

# THE CONTROLLER

MAY 2018

JOURNAL OF AIR TRAFFIC CONTROL



## FOCUS ON... IFATCA

### IN THIS ISSUE:

- IFATCA 2018 Annual Conference
- Updates on Colombia & Nepal Accidents



# Raising standards in air traffic safety

Rohde & Schwarz ATC direction finders enhance air traffic safety in all airspaces. They increase situational awareness by providing controllers with an extra sense. The direction finders take bearings on the radio signal, making it clear which aircraft is calling. This prevents call-sign confusion and increases controller productivity, especially in crowded airspaces.

[www.rohde-schwarz.com/df-atc](http://www.rohde-schwarz.com/df-atc)



# THE CONTROLLER

MAY 2018  
VOLUME 57 ISSUE 2 — ISSN 0010-8073



Cover photo: collage of controllers in Pokhara TWR (Nepal), the control tower of Bordeaux (France) and participants of the IFATCA 2018 Conference

## IN THIS ISSUE

### EXECUTIVE BOARD OF IFATCA



**Patrik Peters**  
President and  
Chief Executive Officer



**Duncan Auld**  
Deputy President



**Ignacio Baca**  
Executive Vice-President Technical



**Peter Van Rooyen**  
Executive Vice-President Professional



**Jean-François Lepage**  
ICAO ANC Representative



**Fateh Bekhti**  
Executive Vice-President Africa  
and Middle East



**John Carr**  
Executive Vice-President  
Americas



**Mike O'Neill**  
Executive Vice-President  
Asia and Pacific



**Tom Laursen**  
Executive Vice-President Europe

Editorial.....	4
IFATCA 2018 Annual Conference.....	5
Impressions.....	6
Administrative Committee.....	10
Joined Technical & Professional Committee.....	11
Technical & Operational Committee.....	12
Professional & Legal Committee.....	13
Focus on... IFATCA	
An interview with Patrik Peters, IFATCA PCX & CEO.....	14
Technical Challenges.....	15
Professional Challenges.....	16
An Interview with Eric Risdon, outgoing EVP Professional.....	17
Technical & Professional Committees insight.....	17
IFATCA @ ICAO.....	19
IFATCA's Regions:	
Africa & Middle East.....	21
Europe.....	22
Americas.....	23
Asia-Pacific.....	23
Joining expertise: IFATCA & IFALPA.....	24
Follow-up on the LaMia accident in Colombia.....	25
Joined press release after Nepal accident.....	27
Christoph Gilgen: How far can rules be interpreted?.....	28
Rosemary Kyalo: IFATCA's footprint in Africa & the Middle East.....	30
VFR in Norway.....	31
Flyoperativt Forum Norway.....	32
WAC 2018 in Madrid.....	34
Global Alliance.....	36
Singapore Airshow and Aviation Leadership Summit.....	37
Charlie's Column.....	38

**PUBLISHER**  
IFATCA, International Federation of  
Air Traffic Controllers' Associations  
360, St Jacques · Suite 2002  
Montreal, Quebec · H2Y 1P5 · CANADA

Phone: +1514 866 7040  
Fax: +1514 866 7612  
Email: office@ifatca.org

**EDITOR-Ad Interim**  
**Philippe Domogala**  
email: philippe.domogala@ifatca.org

**REGIONAL EDITORS**  
**Rosemary Kyalo (AFM)**

**COPY EDITORS**  
Paul Robinson, Jez Pigden, Brent Cash,  
David Guerin Alasdair Shaw & Helena Sjöström

**DISCLAIMER:** The views expressed in this magazine are those of the International Federation of Air Traffic Controllers' Associations (IFATCA) only when so indicated. Other views will be those of individual members or contributors concerned and will not necessarily be those of IFATCA, except where indicated. Whilst every effort is made to ensure that the information contained in this publication is correct, IFATCA makes no warranty, express or implied, as to the nature or accuracy of the information. Further distribution of this publication is permitted and even encouraged, as long as it is not altered in any way or manner. No part or extracts of this publication may be reproduced, stored or used in any form or by any means, without the specific prior permission of the IFATCA Executive Board or Editor, except where indicated (e.g. a creative commons licence).

The editorial team endeavours to include all owner information, or at least source information for the images used in this issue. If you believe that an image was used without permission, please contact the editor via <http://www.the-controller.net>

**VISIT THE IFATCA WEB SITES:**  
[WWW.IFATCA.ORG](http://WWW.IFATCA.ORG) AND [WWW.THE-CONTROLLER.NET](http://WWW.THE-CONTROLLER.NET)

# HISTORY AND AIRMANSHIP

➤ BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM

**Welcome to this special edition of THE CONTROLLER. Philip Marien stepped down as Editor at the last conference and the future Editor job will be taken over shortly by NATCA USA. In the transition, I have been asked to take over Editor ad-interim for this issue only. I decided to make this a special IFATCA issue, showing both the outside and our IFATCA members what IFATCA is all about and what we are actually doing.**

IFATCA started with a few passionate people getting together in 1961, nearly 60 years ago. They realized the potential of international cooperation way before anyone else, and we were the second international professional organization after IFALPA, and remained so for many decades.

The passion is still there within IFATCA but I am not sure our members realize that what we are doing is actually more than just a profession. I was attending a Pilot-ControllersSafetyForum recently (see page 32 for more details) where one speaker, Captain Walter Shwyzer, ex-Swissair now in Korean air, talked about the concept of airmanship. He said that "A lack of airmanship is causing most of the 21st century accidents." He used the catch phrase "Moving from paperless to clueless" to indicate

that ready-available access to lots of information is preventing the understanding of the whole picture. He said that the overall level of experience is decreasing. Recent accidents and incident investigations show a shift towards complacency and inattention. We see more and more Computer Based Training (CBT) presented as the solution to everything, while in fact it is purely cost motivated (i.e. cheaper than putting an expert teaching to an individual or a classroom). CBT reduces the training quality because there is no feed back. In addition, we see overall what is referred to as "turbo-capitalism" that is bringing low wages, fatigue, reduction in social benefits, etc. But this is a society problem not an aviation problem. Walter said that the lessons of the Colgan crash are forgotten. (This is the accident where the First Officer was paid US\$23,900 per year and could not afford an apartment at her base). He advocated the return to normal training and airmanship. In this context, the word "airmanship" is a pilot equivalent of professionalism, not only the skills to fly but also looking beyond the minimum requirements to be just a pilot.

While Walter's presentation was more related to aircrews, the very same process is happening in our OPS rooms.



Unlike the pilots, the current shortage of controllers ensures that we are maintaining our working conditions and salaries. But do we see the same training efforts as in the past? Are we all receiving the refresher training we are supposed to? Is the quality of the training received adequate? Are the constant demands for cost reductions, efficiency improvements and "doing more with less" not taking their toll on our daily, professional lives? Are the young people joining the profession today motivated to join a profession or just looking for another job? Are they willing to invest their free time in improving the system like the many IFATCA volunteers are currently doing and have done for many years?

Look inside this magazine and see what a small group of volunteers can achieve, and foremost have achieved in the last 57 years, and see if you can join us, in making sure that, like the cockpit crews, we as air traffic controllers can retain our own version of "airmanship"! ◀

[philippe.domogala@ifatca.org](mailto:philippe.domogala@ifatca.org)

**I am not sure our members realize what we are actually doing is more than just a profession**





# IFATCA 2018 CONFERENCE

BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM

IFATCA's Annual Conference was hosted by the Air Traffic Controllers' Association of Ghana. They welcomed delegates from across the world in their capital Accra, on West Africa's Gulf of Guinea. Over 400 delegates representing 84 countries from around the world attended this year's gathering.

In a bit of a departure from the traditional agenda, the first day was reserved for training sessions: IFATCA specialists gave a series of courses and introductions on a variety of subjects, including an introduction into IFATCA, our role at ICAO, safety and critical incident stress management (CISM). It appears that the format appeals, since the sessions were very well attended and people found them overall very instructive.

The opening ceremony was attended by several dignitaries, including the

President of the Republic of Ghana, Hon. Nana Addo Dankwa Akufo-Addo, who formally opened the meeting. In his speech, he praised air traffic controllers for their passion and dedication to their profession. Ghana's Minister for Aviation, Hon. Cecilia Abena Dapaah, also addressed the meeting and stated that air traffic controllers have an essential role to play in the development of aviation as a means of transportation in Africa.

In between the various committee sessions, ICAO held their traditional workshop. Delegates got a chance to hear directly from the source what the organization's latest plans are.

Several IFATCA corporate members also had a chance to address delegates: amongst others, Aireon's Simon Arnold presented their vision on ADS-B Surveillance. IFATCA also welcomed a new Platinum Corporate Member, the insurance company **RKH Specialty** who gave a presentation on loss of license insurances.

On the last day of the 57th Annual Conference of IFATCA, the final plenary session was held. This confirmed the motions voted by the different committees in the past week, as well as the elections and appointments. Replacing Eric Risdon as EVP Profes-

sional is South Africa's Peter van Rooyen. President & CEO Patrik Peters, EVP Europe Tom Laursen and EVP Americas John Carr were re-elected for a two-year term. Jean-François Lepage was reconfirmed as our liaison officer to ICAO for another three years, and Paul Neering will continue as IFATCA's Liaison Officer to the European Union. The final plenary is also where the awards are formally presented, including the Executive Board Awards for the two outgoing members of the board: Scott Shallies and Eric Risdon. Michael Ott (EGATS) accepted the Scroll of Honour on behalf of outgoing Editor Philip Marien, for "his devoted and untiring efforts in providing outstanding services to the Federation."

Newly accepted Member Associations (Argentina, Morocco and The Philippines) and Corporate Members (GCAA of the United Arab Emirates) were also presented with their charter and a copy of the IFATCA Manual. Before President & CEO Patrik Peters closed the Conference, the IFATCA flag was transferred from Ghana to Costa Rica, who will host the 58th Annual Conference of IFATCA in 2019. Singapore's offer to host in 2020 was also accepted to be confirmed at next year's meeting. For the very first time, the event in Singapore will overlap with IFALPA's Annual Conference!

A very well organized Conference thanks to Daniel Nartey, President of the local association and Kofi Danso, chairman of the Organizing committee, who with their extended team of volunteers made this vent a great success! ◀

[philippe.domogala@ifatca.org](mailto:philippe.domogala@ifatca.org)



► The President of the Republic of Ghana, Hon. Nana Addo Dankwa Akufo-Addo (r) and his minister of aviation, Hon. Cecilia Abena Dapaah arrive for the opening of the conference. source: ???

## ICAO WORKSHOP

The traditional ICAO workshop this year was on the proposed amendments to allow Remote Towers operation, space-based ADS-B, wake turbulence, proposed regulations for RPAs and UAVs, SID-STAR phraseology and more. Moderating the lively debate were Mike Boyd (r), assisted by Loise Mwangi (l) and Albert Aidoo Taylor (m).

Their presentations generated numerous reactions, leading to a very interesting Q&A session at the end. Many thanks to ICAO for once again providing a very fruitful workshop!



IFAT

## MARK YOUR AGENDAS

The next annual Conference will be held in Costa Rica on 20-24 May 2019, while the 2020 Conference will be in Singapore the exact dates still to be confirmed. The Costa Rican association receiving the IFATCA flag from Ghana during final plenary. They also handed out typical local hats to be protected from the sun we are supposed to enjoy in this nice Central American country.



## NEW PLATINUM CORPORATE MEMBERS

RKH Specialty joined the ranks of Corporate Members as an IFATCA Platinum member. Kevin Eley and David Tyler received the scroll of affiliation from Patrik Peters, IFATCA's President & CEO. The company is a leading provider of loss of license insurances for controllers.

GCAA is the Civil Aviation Authority of the UAE based in Abu Dhabi. They joined IFATCA to learn about us and also advertise their operations, especially in Dubai and Abu Dhabi as they are looking for controllers there. They already attended the European Regional meeting last October and were of course also present in Accra.



credit: DP

Below is Duncan Auld, IFATCA's Deputy President proudly wearing his Costa Rican sunhat. Duncan is one of the strong holders in the Executive Board, always helping fixing things in the background, organizing safety seminars around our regions, and making sure our manuals and documents stay updated.



THE CONTROLLER

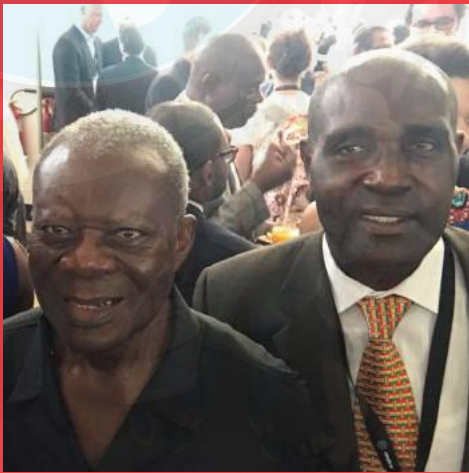


## PLANNED REGIONAL MEETINGS

REGION	DATES	PLACE
AMERICAS	October 29-31	Port-au-Prince, Haiti
EUROPE	October 10-12	Dublin, Ireland
ASIA-PACIFIC	October 16-18	Kuala Lumpur, Malaysia
AFRICA & MIDDLE-EAST	November 5-7	Abuja, Nigeria A Think Safety Workshop will be held there as well on November 8-9

## FORMER IFATCA BOARD MEMBERS MEET UP

Four IFATCA 'oldies' attended the Accra Conference: Albert Taylor (EVP Africa/Middle-East between 2000 and 2008), his predecessor Oliver Fariyari (EVP Africa/Middle-East between 1996 and 2000), Chris Stock (EVP Technical between 1993 and 1998 and past Editor of The Controller between 1994 and 2005) and Divine Klaye (Regional Vice President Africa West between 1980 and 1986). It was a pleasure to meet them again.



► Divine Klaye (l) and Albert Taylor (r)

Photo: DP



► Albert Taylor (r), Oliver Fariyari (m) and Chris Stock (l)

Photo: DP



## PRESS COVERAGE

With Ghana's President and his Minister for Aviation opening the Conference, the local press was there in large numbers and of course we made the headlines the next morning on nearly all the major newspapers. IFATCA President Patrik Peters was also interviewed for the evening news on Ghana's national television station.



## ORGANISING COMMITTEE

Organising a conference for over 400 people from across the world is not an easy task. Here are the volunteers of the Organising Committee of our Ghanaian Member Association receiving a standing ovation during the final plenary session. They went through extraordinary lengths to make the 2018 a resounding success!



## THE ACTUAL WORK DURING CONFERENCE

Many volunteers accept to spend a lot of time making sure the Conference runs correctly and produces results. Not only the committee chairs, and secretaries spend a lot of time arranging the workload and moderating the discussions, but also all the Ghanaian controllers who managed the logistics in the background. The three committees run in parallel and this is a challenge in itself. And as important as the discussions in session are, the exchanges continue in the corridors well after the sessions end. In the evenings the Ghanaians organized social events where controllers from all around the world had time to meet and exchange their experiences.



On the top left, delegates follow the discussions in Committee A. In the middle-left, delegates from the Africa/Middle-East region continue discussions during a recess. Bottom-left shows the head table in Committee C, with chairman Peter van Rooyen (front) and committee secretary Jez Pigden behind. And on the right is Rosmary from Kenya showing off her favorite t-shirt: only the strongest and the finest become air traffic controllers!

Photos: Ghana ATCA(1) and DP (2,3 & 4)

## NEW MEMBER ASSOCIATIONS

This year, IFATCA welcomed 3 new Member Associations: Argentina, Morocco – both new associations replacing old ones – and The Philippines which rejoined after a few years absence. We welcome these associations, which each of which represent a very significant number of controllers in key countries in their respective regions.



Top: Colleagues from Argentina receiving their affiliation scroll from PCX & CEO Peters. In the middle is EVP Africa/Middle-East, Fateh Bekhti, accepting the scroll on behalf of Morocco. The bottom image shows Asia/Pacific EVP Mike O'Neill doing the same for the Philippines.

Photos: DP



## HONOURING IFATCA VOLUNTEERS

It's easy to forget that IFATCA is the hard work of many volunteers, who offer a considerable amount of their time to represent the Federation or to work in the background.

Eric Risdon and Scott Shallies left the Executive Board after many years of service. They both received the Executive Board award for their services to the Federation.



Eric was EVP Professional since 2014 and helped setting the scene for the committee work bringing both his Canadian and European experience, having worked as a controller in Geneva for many years before returning to Canada.



Scott Shallies left the board after many years of service to the Federation: first as EVP Professional (2009-2014), then Deputy president (2015-2016) and since 2017 as EVP Finance. Scott was always ready to help, especially in case of difficulties.

IFATCA's highest award, the Scroll of Honour was awarded to Philip Marien (EGATS), the outgoing Editor of this magazine, for his outstanding services to the Federation. Besides managing the magazine since 2011, he also assists on our web site and in communications team of the Federation. He is always ready to help in the background and very quick in responding. He is a great asset to the Federation and the reward was well deserved. Alessandro Mercati presented the award to Philip on return of the EGATS delegation to Maastricht UAC.



## OUR OFFICE MANAGER

IFATCA could not function without our office manager, Tatiana Iavorskaia. From our permanent office in Montreal, she manages the everyday business of the Federation. You can always reach her by e-mail at [office@ifatca.org](mailto:office@ifatca.org) with any question you may have regarding the IFATCA. If she doesn't know, she'll try her best to find someone who does!



## TRADITIONAL ATMOSPHERE

Most of the official ceremonies, including the plenary sessions, were accompanied by traditional music and typical dancers from Ghana. They made sure that we knew we were on their continent. It made for a very relaxed atmosphere and, for some, it was difficult to sit still rather than to join their rhythmic dancing.



# COMMITTEE A ADMINISTRATIVE ISSUES



► BY HELENA SJÖSTRÖM, CHAIRPERSON COMMITTEE A

At this year's conference, we welcomed three new Member Associations to IFATCA: ATEPSA of Argentina; APAC of Morocco and the Philippines Air Traffic Controllers' Association.

During the closed session dedicated to Member Associations' problems, it was abundantly clear that IFATCA is much appreciated and also much needed by Air Traffic Controllers all around the world. It is also evident that even though the four IFATCA regions face different challenges, the problems with Just Culture and legal issues are unfortunately common. Individual controllers are being blamed and even punished by their governments or organizations for structural problems, instead of assisted. Here, IFATCA continues to play a vitally important role for many years to come.

The financial situation of IFATCA remains strong. Over the coming year, the Federation will look at whether financial and constitutional committees (FIC & CAC) can be merged and will also formulate a formal proposal to next year's Conference to abolish the position of EVP Finance.

The Controller Magazine has for many years been the face of IFATCA. Since a number of years, the magazine is no longer printed but distributed in an electronic format. This is partially due to the enormous amount of work necessary to produce the magazine. This year, the Editor-in-Chief Philip Marien, EGATS, indicated he would not be available for another term. Committee A unanimously voted in favor of recommending Mr. Marien for the IFATCA Scroll of Honour for his outstanding achievements over many years.

This year, two members of the Executive Board will leave their positions. Committee A deeply thanks: EVP Finance, Scott Shallies (Australia) and Erik Risdon (Canada), EVP Professional for their good and hard work over the years. Two very qualified candidates sought the position of EVP Professional. After a secret ballot, Peter van Rooyen (South Africa) was recommended to Final Plenary for the position of EVP Professional. Committee A earnestly thanked Alfred Vlasek (Austria) for his offer to serve.



Committee A also recommended to Final Plenary Patrik Peters (EGATS), for the position of President and CEO; John Carr (USA) for the position of EVP Americas and Tom Laursen of (Denmark) for the position of EVP Europe. Your work over the past years has been very much appreciated and Committee A welcomes your offers of continued service for the Federation.

Navigating the tricky waters of committee work would definitely not have been possible without my friends at the head table: Secretary Mark Taylor from the UK, DP Duncan Auld from Australia and EVPF Scott Shallies. As chair of Committee A, I am deeply grateful for your assistance. ◀



# JOINED COMMITTEE B & C TECHNICAL & PROFESSIONAL



➤ BY AKOS VAN DER PLAAT, CHAIRPERSON COMMITTEE B

Being a member of IFATCA is all about being part of a process that is both a top-down and a bottom-up approach. In my view this is needed if we want to achieve what we really want; bringing our profession further and increasing aviation safety. With top down, I was referring to being present at a global level at the ANC of ICAO but also all relevant ICAO Panels and Working Groups. In the same perspective, global partnerships obviously also include maintaining a very effective co-operation with our pilot friends of IFALPA. This reciprocally appreciated partnership was demonstrated during this conference by the presence of Felix Gottwald from IFALPA. Thank you to ICAO for being in our meeting. Global influence through ICAO, IFALPA and other international organizations has remained at a high level. Fundamental in the approach top-down is the position of our ANC Rep, Jean-François Lepage. After his presentation, appropriate appreciation was shown for the important work he does at ICAO.

Besides top-down, I explained to the Directors that a bottom up approach is

also needed. As ICAO provides Standards and Recommended Practices, it is the responsibility of the States to ensure proper implementation and that is where the Member Associations have an important role to fill. IFATCA through its Standing Committees provides the research material and the Policy, which can assist the membership in achieving changes at a local level. I wholeheartedly invite you, whenever there is an issue in your ATM system, to investigate what work has been done by the Federation.

One of the items that was dealt with during Committee B and C, was the subject of "State aircraft and 'Due Regard' Operations". The working paper highlighted that the lack of rules often creates problems at a local level, which has to do with the lack of global harmonization but also the lack of controller training. Policy was accepted to support our members in the bottom up approach, asking for controller training on how to manage these flights.

Another subject discussed was 'Clearances versus instructions'. At the 2017

Conference, a significant amount of time was spent dealing with this subject and a follow-up study, which, together with the presentation, made clear in a very comprehensive manner that there basically is no difference.

The third subject that I would like to highlight is the presentation on "remotely Operated Towers". A very current issue that focuses on the EUR region, but a global perspective was immediately provided by our colleagues from Nigeria, when they asked how the concept would work in environments where power outages are common. The Directors requested that a standing committee be established to study a particular interest in order for the Federation to respond more quickly, to include broader participation with the objective of creating IFATCA Policy.

Thanks and appreciation go to the Standing Committees PLC and TOC. Renee and Alfred's teams have delivered excellent papers and presentations. ◀





# COMMITTEE B TECHNICAL & OPERATIONAL

► BY AKOS VAN DER PLAAT, CHAIRPERSON COMMITTEE B

A study on Ground Based Safety Nets was presented, addressing the ongoing discussions on a global level. Definitions and background of these systems were provided and the issues with a need for harmonized phraseology was identified and discussed. Having multiple systems, such as Minimum Safe Altitude Warning and Approach Path Monitoring as functional applications, it is to IFATCA unacceptable to have different phraseology for each of these applications. A policy recommendation expressing this was accepted.

An update on developments on Controller to Pilot Datalink Communications was also provided to the Directors of Committee B. The work study was supported by two separate presentations; one aiming at bringing the Directors at the level of understanding required to understand the issues and one presentation to support the work study. Even though the higher objective of conference is ensuring that the Directors understand the issues and the Policy recommendations, I also noticed that Directors arrive at conference insufficiently prepared to discuss technical developments. Datalink is being developed and has been studied regularly over the

past 20+ years and has a lot of reference material in the TP Manual. I would like to stress again that it is crucial that Member Associations read previous work if this is required in order to arrive prepared at conference. A high-level policy statement was accepted, and more work on this subject is expected for next year.

At a global level, IFATCA has been a very active contributor of achieving harmonization at a global level on SID/STAR phraseology. A Review of policy was presented by Bob 'Sid' Bailey of Germany and highlighted the issue of having States not implementing the new standard that was developed at a global level. Policy was accepted after discussion, which urges States to implement the latest provisions regarding SIDs and STARS. It is now up to you, the IFATCA Member Associations, to urge your ANSPs back home to implement the latest provisions if this has not been done yet.

Following the work studies, a total of ten reports of Panel Reps were dealt with. Sadly, only three of these reports could actually be presented by the author. Committee B showed appreciation for the hard and dedicated work that these



► Committee B head table: James Robinson (left, UK) and Akos van der Plaat (right, NL)

Photo: DP

men and women are doing at ICAO, and I hope that the member associations of the colleagues involved will relay our thanks.

Renee Pauptit of the Netherlands was reelected as Chair of the Technical and Operational Committee. She has a clear vision on what she wants with her Committee and is very self-critical. There is no doubt that her drive will stimulate her Committee to continue to deliver excellent and very relevant studies that can benefit all Member Associations.

The Committee elected Australia, the Netherlands, Sudan and United States of America as members of TOC. The team was then complemented by the addition of Canada, Georgia, Germany, Japan and Romania. ◀



# COMMITTEE C PROFESSIONAL & LEGAL



► BY PETER VAN ROOYEN, CHAIRPERSON COMMITTEE C

As we have become used to, the quality of the reports and papers presented at conference continues to have its high degree of relevance and its wealth of knowledge put forward by the authors and presenters remain of high interest. IFATCA in general and also Committee C, enjoy a close collaboration with organizations such as IFALPA, ITF, IATA and ICAO. This is essential as positions and policies can be heard, compared and worked upon together contributing to improve our overall safety and performance.

As the motto of the 57th Annual Conference was "Making the Future ours." Teamwork and collaboration will be the cornerstone of Air Traffic Management to make the future ours.

One paper highlighted the importance of

Duty of Care principles and Over servicing and how it could affect the air traffic controller.

Human Factors consideration when operating multiple sectors was an interesting subject and it highlighted the importance of understanding human behavior. Other information papers of interest informed about Performance Measures in ATC and ATCO and colour vision. Policy Change was introduced highlighting the importance of Competence assessment and the use of it. A review of Just Culture and the IFATCA training policy and manual for Air Traffic Controllers was done producing updated policy for the IFATCA's Technical and Professional Manual.

Vigilance during operational shifts is an ongoing challenge facing the Air Traffic Controller environment and was debat-



► Head table Committee C: Jez Pigden (left, UK) and Peter van Rooyen (right, South Africa) Photo: DP

ed in a way that shows that this subject should be closely monitored in the future. New policy was introduced in this regard. Provision of ATS over foreign territory also introduced new policy.

Because of this amazing amount of work, I would like to especially highlight all the dedication put forward by the outgoing PLC members and its Chairman Alfred Vlasek in producing such quality papers for this conference. ◀

I.F.A.T.C.A.



## European Regional Meeting

Dublin, October 10th -12th, 2018

*"There are no strangers here; Only friends you haven't yet met."*

- William Butler Yeats

# WE NEED TO EDUCATE AND RAISE THE PROFILE OF CONTROLLERS

➤ INTERVIEW WITH PATRIK PETERS, IFATCA PCX & CEO

**The Controller:** *You have just been re-elected as President and CEO for another term of 2 years. What are your immediate plans for those 2 years?*

**Patrik Peters:** Looking at the past 4 years and how fast those went by, 2 more years are a relatively short time. Over those past years we have been able to position and further profile the Federation amidst important regional and global players. Our relationship for example with ICAO is very strong. Our input is very much sought after; we therefore need to ensure delivering in a consistent, constructive and high-quality level. We want to educate our fellow controllers and awaken their interest in the work we do in those consultation groups as well as for other work we engage in.

Often too little is known about our activities in the facilities back at home. Our representatives, delegates and meeting participants are the backbone and the future of the Federation. There is a lot of interest in the membership, but it needs to be taken care of. The training courses we ran over the past three years show this. Evolution in ATM has never been faster and many of our members wish to actively take part in shaping their profession. More on an internal note, we need to question our own operations and look into ways of streamlining the organisation to make it fit for the next decade. Coming up to our 60th birthday, there might be ways where we can modernize and make IFATCA more professional.

A few first steps have been taken, by for example hiring a professional accountant for the Federation's bookkeeping and financial affairs in general. All these steps have to be taken in a careful manner and with the consent of the membership – not for the sheer sake of modernizing, but with the goal of becoming better at it.

**Which areas would you like the Executive Board to focus on to reach these goals?**

Patrik Peters: We will continue to improve our communications, both internally and externally. I strongly believe that we can do better when it comes to communications. We are professionals when it comes to standard phraseology and our radiotelephony, but not necessarily in communicating with our fellow members and the outside world. By being visible to the public in a positive light as aviation professionals, we will be able to change the perception of our profession. Worldwide, we witness a demand for thousands of air traffic controllers. By educating and raising the profile of our colleagues, we can make that vital change and attract more young people to join our profession and also our Federation. The Executive Board will further develop more training material as well as using tailored communication channels. The necessary internal, financial and constitutional

changes will be tackled in closest cooperation with our standing committees.

**What is for you the main challenge facing Air traffic Controllers globally today?**

Patrik Peters: Looking at the growth rates in Asia, Africa and South America and looking at accelerating technical developments, we need to ensure that the human remains in the loop. Automation is today's buzzword and seen as a growth enabler. If we want to ensure or enhance current safety levels, we must carefully decide which levels of assistance are desirable, robust and meaningful. The purchase of new systems will not deliver the desired results without proper implementation plans including thorough training for our colleagues. The industry is very quick in falling for new technologies, for example drones. These are considered being a major disrupter; currently we have very little knowledge concerning how they will mix with other airspace users and how separation can be assured.

**Finally where do you see IFATCA in 10 years from now?**

Patrik Peters: IFATCA will continue to grow as one of the main stakeholders in the aviation circle. Our young colleagues will actively participate and shape their future. We will enable them today to be part of our world tomorrow. We will increasingly collaborate with other partners – pilots, engineers, and assistants – all workers in the aviation sector and build platforms where we can exchange our views with airspace users and the industry. We will continue to support bodies, like ICAO, EUROCONTROL and other regional entities to establish sustainable and relevant rules for the benefit of the overall system. Hopefully the public will by then have a different knowledge or perception about our profession and not any longer mistake us for a marshaller. ◀

**Our representatives, delegates and meeting participants are the backbone and the future of the Federation.**



# TECHNICAL CHALLENGES

BY IGNACIO BACA, IFATCA EVP TECHNICAL

One of the best ways to learn about the changes in ATM is reading the papers presented in committee B (technical) during the annual Conference of IFATCA. This year was not an exception. The reports of the IFATCA representatives in ten ICAO panels and the papers developed by the Technical and Operations Committee (TOC) provide an excellent view of the main issues and challenges at a global level.

## Remote towers

The team dedicated to remote towers, a new group created in the Conference of 2017, introduced its position paper on the subject which was adopted by the Federation. The concept of remote towers has been around for some time and has evolved into a reality but there are still many issues to solve. As any new solution, remote towers create opportunities, challenges and threats. Transition from a conventional tower to a remote one requires safety assessments and specific training, neither of which have been tried until very recently. A new kind of endorsement must also be established to allow the operation in such kinds of facilities. Among the threats, simultaneous operations are a new possibility. Unimaginable until now, in so far that it deserved specific IFATCA policy to have strong reservations against it for safety reasons.

## Drones

Remote towers will continue to be a subject of study and the same is true for what is probably the great disrupter and biggest challenge to the ATM system: the rapid introduction of remotely piloted or unmanned aircraft, more commonly known as drones. Five years ago, questions arose about how to integrate professional drones in controlled airspace but at present the main problem is the intrusion of recreational drones in the vicinity of airports as well as the possibility of having literally thousands

of drones flying at low altitude. Solutions are being looked at: geofencing could be implemented to keep drones away from selected areas and systems to take down intruder unmanned aircraft are being considered. The possibility to use surveillance to increase awareness of the presence of drones meets the issue of the cluttering of screens in an environment literally plagued with these aircraft. To complicate things further a new concept, Unmanned Traffic Management

**The concept of remote tower has been around for some time and has evolved into a reality but there are still many issues to solve**

(UTM), is in the process of being defined while the interaction with the rest of the users of the airspace is still not clear. We can expect drones to be the big challenge in the years to come.

## Technology as driver

Both remote towers and drones suggest that technology is in fact the driver for change and the interest drawn by the word automation confirms it. The subject of automation in ATM has been studied under different names for many years. It is the backbone of safety nets and conflict detection tools and is closely related to concepts like SWIM (System Wide Information Management), very familiar for IFATCA's technical experts. Automation requires integrity of data which explains why cybersecurity has become a priority in Air Traffic Management and why it has been studied by the TOC in the last two years. But automation is much more than this. It encompasses also concepts like Artificial Intelligence or big data management that are still under development but will probably be part of the future ATM system. A good reason to keep an eye on the subject.



## More disruption ahead

Future challenges don't stop here: projects to use swarms of high altitude drones or balloons for communications are already on the table. While these devices would fly higher than any current airliner, questions about how they will reach their operational altitude and how they will descend without disturbing the rest of the airspace users are still unresolved. These projects might be completed in the medium term and interact with the plans to build suborbital supersonic planes flying much higher and faster than the airliners of our days. Such planes would bring their own challenges in rules, procedures and technique: would they be considered as aircraft or spacecraft? Would they use barometric or geometric altitude? Maybe both depending on the flight level? If so, where would the transition layer be? Would communications use aeronautical or space frequencies? What separation would be appropriate for them?

In conclusion, ATM can evolve in the following years in a way never seen since the implementation of radar. Our world is changing and forces us to change too. IFATCA will have to keep an eye on the developments to react to the evolution of our profession, and if possible to anticipate it. ◀

[ignacio.baca@ifatca.org](mailto:ignacio.baca@ifatca.org)

# PROFESSIONAL CHALLENGES

➤ BY PETER VAN ROOYEN, IFATCA EVP PROFESSIONAL



**We still have a lot of cases where ANSPs are punishing controllers for errors, even if the errors are systemic errors**

The 57th IFATCA Conference hosted by Ghana is now all done and what an amazing experience it was! GHATCA can be proud of an exceptionally well hosted conference with an amazing attendance from across the world, Bravo and well done!!

I have been elected onto the IFATCA Executive Board in Ghana and I would like to share with you my thoughts on the future professional challenges that we should concentrate on in the next two years.

## Fatigue

I believe our priority should be Fatigue Risk Management, there are still lots of Air Navigation Service Providers (ANSPs) rostering Single Person Operations (SPO) in busy environments and long hours of operational watch. In some countries, Air Traffic Control Officers (ATCOs) need to take second jobs because of poor pay, this has a major effect on Fatigue. This topic is also very high on ICAO's list to implement.

## Competency and Licencing

Competency has been an issue due to many things, unfortunately a new angle

in competency is coming up very fast; many ANSPs had staff shortage, so they took it upon themselves to "FAST TRACK" training of ATCOs to meet the required capacity. Unfortunately, as a result we have many newly qualified controllers working positions alone without the necessary support; they lack the critical consolidation period to be able to make decisions in unusual situations, resulting in an increase in incidents caused by ATC. The fact that there are still ATCOs without licenses is beyond belief and we should assist our members and lobby our partners to assist these ATCOs to obtain their licenses.

## Just Culture

Unfortunately we still have a lot of cases where ANSPs are punishing controllers for errors, even if the errors are systemic errors. Just Culture still seems to be a very difficult concept to understand by various ANSPs where the biggest obstacle is the line between wilful intent and human error, "Who draws the line"?

## Work Environment

Although most ANSPs today try to improve the working environment of

controllers there are still some that lag behind and controllers work with broken furniture, dark rooms, alone with no one to talk to etc. Apart from this a new threat has come up - control room recording; although it should not be a problem, many ANSPs are putting it in place for the wrong reasons, they are claiming 'security' and using the data to penalise controllers.

These are the four major areas where I think, professionally, we need to pool our resources and make a difference in the Air Traffic Controllers lives.....but we need to realise that all our Members have various problems and for them their problems are the biggest and we should, where practically possible, assist and give guidance to our members as they are the Federation in the end. ◀

[peter.van.rooyen@ifatca.org](mailto:peter.van.rooyen@ifatca.org)

# 35<sup>th</sup> IFATCA ASIA PACIFIC REGIONAL MEETING

## Kuala Lumpur, Malaysia

### 16-18 October 2018

more information: [matca.exco@gmail.com](mailto:matca.exco@gmail.com)





# STAFF SHORTAGES CAUSE A RANGE OF SECONDARY ISSUES

➤ INTERVIEW WITH ERIC RISDON, OUTGOING IFATCA EVP PROFESSIONAL

After serving four years on the Executive Board, Eric Risdon decided not to seek re-election for another term. He received the Executive Board Award for his services, during the 2018 Conference. The Controller took the opportunity to ask him a couple of questions.

**The Controller:** What were the most important points during your term as EVP Professional?

**Eric:** I would say that there were a wide range of topics that occupied the professional aspect of air traffic control. As a Federation, we remain concerned by the number of colleagues suspended by their employer and/or the prosecution of ATCOs involved in incidents or accidents and the negative consequences of such measures. Any organization or system clearly benefits from a Just Safety Culture, for example following either volun-

tary incident reports, or investigations and preventive corrective measures rather than trying to take out what they perceive are 'rotten apples'.

Another continuing issues is the chronic staff shortages, which causes a range of secondary issues, such as fatigue, accelerated training, reduced skill standards, neglected refresher courses and unrealistic work schedules.

Despite our efforts, Critical Incident Stress Management (CISM) is still sorely lacking in most ANSPs in regions such as Asia, Africa and South America.

Overall, I believe that the economic and political issues are transforming the profession. These prioritize performance and cost-savings at the expense of the primary mission of the air traffic controller, which is flight safety.



**How do you see these issues evolving?**

**Eric:** Unambiguously, if all those examples has been troubling in the past, they are all unfortunately still relevant and will certainly remain among the challenges of the future. ◀

# TECHNICAL & PROFESSIONAL COMMITTEES INSIGHT

➤ BY RENEE PAUPTIT, CHAIRWOMAN TECHNICAL & OPERATIONS COMMITTEE & ALFRED VLASEK, CHAIRMAN PROFESSIONAL & LEGAL COMMITTEE

A few months ago, in the February issue of the Controller magazine, Ignacio Baca gave us an insight on how the TOC (Technical and Operational Committee) and PLC (Professional and Legal Committee) work during their meetings. As Ignacio described, the working papers are allocated to the newly elected committee members right after conference. While many of us are still processing all the information from last conference, the committee members have already started working on new subjects for next year's conference. But what will be

the subjects of this year? And who are these people? A little insight into the committees' work...

TOC and PLC are the so-called Standing Committees; "permanent working groups charged to study any subject, which has a direct bearing on the profession of air traffic control." They write and review IFATCA policies, which are published in the IFATCA Technical and Professional Manual. PLC does research and prepares working papers on professional and legal matters, TOC is doing the same for technical and opera-



tional issues. Committee members are elected at conference. Both committees are run by a committee chair, currently Alfred Vlasek (Austria, PLC) and Renee Pauptit (Netherlands, TOC). The Executive Vice Presidents Technical and Professional (EVPT/EVPP) are the link between the committees and the IFATCA Executive Board.

The topics that the committees will be working on, are determined through-



out the year. They can either come from individual Member Associations (MAs) having a specific problem, the Regional Vice Presidents indicating a certain issue or via our representatives in ICAO. Sometimes during the process

of writing a paper a whole new issue comes up, which is then placed on next year's work program. The input of MAs throughout the year is highly appreciated. We have recently started to present the work topics at the Regional Meet-

ings, to further increase this input. For further information on topics, or when you want to provide input, you can always contact the chair of either committee. ◀

## Both the technical and professional committees have a wide range of subjects being studied this year, ranging from ATCOs retirement age to cybersecurity.

- **Effects of airport growth on ATC (combined PLC/TOC):** Political and economic interests are pushing for rapid airport growth, but safety and procedural issues related to traffic increase are often unseen
- **Unlawful interference (PLC):** review existing policy
- **RPAS (Drones) and the role of the regulator in education and training (PLC):** The issue with RPAS is still increasing, while training on how to handle RPAS in controlled airspace is scarce.
- **Ageing ATCOs and Retirement Age; policy review (PLC):** Not only is the retirement age globally increasing, also whether or not one should be forced to retire is a topical discussion.
- **Licensing after training (PLC):** Getting a license after being trained is not always self-evident.
- **How to translate ATM Language into legal language (PLC):** Professionalism vs Duty of Care; what does behavior in regard to Duty of Care mean in a legal context?
- **Usage of radar data in towers (PLC):** Surveillance equipment is often installed in towers, while the controllers are not qualified to use the equipment.
- **Operating multiple sectors – HF considerations (PLC):** Controllers working different sectors which are located far away from each other, or one planner working for multiple radar controllers while not being physically in the same location.
- **Performance based endorsements (PLC):** Controllers being licensed with restrictions for certain areas in order to be able to provide contingency ATC.
- **Guidance material on Just Culture, Crisis Management and Critical Incident Stress Management (CISM)**
- **Cutoff Point Separation (TOC):** Studying the concept of separation between arriving and departing aircraft with conflicting flightpaths by design.
- **Mode S:** The usage of downlinked Mode S data in regard to cybersecurity.
- **Compatibility in clearances issued:** With the implementation of RNP/PBN approaches etc, the question arises whether or not it is the ATCOs responsibility to check the compatibility.
- **500FT separation with uncontrolled traffic:** When uncontrolled airspace borders on controlled, several issues occur, such as very little separation, high risk of airspace infringements and wake turbulence encounters.
- **Interoperability of different systems:** Newly implemented technical systems have the option of interoperability; however, this is not always deemed necessary by the operator causing practical issues.
- **ATFM/A-CDM:** Increased traffic volumes call for Flow management while states are struggling with practical implementation issues
- **Protection of the Aeronautical Spectrum:** Non-ATC related industries using already overloaded aeronautical frequency bands
- **Strategic Lateral Offset Procedures (SLOP); policy review:** Updating outdated policy and reconsidering the concept of SLOP.
- **Helicopter phraseology:** policy review
- **Discrete ID flightplans:** policy review
- **Datalink:** policy review

# IFATCA @ ICAO

➤ BY JEAN-FRANÇOIS LEPAGE, IFATCA ANC REPRESENTATIVE

Once again this year at the Accra Conference in Ghana, delegates were able to learn what ICAO is working on during the ICAO Open Forum held on Wednesday afternoon. This was an excellent opportunity, for those who were not familiar with the organization's work, to get acquainted with the topics currently being dealt with in ICAO, and also for those already well aware of what is happening in Montréal's headquarters to receive a detailed update on future plans.

While the Open Forum offers an excellent overview of ICAO's work, it highlights only a small part of all the work being conducted by the various panels, taskforces and working groups. Furthermore, it doesn't present the work being done by IFATCA's representatives and liaison officer in the Air Navigation Commission. So what exactly has happened during the last year in ICAO? What is happening now and what can be expected in the upcoming years?

## What have we achieved?

The last year was a busy one in ICAO. As usual, IFATCA was highly involved in various panels and working groups, with a record number of ten representatives working at

**IFATCA collaborates with industry partners such as CANSO, IATA and IFALPA to raise concerns, expose challenges and propose solutions**

different levels and attending a variety of meetings on behalf of the Federation. Progress has been made on long term projects such as TBO, SWIM and FF-ICE in the ATM Requirements and Performance Panel (ATMRPP) or on Space-Based ADS-B separation standards within the Separation and Airspace Safety Panel (SASP). In other groups, IFATCA continues to monitor the progress made on various topics, for example the next edition of the Safety Management Manual (SMM) developed by the Safety Management Panel (SMP) or the next round of SARPs to be developed by the Remotely-Piloted Aircraft Systems Panel (RPASP).

Some work has finally matured enough to be incorporated in the next amendment cycles, in November 2018 and November 2020. Specifically, phraseologies and provisions for Remote ATS, developed by the ATM Operations Panel (ATMOPSP), or new provisions related to Competency-Based Training and Assessment incorporated in the next amendment to PANS-TRG. In short, a busy year for our IFATCA representatives and liaison officer in ICAO!



## What are we doing?

In December 2017, ICAO held the second Global Air Navigation Industry Symposium (GANIS/2) and the first Safety and Air Navigation Implementation Symposium (SANIS/1). Both events, while emphasizing the need for global harmonization, identified ways to ensure interoperability and to maximize utilization of available and emerging technologies and concepts of operations. The idea was to hear from the industry on the challenges and opportunities with regards to the aviation industry for the upcoming years.

At present, the main focus in ICAO is to get ready for the upcoming 13th Air Navigation Conference (AN-Conf/13). The event will take place in Montréal from 9-19 October 2018 and will take advantage of the conclusions of GANIS/2 and



SANIS/1 to pave the way for the 40th Assembly in 2019. IFATCA will collaborate with industry partners such as CANSO, IATA and IFALPA to raise concerns, expose challenges and propose solutions to address these concerns and challenges. To that end, working papers will be presented, in collaboration with our partners, to bring attention on what is really happening in our respective worlds and by the same occasion influence the ICAO work programme for the next triennium. This is, once again, an excellent occasion for IFATCA to make sure our policies will translate into real actions at the international level, thanks to the hard work and dedication of our representatives and liaison officer at the various stages of SARPs development and implementation.

### What about our future relationship with ICAO?

Those who attended this year's Conference in Accra will remember that our objectives for the long term in ICAO are clear: we, as a Federation, want to increase our presence on the many Panels of the Air Navigation Commission. In order to achieve this objective, an Expression Of Interest (EOI) has been circulated to all Member Associations earlier this year in order to find candidates who would be interested to represent the Federation in ICAO. At present, IFATCA is looking at expanding its membership by adding a new member and advisor on the Instrument Flight Procedures Panel (IFPP).

Additionally, IFATCA is looking for suitably qualified and interested members of the Federation to act as technical advisors to IFATCA representatives on ICAO Panels, such as the Air Traffic Management Operations Panel (ATMOPSP), the Safety Management Panel (SMP), the Remotely Piloted Aircraft Systems Panel (RPASP), the Separation and Airspace Safety Panel (SASP) and the Air Traffic Management Requirements and Performance Panel (ATMRPP). Interested persons should be experienced controllers, who are technically minded, motivated, and understand the objectives of IFATCA. Candidates should have experience in the development of documentation and procedures, working in a committee environment – particularly at the international level, and preparation and presentation of working papers. For these positions, the selected persons will assist the IFATCA Member on the Panel with the review and development of working papers, and act as an alternate representative when required.

### Interested in ICAO work? Be part of our ICAO team!

IFATCA hold membership on a certain number of Panels – currently ten of them.

As per ICAO rules, only one member for IFATCA is allowed per Panel, but it is possible for a member to be assisted by one or more advisor/s. The nominated member normally attends all meetings and is the official focal point for ICAO. However, it may happen sometimes that the nominated member cannot attend a given meeting for various reasons; and this is where the advisor comes into play. The advisor can attend all meetings (if able) or only a few of them, and the process to have him/her attend meetings is much simpler than the process to nominate an official member.

The rationale for having advisors on ICAO Panels is simple. First, an advisor allows the Federation to have a backup plan when the nominated member cannot attend; it provides an extra resource to help and attend meetings with the representative; and it constitutes an ideal candidate for the succession of the representative in the event a replacement is required.

**If you are interested in representing the Federation at the ICAO level, or if you would like to have more details on how it works, please do not hesitate to contact the liaison officer to the ICAO Air Navigation Commission at [anc@ifatca.org](mailto:anc@ifatca.org)!**

**As a Federation, we want to increase our presence on the many Panels of the Air Navigation Commission**



# FOCUS ON... IFATCA'S REGIONS

The Member Associations of the Federation are divided into four regions to improve coordination and communication. These regions are largely based on normal geographical distribution; Africa & the Middle East, Asia and the Pacific, the Americas, and Europe. Each region is represented on the Executive Board by an Executive Vice-President for that region, who is the primary point of contact for most issues. Every year each region will hold a Regional Meeting, usually held between September and November. This event enables the Member Associations to discuss relevant issues and is normally an opportunity for small training workshops.

## AFRICA & MIDDLE-EAST

During the last African Airport Expansion Summit at Addis Ababa, Ethiopia last February, which I attended, I stated that with airport expansions, delays will be more significant, and that ATC operations will become more complex whereas the safety level of operations is the main concern that needs to be considered. From an ATC perspective, it is important to consider the changes that can affect the daily operations of air traffic control. Airport expansion brings more operations and ATC must cope with this change and fully address it before completing any projects. The need of new ATC facilities as part of Airport expansion is to be considered to fit the new equipment and the new work environments.

The African Middle east region held a very successful regional meeting during the last annual conference. It was noted that we have got a record in attendance there : 28 MAs from the region were present. A large participation of ATCOs during the session enriched the discussions during that meeting. It was clear that the ATCOs from the region are getting more involved in the activities of IFATCA. I invited Albert Taylor, former

IFATCA EVP AFM, to address the participants. He highlighted the importance of ATCOs participation in the IFATCA business and how as a family we can support each other, he also pointed the efforts made during the years helping Margaret Kagendo of Uganda, involved in a court case following an incident. This was followed by the Ugandan ATCA president, who from his side explained the outcome of the case and how we can support Margaret's case further. There were different presentations from MAs. Nigerian ATCOs association provided a brief update about the preparation of the next regional meeting to be held in Abuja and the change made on the dates. This was followed by a presentation from the Tunisian ATCA offering to host the 2019 regional meeting then a presentation from Cameroon and Ivory Coast offering to host the 2020, 2021 regional meetings respectively.

Issues related to Safety culture continue to affect our region, many MAs reported that the just culture concept is not implemented in their countries and controllers are mainly facing punishment every time they have an incident. While most of



the ANSPs claim to have implemented a Safety Management System, it often remains at a management level only and no proper Safety Culture is being implemented so far.

Another issue that have been raised during the session and it is about ATC shortage and lack of training. The region is seeing a huge development in matter of Airspace redesign and also airport and ATC unit constructions to cope with the demand of aviation growth, however training of new controllers is missing and even those are active they are not well motivated to keep the job due to lack of motivation from their employers.

Fateh Bekhti,  
IFATCA EVP Africa & Middle-East  
[fateh.bekhti@ifatca.org](mailto:fateh.bekhti@ifatca.org)

## SUPPORT MAGGIE IN UGANDA

In Uganda, air traffic controller Margret Kagendo was dismissed following an incident involving two VFR helicopters. Although Margret was not directly involved in the incident, and no pilot filed a report, she was nevertheless singled out and punished. With the help of IFATCA to cover part of the legal fees, she went to court against the decision. After years of struggle, she finally won the court case! Although the legal situation has been resolved in her favour – a very important precedent for the region – her employer did not reinstall her in her job as air traffic controller and Margret is now unemployed.



During the 2018 IFATCA Conference in Accra, the delegates heard about her plight and decided to support our colleague Margret Kagendo deserves some financial solidarity.

Directors at conference agreed to collect funds to support Maggie personally. If Member Associations would also like to contribute, funds may be transferred electronically to IFATCA. These will be passed on to Margret to help her rebuild her life. Please contact our Montreal office ([office@ifatca.org](mailto:office@ifatca.org)) for details on how to transfer your donation.

# EUROPE

## Member Association issues

Belgium, Switzerland and Israel are all struggling with individual members either being questioned by the authorities, being fined or suspended when they have been involved in incidents. After decades of fighting for the understanding of Just Culture principles it seems that there is a greater need than ever.

In Spain almost two thirds of the court cases, that started in 2010, against controller have been settled with a compromise. Though no one is particularly happy about the settlement, it was the best deal possible. USCA (the Spanish MA) continues to defend the remaining members and hopes to settle the rest of the cases in the near future.

## Single European Sky

The current European Commission (EC) will expire by October 2019 and the president Jean-Claude Juncker has announced that he will not seek a second mandate. Therefore, the coming 18 months will not see many big changes in Single European Sky project. The European Aviation Strategy will remain the guiding principle for the European Commission when it comes to the whole aviation sector and the European Court of Auditors report will be the adjustment mechanism chosen by the EC in the Single European Sky level. The SES II+ is currently stalled at the European Parliament level and will not progress any further.

## Industry Consultation Body

IFATCA attends the ICB to put forward its positions and views. The Technical Sub Group (TSG) is attended by Giusy Sciacca. Lately the discussion has revolved around the Network Manager and Reporting Period 3, which defines region-wide performance indicators. The Professional Staff Organisations (PSO) are very much in favour of keeping Eurocontrol as Network Manager for reasons of stability. The Airspace Users are more in favour of an industry-led NM and detach the function from EUROCONTROL. CANSO wants to keep both options open. Together with the other Staff organisations we have developed several position papers on RP3 and the SES in general. It outlines the IFATCA strategy on what to do within the Single European Sky and how to influence the

process. The EC invited the PSOs for closer coordination. Two meetings were held. It seems that the concept of Functional Airspace Blocks (FABs) is almost dead. With the report on the SES by the European Court of Auditors (ECA), that supports many of the IFATCA concerns, it seems that there is a willingness to reconsider the direction of the SES. Let's see what that means.

## European Group on the Human Dimension

The Group falls under the remit of regulation for Expert Groups to the EC. Membership: ECA, IFATSEA, ATCEUC, ETF, IFAIMA and IFATCA as PSOs. CANSO is also a member. IFATCA's EU Liaison, Paul Neering, is the chairman and the work of group is improving and is being heard. The work program concentrates on the Human Dimension and focuses on giving advice to the Commission obtained through consensus. Priority topics for 2018 are RP3 Performance Targets, Automation incl. RPAs, Training, appropriate staffing levels, Technical & Operational Environment. Three meetings per year are foreseen with teleconferences in between. For IFATCA, the EGHD was attended by Giusy Sciacca and Anders Liebl. The group has also been invited to give their opinion on fatigue management and remote towers to the group National Supervisory Authorities (the National Regulators, who are part of the SSC), which is a very positive development.

## SESAR

The ECA report points out that SESAR hasn't delivered what was expected or promised. It is still IFATCA's opinion that the expectations of the technological gains are too high and that it is wrong that the industry is leading most of the SESAR projects. SESAR is currently updating the SESAR ATM Masterplan to include drones and cybersecurity under the umbrella of the first digital ATM Masterplan. The endorsement is foreseen for the end of the year 2018. Maybe the update will bring a more realistic view on what improvements technology can bring. The European Commission is expected to discuss with the Member States in June and November 2018, the review of the Pilot Common Project (PCP) and adopt new Common Project (CP2). At World ATM Conference in Madrid, SESAR and the Professional Staff Organization have concluded a contract for work for the coming 4 years. This will allow the Staff representative to be in-



involved in the current and future SESAR work. SESAR is also working on the possible new European Airspace. IFATCA will actively contribute to this study.

## EASA

IFATCA's involvement in the European Aviation Safety Agency (EASA) over the next 12 months will be to look at ATCO licensing, the technical and operational requirements for remote tower operations, common requirements for service providers and oversight in ATM/ANS and other ATM Network Functions, Software Assurance Level (SWAL) requirements for safety assessment of changes to ATM /ANS Functional Systems and the Standardised European Rules of the Air (SERA) - more specifically the integration of UAS.

## EUROCAE

IFATCA has become a member of Eurocae and works actively in the working groups on Remote towers and UAS.

Other activities within IFATCA Europe are: Eurocontrol (Just Culture, Just Culture Prosecutor Course, Network Manager, Advisory board, etc.), ICAO Europe (European North Atlantic groups) and Collaboration with other Staff organisations.

Tom Laursen, IFATCA EVP Europe  
[tom.laursen@ifatca.org](mailto:tom.laursen@ifatca.org)

# AMERICAS

The number one challenge facing the Americas Region coming out of Conference was English language proficiency. In response to this need IFATCA has created a "Aviation English Train The Trainers Course".

The Aviation English Training is intended for ATCOs who will then deliver the classes in their own countries.

It's a "train the trainers" course, with IFATCA providing the materials in writing and also the recordings that go along with it.

The program is a 250 hours training, compressed into a five day class. Ronald Vega from Costa Rica serves as the Instructor. Ronald teaches how to use the

texts with the recordings, what the ICAO language descriptors are, speech samples for grading, interview techniques for bench marking and testing and also how to create materials and the foundations of an English Program.

During the week students go through these topics to have a better understanding of how to test a person with a speech sample or recording, how to obtain information from a test taker (interview techniques), how to understand and evaluate a person by using the ICAO descriptors and how to use different tools to deliver an English Class. Students are also instructed on how to prepare a class and a lesson plan; how to create materials for a class, and how to conduct training in their facilities.

Training has been conducted in Bolivia, Chile, Argentina and Dominican Republic. Next training is in Argentina, province of Salta on June 4-8. Tentative plans have



been made to conduct the training in the Africa/Middle East Region in Algeria, Tunisia, Cote D'Ivoire, São Tomé e Príncipe and Zambia. Other interested countries are encouraged to contact their regional vice-president in order to put their names on the list.

John Carr, IFATCA EVP Americas  
[john.carr@ifatca.org](mailto:john.carr@ifatca.org)

# ASIA-PACIFIC

There are now 18 MAs in the Asia Pacific region with the recent inclusion of the Philippines. Having visited several MAs it is apparent there are considerable performance variables in the region. Addressing growth and varied performance, it would appear the planned implementation requirements of ICAO's ASBU program is lagging considerably.

Additionally implementation of the new SID/STAR phraseology has been quite slow and inconsistently adopted by ANSPs. This must negatively impact traffic handling for ATCOs and is reflected in increased incident rates. The benefits of this phraseology will only be realised when there is genuine overhaul by ANSPs of arrival and departure tracks to eliminate or reduce profile conflicts between arrivals and departures.

The rate of traffic growth remains significant and yet all measures to address it seem piecemeal. IFATCA aims to work more closely with ICAO to press for the adoption of effective ATFM measures commensurate with that growth. The

progress of implementation of any flow measures and adoption of AMAN and ACDM has been very slow to non-existent in some cases. The result accumulates in massive losses of revenue

to the airlines with significant holding delays inbound and outbound being queued unnecessarily at the holding point. Processing traffic in this manner results in greater complexity and workload for controllers for no operational gain. Yet, regionally it seems ATCOs have become immune to the root cause of dealing with unregulated traffic flows that have in many cases doubled in a decade and accept this as common practice for our industry.

The ICAO regional office has been critical of IFATCA for not being present at the major strategic and planning meetings of consequence to ensure operational concerns are being heard. With such a young workforce in many MAs, the major regional objectives are two fold. Firstly, it is to communicate to our members the capability of IFATCA to effect change via ICAO's ANC. Secondly, to ensure there is an adequate educational process in place to keep all MAs aligned with 'world's best practice' on all matters relating to ATFM and efficient traffic



handling techniques so that we provide a professional and consistent opinion at these strategic meetings by selecting suitably qualified representatives.

The challenge in Asia Pacific is to cultivate qualified representatives and ensure they have the ability to attend the necessary meetings when ATC manning generally is at critical levels.

Mike O'Neill, IFATCA EVP ASIA-PACIFIC  
[mike.oneill@ifatca.org](mailto:mike.oneill@ifatca.org)

# JOINING EXPERTISE

➤ BY PAUL VISSERS, CHAIRMAN IFALPA ATS COMMITTEE

Pilots and ATCO's work together in the same ecosystem, the ATM system. Both professional staff organizations work in their own field of interest but also, and more and more they work together to defend and improve the system they work in.

IFALPA, the world's airline pilots' association and IFATCA bring together a wealth of experience through their experts that participate at panels at ICAO level.

Let us look at where our representatives from both associations meet and learn from each other's profession, the IFALPA Air Traffic Services Committee and the IFATCA Technical and Operational Standing Committee. A pilots representative sits at the TOC and a representative from IFATCA joins the bi-annual meeting of the IFALPA ATS committee to know each other's policies. Both associations send a high level representative to their Conferences.

During the ICAO ATMOPS Panel, we sit together to work in the interest of global aviation safety.

Some of the items where we presently work on are phraseology related to Safety Nets; updates to the Air Traffic Services Planning Manual and of the radio-communications failure procedures; and issues involving enroute wake turbulence.

The policies of both IFATCA and IFALPA are regularly used at ICAO and industry level and are very much appreciated.

In rare cases our policies differ but by having our representatives working together at different levels we understand and respect each other position. ◀



➤ IFATCA and IFALPA sitting side-by-side at the EUR-NAT office during the last EANPG meeting in Paris. Tom Laursen (left), IFATCA EVP Europe and Paul Vissers (right), Chairman of the IFALPA ATS committee.

Photo: DP



**AFRICA & MIDDLE EAST  
REGIONAL MEETING**  
5-7 NOVEMBER 2018  
ABUJA, NIGERIA  
[WWW.NATCANIGERIA.COM](http://WWW.NATCANIGERIA.COM)





# FOLLOW UP ON THE LAMIA ACCIDENT IN COLOMBIA

BY JOHN CARR, IFATCA EVP AMERICAS, CHRISTOPH GILGEN, IFATCA EXPERT AND PHILIPPE DOMOGALA, EDITOR AD-INTERIM

On 29 November 2016, an Avro RJ85 operated by LaMia on a charter flight from Santa Cruz Viru-Viru airport in Bolivia ran out of fuel, crashing on its approach to Medellin Colombia. Seventy one people were killed, mostly members of Chapecoense, a Brazilian football team. Very shortly after the accident, media outlets traced a flight plan, which showed that it had been filed with the flying time matching the flight endurance. The pilots had initially planned to refuel en route, but they appeared to have decided against this before the flight.

## Media

In the days following the accident, media in both Bolivia and Colombia launched accusations against the air traffic controllers, especially those that "accepted"

the flight plan. Accusations were also made against the approach controller in Medellin for not having given priority to the aircraft.

Once such accusations appear in the media, they are very difficult to refute, especially as the official investigation has barely started collecting evidence. The supervisor of the tower in Viru Viru appeared to be targeted the most, to the point that he was arrested and taken into custody.

## IFATCA Involvement

Exonerating both the ATC staff in both Bolivia and in Colombia became a priority for IFATCA.

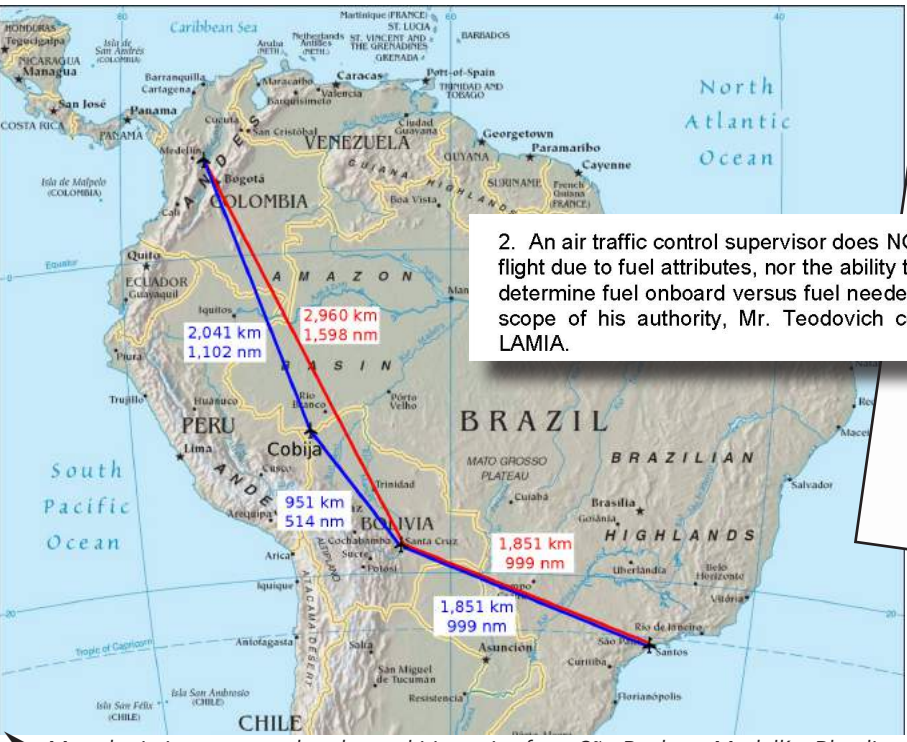
IFATCA EVP Americas, John Carr, addressed the situation in Bolivia. The supervisor of the airport where the aircraft

departed was charged with 71 counts of manslaughter. IFATCA addressed a letter to the President of Bolivia, pleading for his release. Our Bolivian member association used this letter in some very effective media outreach and after several months, the authorities moved the supervisor from prison to house arrest.

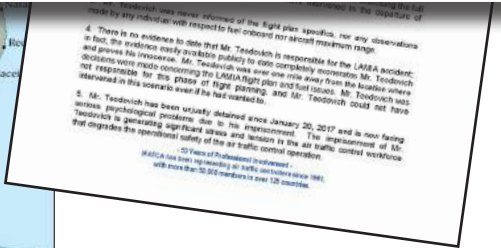
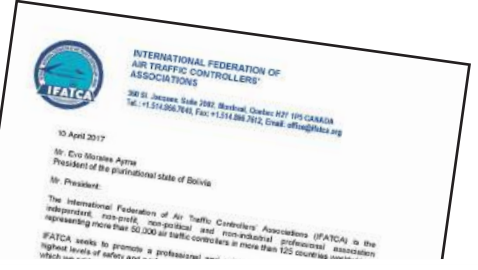
## Supervisor

John had a chance to meet with the supervisor on his last trip to Bolivia. He expressed his gratitude for IFATCA's support and assistance.

In the meantime, the final report was published and armed with the findings, the Bolivian association plans to petition the government to drop all charges against the supervisor and to allow him to return to duty.



2. An air traffic control supervisor does NOT have the ability nor the responsibility to stop a flight due to fuel attributes, nor the ability to inspect the flight or its manifest and payload to determine fuel onboard versus fuel needed for the declared flight. Even exercising the full scope of his authority, Mr. Teodovich could NOT have intervened in the departure of LAMIA.



## Colombia

As for the Colombian controller involved, IFATCA expert Christoph Gilgen used the vast experience he gained in helping Brazilian controllers implicated in the mid-air collision between a Boeing 737 and an Embraer jet. Christoph established contact during the week following

Map depicting proposed and actual itineraries from São Paulo to Medellín. Blue line indicates the route with a planned fuel stop at Cobija. Red line indicates the route after the decision not to refuel. Minimum distance without refuelling increased from 1,102 nautical miles (2,041 km; 1,268 mi) to 1,598 nautical miles (2,959 km; 1,839 mi).

illustration: wikipedia



the accident. Although we offered help, this proved unnecessary as she was soon cleared of any wrongdoing. Still in contact, the controller has recovered well, though she also considers herself a victim of this accident.

### AIS agent in Bolivia

Another victim of this accident is the AIS agent that processed the flight plan as filed by the pilot. She was working for AASANA in Santa Cruz, Bolivia.

Apparently Bolivian authorities are of the opinion that she was responsible to check and approve the FPL of the flight to Medellin that day. But is AIS in Bolivia really required and "responsible" to check the endurance and the fuel amount taken for a planned IFR-flight? ICAO-procedures do not require a check of the endurance versus the flight-time, including the carriage of the legal reserves by AIS-agents. And the official accident investigators in the meantime clearly stated that this is not their task.

### Investigation Report

The investigation confirmed that the main cause of this accident was the crew's decision to fly beyond the legal reserves until final fuel exhaustion. They also identified the following contributing factors:

- Latent deficiencies in the planning and execution of Non-Regular Transport flights by the aircraft operator in regard to the insufficient fuelling of the required fuel quantity.
- Specific deficiencies in the planning of the flight by the aircraft operator.

- Lack of supervision and operational control of the flight by the aircraft operator, as well as lack of supervision of the planning of the flight, that includes also the execution of the flight, and finally a lack of flight following that would have permitted to support the crew in the decision-making processes.

### Air Traffic Control

Air Traffic Control is not implicated in any of the main or contributory causes. There is one mention of ATC towards the end, mentioning that ATC was not aware of the nature of the on-board emergency, as the crew informed only very late and did not state the nature of the emergency very precisely. It also argues that Medellin ATC had to handle other aircraft, including another one in emergency, and does not make any negative comments as to how the flight was handled by the Approach controller.

Finally, the safety recommendations in the report are almost all aimed at Bolivia, more specifically at the supervision of their small airlines operators. The Colombian authorities are mentioned to better supervise international charter flights. It is also recommended that service provider should publish the "lessons learned" of this accident for all controllers.



### Conclusion

The event is another example in which the media dictates the way front line operators are treated in the aftermath of an accident. IFATCA is always ready to help and, in this case, was successful in helping one controller in Bolivia. When official reports are published, often years after the event, controllers are relieved, but most of the time the damage is done. Our goals should be to educate the public and help the controllers become aware of the consequences of an accident and prepare their defence immediately. ◀



# JOINT PRESS RELEASE AFTER NEPAL ACCIDENT

BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM

The accident of a Dash 8 from Bangla Star in Kathmandu on March 12, 2018 which killed 51 people, resulted in a lot of early speculation and accusation in the media. Not only the press, but some aviation fora and social media quickly decided that at least some, if not all of the blame fell on the Nepali controllers. At least part of these 'conclusions' were based on unofficial recordings of the radiotelephony exchanges made available via the internet within hours of the crash.

Amid these speculations, the International Federation of Air Traffic Controllers' Associations (IFATCA) and the International Federation of Air Line Pilots' Associations (IFALPA) issued a joint press release on March 19 warning against premature conclusions and urged the media, the public and the concerned stakeholders to respect the long established procedures for analyzing these events and to let the accident investigation run its course.

Extracts from the joined press release:

*IFATCA and IFALPA, the International Organisations representing Air Traffic Controllers and Air Line Pilots, stress the need for the technical investigation into the circumstances of this accident to be conducted according to international Standards. i.e. should strictly follow the provisions laid out in ICAO Annex 13 which states that "the sole objective of the investigation of an accident or incident shall be the prevention of accidents and incidents" and that "it is not the purpose of this activity to apportion blame or liability".*

*Whilst the investigation is ongoing, there should be no disclosure of the accident evidence such as recordings, in order to avoid misinterpretation of the events that occurred.*

*Premature conclusions, often based on incomplete, inaccurate or speculative information, and focusing on any one aspect of what happened, will only hamper the*

*ability to learn from these tragic events. We urge the media, the public, and the concerned stakeholders to respect the long established procedures for analysing these events and let the accident investigation run its course.*

One month later, on 9 April 2018, the Nepalese Accident Investigation Board released a [preliminary report](#).

Although the report is short and addresses only facts, one paragraph in particular mentions that "Two-way communication between the aircraft and the approach as well as tower control was normal until 0832:58 UTC (1417:58 LT). Thereafter, a few transmissions were made by both ATC and the crew until 0833:45 UTC (1418:45 LT), but no corresponding replies or acknowledgements were made from either side." The aircraft crashed at 0834:10UTC (1419:10 LT).

This would appear to dispel the assertion made by the involved airline, that the tower gave the wrong instructions to the aircraft, thereby causing the accident.

The final report is expected within 12 months and only when all the facts have been established and analysed, the true causes of this tragic event be completely clear. Looking for immediate blame and culprits after an accident creates unrest and frustration among professionals. As such, this does nothing to improve safety – on the contrary! ◀



# HOW FAR CAN RULES BE INTERPRETED?

➤ BY CHRISTOPH GILGEN, IFATCA REPRESENTATIVE AND SURVEILLANCE EXPERT



*This Opinion page is an opportunity for an experts to freely express their views. These do not necessarily reflect IFATCA's official position.*

**Christoph Gilgen is a long standing IFATCA expert having held various positions within IFATCA. He received the Scroll of Honour in 2016 for his outstanding services to the Federation.**

The year 2017 ended with an outstanding safety record: more people than ever flew on an aircraft. And - despite a healthy traffic increase - we have had the best year in regard to airline passenger safety. Sadly, the year 2018 has started less positive: with the year barely four months old at the time of writing, already several deadly accidents have occurred. Allow me to reflect on some significant accidents of the past two or three years.

## Senegal

In September 2015, a mid-air collision occurred over Senegal involving a Boeing 737 and a medical HS-125 flying opposite on the same airway. The extensive final accident report, published last August, pinpointed severe altimetry problems of the HS-125 jet as the main cause of the accident. It was revealed that in the months preceding the collision, significant discrepancies were observed in

the mode C reports - all well-apart from the cleared levels by ATC. Despite these observations, the aircraft continued to operate and authorities did not take any official action to ensure that the aircraft was compliant with the applicable standards. So, the HS-125 continued to operate normally and under RVSM.

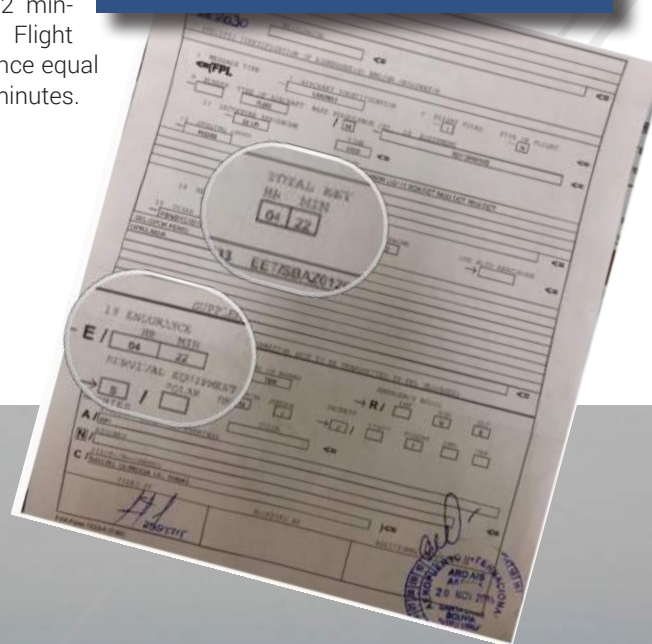
## LaMia

On November 28, 2016 a BAE Avro RJ 85 operated by LaMia crashed South of Medellin airport killing 71 souls. Many of the victims were soccer players of the famous Brazilian soccer team of Chapecoense. Rather quickly it was revealed that the RJ85 had run out of fuel, and the stunned world learned that the crew had filed a flight plan from Santa Cruz (Bolivia) to Medellin (Colombia) with an estimated flight time (en-route) of 4 hours 22 minutes. Surprisingly, the same Flight Plan (FPL) showed an endurance equal to the flying time: 4 hours 22 minutes.

## Tip of the iceberg?

For me, besides the sadness I feel for the innocent lives lost in these two accidents, there are several burning questions that require answers: are we looking at a few "rogue" individuals, acting totally irresponsible? A small minority of operators that believe that rules and procedures are here to be "interpreted"? That they may be stretched and be adapted or even stretched according to their needs? Or are these tragic occur-

**Are we looking at a few "rogue" individuals, acting totally irresponsibly or at a small minority of operators that believe that rules and procedures are here to be "interpreted"?**



➤ The RJ85 that crashed on approach to Medellin airport in Colombia - inset: the flight plan as filed with matching endurance.

Photo: wikimedia & internet





rences much more than that, like the famous icebergs where 90% of the mass remains hidden (and invisible) below the water's surface.

Personally, I am inclined to believe that the iceberg theory really is a plausible explanation and that we are looking at occurrences, where – in a very dramatic and sad manner – only the very top of a possibly much bigger mass is revealed to us.

### Cultural bias

It is no secret that many countries don't have the required resources to work according to the textbook. Here comes something into play that I have learned to observe (and know) during my long career: "cultural bias". Culture bias is the phenomenon of interpreting and judging issues or problems by standards inherent to one's own culture. In simple words, to see the world through glasses tinted by our own culture and language (and our background). In several countries that I have visited, it is rather common that "tricks" and astute smart moves are used to resolve hindering issues and difficult problems. Depending on the country, there are varying names (and denominations) for this cultural behaviour. So, if you are forced to operate under difficult conditions (e.g. economically), aren't you possibly tempted to fall back to what you are accustomed to do, almost like a reflex? Especially if your culture and your society considers stiff and rigorous rules and procedures as annoying and way too excessive? Often there is also the belief present that (still) ample space is available – that a good margin of safety is still present before it really will get critical and dangerous. Please don't get me wrong: I am not promoting such a behaviour. I am merely attempting to explain certain beliefs and cultural behaviours that I am aware of.

**These sad occurrences do cast a big shadow of doubt on the whole aviation sector**

### Regulatory oversight

Air travel is a necessity in many countries and so having affordable air tickets is of big importance. Furthermore, these same countries have quite often well-known deficiencies in governance and huge difficulties to set-up a well-functioning government. Consequently, they are facing challenges and huge problems to adequately run state agencies, which are sitting below these governments. So, it comes as no surprise if the national aviation Safety Regulators and the supervisory safety and oversight tasks linked to such agencies are being operated in a very derelict manner - or are even almost inexistent.

### Time to act

Even though we cannot say with certainty what the reason is for these above-mentioned blatant and grossly negligent actions where a total disregard of many of the very basic aviation safety principles and rules got revealed to us in a very dramatic manner. This all is very worrying, as these sad occurrences cast a big shadow of doubt on the whole aviation sector. Personally, I doubt that more paper work, more procedures and additional document checks will do the trick. This is much deeper and much more profound than that. The entire aviation community must act now and with full determination. If not, the current dual-class society in aviation safety will continue to exist and the gap in-between will continue to grow. ◀



► *The damaged wingtip of the Boeing 737 involved in the midair collision overhead Senegal-*

Photo: internet

# IFATCA'S FOOTPRINT IN AFRICA & THE MIDDLE EAST

➤ **BY ROSEMARY KYALO, RADAR CONTROLLER, NAIROBI ACC AND IFATCA PLC MEMBER**

**"Yankee 208 Hold short of the RWY, Zebras sighted at the end of RWY". If you are a pilot and you hear such transmission you are highly likely to be flying within the Africa and Middle East region of IFATCA.**

We are one of the four regions of IFATCA with a very diverse membership from the African and Middle Eastern countries. We are also the second largest membership of IFATCA comprising 43 associations. The mix of traffic in this region is quite interesting. From the sophisticated Airbus A380s to the slow climbing Airbus 310s, the popular Q400s and Cessna310s. That is a true reflection of the diversity of the AFM region.

It is also a very diverse region in terms of resources, as we have the most sophisticated ATC infrastructure to almost NIL infrastructure in some countries. This presents very real and unique challenges. From countries which are recovering from war, others still highly volatile, to cultural challenges, all affecting 'how we do things' in our region.

Culture cannot be ignored. It influences how we perceive and implement policies and procedures. For example, implementing Critical Stress Management (CISM) is clearly affected by culture. Some don't believe in talking to some-

one about one's problems. Dealing with problems silently is seen as a sign of inner strength!

Similarly, the "Just Culture" concept might be interpreted as justifying doing wrong in cultures which believe that all wrongs must be punished.

As part of a network of professional air traffic controllers, playing our role as AFM is invaluable in filling in the piece of the puzzle to achieve a seamless ATC service around the world.

The ability to provide ATC in a highly political environment, with limited technology, drones of war, highly cultural environment, with limited financial resources makes controllers in some parts of our region almost heroes. Passion, professionalism, and the satisfaction of guiding hundreds of aircraft safely through our airspace is what drives us to achieve world standards of safety against all odds.

From implementing Just Culture, Critical Incident Stress Management (CISM) to Think Safety seminars, and assistance in resolving labour issues, IFATCA has continued to offer invaluable guidance in terms of policies and information material. The Africa & Middle East region is like a giant that has woken up and is increas-



ingly getting involved in IFATCA activities. But more involvement is needed. Attending IFATCA Annual conference and regional meetings is not enough. We are increasingly lending our voice to IFATCA causes. This region will continue to require assistance implementing many concepts. Guidance material provided by IFATCA is one of the greatest tools.

There is a need to consider the unique challenges each region faces but also what each region brings to the table. A possible way out would be doing a SWOT analysis. Successful organizations maximize on their strengths and do their best to identify and minimize their weaknesses. IFATCA does its best to provide guidance for Air Traffic Controller around the world, however we must make sure that regional differences are taken into consideration in order to progress. ◀

**rskyalo@gmail.com**

➤ *It's not always zebras: Cape Buffalos can get in the (run) way as well...*



# FLYING VFR IN NORWAY

➤ BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM

Just before attending the Flight Operational Forum in Oslo, a local controller, Anders, arranged a flight for me in an old ex-army Piper L-18 out of Kjeller airport, a few kilometers north of Oslo. Kjeller is the oldest airport in Norway. Operations started in 1912, using Farman Longhorns to train the first Norwegian pilots. It is home to a small flying museum operating a unique old De Havilland Moth (that won the Australia-London race in 1929). These can also be flown in summer months. The museum's website can be found on [www.kffkjeller.no](http://www.kffkjeller.no).

Photos: Dp

The airfield is also home of the Nedre Romerike Flying Club, which owns the L-18 I was about to fly. Another Anders (it's a popular name in Scandinavia) was kind enough to come and pick me up at the train station. The weather was still cold, with plenty of snow covering the ground. I was told this was rather unusual for the time of year in Oslo.

The walk around the aircraft showed its

age. Designed in 1930 for the US army, this model is from 1953 but there are no electrics. Start-up is by hand, and only a small ram air turbine (RAT) fixed to the landing gear provides enough electricity in-flight to recharge the battery, which feeds the VHF radio and the transponder.

The airfield is not controlled, auto-information(A/A) and a very useful sign (see photo) indicate the basics to remember: maximum 2500 ft to keep away from the approach airspace of nearby Oslo Gardermoen.

The 90 HP engine is not very strong but is enough for a gentle low level slow flight, which is exactly what we planned to do. Taking off and crossing the small hills towards the sea to overfly Oslo city and its harbour at 2000 ft. There are small grass airfields around Oslo but unfortunately, these were still closed because of the snow. Still, they presented good opportunities to make low passes above them. The aircraft is very easy and a delight to fly once in the air. On the oth-

er hand, landing and maneuvering any Piper cub on the ground needs a bit of getting used to! Despite the fact that it looks nearly identical to the PA18 super Cub I fly regularly and tow gliders with at home, the L-18 handles quite differently: there are no flaps, it has lower wings and of course, only 90 HP instead of the 150 I am used to.

On the way back, we followed the big river that runs through the valley where Oslo ends. This is my favorite way of flying: following rivers low level! For those of you who follow me on Facebook you can see my "IFR" (I Follow Rivers) photos of various flights above them.

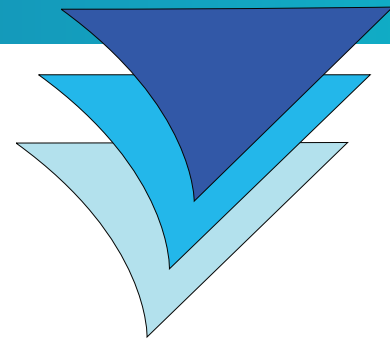
All in all, it was a very pleasant flight. It is possible to fly in the aircraft through the Flying club if you happen to be in the neighbourhood. The flying club's web site is [www.nrfk.org](http://www.nrfk.org). But you might have to hurry as the future of the airfield is uncertain: the field currently belongs to the Norwegian Air Force, but they have plans to leave next year. The city will take

over, but such a large space near the town is very valuable for development. It is sad to see that the fact of being the oldest airport of the country doesn't seem to be a factor to consider for property developers. ◀



# FLYOPERATIVT FORUM

► BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM



Every year, Morten Kjellesvig and Knut Backer organise the Flyoperativt Forum (FoF or Flight Operations Forum) at Gardermoen Airport in Oslo. For this year's edition, around 150 top aviation pilots, controllers and safety related staff gathered to follow extremely interesting speakers and presentations. All were directly or indirectly safety related, with most of them focusing on piloting and airline operations.

## Electric flights in Norway

The CEO of Avinor, Dag Falk-Petersen explained that they were now actively involved in developing commercial electric flight. They bought an electric airframe to run battery tests and they intend to become the leader in enabling electric aircraft. The aim is apparently to have all domestic traffic in Norway electric by 2040. Airbus and Boeing are supporting this initiative. They are also pioneering

automatic snow removal using driverless, pre-programmed trucks. Although early days, it appears to be a very promising development. Avinor also plans to remotely control the (AFIS) tower of the small island of Rost from Bodø on the mainland.

## Safety statistics

A global look at safety showed that 2017 was indeed one of the safest years on record. However, as a number of accidents occurred again in the first 3 months of 2018, it could indicate that 2017 was an 'abnormal' year. Interestingly, even with changes in accident rates, the factors causing accidents have occurred in the same proportions over the past 20 years.

## QANTAS 32

Captain de Crespigny wrote a book about his ordeal simply called "QF32". It is very well written, with photos and illustrations of the event and full of good advice.

For those engineers who dream of dowlinking all parameters and control the aircraft during an emergency (yes, they exist!) reading this book would definitely bring them firmly back to the ground. His reasoning is that input from the ground would have confused the situation even more. In his case, the cause of the dozens of ECAM messages were two bundles, each with some 250 cables, having been torn by turbine-blade shrapnel. Nearly all the messages were wrong: on most sensors, when the cable is cut, the value drops to zero, and the ECAM will issue warnings and corrections to be done based on that "new" value.

For instance, they had an indication that the No 1 engine had failed and was shut down, while it was still on and producing some form of power. With the sensors unaware, it ran for nearly 4 hours on the ground after landing! All electric cables to that engine had been severed.

From his perspective, no amount of input from the ground or shifting workload from the cockpit of QF32 would have helped – on the contrary.



In addition, on QF32 communications (including VHF) also stopped during final approach, as the RAM Air Turbine (providing emergency electrical power) also failed. On the ground, the crew had to open the window to communicate with ground staff and fire fighters. But it also means that communications with any ground support would also have stopped. If you need rely on them, what would happen in such cases?

The book is available on Amazon and other bookshops. (ISBN : 978-1-7426-1117-4)

## Resilience in aviation

Prof Bergstrom of the Lund university explained the various interpretations of the term "resilience" in different domains. For example, in physics it refers to the ability to bounce back or revert to a previous state. In psychology, it refers to how to recover from great trauma; and for ecologists, it is about tolerating disturbance without collapsing. In aviation, it is a mixture of all that but it has generally a negative connotation; i.e. after something bad has happened. It is also seen by pilots as a way to hold them responsible when you have not been resilient enough. Maybe the same notion exists for controllers too. He said resilience was more constantly adapting to changes and keeping away from extreme situations. As such, it cannot be captured in a fixed set of rules.

## Airmanship

In his presentation, Captain Walter Shwyzer, ex Swissair now Korean Air said that basically lack of airmanship is causing the bulk of 21st century accidents. He used the phrase "moving from paperless to clueless". The level of experience is decreasing and safety surveys show a shift into complacency and inattention. Com-



puter based training is purely cost motivated (cheaper), but it reduces quality as there is little or no feedback. He said that the current "turbo-capitalism" brings low wages, fatigue and that it is a problem in all society, not just in airlines. The lessons of the Colgan crash (where the F/O was paid 24.000 \$/year and could not afford an apartment at her base) are forgotten. He advocated the return to normal training and airmanship. Many of the points of his presentation are applicable for us controllers too. Another excellent presentation.

**QF32**

Capt de Crespigny, the captain of the Qantas A380 that suffered an engine explosion after take-off from Singapore explained his flight and recovery in great detail. They were told by the systems that they had lost 60% of the controls of the aircraft as a result. All check lists and more than 40 ECAM messages (messages showing failures and action to perform as a result ) were nearly all false as hundreds of sensor cables were severed by exploding turbine blades. He praised the controllers in Singapore: "they were perfect", he said. When declaring MAYDAY, he added at the end of his transmission "Standby for instructions", which prevented ATC from asking the usual questions . He said: "It is imperative that ATC leave us alone in an emergency. They should help us accommodate our requests, not talk to us". He and his re-enforced crew (there were 2 other captains on board making a check ride) saved the aircraft and its occupants by inverting the check lists and the Airbus ECAM logic: "Forget what is wrong,

but confirm what is working".

The aftermath in communications is also worth mentioning: for the captain to be talking to the passengers personally right after such an event and tell the truth, is what people want to hear. "If you hide things, the media will fill the holes to make it look sensational", he said.

**The West Air accident**

The Swedish accident investigator in charge explained the accident, in which a Canadair CRJ-200 cargo plane of West Air Sweden was destroyed when it impacted remote terrain near Akkajaure, Sweden, killing both pilots. The flight was uneventful until one minute and 20 seconds before the impact, one main Instrument failed. The captain reacted and without visual references (IMC, night no moon), the aircraft went into a dive while the artificial horizon was showing them pitching nose up with decaying speed. This amid dozens of warning lights, horns and negative G-forces. The causes identified were spatial disorientation and surprise but also a failure of a major component (IRU1) without indication of a fail message. Most likely, if the failed screen had become blank or had shown a failure message, nothing would probably have happened. The aircraft manufacturer so far has been unable to explain this and no other cases have been seen before. The controller heard a mayday call, but no further communications. He could only see the aircraft diving with a high rate towards the ground until they hit the mountain. It was a very traumatic experience for him too.

**SAFETY-II**

Professor Eric Hollnagel gave a presentation of the latest in Safety-II. This focusses on looking at what is going well in addition to traditional incident/accident investigations in order to advance safety. Three of his points:

- Take care of what happens all the time, instead of what happens rarely.
- Learning should be based on the frequency of events rather than on their severity.
- Small improvements to everyday performance is more important than large improvements after a rare event.

**IFATCA PRESENCE**

For IFATCA, Philippe Domogala was invited to give two presentations: one on controllers' resilience when automation fails. The Belgocontrol ACC failure in 2015 and its report/recommendations was used as an example... The other presentation was on regulations versus safety. This argued that we have far too many regulations that do not improve safety. The recent EASA Safety bulletin on A380 en-route wake turbulence was used to demonstrate this.

Besides an excellent forum, the networking possibilities around the working sessions are definitely a highlight of these meetings. The next FoF will be held in Oslo, from 1 to 3 April 2019. ◀

**philippe.domogala@ifatca.org**



► Participants in the forum

# WAC 2018, MADRID

➤ BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM



The World ATM Congress is the world's largest international air traffic management (ATM) exhibition and conference. Organised by the the Civil Air Navigation Services Organisation (CANSO) in partnership with the Air Traffic Control Association (ATCA), the 2018 edition was the sixth time the event was held. As in previous years, the location for the event was Spain's capital Madrid. The World ATM Congress brings together the world's leading product developers, experts, stakeholders, and air navigation service providers (ANSPs). The event spans three days of conference sessions, product demonstrations and launches, contract closures and educational and networking opportunities.

## Flying smartphones

A new form of air traffic control is emerging: UTM or UAS (Unmanned Aircraft Systems) Traffic Management (also a new trend is abbreviations within abbreviations apparently). In simpler terms, it is about controlling drones. The German DFS has teamed up with cell phone service provider Deutsche Telecom to develop a technology based on the LTE (4G) network. The idea would be to put a SIM card in drones, which would regularly send information on their position. This can then be used to keep track of them, be linked to ATC systems and warn controllers of conflicts with their traffic. The project was immediately nicknamed "flying smartphones".

## player in town

The German DFS (them again) and Austrian communication equipment manufacturer Frequentis signed an agreement in Madrid to create a joint venture called Aerosense. This will promote their Remote Tower technology worldwide. It is based on what they are currently trailing in Leipzig (Germany) where they are building a remote tower centre. The expectation is that it will take over the control of Saarbrücken airport by the end of 2018, followed by Erfurt and Dresden. Plans are already being drafted to add more airports to be controlled from this central location.

## Data link and Greek Gods

There's a new god in town as well: IRIS. In Greek mythology, she was the personification of the rainbow and messenger of the gods. Presumably, it is from the latter job description that the name was chosen for this data link service. The system should be complementary to CPDLC to support 4D-trajectories. It will provide multilink data link possibilities, combine SAT based air + ground based CNS. The target date for starting operations is 2021.

IRIS is a joint venture between EASA and Inmarsat that will offer a satellite based ATM data link to relieve VHF. It should also allow IP broadband access that will allow more information (e.g. live weather maps) to be uploaded to aircraft.



## Multi frequency data link

SITAONAIR is a relatively new company (but with SITA in it) that offers VDL mode 2 multi-frequency data link to alleviate the problem of the limited capacity currently available. Due to this limited bandwidth, the current system frequently results in Providers Aborts (PA), meaning that the messages don't get through to or from the aircraft. In Maastricht UAC, one of the datalink pioneers in Europe, PA errors at one stage affected some 25%

## Remote Towers: a new





of the messages and caused both pilots and controllers to lose faith in datalink all together. The multi-frequency data link service implemented by SITAONAIR has reduced the error rate to 2%. While it is a dramatic decrease, it is still 2% and the company is working on ways to fix this problem. This is seen as urgent given the impact the problems have had on confidence in the system. Without a functioning and reliable data link, all the tools planned by SESAR to improve capacity (like the 4D trajectories) will not work .

## THE CONFERENCE

### Spain reduces route charges

The Spanish Minister of Transport, Mr Inigo de la Serna, wants Spain to become the best in Europe on aviation infrastructure in order to support its tourist economy. He therefore declared that Spain will lower its route charges by 12% in 2019, on top of the 4% reduction of 2018. In his words, this will allow Spain to become more efficient and provide better cost benefits to air transport. Not surprisingly, he did not elaborate on how this will affect the people working the current ATM system, or indeed how it will affect necessary investments in people and equipment – possibly because everyone knows the answer...

### New EUROCONTROL DG

Eamonn Brennan, the new EUROCONTROL Director General, made a very detailed presentation of the situation in Europe today and pointed out the major challenges it faces: airspace capacity, airport infrastructure, drones and cybersecurity. This combined with a steady growth of traffic (currently 4,4% a year), it will mean we will not be able to accommodate all the demand in the years to come. He advocated a stronger position for EUROCONTROL, as the Agency has the technical expertise to help find and implement the required solutions.

### Flying UBER taxis

Yes, they are coming. At least according to Dr Tom Prevot, The Director of Engineering and Airspace Systems of UBER ELEVATE, which is the name Uber has chosen for their flying taxi subsidiary. He showed a video during the conference of how they imagine this will work: the vehicles, a hybrid of a drone, using electric rotors for vertical take-off and landing, and a normal aircraft engine for the cruise, will operate from building/skyscraper rooftops. The aircraft will carry up to 4 passengers and, at least initially, a pilot. If all goes well, they will go fully autonomous carrying up to 5 passengers from 2030. The first trials will start in 2023 in Dallas and Los Angeles and will be expanded worldwide.

### Free Drones for everyone

The most challenging presentation was made by Reinaldo Negron of Project Wing X, formerly known as Google X. They plan a free (yes, free like Google maps he said ) delivery service from merchant to your home. The small drones "live in a nest". They leave the nest to pick up items from a supplier, deliver the package to the customer and then go back to the nest. A single pilot manages a fleet of drones and a traffic management computer manages the trajectories to avoid collisions. They are currently live-testing the project in rural Australia, presumably where a few mishaps are less likely to hurt. But they have big plans to expand to cities very shortly. In the video shown, the drones are flying very low above houses and people. I wonder what people living under the flight paths or near "nests" will have to say about this. Welcome to new noise abatement procedures!

As always, it proved to be a very fruitful and interesting three-day event. The next one is planned from 12 to 14 March 2019, again in Madrid. ◀

[philippe.domogala@ifatca.org](mailto:philippe.domogala@ifatca.org)



# GLOBAL ALLIANCE



BY PHILIPPE DOMOGALA, EDITOR AD-INTERIM

On March 6<sup>th</sup> 2018, during the World ATM Congress in Madrid, a new alliance of ATC unions was announced. The Global Air Traffic Controllers Alliance is a coalition of labour unions representing aviation safety professionals from the United States, the United Kingdom, Canada, Australia, Spain and New Zealand. Many of these unions already have bilateral agreements or memorandums of understanding (MoU) with each other. The Alliance strengthens the ties they have achieved through those individual MOUs: it establishes a collective that speaks with one voice on a range of subjects.



Alliance member unions are the voices of the professionals they represent and advocate on their behalf on safety, industrial, professional and technical matters. Recognising that ATM is a global industry, the member unions of the Alliance work together to meet individual

and shared challenges and raise important issues to a global audience.

On behalf of The Controller, I had a chance to interview Paul Rinaldi, President of NATCA (USA) and Paul Winstanley, the Chair of UK's Prospect ATCO Branch, whilst being in Madrid.

**The Controller:** Can you explain why you are doing this Alliance?

**Paul Winstanley:** Sure. Increasing liberalisation and commercialisation of Air Traffic Services, together with new technologies are changing the nature of air traffic management and the structures of companies that provide ATC services. Many ANSPs have formed partnerships and alliances amongst themselves, with ATM industry companies and other stakeholders, including our customers. It's vital that we do the same, to ensure our voice is heard - we have a critical role to play to ensure that we uphold safety standards, hold powerful interests to account and to champion the commitment and expertise of the aviation workers we represent.

**Is this alliance related to NATCA's campaign on ATC Privatisation in the US?**

**Paul Rinaldi:** In the US, the privatisation bill has been withdrawn. We can start again with a clean sheet, which is in fact what is best for us in order to get, among others, proper funding of the FAA and its modernisation program. It is a purely US national issue, but getting information and learning the lessons from others having been through that process, like the UK and Spain for instance, is very valuable.

**Is the Alliance competing with IFATCA?**

**Paul Rinaldi:** No not at all. It's not a threat to IFATCA or to ITF. Indeed it will exist to complement and enhance both organisations where it can.

**Is this Alliance restricted to the 6 Unions that we see today?**

**Paul Winstanley:** No it's not exclusive, we plan to expand and we've already received interest from other unions but this is only the first step. The Alliance will continue to evolve. ◀



# SINGAPORE AIRSHOW: REIMAGINING AVIATION'S FUTURE

BY PATRIK PETERS, IFATCA PCX & CEO AND JEAN-FRANÇOIS LEPAGE, IFATCA ICAO ANC REPRESENTATIVE

JF Lepage, IFATCA representative to the ICAO Air Navigation Council and Patrik Peters, IFATCA President & CEO attended the Singapore Airshow and Aviation Leadership Summit (SAALS) by invitation of the Singapore CAA. The theme for this biannual event was "Reimagining Aviation's Future". It combined one day of panel discussions with an aviation exhibition and a series of daily short flight displays.

The SAALS is a forum of aviation leaders aimed at encouraging dialogue between all stakeholders of the industry.

We witness an increasing amount of the worlds' population gaining access to air travel, new technologies mushrooming almost every day and efficiency and safety being under pressure, as aviation – especially in the Asian region - grows at high rates. The current infrastructure is nearing its capacity. How can we ensure a sustainable, safe and efficient flow of traffic whilst taking care of the direly required workforce of highly trained specialists, i.e. pilots, controllers and engineers?

Leaders of the industry, such as Mr. Khaw Boon Wan, Coordinating Minister for Infrastructure and Minister for Transport, Singapore; Dr. Olumuyiwa Benard Aliu, President of the ICAO Council and Mr. Alexandre de Juniac, DG and CEO of IATA gave their vision of the future. 'Whilst 2017 was the safest year in aviation, we cannot not take this for granted', commented Mr. Wan. Singapore with its limited space is highly challenged when it comes to growth – it is highly dependent on collaboration with its neighbours.

Dr. Aliu congratulated the industry on high safety standards, but highlighted the need for recruitment and training of aviation professionals, whilst Mr. de Juniac promoted increased collaborations between States and industry, defining five pillars to allow for growth: Safety, open borders to allow movement of people, a common set of rules, sustainability and profitability.

ICAO and the government of Singapore signed a Memorandum of Understanding to formalize the establishment of a program for Young Aviation Professionals, targeting the next generation of aviation professionals below 35 years of age. Singapore committed to invest 6M Singapore dollars over the next five years, representing twice the amount previously invested in NGAP-related initiatives.

Other panel discussions identified a few key points:

- Technology is moving faster than our ability to engage.
- Investments are a must!
- Harmonisation and proper governance are key.
- The various transport industries need to integrate.
- Passenger data will allow to better care for customers.
- Market has to deregulate, more opportunities for travel between countries have to be created.
- Engine fuel consumption is further decreasing whilst reliability of engines increase, making twin-engine airframes the trend of the future.

- New technologies will improve flight experience and passenger comfort.
- Long range Low Cost Carriers (LCC) and connecting services will compete with legacy alliances.

IFATCA's PCX & CEO was interviewed by SAALS on the Federation's view of air traffic flow management, the growth in the region and the challenges ahead.

The second day of the summit offered opportunities to visit the exhibition as well as the static display where we had several discussions with pilots and manufacturers alike. A flying display of several military aerobatic teams was the highlight of the day.

The Singapore Air Show and Aviation Leadership Summit (SAALS) 2018 was an excellent opportunity to meet and discuss with a large number of aviation leaders. A number of small meetings were held between IFATCA and key players of the Singapore ministry of Transports, CAAS, local air traffic controllers and representatives of the local MA. We furthermore had the chance to visit Singapore Changi ACC and talk to Mr. Vincent Hwa, who formerly worked in the AMO/ATM Section in ICAO. Other side meetings were also held with Mr. Ron Abel, President of IFALPA and Mr. Jeff Poole, Director General of CANSO, as well as with the Director of the ANB, Mr. Steve Creamer, and the President of the ANC, Mr. Claude Hurley, also present, also presented at the event. ◀

[patrik.peters@ifatca.org](mailto:patrik.peters@ifatca.org)  
[jean-francois.lepage@ifatca.org](mailto:jean-francois.lepage@ifatca.org)



# CHARLIE'S COLUMN

BY CHARLIE@THE-CONTROLLER.NET

## Brand new Airbus A330 becomes a museum

It was a memorable accident, in which fortunately no one was killed: a Turkish Airlines A330 doing a RNP approach, going below minima and ending up in the grass beside the runway in Kathmandu, Nepal. It disrupted a lot of people's travel plans as it took four days to move the plane. Although the aircraft was only 6 months old, it was declared a total loss by the insurers – in part because of the difficulty getting repair crews, parts and equipment to Nepal. Consequently, it just sat there as even removing it would have cost too much. It was eventually dragged to a disused corner of the airport where it sat rusting for two years—until a local pilot had the idea to buy it and turn it into a unique aviation museum. With air travel in Nepal out of reach for the vast majority of the population, the “museum” will offer them the possibility to go into a plane and take a photo as a souvenir.

It's a great use of a written-off aircraft. I am however not so sure Turkish Airlines would like to be remembered as provider of “musea” around the world!



## Taking ecology too far?

With all those talks about “green flights”, this appears to be the latest initiative taken by a “green” airport. The plan appears to be to recruit some local strong men or perhaps even Lance Armstrong now that he is retired...



## Sleepy Dreamliners

You may have noticed that the aircraft being towed by the bicycle is a Boeing 787, the so-called “Dreamliner”. Well apparently, one actually fell asleep while it was being outfitted with a luxurious interior to become a private VIP jet at Moses Lake airfield in the US last March. Maybe they can turn it into a museum, where ordinary Americans can take photographs of themselves inside a luxurious VIP jet?



## 20.000 complaints in a year !

Taking aircraft noise complaints to new heights is a 64-year old man, who lives about 35 km from Sydney airport. Over the past year, he had filed 19,600 complaints about aircraft flying overhead or near his property. On average, that is one complaints every 20 minutes when the airport is open! According to the airport, he is by far the most vocal “complainer”: the number 2 on the list, someone who lives about 3Km from the airport, “only” filed 4,300 complaints last year. The record holder said: “I'll keep doing it until they do something”. We're not sure what that “something” should be. We'd like to suggest that Sydney airport perhaps made complaining (online) a little too easy, but at least the complaints don't end up directly with the tower supervisor!

## Gold, gold everywhere

You may have heard about the Antonov 12 in Siberia, whose cargo escaped through the corroded cargo doors while taking off. Especially embarrassing as the cargo was an estimated US\$370 million worth of gold, silver and platinum. It was all miraculously recovered despite being spread over the tundra for up to 25 Km as the aircraft went back to land. It says a lot about the honesty of the local inhabitants or perhaps it tells us more about the local police and the mine security guys. Anyway, it would be interesting to see the transcript of the conversations between the controller and the pilot when the gold started to fall... ◀



The logo for IFATCA 58 features the text 'IFATCA58' in a bold, green, sans-serif font. The number '5' is stylized with a red and white globe. Above the letters 'A', 'C', and 'A' are several small, colorful flags (red, white, blue) that appear to be flying or blowing in the wind.

# IFATCA58

2019 CONCHAL CONFERENCE

COSTA RICA

20TH MAY - 24TH MAY, 2019

[WWW.IFATCA58.COM](http://WWW.IFATCA58.COM)

The Costa Rican flag, consisting of three horizontal stripes of blue, white, and red, is positioned to the left of the text.

An absolutely **green** meeting



## THE CONTROLLER IS FREELY AVAILABLE ON A VARIETY OF PLATFORMS

- The IFATCA website: [the-controller.ifatca.org](http://the-controller.ifatca.org)
- On mobile devices, using the mobile application from [issuu.com](http://issuu.com)
- A PDF version, that can be downloaded [here](#)

To be notified of new issues, please subscribe via [the-controller.ifatca.org/subscribe](http://the-controller.ifatca.org/subscribe)