dear colleagues, friends

First of all I would like to thank to all my colleagues for electing me to be part of such a great organization as IFATCA really is.

Nowadays, we are in the fastest growing region in relation to ATM in the world with more than 30000 flights in the busiest days. To handle that amount of traffic we need to have enough manpower, perfect equipment, brilliant technology and top skills.

To produce enough controllers is not an easy job to do and shortage of us is one of the main reasons of increased delays in these year within European airspace, but to handle growing traffic with that reduced number of controllers you need to have more than good system and technology. SES II will bring to us that needed prospect that will be developed through SESAR.

EC brings a lot of challenges for ATM and the service providers will need to be ready for the beginning of 2012. Because of that we have 5 main domains of progress: performance, human factor, capacity, safety and technology. Single European Sky ATM Research SESAR program entered into the second phase (Development). This is a contract of 2.1 billion € which lasts for 8 years. SESAR is a so-called European Commission Joint Undertaking, where 15 Industry partners join together for a Joint Technological Initiative (JTI) together with the European Commission.

Together we have possibility to change the future of flying if we implement best technologies and procedures. Thank you all for being involved and also thank you who will be involved in coming months and years.

Sincerely yours,
Željko Oreški
Executive Vice-President Europe



Željko
Oreški, new
EVP Europe,
IFATCA

INSIDE...



IFATCA WS by Alexis
Brathwaite...page 19



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Key figures

2.1
billion euros
invested in
R&D during the development phase

20.4
million yearly flight
movement by 2030
predicted by EUROCONTROL = twice the current figure

8-14
min gain per flight on average 300-500kg
reduction in fuel per flight on average

945kg-1575kg *reduction of CO2 emissions*
on average

2
founding members
European Community and Eurocontrol

15
members from the aviation, aerospace, airports and
air navigation industries

**Is a stress test
needed on the
European reform
of the ATM
Program Single
European Sky II**

After the financial crisis, which hit hard the European Economy a stress test for financial institutes was conducted in all the EU Member Countries and other nations. The new reform process in ATM might

need to come up with a similar stress test before the institutional reform can go ahead, this in order to guarantee a continuous safe, orderly and efficient European ATM system....

by Marc and Paul.

Is a stress test needed on the European reform of the ATM Program Single European Sky II

After the financial crisis, which hit hard the European Economy a stress test for financial institutes was conducted in all the EU Member Countries and other nations. The new reform process in ATM might need to come up with a similar stress test before the institutional reform can go ahead, this in order to guarantee a continuous safe, orderly and efficient European ATM system.

Since the last European Regional Meeting held during the annual conference the Single European Sky (SES II) reform program of the European Commission (EC) has moved on at a fast rate. The following article will update the IFATCA Member Associations on what is the current state of play, and where involvement of Member Associations is needed.

The second phase of the institutional reform will bring many changes along for Air Navigation Service Providers and States. The high pace of the Commission brings a lot of challenges for ATM and the service providers will need to be ready for the beginning of 2012. During the European Regional Meeting you will have the possibility to discuss and debate these changes.

The SES Conference in Madrid¹ endorsed the SES II approach proposed by the Commission to the ATM industry and what it calls a holistic approach for improving ATM performance encompassing 5 pillars.

Safety pillar

The extension of competence for ATM and airports to EASA was endorsed in early 2009. In the current transition phase the work to translate this into an amendment of the institutional competences with regard to EASA becoming at a network level the safety regulator has commenced .. Several sub-groups are working to transpose the existing regulatory material such as ICAO Annexes and Doc. 4444 into implementation regulations which will become part of the EU legal framework and give authority to EASA² to regulate ATM. IFATCA is involved in these sub-groups in ATM and in the airport domain with 6 experts and follows closely the drafting

The Commission has published as well it's intention to process with an overall just culture approach all the safety related work in the future. The revision of the Accident Investigation directive is in the final stages and will most probably be accepted as a regulation (community and not national law) in the very near future. IFATCA together with the European Cockpit Association has been lobbying in the past 6 months in order to try and get the separation between judiciary and aviation investigation in place. In the European Parliament we were very successful, however the Council of Ministers is reluctant to cooperate, feared of the opposition in the Judicial world. The AI directive is due for revision within 4 years and the preparation



procedures. The work of the ATM sub-group has led to the first opinion via a fast track process which includes among others the ATCO license, regulatory oversight and transposition of ICAO Annex 2. The Council of Ministers has endorsed the proposed fast track process in order to guarantee that by 2012 all the legal bases are set for EASA to become competent in the ATM domain.

for the lobby work for the revision has already started.

Performance (based ATM) pillar

The implementation regulation on **a performance scheme**³ has recently been endorsed by the Single Sky Committee (SSC = member states)⁴ and sets EU-wide performance targets in areas

¹ http://ec.europa.eu/transport/air/single_european_sky/doc/2010_02_26_madrid_declaration.pdf

² <http://easa.europa.eu/home.php>

³ <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:201:0001:0022:EN:PDF>

⁴ http://ec.europa.eu/transport/air/single_european_sky/committee_en.htm

of capacity, safety, cost efficiency and environment. They will be included in national and/or regional performance plans. The investments for deployment of ANSPs and government will have to comply with these overall performance plans.

The figure below highlights the various Key Performance Indicators (KPI) as outlined in the implementation regulation (IR). The ones shown in green are the ones which will be measured during the first reference period (RP1) 2012-2014. The future work for the RP2 (2015 and beyond) is also

monitor the performance of the ANSPs and States.

The network manager's⁶ implementation regulation is currently being discussed by the stakeholders. The aim of the network manager is to have an overall view of the network which includes strategic aspects, such as route network planning (design), frequency and transponder code allocation management and others as well as tactical aspects such as the current CFMU function. Current drafts foresee that a reformed EUROCONTROL would be

translate the SES II in an efficient way.

The endorsed charging regulation introduces a new feature which contains that the full cost recovery system is being replaced and allows the ANSPs to make reserves in times where more income is being generated than the determined costs and share the loss in times where the income is less than the determined costs. These are fundamental changes to the current (full-) cost recovery, as a new notion of determined costs (not real) is being introduced as a base line for setting the unit rate.

KPI	RP1	RP2
Safety	<ul style="list-style-type: none"> Effectiveness of safety management (security) Application of severity classification Application of Just Culture 	Revision of KPIs on basis of lessons learnt
Environment	<ul style="list-style-type: none"> Average horizontal aircraft flight efficiency Monitoring of effective use of the secondary airport structures (e.g. GDFs) 	New KPI to address specific airport AAS-related environmental issues
Capacity	<ul style="list-style-type: none"> Minutes of enroute ATIS delay per flight Monitoring of airport gate (ATIS) airport delays additional time in taxi-out phase and arrival sequencing/charging area 	New KPI to address specific airport AAS-related capacity issues on the basis of monitoring
Cost Efficiency	<ul style="list-style-type: none"> Determined unit rate for enroute AAS Monitoring of terminal costs and unit rates 	Determined unit rate for terminal air navigation services

Green indicates EU-wide target in RP1

Capacity pillar

As a result of the several implementation regulations the capacity pillar should be achieved in the way the European Commission has identified it. The airport component is being covered by the Airport Observatory⁸.

One of the recent developments, due to the volcano ash crisis is the creation of a European Aviation Crisis Coordination cell (EACCC). This Eurocontrol/European Commission body is an answer to the somewhat dispersed decision making process in relation to closure of airspace following the volcano eruption in April in Iceland. The Coordination cell is aimed to be a coordination body in future crisis situations. IFATCA has asked to be part of this body in any future crisis which might directly affect our members.

Human factor pillar

In the Madrid declaration (EU conference on ATM in February 2010) the Commission has valued the need to pay particular attention to the Human Factor.

listed.

Consultation on the EU wide target is ongoing (month of August).

In order to establish to assess the performance target setting and the achievement of it the EUROCONTROL Performance Review Commission (PRC) will be designated by the European Commission as the Performance Review Body (PRB)⁵ which will be responsible on behalf of the EC to

mandated to carry out this function.

The functional airspace block⁷ is aiming according to the European Commission to obtain efficiency gains by defragmenting airspace and optimizing service provision at regional level. The implementation regulation has been endorsed and the member states are responsible to have FAB established by no later than the 1st of January 2012. The Commission wishes that the member states use the FABs to

⁵ http://ec.europa.eu/transport/air/single_european_sky/doc/2010_07_29_draft_decision.pdf

⁶ http://ec.europa.eu/transport/air/events/doc/2010_02_25_ses_ii_roadmap.pdf

⁷ http://ec.europa.eu/transport/air/single_european_sky/functional_airspace_blocks_en.htm

⁸ http://ec.europa.eu/transport/air/airports/observatory_en.htm

The EC understands in the human factor several issues, but it mainly focuses on the involvement of staff organizations in the transformation process. IFATCA and others have been calling for a proper change management in the SES II process and the EC has responded with the creation of this pillar. The role of the 5th pillar is to ensure effective involvement of the concerned actors, highlight the key role of training and evolve in a framework of just culture reporting.

In detail:

Social dialogue⁹ needs to be reinforced to manage the changes towards FAB: interaction between 3 levels: . National, FAB, EU. Social partners should be fully involved in all relevant elements of SES II : Performance, safety, technology and capacity, through institutional presence in ICB, SESAR, Observatory, EASA and through a structured bilateral social dialogue within the EU.

Training is of paramount importance

- » Controllers Licence Directive
- » Other issues under study in consultation with social partners. EASA key role in bringing SES acquis under the “total system” approach and develop it further.

The challenges for a framework of just culture are:

- » Improve reporting on safety information
- » Collect data information

The aim being that information can be shared and with increased training safety could be managed proactively.

Technological pillar

SESAR constitutes the technological pillar of SES. IFATCA has recently sent out to all the Member Associations and interested representatives a letter

where it asks to become active in the SESAR pillar.



Single European Sky ATM Research SESAR program entered into the second phase (Development). This is a contract of 2.1 billion € which lasts for 8 years. During these 8 years a lot of work from the Industry, Research but as well other stakeholders will take place. IFATCA has been very active during the definition phase and it is important that IFATCA continues to be involved in the development phase. The SESAR contract with the 15 Consortium members has been signed and the first full Administrative Board meeting with the industry participation took place on the 12th of June 2009. On 16th of March 2010 IFATCA, after signing the contract with SESAR published a press release mentioning our involvement.

International Federation of Air Traffic Controllers Associations (IFATCA) - the global voice of controllers - following its participation to the definition phase has now joined the SESAR Joint Undertaking by signing the contract in its development phase which will permit IFATCA to participate in the technological upgrade pillar of Single European Sky.

IFATCA was actively involved in the definition phase as a staff representative organization and is happy to bring its international standards and global knowledge to the program.

Quick overview of the general context:

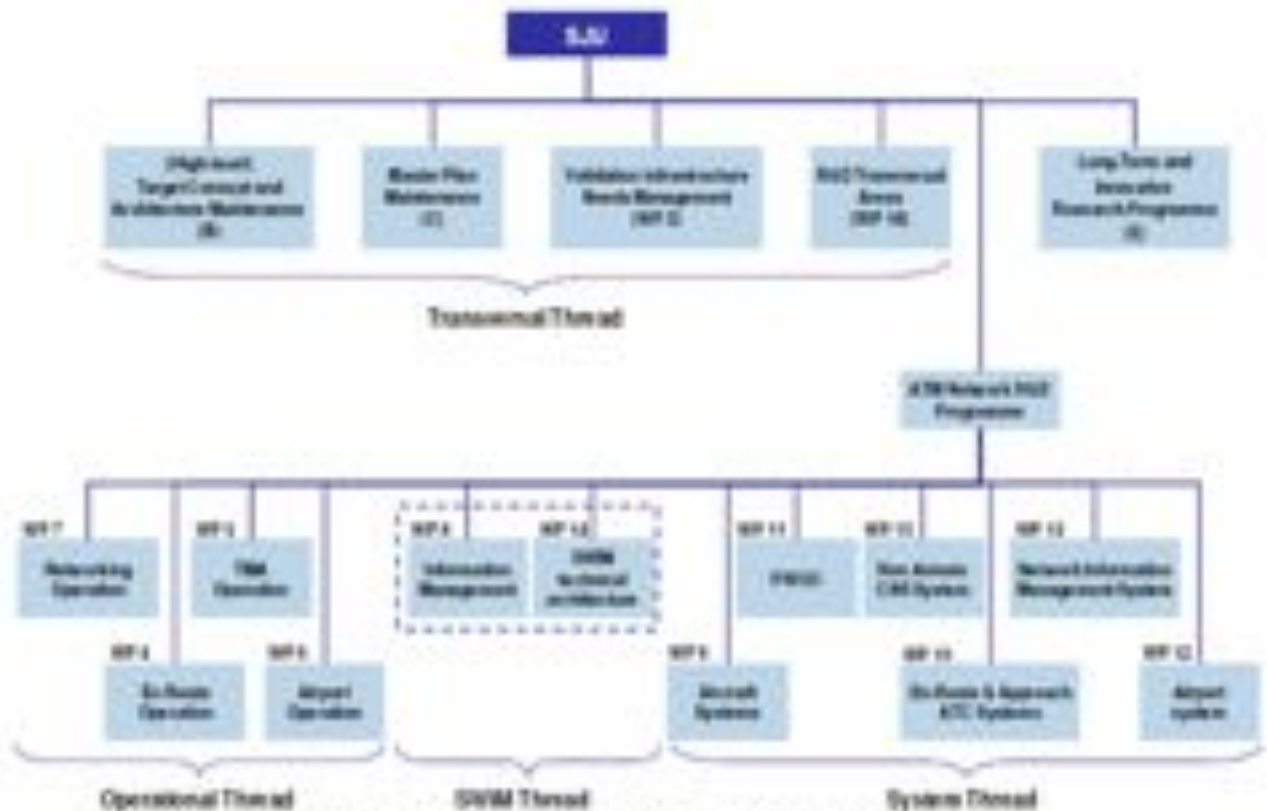
SESAR is a so-called European Commission Joint Undertaking, where 15 Industry partners join together for a Joint Technological Initiative (JTI) together with the European Commission. Funds will be made available by the European Commission and Eurocontrol and each of the Industry partners will contribute with mainly in-kind contribution and 5% of cash contribution. The contract with the 15 industry partners has been signed in June 2009.

In order to achieve what has been defined by the definition phase so-called D5 Master plan the work has been broken down in various work packages and Implementation packages (IP). SESAR is responsible for IP2 (development) and 3 (long term and innovative research). IP1 (deployment of the current ongoing initiatives) is still subject of discussion as it builds on the Eurocontrol convergence and implementation plan (ECIP/ESSI) plus a few quick wins identified by SESAR. Currently discussions are ongoing between Eurocontrol and the European Commission, who should have the lead on the IP1 and extensive coordination is ongoing between the various parties involved. More information on the various interactions between IP1, 2 and 3 can be found in the D5 description of the SESAR Definition phase.

The D5¹⁰ has proposed the following working packages at the level of the validated ATM Network R&D Program. The following graph shows more details.

⁹ http://ec.europa.eu/transport/air/single_european_sky/social_dialogue_en.htm

¹⁰ http://ec.europa.eu/transport/air/single_european_sky/doc/european_atm_master_plan.pdf



Mid July EVP Europe evpeur@ifatca.org sent a letter to all the Member Association to join the Federation's effort and to get actively involved in the work of SESAR. The Federation needs your support and assistance in this matter. Please do reply to EVP Europe or sesar.coord@ifatca.org as soon as possible if you are interested to work for IFATCA in this important project. For more information on the program please check-out www.sesarju.eu.



Marc Baumgartner,
IFATCA
SESAR/EASA coordinator



Paul Neering,
IFATCA
Liaison Officer EU
loeu@ifatca.org

Please find as well an interview with the Executive Director of SESAR, Mr. Patrick Ky on the necessity to have controllers on board at this important moment of the development phase.

SESAR is different SESAR makes the difference

**by Patrick Ky, Executive Director,
SESAR Joint Undertaking**

Many times in discussions with air traffic controllers – SESAR’s operational experts – we hear skeptical remarks along the lines of it being just another R&D program or that we don’t know anything about the reality of your work, etc. Let me convince you that SESAR is different from what you have seen so far and it will make a big difference to the future of flying - also thanks to the involvement of IFATCA and other staff associations.

The set-up

Let me first recall the set-up of the SESAR programme. As part of the Single European Sky initiative, SESAR (Single European Sky



**Patrick Ky,
Executive
Director SESAR
JU**

ATM Research) represents its technological dimension. The main aim of the programme is to give Europe a high-performance air traffic control infrastructure which will enable the safe and environmentally friendly development of air transport. The programme is managed by the SESAR Joint Undertaking. Many of

my colleagues come from the operational aviation world. We have former controllers, pilots, engineers and military staff among us shaping the SESAR work programme, concept of operations, architecture, etc.

A partnership program

SESAR aims to bring about an evolution in air traffic management systems, eliminating the fragmented approach of European ATM, bringing both public and private stakeholders together, pooling resources, capturing synergies and achieving common goals. For the first time, all relevant aviation players are involved in the definition, development and deployment of a pan-European modernisation project. Our institutional founding members, the European Commission and Eurocontrol, bring in their long-term vision, financing and regulatory authority. ATC operators add their operational capabilities and experience. Finally, the industry brings its expertise, innovation and worldwide market outreach.

Partnership really is the key principle of the SESAR programme. That’s also why we chose to take on board airspace users, the military, the scientific world and finally staff associations to help us developing an ATM system that responds to the needs of all.

IFATCA's involvement

We count on your association to help us in implementing the SESAR work programme. In particular, we need your input in all human performance-



related topics. IFATCA will participate in the actual validation activities in order to bring us your views on the suitability of our new technologies and procedures. Through your involvement, you will show us where we might have missed something (or gone too far); a close cooperation with the operational experts is key to the programme's success. We at the SESAR Joint Undertaking see this cooperation really as an opportunity to develop an ATM system according to the needs of its users. You.

Air traffic controllers will have a special role in the upcoming validation tasks. As of September 2010 we will have a validation roadmap which will include different locations and controllers from different countries. In order to facilitate the implementation of SESAR results, we have chosen to perform these validation activities on operational systems and platforms that you are actually using. We believe that this exercise does not only help the programme but is also an enrichment for the ANSPs involved as the exchange performed can lead to fruitful new insights into the procedure of different countries.

Programme update

Where are we today with the program? A bit more than one year after the kick-off of the work program on 3 June 2009, more than half of our 300 projects started their technical activities. So far, 1,500 experts in 17 countries are working on SESAR. Some of the projects have completed their first deliverables or passed important milestones. In 2010 we concentrate on early benefits, especially in the framework of AIRE, SESAR's green component. But new developments will also be seen for example regarding airport approach and ground movement management systems.



SESAR is different because we involve all to achieve the best result. We will make a difference because we will deliver. And we can only deliver the best technologies and

procedures because our members and your organisation are on board. Together we have the possibility to change the future of flying in a manner that will help you to do your job better.

Thank you for being involved.

Flight Level Adherence Days on 29-30 September 2010, an ATCOs' business

Every ATCO wants to provide an expeditious service to pilots where- and whenever possible. Perhaps the expeditious provision of service needs some re-thinking. Not every DCT is beneficial for the flight as a whole, accommodating flight levels other than the filed ones may result in problems downstream. For instance, is there sufficient capacity available at the destination when the flight arrives earlier, during the approach or on the ground at the gate? This is what the adherence campaign aims to address, not to reduce flexibility, but to see how we can reduce unwanted consequences of deviations from the flight plan, such as over-deliveries. An expeditious service is good, but an "optimum" service, which considers the impact on the whole network, is much better. The first operational trial of the campaign addresses flight level adherence.

The Flight Level Adherence Days will take place on 29-30 September 2010 and consist of the

application of flight level adherence across Europe.

ATC would not request on initial contact "the requested flight level" but adhere to the planned cruising level for any portion of the route to be flown, as filed in item 15 of the ICAO flight plan. Thus and pilots and ATCOs should not request or allocate an alternative level except in the event of an emergency, weather avoidance or to achieve separation.

Protecting ATC from over-deliveries

Daily across Europe, regulations are put in place to protect ATC from receiving more traffic than the controller can handle safely. However, it regularly happens that more aircraft than planned enter these protected sectors, exceeding their capacities by more than 10%, which is regarded as an ATFCM "over-delivery". To protect ATC from those consequences is one of the core operational tasks of CFMU, i.e. enhance safety by preventing congestion of air traffic.

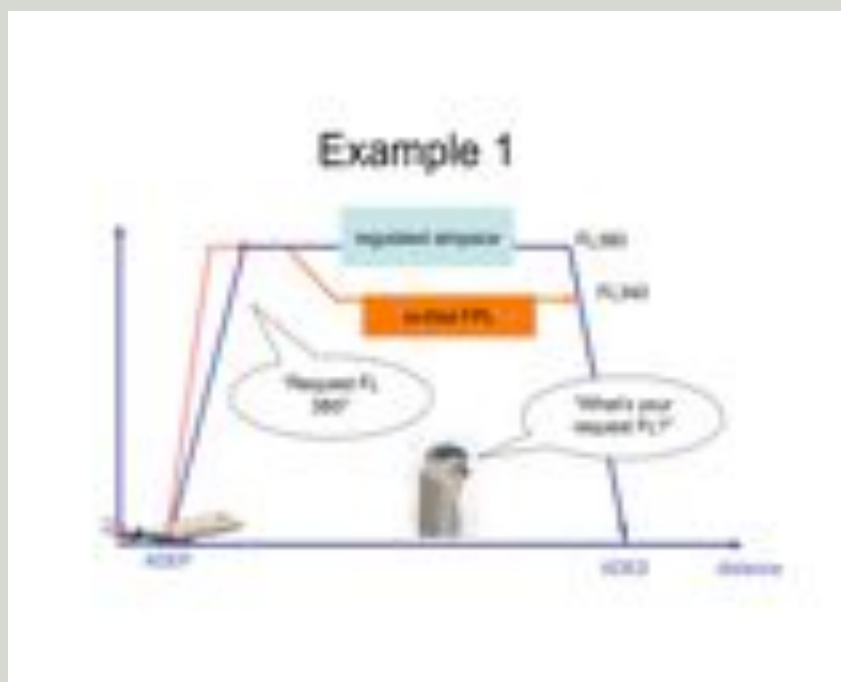
When investigating those occurrences in most cases it is found that the additional flights entered the concerned sector as a result of:

- not flying at the initial requested flight level (RFL); or,
- departing at times different from the original estimated off block time (EOBT) or calculated take off time (CTOT); or,
- deviating from their original planned route; often direct routing (DCT).

Possible reasons for non-adherence are multiple and vary from inefficient turnover process, weather problems, lack of trust in load figures, under estimation of the network effects, pressure to make up lost time, etc.

In one third of all ATFCM reported over-deliveries during 2009, the actual FL was different to the RFL in the Flight Plan. The network impact of this over-delivery can result in:

- wasted capacity in some sectors,
- an overall lack of confidence in the accuracy of forecast traffic counts,
- protective capacity reduction, increased workload, stress or working conditions such that the ability of ATC controller may be significantly impaired and thus a safety issue.



Local trials, cornerstones of a bigger enterprise

As a result of the initial campaign, some ANSPs (Maastricht UAC and Rhein UAC) have made their own studies to ascertain the scale of the problem and in particular that of flight level adherence. For trial purposes, the participating controllers were requested to not ask climbing traffic for the "requested flight level" on initial contact. If the pilot requested another flight level from the one filed then that was invariably provided whenever possible. Importantly, all controllers were briefed on the background adherence issues that led to the trials and thus were aware of the possible impact on colleagues of exceeding to flight level changes not in the flight plan.

The results of the trials at Karlsruhe and Maastricht, presented to the Adherence Day Task Force, were sufficiently convincing that the Task Force members agreed to propose a "flight level" adherence day. On the longer term, it would be the first of a number of adherence days that would progressively address a combination of flight level, route (lateral deviation) and timing (EOBT and CTOT).

More information about the Karlsruhe and Maastricht trials can be found on www.adherencedays.com.

Why a trial and not simply OPS data analysis?

When the "Adherence" team at EUROCONTROL met Marc Baumgartner early 2009 to

discuss the various aspects of non-adherence, former IFATCA President and CEO proposed to progress the issue further to better understand how adherence impacts network performance. The discussion triggered the idea of running an ECAC-wide trial to identify operational issues, better address the root causes, better understand the needs of all parties involved.

The trial is an exercise organised and run in partnership, with all the actors involved in operations: air traffic controllers, pilots, flight dispatchers, aircraft operators and ANSPs. It triggers better appreciation of all operational aspects, from each community's point of view. Feedback, which is an essential element of the trial, will also bring more than just figures and statistics, but also opinions, ATCOs' and pilots' perception of the situation in regards to workload and flexibility and identify specific local constraints and particularities.

So when the Operations Group (OCG) gave the green light to hold the trial, upon positive advice of the Adherence Day Task Force, preparation started in direct coordination with all partners, more particularly ACCs, to ensure their participation, to agree the approach and procedures, and to ensure feedback on results. IFATCA, ECA, EUFALDA, ACI-Europe, IASA, IATA, IACA and ANSPs are members of the Task Force put in place to assess the feasibility, its nature and scope, as well as to ensure the awareness of the whole aviation community of such an enterprise.

End of June a Guidance and Information document has been distributed to ANSPs and Aircraft Operators, including exemplar guidance for controllers, pilots and dispatchers, exemplar Temporary Operating Instructions and NOTAM. ANSPs have been invited to perform their own individual adherence trials and were requested to provide results to the Agency to assist in the preparation phase.

The Agency also deployed a significant communications plan including a new website fully dedicated to the Flight Level Adherence Days, presence on social media like Facebook, and direct communications actions with the associations of all communities involved (ATCOs, pilots, flight dispatchers and Aircraft Operators).

Measuring and Reporting

In order for the trial to provide a thorough basis for further adherence campaign activities, the trial report will need to include meaningful findings and information.

The Agency has the ability to measure the filed traffic demand against the capacity level of the sector. These measurements will be an important part of the reporting after the trial. Equally important will be the facts, experiences, opinions, and perceptions reported by the operational people involved in the trial. The Adherence Days are not just about enforcing level

A supervisor from Maastricht UAC involved in their local trial reports: "It is not the aim to hinder the operational tactical decisions at sector level but rather to decrease the high amount of deviations and at the same time reduce our impact on possible downstream sector overloads. At the same time, a certain degree of margin for both airborne crews and ATC has to be taken into account."

compliance, but are an opportunity to better understand the reasons for non-adherence and learn how to improve the current situation.

Feedback forms will be made available to controllers, pilots, and dispatchers to capture not only the hard facts, but also the soft issues. Feedback from all is essential to meet the trial objectives.

A contribution to the future

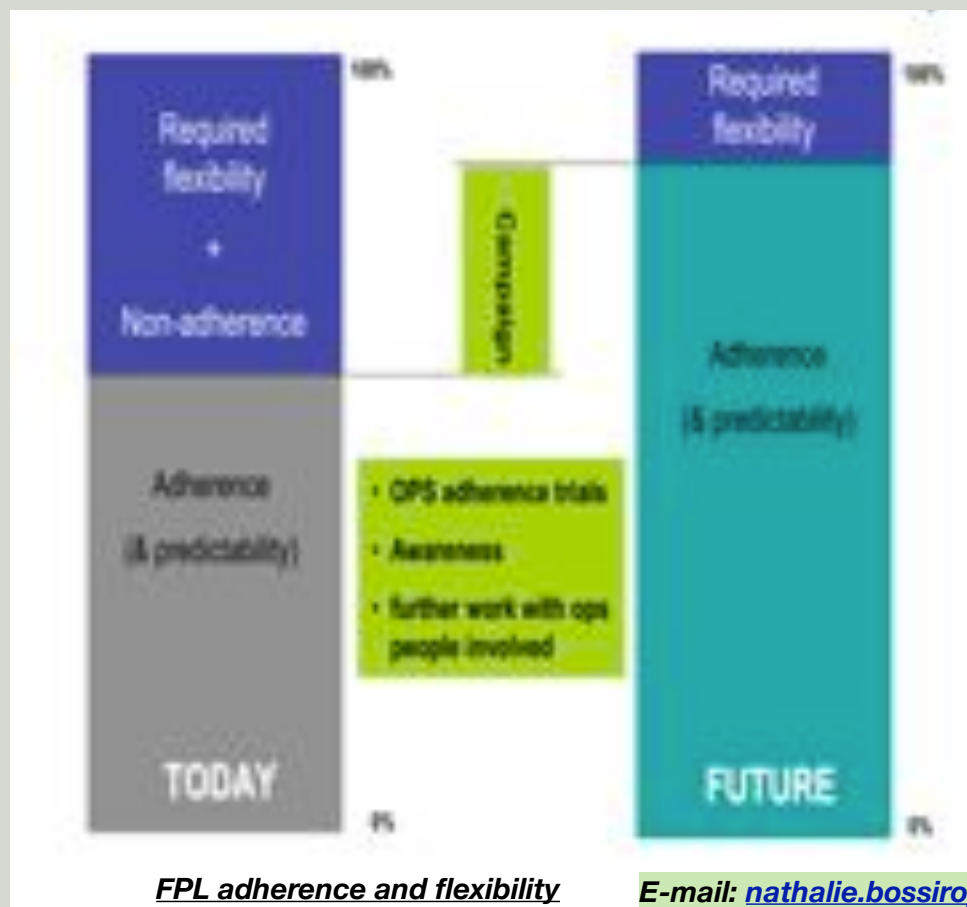
In the future with SESAR there will be a progressive move from airspace to trajectory based operations where the Shared Business / Mission Trajectory (SBT) is made widely

available for ATM planning purposes to authorised users. The Reference Business/Mission Trajectories (RBT) represents an agreed 4D profile between AO and the ANSP which takes account of route, weather, approach sequencing and predictable arrival times for ground handling etc. It will be the role of ATC and the cockpit to match that agreed profile to the maximum extent possible and the flight plan will increasingly be regarded as a contract between parties.

In the meantime, a focus for both initiatives DMEAN and the Flight Efficiency Plan is to improve supporting systems, procedures and flight planning to allow operators to fly more flight-efficiency routes, carry less fuel and reduce emissions.

The website www.adherencedays.com is there to provide all the useful information to be prepared for the trial. It works as a blog, so post your questions, comments and feedback. They won't be left unanswered.

The Facebook page is also available to increase awareness and make the trial a success. Become a fan and join us on www.facebook.com/adherencedays.



Nathalie Bossiroy
Communications &
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IFATCA

27TH EUROPEAN REGIONAL MEETING

22 / 10 / 2010 - 24 / 10 / 2010

BLED, SLOVENIA



DRAFT PROGRAM

Workshop

October 22, 2010

IFATCA

09:30 – 15:30 Why IFATCA and How Does IFATCA Work?

11:00 – 11:30 Coffee Break*

12:30 – 14:00 Lunch*

(*Tea & Lunch break are included in the 30,- € WS-Participation fee)

16:00 – 17:00 EUROCONTROL - Adherence Day(s) Report, Mr Joe Sultana, TBC

17:00 - 18:00 Staff Planning Made Simple!, Mr Finn Quist Andersen, TBC

19:00 Finger-food, Panorama Hall Hotel Lovca

IFATCA European Regional Meeting

October 23, 2010

European Day

09:00 – 10:00 Opening Session & Welcome Addresses

10:00 – 11:00 Working Session 1 (Roll Call/Administration)

11:00 – 11:30 Coffee Break

11:30 – 13:00 Working session 2

13:00 – 14:00 Lunch

14:00 – 16:00 Working session 3

16:00 – 16:30 Coffee Break

16:30 – 18:00 Working Session 4

19:00 Traditional Dinner, Restaurant Avsenik, Begunje na Gorenjskem

October 24, 2010

Membership Associations Day

09:00 – 11:00 Working Session 5

11:00 – 11:30 Coffee Break

11:30 – 13:00 Working session 6

13:00 – 14:00 Lunch

14:00 – 16:00 Working session 7

16:00 – 16:30 Coffee Break

16:30 – 18:00 Working Session 8

19:00 Farewell Dinner Hotel Kompas

Dear colleagues

2010 European regional meeting is just behind the corner. We just need to endure this summer heat and then we meet in Bled.
I'm happy to be able to use this newsletter to update you on ERM organization.

Our organizing committee is preparing an excellent conference venue for you. Hotel Kompas and his sister Best Western Hotel Lovec are situated in the center of town, close to the lake. Bled itself is only 30 minutes away from Ljubljana airport which is well connected to most of the Europe. Transfers will be organized for all of you flying in to Ljubljana airport. Also if you fly in to Klagenfurt, we will pick you up and take you to Bled. If you choose any other means of transport like train to Ljubljana city, our transportation department with ERM and GFL experience will make sure you get to Bled in safe, orderly and expeditious way. Just make sure you fill in our transfer form which will be available later on.

You will be able to get discount tickets from our partner Adria Airways. All the details are not yet defined but you may expect them soon, published on our website: www.erm2010.org.

Registration and reservation online forms are available and you are very welcome to register and reserve your room. Deadline is 21st of September, after that hotel will open their reservations and it might happen that no more rooms will be available if reserving late. You can find links to the form on our webpage, but to make it easier for you, here is the registration form: http://www.erm2010.org/index.php?option=com_facileforms&Itemid=59 and hotel reservation form: http://www.erm2010.org/index.php?option=com_facileforms&Itemid=60

Main meeting hall is somewhat smaller than on previous ERM. It's amphitheater seating order and comfortable seats will make sure you are not too tired after the days work. Maybe I should mention that wireless internet will be available also in the rooms of both hotels. But we don't know yet if the new EVP Europe will turn off the wi-fi in the meeting room during sessions.

For the evening we are preparing three events including food, drinks and fun. On Friday we will meet in Lovec panorama hall for finger food. Panorama hall is located on a top floor of Lovec hotel and offers excellent view to the lake, it's island and the castle overlooking the lake. Saturday is reserved for traditional dinner which will take you to Avsenik restaurant in Begunje, few kilometers away. What is more traditional for this part of Slovenia than Avsenik. Evening will include traditional food and live music. Sunday evening will be reserved for farewell dinner at Kompas hotel restaurant.

Accompanying persons program will provide Saturdays's trip to Postojna cave and Ljubljana. Postojna cave, equipped with electrical train, is one of the largest and most beautiful caves open for visitors. Ljubljana is a small capital which offers many nice views within walking distance. Sunday trip will be shorter and oriented to Bled. You will visit the island and the castle, beside many other local sites. In case you need any kind of special program, just let us know. The vicinity of golf course <http://www.golfbled.com/index.htm> and small airfield (LJBL) http://www.mzp.gov.si/fileadmin/mzp.gov.si/pageuploads/Prva_stran_lesce.pdf offers a lot of possibilities.

Main contacts to reach us are located under this link: http://www.erm2010.org/index.php?option=com_content&view=article&id=47&Itemid=30

If you need any kind of assistance, feel free to contact us.

Best regards

Matjaž Planinšek,
Head of organizing committee





27th IFATCA

EUROPEAN REGIONAL MEETING



Provisional Agenda

Friday, 22nd October 2010

IFATCA Day

1. Opening Session

- I. Opening address, IFATCA Executive Vice-President Europe, **Mr Željko Oreški**
- 2. IFATCA, IFATCA President & CEO, Mr Alexis Brathwaite**
Overall Theme – Why IFATCA and How Does IFATCA Work?
- 3. EUROCONTROL - Adherence Day(s) Report, Mr Joe Sultana, TBC**
(Presentation 3:30 pm Friday 22nd October)
- 4. Staff Planning Made Simple!, Mr Finn Quist Andersen, TBC**
(Presentation 5 pm Friday 22nd October)

Saturday, 23rd October 2010

European Day

1. Opening Session

- I. Announcements by the President of the OC, **Mr Matjaž Planinšek**
- II. Welcome address, President of SLOATCA, **Mr Damjan Jazbec**
- III. Welcome address, Director General of ANS Slovenia, **TBC**
- IV. Welcome address, Representative of the Ministry of Transport, **TBC**
- V. Welcome address, IFATCA President & CEO, **Mr Alexis Brathwaite**
- VI. Opening address, IFATCA Executive Vice-President Europe, **Mr Željko Oreški**
- 2. Roll call and acceptance of Agenda**
- 3. Acceptance of minutes**
 - I. European Regional Meeting 2009, Kos/Greece, October 2009, **Mr Željko Oreški**
 - II. Informal European Regional Meeting 2010, Punta Cana/DR, April 2010, **Mr Željko Oreški**
- 4. Report of the Executive Board of IFATCA, Mr Alexis Brathwaite**
- 5. Report of IFATCA EVP Europe, Mr Željko Oreški**
- 6. Update on the Information Hand Book (IHB), Mr Geert Maesen TBC**
- 7. Update on European Regional support Fund (ESF), Mr Philippe Domogala**
- 8. Single European Sky**
 - I. Introduction of the SES TEAM, **Mr Marc Baumgartner and Mr Paul Neering**
 - II. SES II - Performance, **Mr Luc Tytgat and Mr Xavier Fron, TBC**
 - III. FAB - FAB Coordinator, **Mr G. Jarzembowski** former German MEP, **TBC**
 - IV. SESAR, **Ms Fiona McFadden, TBC**
 - V. *Discussion*
 - VI. EASA, **Ms Maria Algar Ruiz or Mr Jussi Myllarniemi, TBC**
 - VII. *Discussion*

- 9. Report on Communications and Safety Seminar - ppt, Mr Philippe Domogala
- 10. Staff Planning Made Simple!, Mr Finn Quist Andersen, TBC
(presentation 5 pm Friday 22nd October)
- 11. AOB

Sunday, 24th October 2010

MA's Day

- 12. Roll call
- 13. Reports of the European Member Associations (Closed Session – Sunday 23rd October)
- 14. Relations to Unions Representing ATCOs in Europe
 - I. ATCEUC, Mr Volker Dick TBC
 - II. MOSAIC Steering Group, Mr Frederic Deleau TBC
- 15. Future European Regional Meetings
 - I. Confirmation of venue for the ERM 2011 - Dubrovnik
 - II. Selection of venue for the ERM 2012
 - III. Offers to host for the ERM 2013 and beyond
- 16. Update on IFATCA Annual Conference 2011, Amman/Jordan
 - I. Distribution of proxy forms
- 17. The 50th Anniversary IFATCA Task force, Mr Jack Van Delft
- 18. Statements of non-MA's and Observers
 - I. EUROCONTROL, TBC
 - II. IFALPA, TBD
 - III. ECA, Mr Philip von Schoppentau, TBC
 - IV. IFATSEA, Mr Thorsten Wehe and/or Dany van der Biest
- 19. Any Other Business
- 20. Closing Session/Conclusions
 - I. Press Release
 - II. Closing speech by EVP Europe

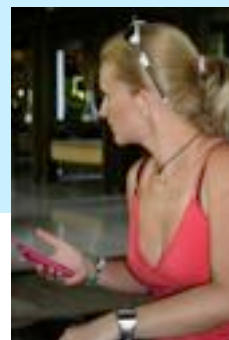
IMPORTANT!!!

Dear all,

[Adria Airways](#) has decided to be official air carrier for IFATCA ERM 2010 conference in Slovenia, Bled. Price of the ticket from anywhere in Europe (for scheduled flights) is 150€ tax included. The price for round trip tickets from any European city with Adria Airways (scheduled flights) is 150 €, taxes included.

You will not be able to get tickets via online reservation system. The way to get sponsored tickets is via their [representative offices abroad](#). They can be found on this [link](#). All you have to do is contact representative office in your country and use the sponsor code "IFATCA-ERM 2010". In case the representative office is not in your country you can contact sales office directly via email booking@adria.si. Further information about sales office can also be found on this [link](#). Offer is valid from 18th until 28th October, 2010.

Best regards, Maša



IFATCA SEMINARS 2010 - REGIONAL MEETINGS

As 2011 approaches, marking 50 years of IFATCA's existence, we in the IFATCA fraternity are likely to reflect, even more than usual, on the nature of our federation. What do we do? How successful have we been? Do we matter? As we promote our 50th anniversary, you are likely to be asked by others: What is IFATCA? What does it do?

The objective of this year's IFATCA seminar is to address, generally, the question: Why IFATCA? At the end of the seminar you will be able to satisfy yourself that we do matter, you will learn our history and our struggles to reach this point – you will learn that many of the issues we grapple with today are not in fact new, but occupied the minds of those who went before us. And you will be able to confidently give an answer to anyone who asks you about IFATCA and what we do.

We celebrate International Day of the Air Traffic Controller on 20 October, just two days before the first IFATCA seminar in Bled, Slovenia. For 20 October we will focus on the Federation, in keeping with the objective of the seminar. In fact, 20 October 2010 marks the start of our anniversary celebrations, where we focus on our history and learn where we have come from. In Jordan, at our annual conference, we will come together to celebrate and honor what we have achieved. And on 20 October 2011, we will focus on our future and how we would like to see the evolution of the air traffic management system.

In that regard, here is the theme for 20 October 2010, which speaks to just one critical aspect of who we are and what we do:

We know that many of you have already started preparing for this day. We wish you success with all that you have planned. We will seek to provide the usual additional material to assist you by 15 September 2010. In the meantime, if there is any other information or guidance you need please feel free to make a request through your respective Executive Vice-President or through the Office. We look forward to meeting with you all at the regional meetings.

Executive Board IFATCA



**Alexis
Brathwaite,**

PCX and CEO
IFATCA



Y E A R S



IFATCA WILL BECOME 50 in 2011!



SEVERAL SPECIAL EVENTS ARE SCHEDULED TO CELEBRATE THIS MILESTONE IN IFATCA HISTORY



Official Opening of the 50th Anniversary

11 April 2011, Opening Plenary, 50th Annual Conference, Le Royal Hotel, Amman, Jordan

Special Panel on the Past, Present, and Future of the Federation

14 April 2011, Le Royal Hotel, Amman, Jordan

Special Executive Board Celebration on the Founding Day of the

20 October 2011, Montreal, Canada (Venue to be Announced)

Commemorative Issue of THE CONTROLLER

The Federation will publish a special issue of THE October 2011 highlighting the Federation's history and focusing on future visions for IFATCA.

This special issue will also include a "snapshot" on the current state of ATC in every Member Association.

Anticipate more information in the next issue.

To book advertisements for this special anniversary issue, contact the editorial team via: dgp@the-controller.net.

**To the IFATCA President, Alexis Brathwaite
Deputy President, Patrik Peters
EVP Europe, Zeljko Oreski
LO to the EU, Paul Neering**

**copy to the ICAO
European Commission
EASA
ENAC
ENAV
Italian Air Force
ANSV-National Flight Safety Agency**

Subject: ANACNA, the Italian Association of Air Traffic Controllers, analyses the motivations of the Cagliari accident sentence.

The Court of Appeal of Cagliari, on March the 18th, in just 100 minutes of hearing, delivered the verdict on the airplane crash occurred in Cagliari the 24th of April 2004, actually confirming the sentence imposed in the first degree trial (3 years reduced to 2 for having chosen the abbreviated procedure).

Stubbornly going in counter tendency with respect to most of the highly advanced aeronautical Countries that, in the interests of safety and prevention, recommend avoiding unscrupulous criminalization while encouraging the "just culture" principles diffusion, what occurred brought us to support the need for an extremely crucial and rapid process of modernization of Italian legal system moving forward to a judicial system capable of understanding the aviation system as a whole, the complexity and its linked riskiness.

Since this rough verdict is able to become a juridical reference case in future trials, ANACNA noted that the Italian ATCOs will no longer have any assurance that compliance with technical standards - in the case in question, tied to the clearance issued to carry out a Visual Approach procedure, as international rule daily applied all over the world - is anymore sufficient to protect them from the bolts from the blue of special rules re-written in our courts. For this reason ANACNA addressed a strong appeal to all Italian Air Traffic Controllers, both military and civilian ones, committed every day with professionalism and competence to ensure the safety of thousands of flights crossing the national skies, not to issue any permission to carry out any visual approach, until clarity on this unbelievable verdict will be done.

Following the last press release issued the 21st of March 2010 on this trial verdict: "The Court of Appeal of Cagliari rewrites the rules of the air traffic control: authorizing the visual approach is a crime", ANACNA goes back to the motivations delivered on April by the Cagliari Court of Appeal with a document aiming to analyze in depth its contents.

Keeping in mind the overall ATM community as well as the citizens expectations, we hope this contribute will be of some help to better understand this disconcerting story.

Attached to this letter, this document is also available for download from the following link:

http://www.anacna.it/documents/Cagliari/2010_06_28_Comm_Motiv_sent_app_LIEE_en.pdf

Rome, 19/07/2010

Yours sincerely,

Bruno Barra, ANACNA President





INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

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27 July 2010

PRESS RELEASE

Is a collapse of the Spanish National Air Traffic Control System Inevitable?

Spain's Transport Minister, Mr. Jose Blanco, announced that his government will employ military air traffic controllers to guarantee the continuation of civil aviation traffic. This is a dangerous, but not altogether surprising, development.

In February, IFATCA questioned the necessity and expected outcome of Spain's Royal Decree. IFATCA pointed out that the Decree punishes air traffic controllers for the past economic mismanagement of the ATM system. IFATCA also noted that forcing any specialist in a safety critical field to work in a climate of fear and intimidation is detrimental to the safety of the system. Any recourse to military controllers will simply add another group of specialists to an untenable situation. This will compromise safety and further exacerbate the obviously deep seated problems in the system.

In 1973, sixty-eight persons lost their lives in a mid-air collision in France after military personnel were ordered to control civilian traffic. These lost lives should be enough to prevent any government from contemplating using military staff to control civilian traffic. Military and civilian control is fundamentally different. Providing "rapid training" to military personnel is inappropriate and dangerous.

The problems of the system can only be solved by a commitment of all parties to work together collaboratively for a pragmatic solution. IFATCA is assured that Spain's air traffic controllers are committed and willing to make reasonable compromises. IFATCA calls on the Spanish Government to respond with the same level of commitment and ensure that the management of AENA proposes similarly reasonable and pragmatic solutions that respect international as well as European law and recommended practices. Only this will safeguard the interest of the flying public and the Spanish air traffic control system and its professionals in the long term.

IFATCA is the worldwide organization representing more than fifty thousand air traffic controllers in 134 countries. Amongst its goals are the promotion of safety, efficiency and regularity in international air navigation and the protection and safeguarding of the interests of the air traffic control profession.
www.ifatca.org

For more information please contact IFATCA office at: 1 514 866 7040

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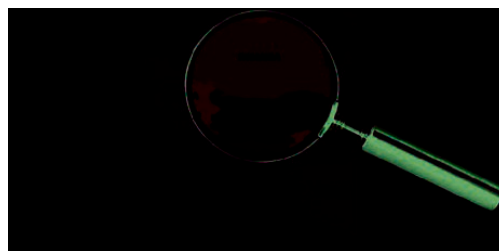
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www.romatsa.ro

PRESS RELEASE

SIGNING OF THE MoU BETWEEN BULGARIA AND ROMANIA, AN IMPORTANT STEP FOR DANUBE FAB DEVELOPMENT

One of the major development priorities of Romatsa regards the improvement of the regional cooperation for the provision of the air navigation services through the acceleration of DANUBE FAB project for the creation of a functional air block between Romania and Bulgaria.

The staged development of DANUBE FAB observes the goals, steps and requirements set by the European Union legislation. Accordingly, DANUBE FAB will have various positive effects at national level, while contributing to the improvement of the available capacity and of the efficiency of the European air traffic management network, to maintaining its high safety level and to reducing the effect of the aviation on the environment.



One of the basic documents for DANUBE FAB project is the Memorandum of Understanding between the Ministry of Transports and Infrastructure in Romania and the Ministry of Transports, Information Technologies and Communications from the Republic of Bulgaria, a document signed on 26 February 2010 and approved by the Decision of the Romanian Government no. 496/2010 published in the Official Journal no. 403/17.06.2010.

Through its achievements, Romatsa constantly consolidates its position as an important player in the region providing quality services to the air operators in full safety and security conditions.

Commission appoints a coordinator to facilitate the creation of functional airspace blocks in the Single European Sky



Following the adoption on 29 July 2010 of measures to improve the performance of the European air traffic management network, the European Commission today appointed **Mr Georg Jarzembowski** as **the functional airspace blocks coordinator**. This decision is another key step towards the defragmentation of the European airspace and the creation of the Single European Sky.

The role of the coordinator will be to facilitate at high political level the negotiations between the states engaged in the creation of functional airspace blocks, in order to meet the deadline of 4 December 2012.

By this date, all European states should have established functional airspace blocks, designing and rationalizing collectively their airspace and air routes in order to better respond to air traffic needs. This will contribute to the defragmentation of the European airspace and should allow substantial economies of scale, notably by allowing more direct flight routes. The cost of current inefficiencies due to airspace fragmentation is estimated at about €2.8 billion per year borne by the passengers.

The next step, to be achieved by the end of 2010, shall be the designation of a single organization responsible for the overall management of the whole European network to ensure the optimum use of the airspace and coordinate the allocation of scarce resources such as radio frequencies.

The second Single European Sky package (Regulation (EC) No 1070/2009 of 21 October 2009 of the European Parliament and of the Council amending Regulations (EC) No 549/2004, (EC) No 550/2004, (EC) No 551/2004 and (EC) No 552/2004 in order to improve the performance and sustainability of the European aviation system) can be accessed at:

http://ec.europa.eu/transport/air/single_european_sky/ses_2_en.htm

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