



INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS

PLC 2024 Countries



IFATCA PLC in Singapore 2024



IFATCA



PLC Meeting locations



Osaka, Japan – 7th – 9th October 2024



Mexico City, Mexico – Early January 2025



PLC/TOC Joint Working topics

IFATCA Environment policy creation

Technology Harmonisation

Low Traffic & system-based licenses

De-activation of safety nets



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De-activation of safety nets



Authors: Byron & Mauro

- IFATCA lacks policy and guidance on controlling practices to reduce the impact on the environment.
- Look at ANSPs around the globe to understand what is being done.

PLC/TOC Joint Working topics

IFATCA Environment policy creation

Technology Harmonisation

Low Traffic & system-based licenses

De-activation of safety nets



Authors: Mark & Iulia

- What can we do to promote harmonisation across a global ATM network?
- Is it even possible?

PLC/TOC Joint Working topics

IFATCA Environment policy creation

Technology Harmonisation

Low Traffic & system-based licenses

De-activation of safety nets



Authors: Lacra & Donna & Danahe

- Continue the work from last conference.
- Some ANSPs are looking at allowing a system-based license or rating to qualify a controller.
- What about a controller rated in low traffic only?

PLC/TOC Joint Working topics

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Technology Harmonisation

Low Traffic & system-based licenses

De-activation of safety nets



Authors: Michelle & Fred

- Continuing the work from last year
- Work with TOC to create robust policy on this very important topic
- What are the effects of de-activating safety nets?

PLC Working topics

High Reliability Organisation

ATFM Licensing study

Return to operations following sim

Attracting new ATCOs

Fatigue Risk Management

Positive safety and just culture

ATCO skills with automation

Contingency preparedness



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Author: Michelle

- What is a High Reliability Organisation?
- How does ATC work with such high risk but have such a low accident rate?
- What other industries work like we do?

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Author: Brent

- ICAO do not require licences for Air Traffic Flow Management operators.
- Will become a bigger player in the ATM industry as we move towards Trajectory Based Operations.
- Do they need to be licenced operators?
- Does anyone do this already?

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Author: Benjamin

- What are the risks of returning to the live operation following a simulated exercise?
- Is the risk the same for all simulations?
- What should our policy be?

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Author: Jonne and Janet

- With air traffic increasing, more ATCOs are required. How can we promote the industry to the younger generation?
- Do they want the same things as we did?

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Author: Sayaka

- An in depth look into the risk of fatigue and methods to prevent it
- With increased traffic and lower staff levels, the risk on the ATCO is ever apparent.

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Author: Andrea

- Continue the work from last year
- Understand the relationship between a positive safety culture and a just culture
- Can we have one without the other?

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Author: Olga & Liraz

- What base skills must be maintained in an automated environment?
- Who holds the liability for when things go wrong?
- These questions are beginning to be asked as automation becomes more commonplace.

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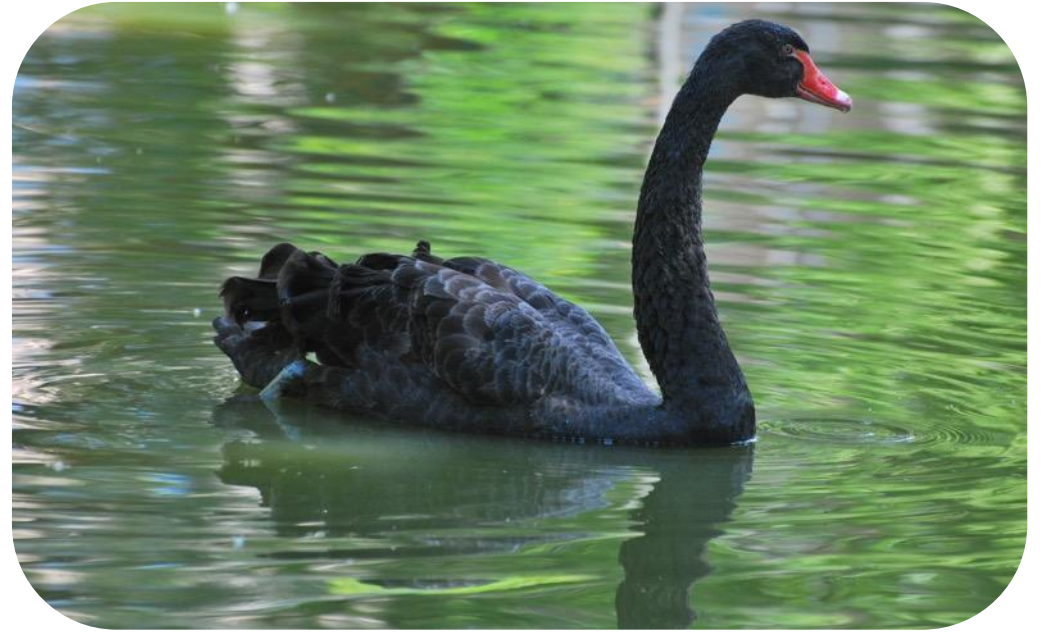
Attracting new ATCOs

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Author: Kurt

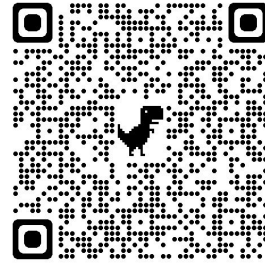
- How can we prepare for the unexpected?
- Is there any protocol for such occurrences?
- Is it possible to plan for every eventuality?

IFATCA needs you!



Adam.Exley@ifatca.org

Please reach out if you want a topic considered by the technical or professional teams either via email, WhatsApp or via the online job card system



Consider working within PLC next year. Make a difference in global aviation and represent your association.

- ☒ Work within a strong team. Meeting online regularly and in person twice a year.
- ☒ Produce high quality working papers for conference.
- ☒ Friendly camaraderie within a small team.
- ☒ Be the voice for under represented regions.



"As a first-timer at IFATCA's annual conference, it was hard to decide which of the committees to attend. However, due to my legal studies, I chose Committee C, and it was incredibly interesting. There were so many important topics that had been thoroughly analyzed by the PLC members in their excellent papers. After attending all the Professional and Legal Committee topics, I felt very impressed by the work conducted within the PLC, and I really wanted to be a part of it and to contribute to this exceptional and great effort, which benefits all the Air Traffic Controllers worldwide"

Olga Toki, PLC elected member

WHAT HAPPENS NEXT?

- Come away from this meeting and work on the points raised at this meeting
- Adjust the formatting to follow the guidelines shown prior
- Double check your references
- Create a presentation and PowerPoint for the duration of about 5 minutes for conference
- Deadline for the last upload is the 9th Feb
- 3 weeks for myself and Peter to finalise the papers ready for conference.

WHAT HAPPENS NEXT?

- Who intends to re-elect for PLC in Singapore?
- Is anyone not going to be in Singapore?

PLC Working topics

Positive safety culture vs a just culture

VFR workload study

System based licensing

Defining the ATCO

Low traffic licenses

Disabling safety tools

Leased aircraft callsign confusion

RPAS DAA “detect and avoid” latency

Reliability issues



Understanding the differences and similarities of both safety systems.

Can you have one without the other?

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Looking at studies conducted on monitoring and managing the unpredictable spikes in ATCO workload with VFR traffic.

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Is it possible that in the future, an ATCO could be qualified on the system rather than the geographical location?

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There is no definition of the ATCO in ICAO documentation. Do we need one? What should it encompass?

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Some Member States are considering the option of “low traffic” licences. Why would they do this? And what does it mean for us as Air Traffic Controllers?

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Reliance on ATIS



Who should be responsible for turning off safety tools on ATCO position? Why would the ATCO want to turn them off anyway?
Poor design?

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Airlines are increasingly using leased aircraft to fulfil their schedules. This has resulted in confusion and some incidents.
How can we work to reduce this risk?

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With RPAS operations increasing is there a risk of fragmentation in the operation? Does the detection and avoidance of the RPAS system need to be standardised?

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VFR workload study

System based licensing

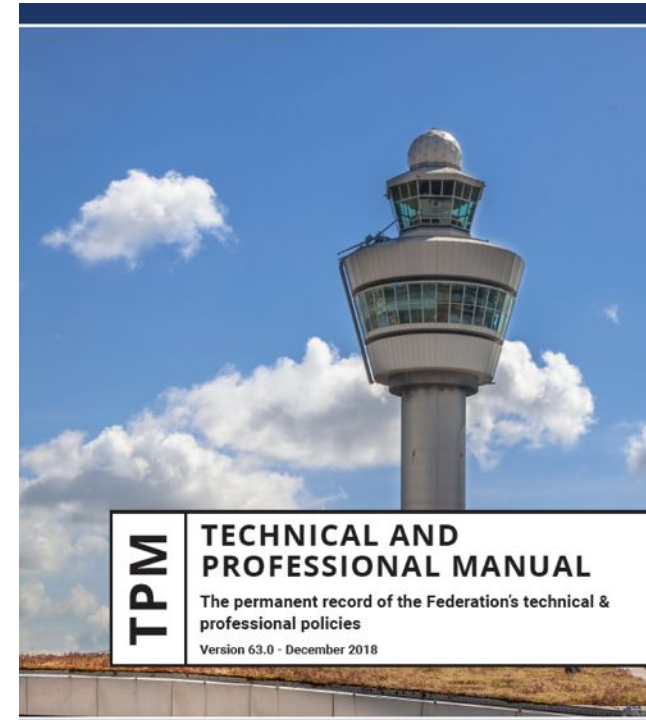
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Important and timely policy reviews on :-
TRNG,
Unsafe airspace and
The Work and Rest Scheme.