



IFATCA



WHAT IS TOC?

Presented by Jaymi Steinberg
& Danahe Lopez



THE QUICK RUN DOWN



OVERVIEW

What do we do?
Who are we?

WHAT'S ON THE AGENDA?

An overview of the working
programme for this year

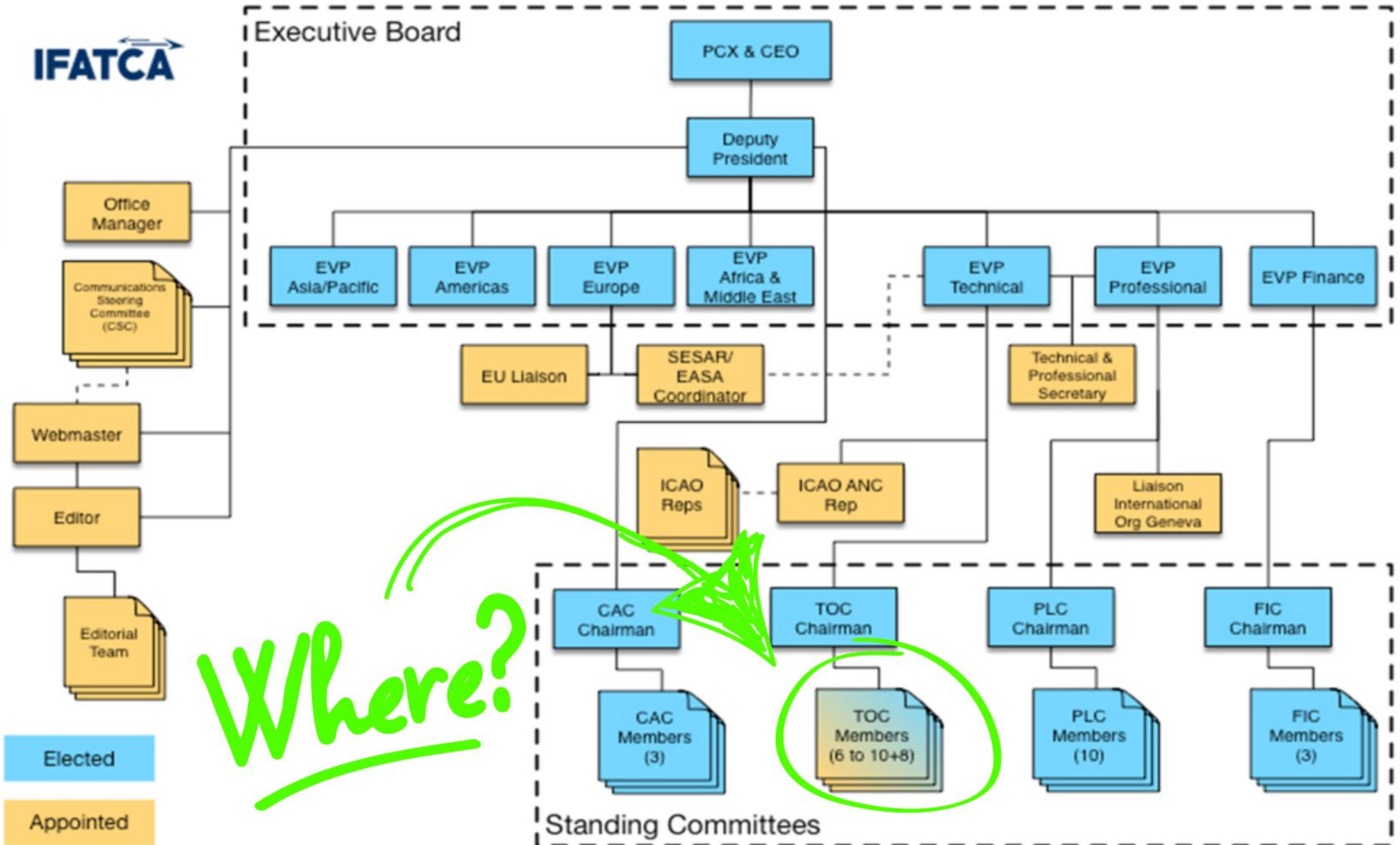
RESOURCES AND REACHING OUT

How to find what you need
and who you need to talk to

● **MOST RECENT MEETING**



IFATCA - IFALPA MEETING 9/2024



Where?



WHAT DOES TOC DO?

- Investigate technical topics such as technologies, provision of air traffic services, and communications.
- Ensure that IFATCA Technical policy and Technical and Professional manual are up to date.
- Synthesize a variety of viewpoints to produce a well-rounded global perspective on issues
- Set guidelines for IFATCA representatives at ICAO and other forums.



2024-25 ELECTED MEMBER ASSOCIATIONS



2024-25 CORRESPONDING MEMBER ASSOCIATIONS





AMA MEMBERS IN TOC



Fred Cosgrove
CATCA- Canada



**Betsy Beaumont &
Jaymi Steinberg**
NATCA- USA

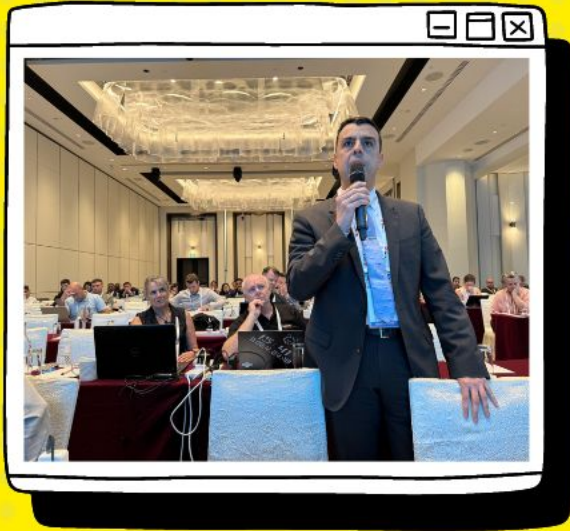


Danahe Lopez
COCTAM- Mexico

*BUT WE CAN'T
DO IT ALONE...*



EXAMPLES OF REPS WE WORK WITH



IFATCA
Representatives at
ICAO panels



EVPT



IFALPA
Representatives

ALSO



Task Forces

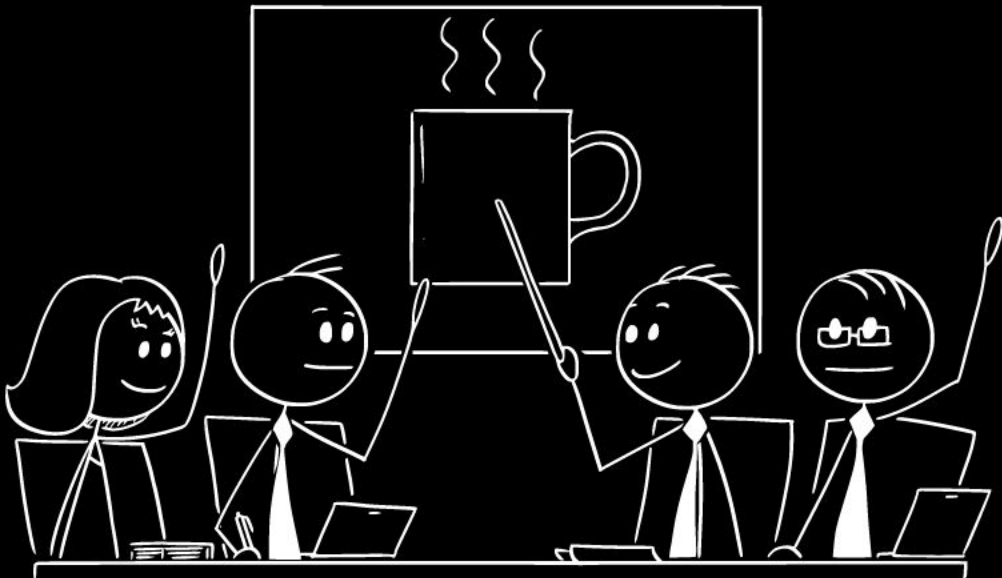
Such as Remote Towers,
RPAS, and Training



IFATCA REPS AT ICAO

- ANC (Air Navigation Commission)
- ATM Ops Panel
- Comm Panel (Datalink WG)
- Aerodrome Design and Ops Panel
- Safety Management Panel
- ATM Requirements and Performance Panel
- Separation and Safety Panel
- RPAS Panel
- Meteorology Panel
- Flight Ops Panel
- Personnel Training and Licensing Panel
- Instrument Flight Procedure Panel
- Surveillance Panel

HOW DO WE WORK IN COORDINATION WITH OUR ICAO REPS?



STOP! COLLABORATE AND LISTEN.

While we communicate with all of the representatives, we will have some topics that will be more reliant on a specific area of expertise.

For example, this year:
2 of the ICAO Panel Reps are
working on papers with TOC:
Rick Taylor- Radio Comms
Lim De Wei - TBO

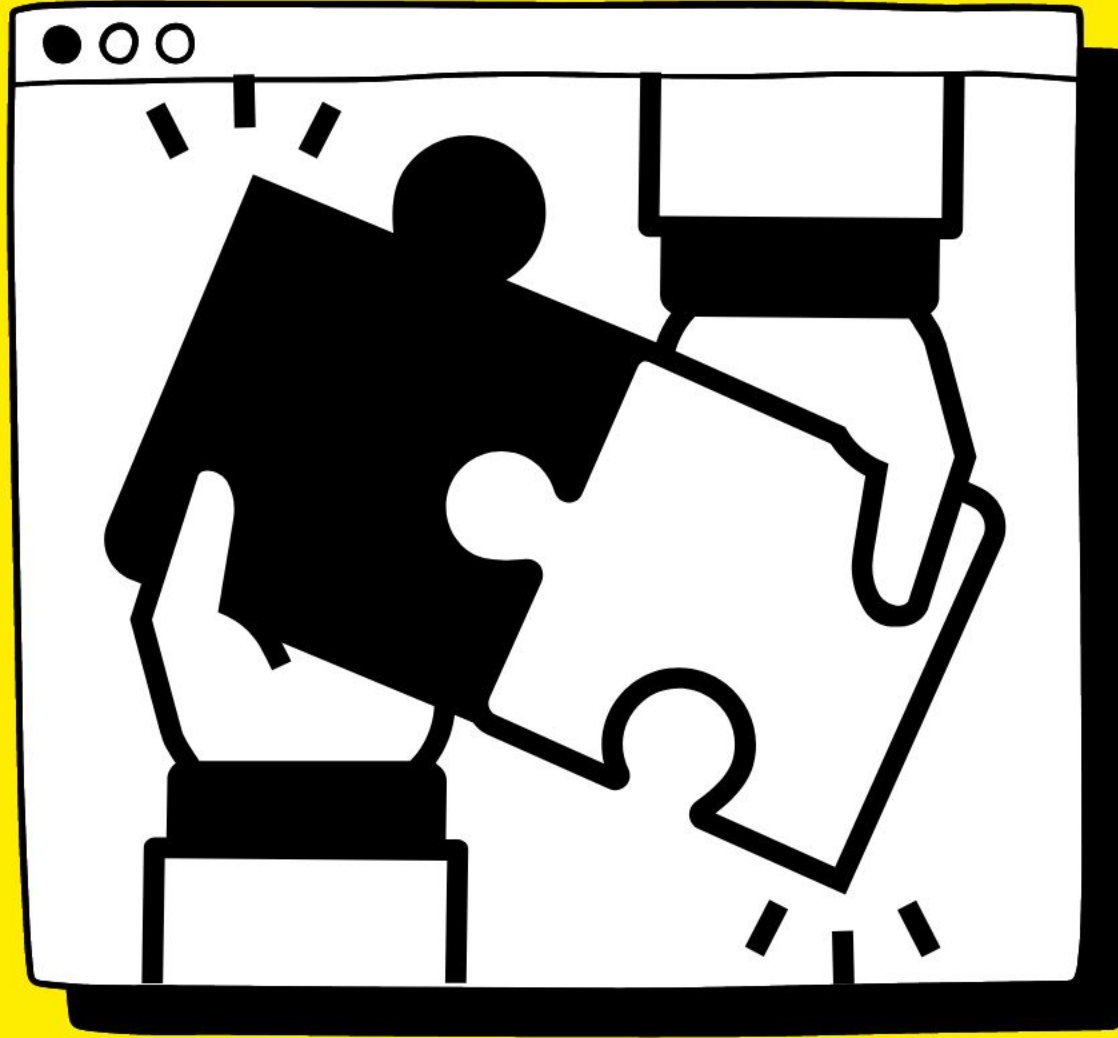
But also other reps are providing
assistance and feedback.

● TOPICS FOR 2024-25 WORKING PROGRAMME



- MULTIPLE REMOTE TOWERS: REVIEW AND UPDATE
- RADIO COMMUNICATIONS FAILURE
- ADME 2.6 POLICY REVIEW
- SAFETY NET DEACTIVATION: POLICY REVIEW
- ENVIRONMENTAL POLICY REVIEW
- SUSTAINABLE TAXIING
- BAROMETRIC VNAV
- TBO: HARMONIOUS INTERACTION
- TECH HARMONIZATION
- GNSS SPOOFING AND JAMMING
- INTERVAL MANAGEMENT
- SYSTEMS BASED LICENSING
- LOW TRAFFIC LICENCE
- AND ADDITIONAL NON PAPER RELATED WORK...





PROFESSIONAL AND LEGAL COMMITTEE

We will be working together on several topics including:

- Low Traffic License
- Systems Based Licencing
- Tech Harmonization
- Deactivation of Safety Nets
- Environmental Policy Review



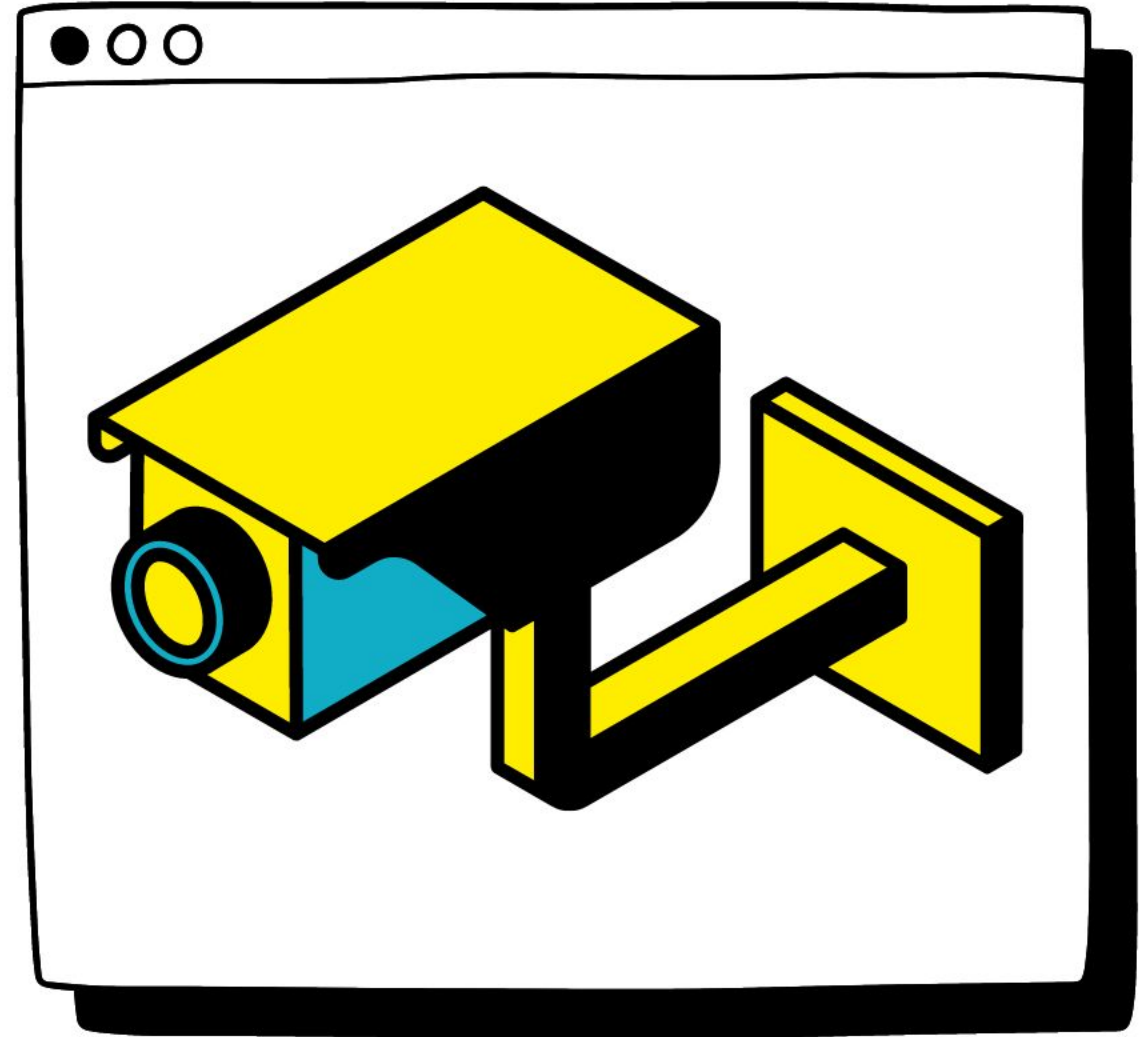
RADIO COMMUNICATIONS FAILURE

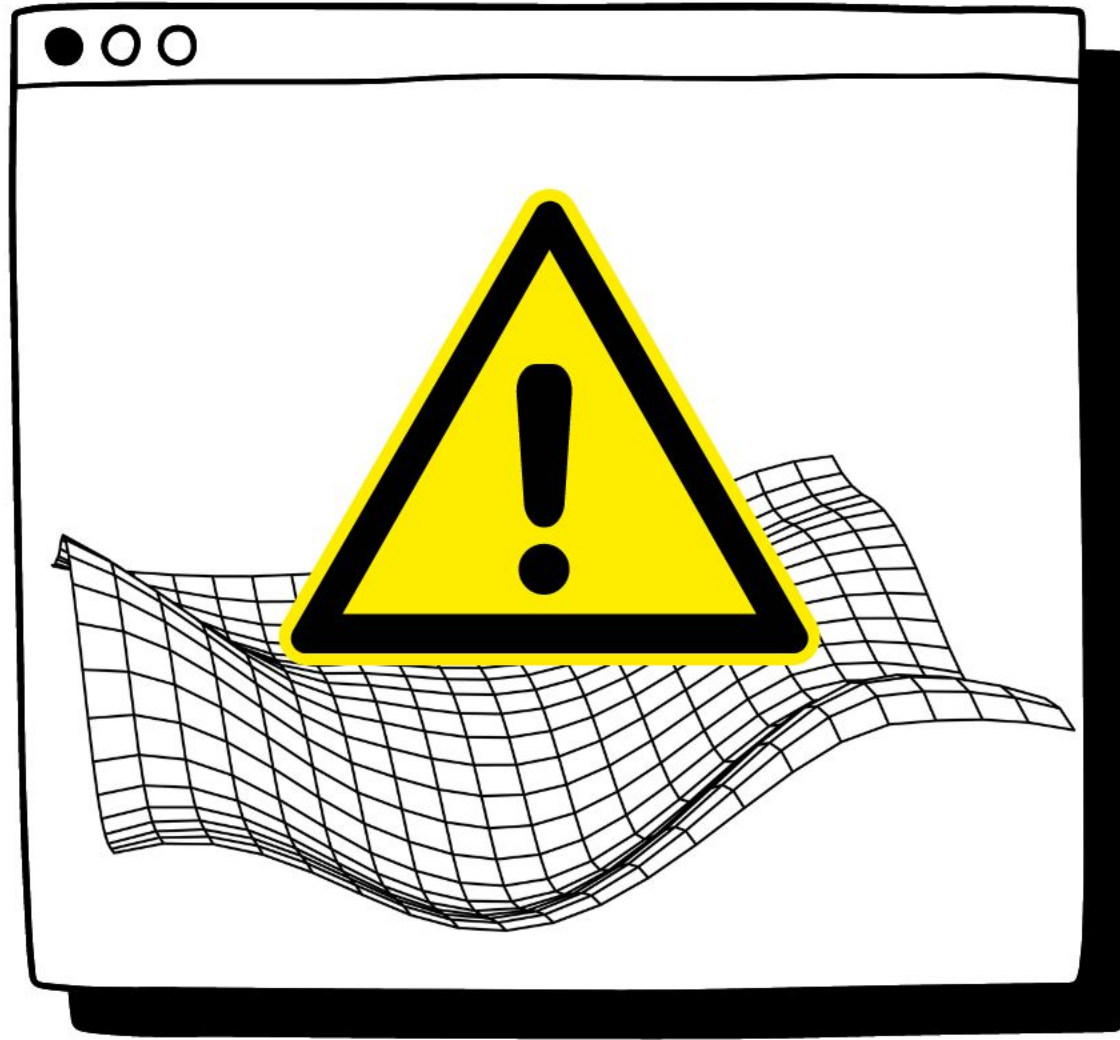
- There is a need for a procedure to contend with radio communications failure that is harmonized, we don't want pilot's doing their own thing
- Would provide procedures to help reduce number of scrambles potentially

ADME 2.6

POLICY REVIEW

- Focus on select portions of the existing policy
- Examined sections will include the reexamining of existing CCTV policy (considering the changes with Remote Towers)



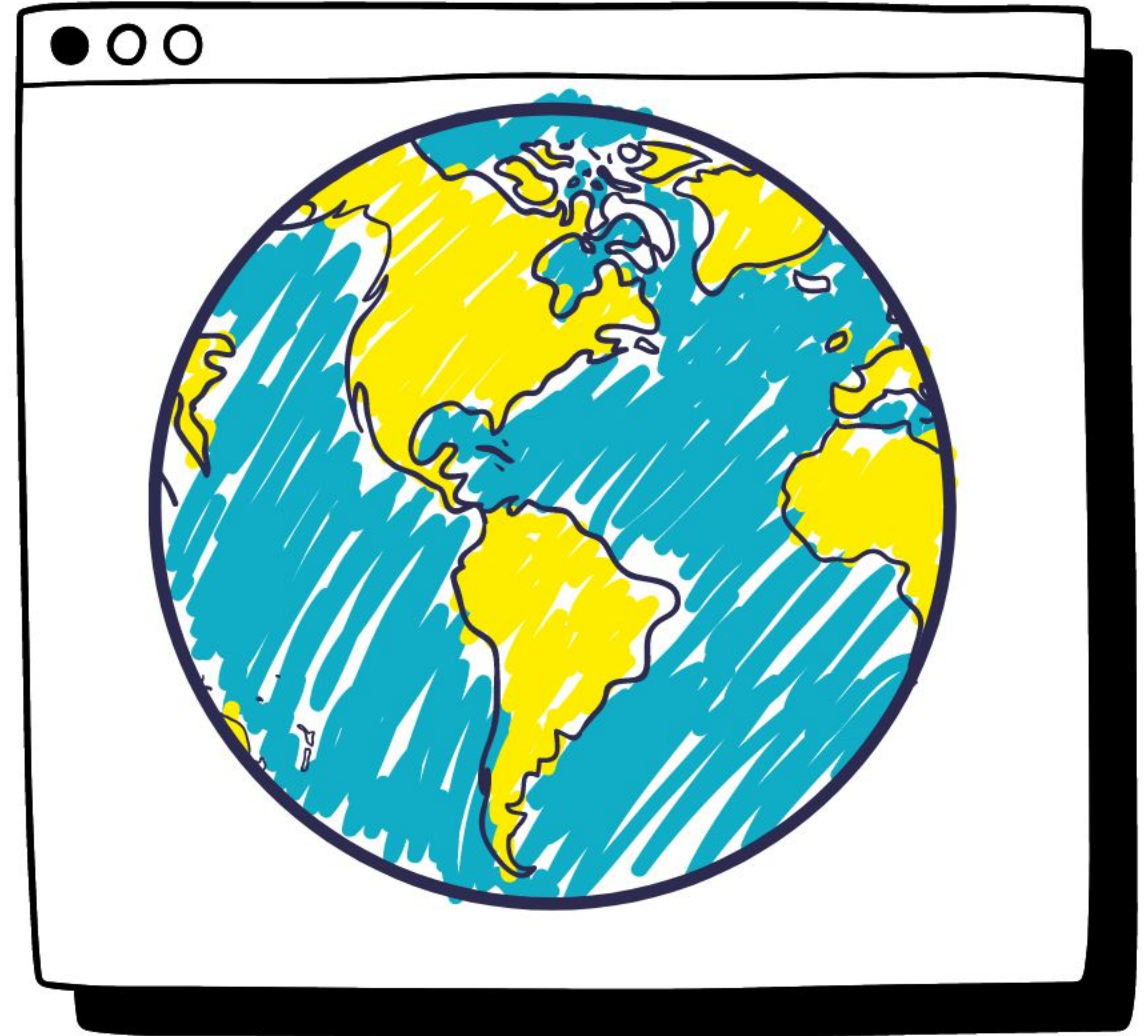


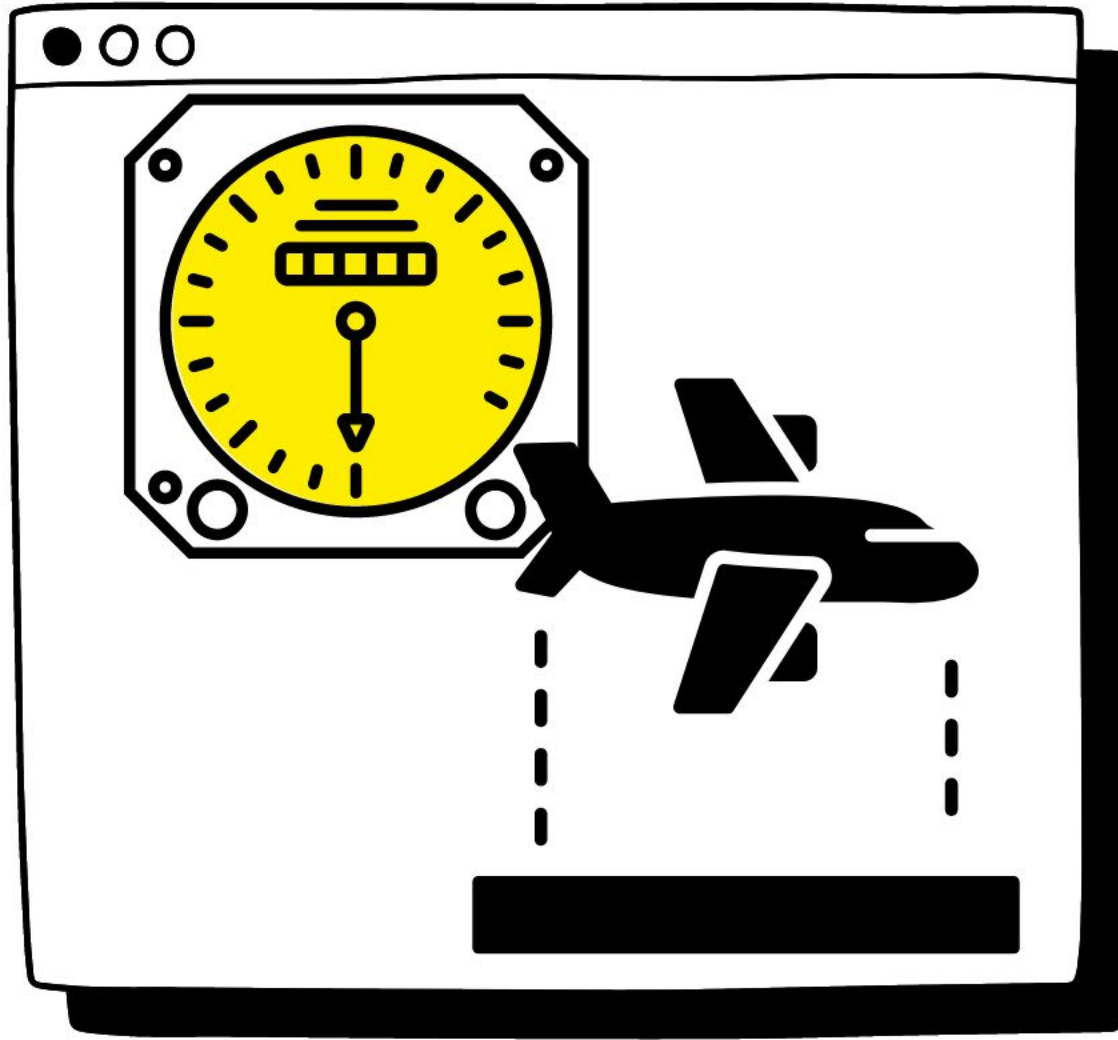
DEACTIVATION OF SAFETY NETS

- Safety Nets are being leveraged as separation assurance tools, causing spurious and nuisance alerts
- Safety Nets are being deactivated due to nuisance alerts
- Safety Nets and their alerts need to be better defined and clearly delineated from separation assurance tools to ensure the intended purpose and effectiveness of the safety net is retained

ENVIRONMENTAL POLICY REVIEW

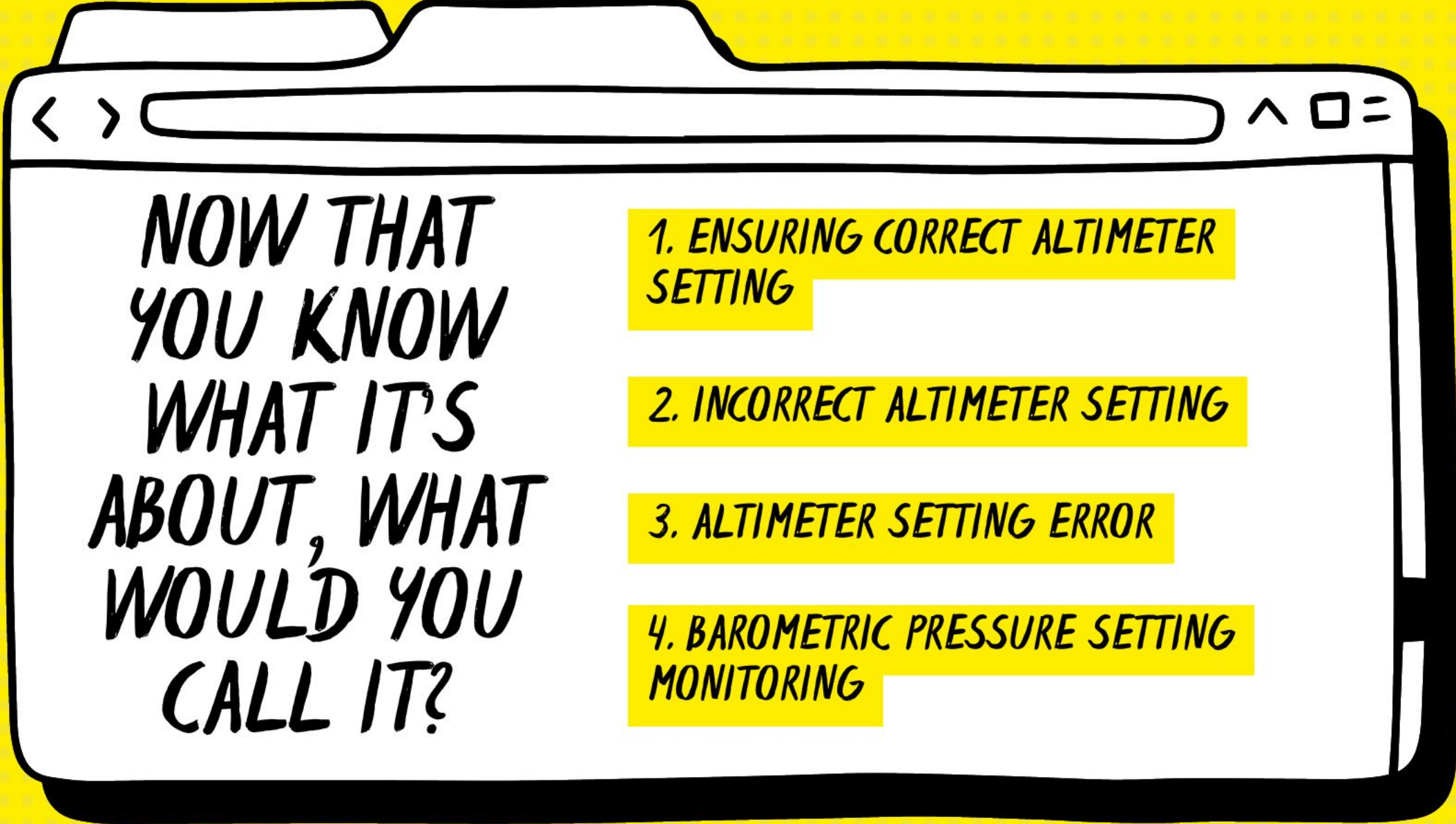
- ATCO operational opportunities to reduce fuel burn and emissions
- Investigating an airspace efficiency metric to use a proxy for environmental performance, (as a global standard)
- Investigating the effects and interdependencies of contrail avoidance strategies.
- Aligns with ICAO LTAG





BAROMETRIC VNAV

- There has been a rise of incidents related to incorrect barometric altimeter setting.
- Mitigation is needed to prevent such from happening.



NOW THAT
YOU KNOW
WHAT IT'S
ABOUT, WHAT
WOULD YOU
CALL IT?

1. ENSURING CORRECT ALTIMETER
SETTING

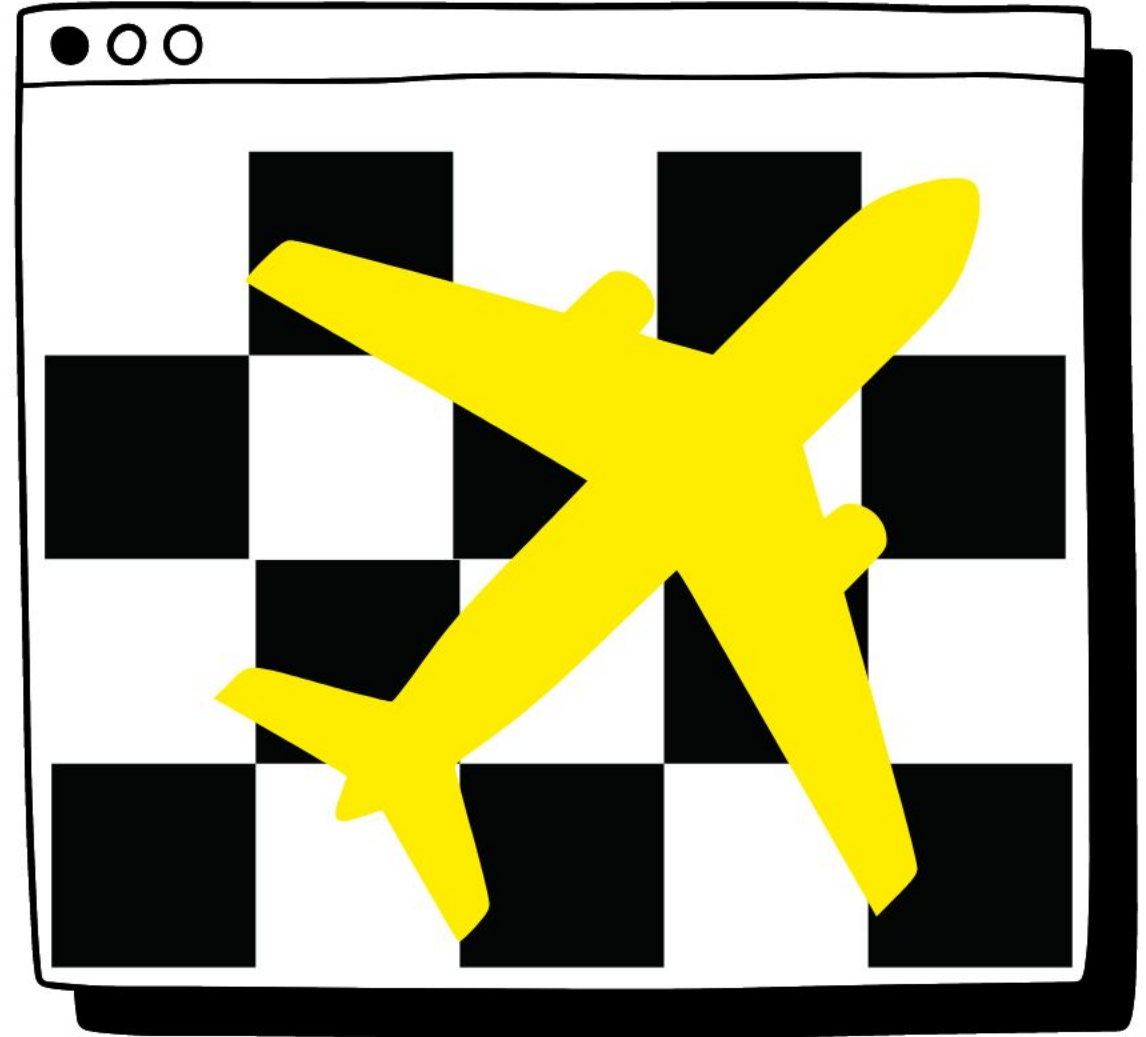
2. INCORRECT ALTIMETER SETTING

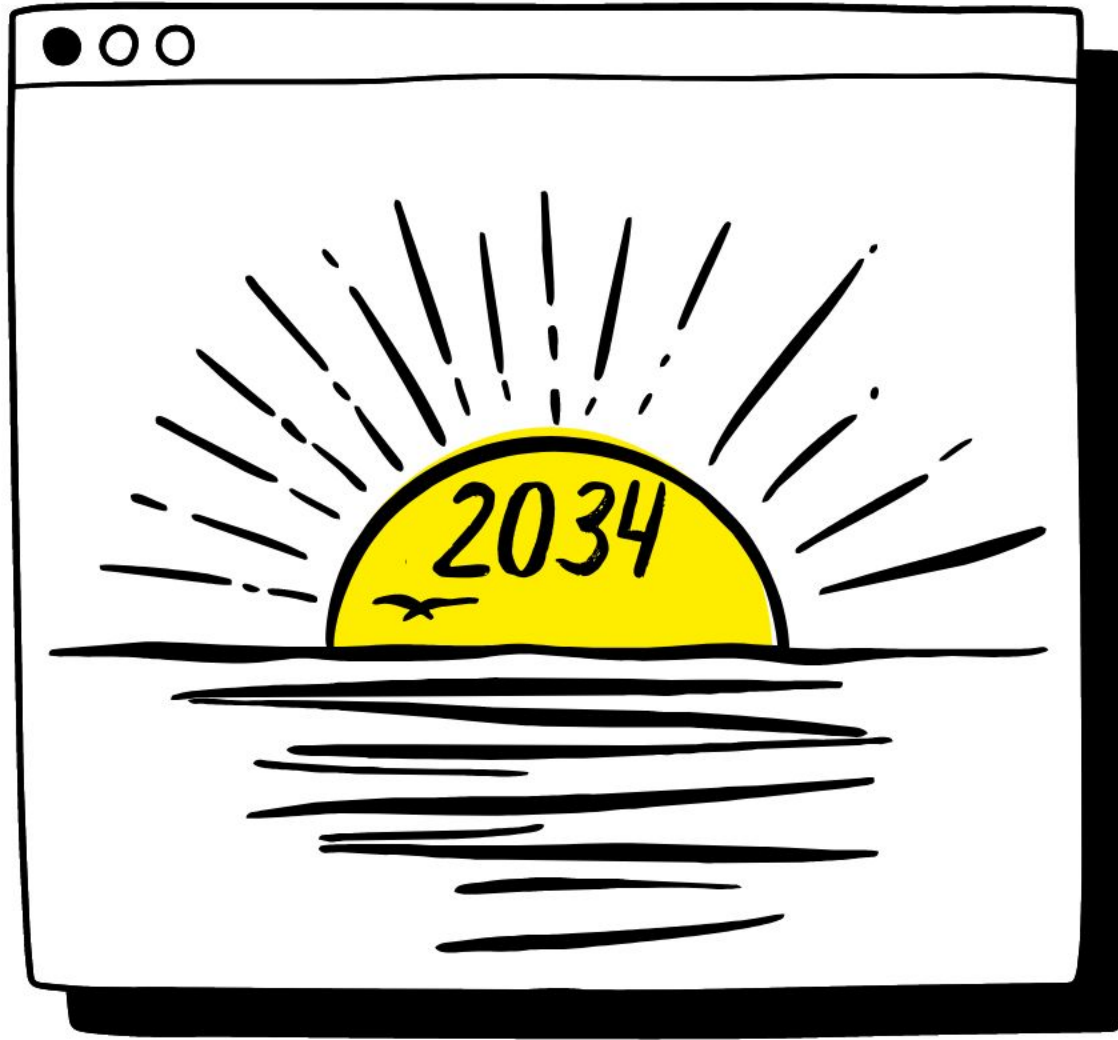
3. ALTIMETER SETTING ERROR

4. BAROMETRIC PRESSURE SETTING
MONITORING

SUSTAINABLE TAXIING

- Sustainable taxiing is a procedure that allows equipment (taxibot) to maneuver an aircraft to the holding point without turning on the engines, reducing carbon emissions and ensuring cleaner air.
- However, this procedure might impact air traffic operations
- Currently trialing in Amsterdam



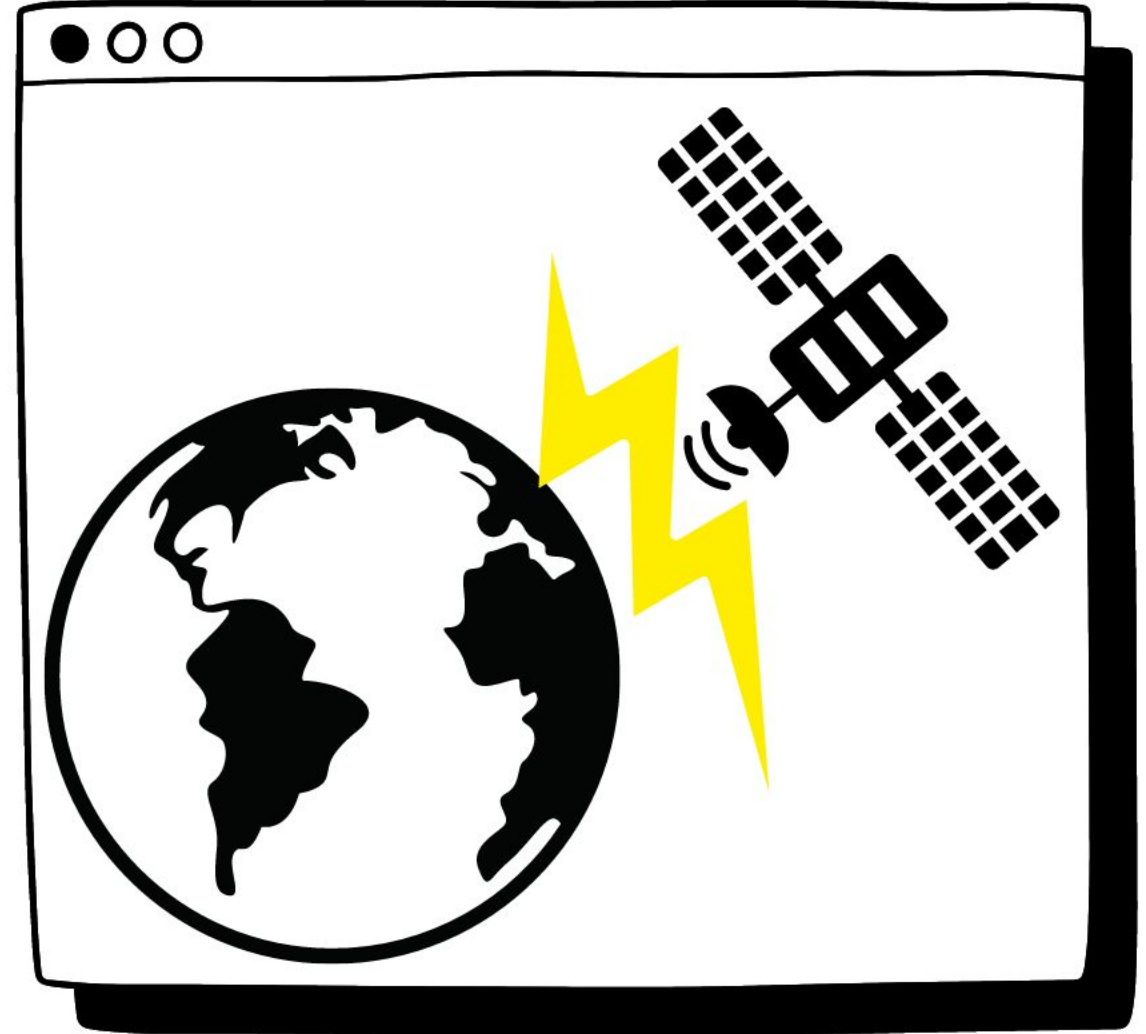


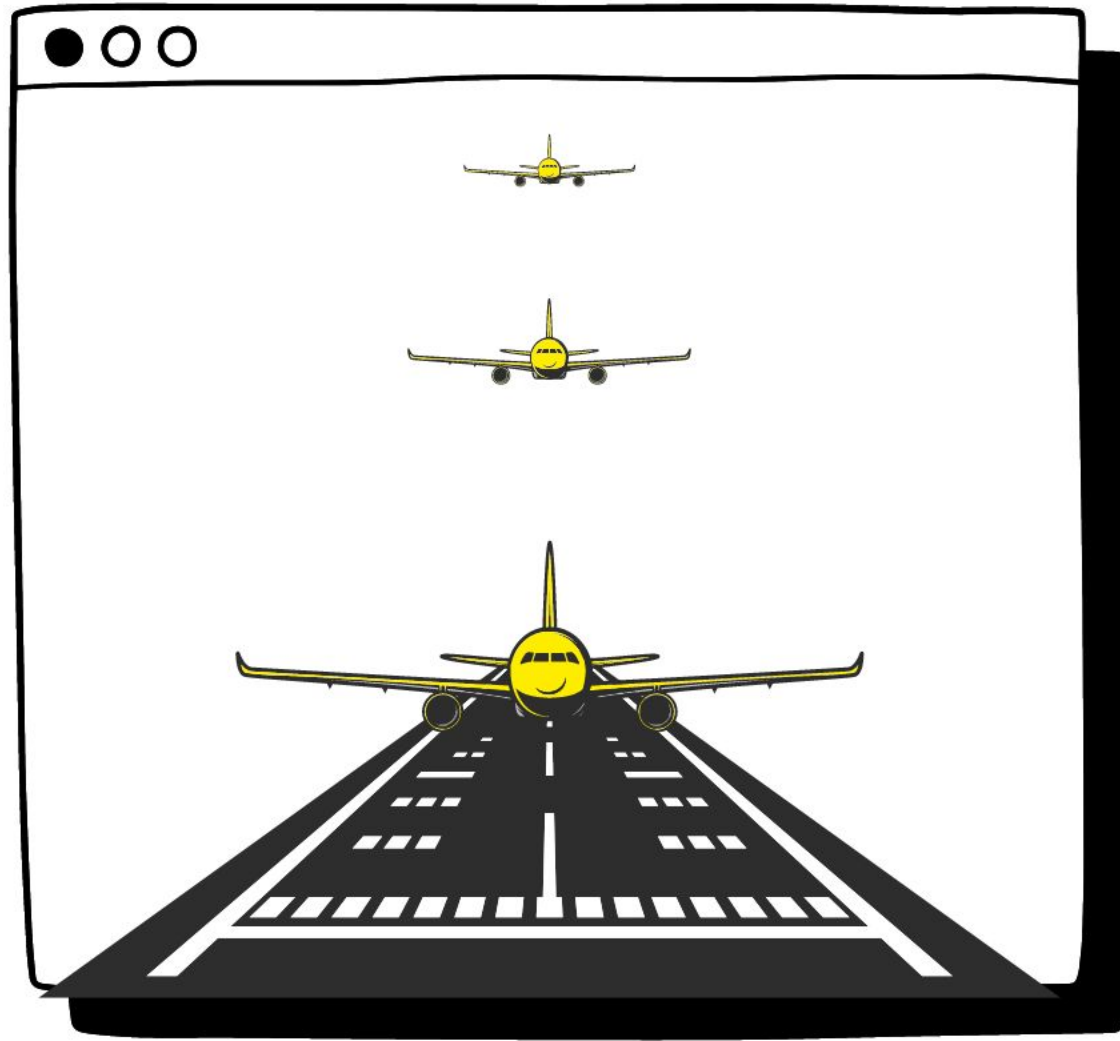
TBO: HARMONIOUS INTERACTION

- When Flight Plan 2012 was introduced it was simultaneously done so
- FPL 2012 has a sunset date of 2034 and there may be roll out on different dates for
- Concerns for Mixed Mode Operation

GNSS SPOOFING & JAMMING

- Possible vulnerability of some ATC systems due to GPS time
- Raise awareness in the global aviation community that this issue exists, has unexpected consequences in the affected locality, but also further downstream, and is likely to get worse rather than better in the coming years
- There are concerns about the reduction of ground-based NAVAIDs and the impact to resilience in navigational support



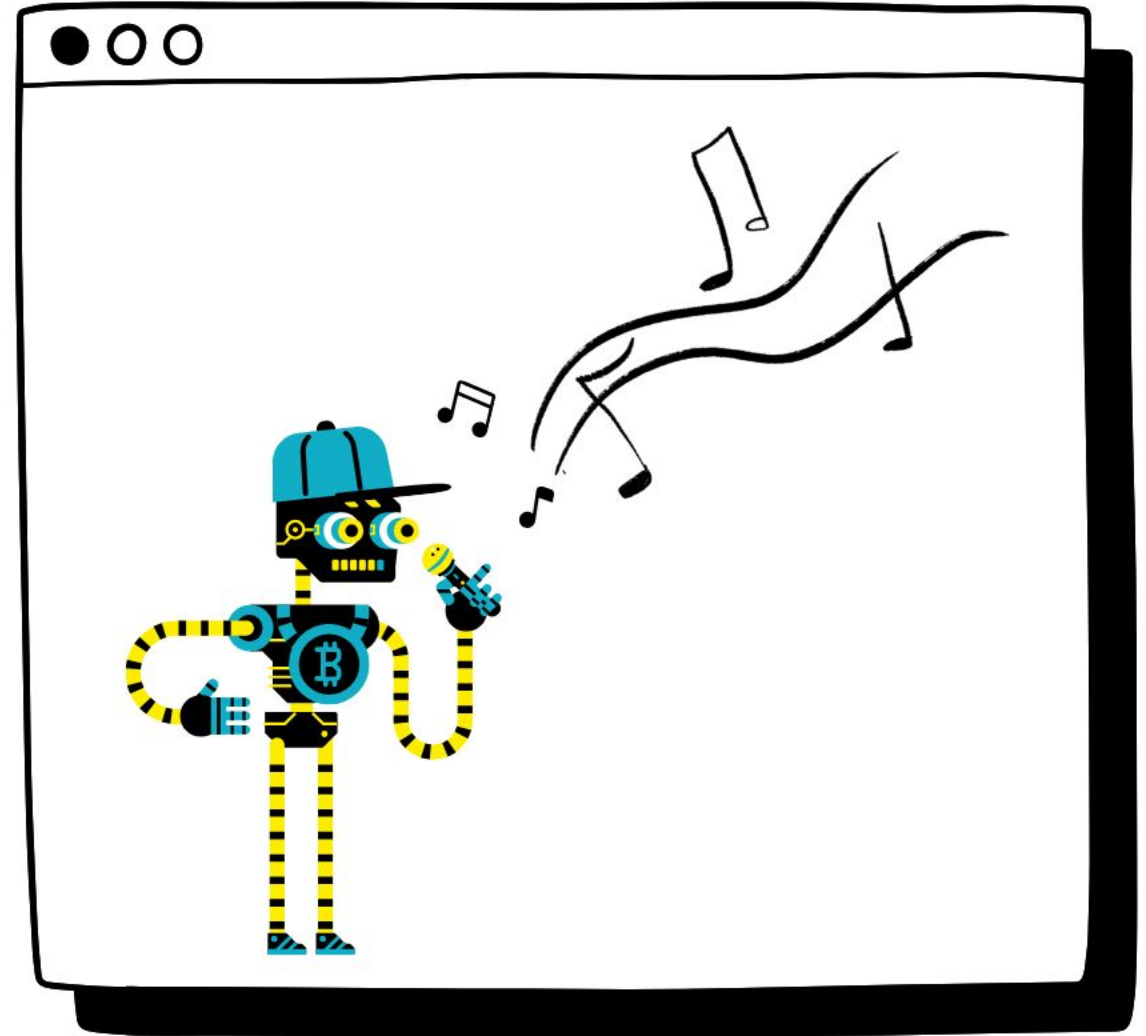


INTERVAL MANAGEMENT

- Interval Management (IM) is an Airborne Surveillance Application (ASA) and concept that provides new means of managing traffic flows and spacing of aircraft based on specific ground and airborne capabilities.
- One of the biggest questions is what role does Air Traffic Control play in this operation.

TECH HARMONIZATION

- Same system is Utopian, the goals are rather to increase interoperability of systems. Keep momentum forward.
- Standardasing the minimum data exchange and the protocols used in the procces





SYSTEMS BASED LICENCING

-Provisional Policy being reviewed

*More
info* 

Systems Based Air Traffic Control License

Concept

Systems-based licensing would allow controllers to work in any airspace using a mastered operating system, instead of requiring specific sector knowledge.

Training and Competency

A new approach to training and competency assessment would be needed, with questions about how to maintain proficiency across multiple sectors and how to respond to system failures without specific operational knowledge.

Safety

The loss of deep local knowledge, excessive dependence on automation, and concerns about safety and efficiency suggest that this concept could compromise the current high safety standards.

1

2

3

4

5

Automation

Implementation would require highly automated systems capable of providing all necessary local information. This raises concerns about system reliability and the ability of controllers to handle unforeseen situations.

Legal and Professional Aspects

Issues arise regarding liability in case of incidents, international portability of licenses, and the impact on the air traffic controller profession, including possible effects on health and job satisfaction.

QUESTIONS FROM THE AUTHOR

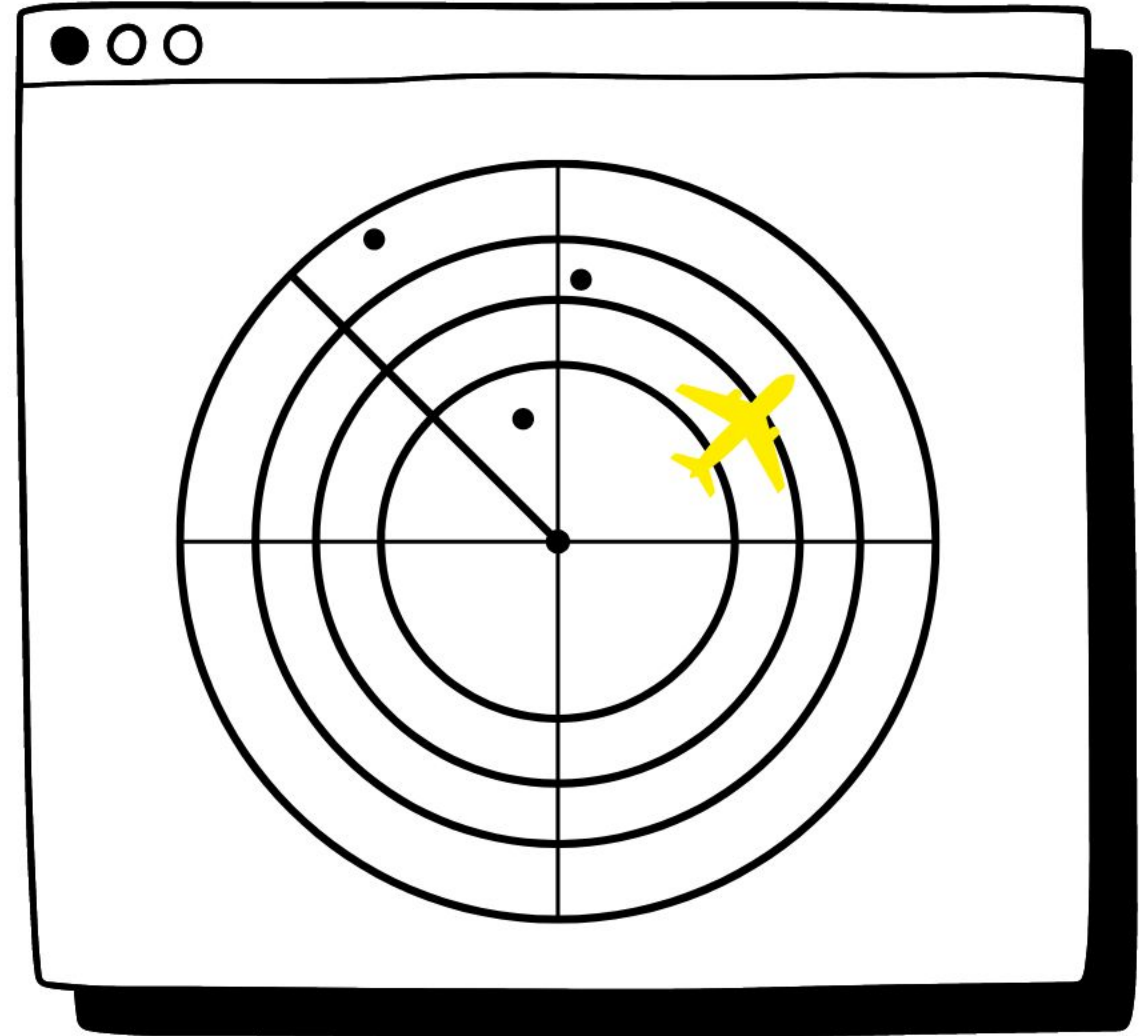
Have you noticed ATCOs deskilling following the pandemic?

How did you mitigate?

Do you think it is possible to retain ATCOs skills with a long-term deskilling like systems based licencing?

LOW TRAFFIC LICENCE

- There are concerns over utilisation of low traffic licence procedures
- Use is questioned as a single licence as opposed to as a supplement to an existing set of credentials
- There are questions as to how an ANSP determines "low traffic"

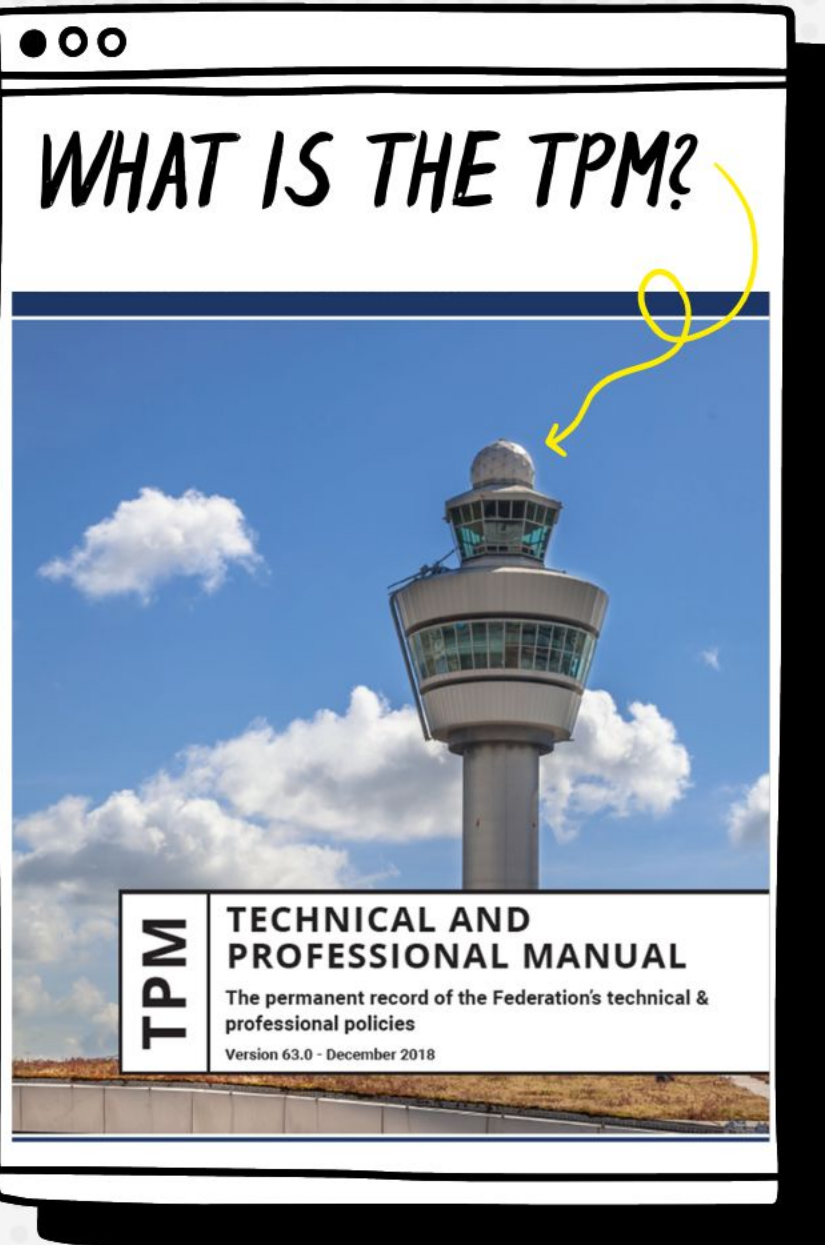




QUESTION FROM THE AUTHORS:

Does your country use or plan to introduce an endorsement that has restricted conditions?

These can either be based on time of utilisation (e.g. during night time), density of traffic or complexity in order to facilitate sectorisation or to reduce staff numbers.



Houses all the policies
that TOC and PLC
have developed and
been approved by
directors at
conference



A living
document we
are continually
working to
keep up to date

Broken down
into several
sections by
subject type

● WHAT TOPICS ARE IN THE TPM?



TOC

- AUTOMATION AND ATM SYSTEMS (AAS)
- AIRFIELD OPERATIONS (ADME)
- PROVISION OF AIR TRAFFIC SERVICES (ATS)
- COMMUNICATIONS (COM)
- SEPARATION STANDARDS (SEP)

PLC

- INFORMATION ON PROFESSIONAL MATTERS (INFO)
- LEGAL MATTERS (LM)
- MEDICAL MATTERS (MED)
- TRAINING MATTERS (TRNG)
- WORKING CONDITIONS (WC)

*DO YOU NEED TO FIND
PREVIOUS PAPERS?*

IFATCA.WIKI



● 2 WAYS OF THE WAYS TO GET INVOLVED WITH TOC

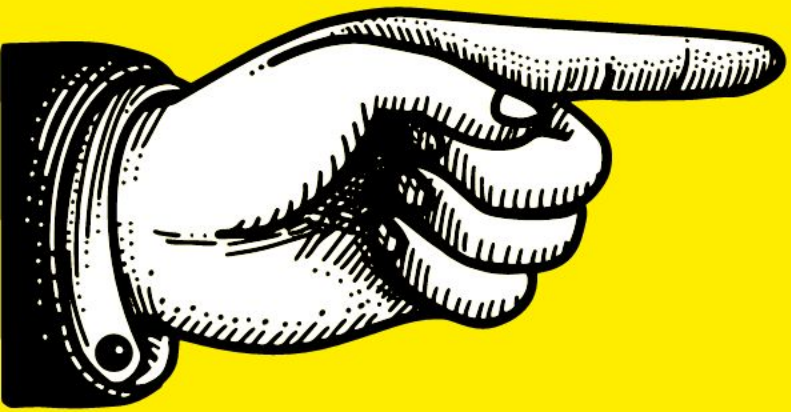


ELECTED MEMBER

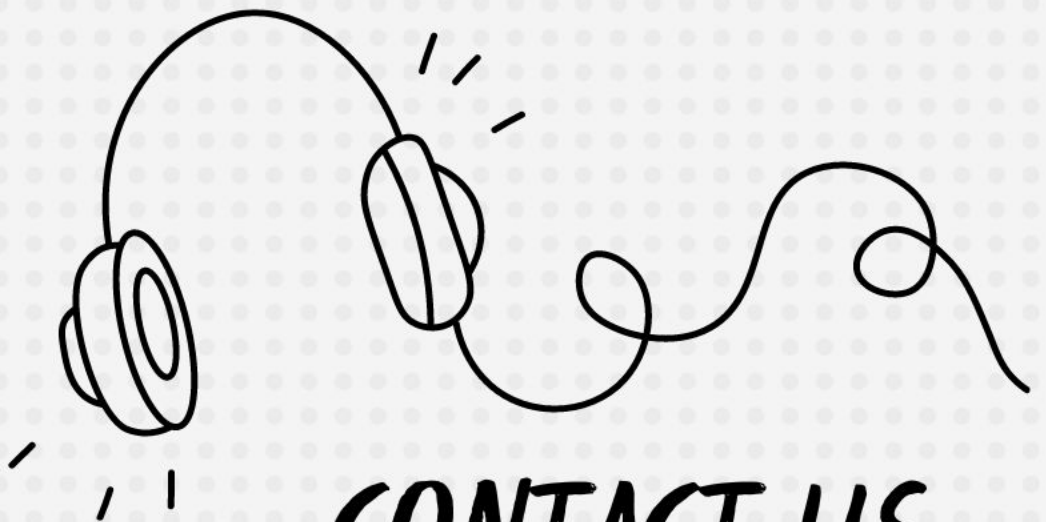
- WRITE RESEARCH PAPERS AND CONTRIBUTE TO OTHERS
- ATTEND 2 MEETINGS (WHERE IFATCA FUNDS HOTEL AND FOOD, BUT TRANSIT AT MA EXPENSE) AS WELL AS CONFERENCE
- IS ELECTED AT CONFERENCE

CORRESPONDING

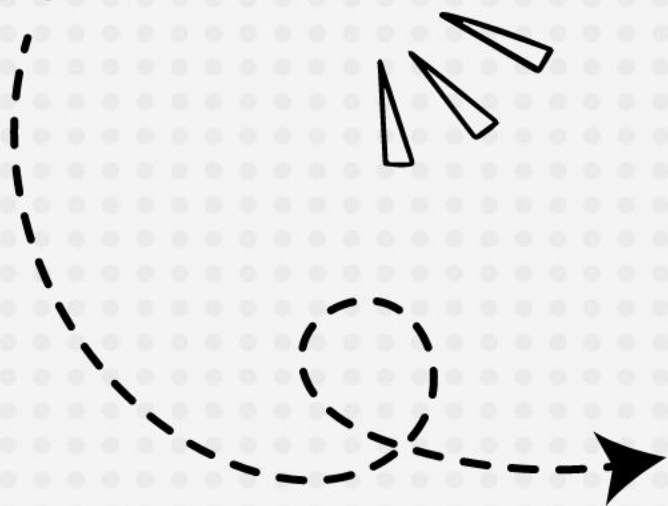
- IS A NON-ELECTED MEMBER
- ALSO WRITE PAPERS AND CONTRIBUTE TO OTHERS
- ATTEND 2 MEETINGS (WHERE MA PAYS THE MEMBERS WAY) AS WELL AS CONFERENCE



*DO YOU HAVE AN
ISSUE YOU NEED
ADDRESSED?*



CONTACT US



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OR FILL IN THE

Online Form



ANY QUESTIONS?