

出國報告(出國類別:其他-國際會議)

出席國際飛航管制員協會聯盟
第 49 屆年會

服務機關：民航局飛航管制組

姓名職稱：熊時平技正

赴派國家：多明尼加共和國

出國期間：99 年 4 月 10 日起至 99 年 4 月 18 日

報告日期：99 年 5 月 12 日

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壹、目的

一、國際飛航管制員協會聯盟簡介

「國際飛航管制員協會聯盟」(International Federation of Air Traffic Controllers' Associations，簡稱 IFATCA)為一非政治性之獨立專業組織，1961年10月20日於荷蘭阿姆斯特丹成立，主要發起國為奧地利、比利時、丹麥、芬蘭、西德、冰島、愛爾蘭、盧森堡、荷蘭、挪威及瑞士等 11 個國家，均為歐洲國家，隨後其他國家亦陸續加入，IFATCA 設立之主要目標為：

1. 有效率及有規律地提昇國際間之飛航安全。
2. 協助發展飛航管制之安全有序制度。
3. 促進國際飛航管制員間之學術交流。
4. 維護飛航管制員之應有權益。
5. 擴展與其它相關國際組織間之相互利益。
6. 致力發展泛世界管制員協會聯盟事業。

IFATCA 總會設於加拿大蒙特婁，主要分成四大地區：歐洲、美洲、亞太、非洲/中東，發展迄今已有 130 個會員國加入。亞太地區目前有澳大利亞、斐濟、香港、印尼、日本、韓國、澳門、馬來西亞、蒙古、尼泊爾、

紐西蘭、新加坡、斯里蘭卡、泰國及台灣等會員。

二、中華民國飛航管制員協會簡介

我國於 1978 年首度應邀以觀察員身份參加在丹麥哥本哈根舉辦之 IFATCA 第 17 屆年會，開始瞭解 IFATCA 之宗旨並邁出我飛航管制國際化之腳步。1979 年我國獲邀參加在比利時布魯塞爾舉行之第 18 屆年會，並進一步與 IFATCA 理事會討論我入會之可行性。1980 年「中華民國飛航管制協會」正式成立，並以 ROCATCA (Republic of China Air Traffic Controllers' Association) 名義正式申請加入 IFATCA，註冊名稱為『ROCATCA (TAIWAN)』，開啟我飛航管制國際化之新頁。

三、參加 IFATCA 年會

我國自退出聯合國後，在國際間受到限制，以航空部分而言，聯合國所屬國際民航組織(ICAO)為一專業國際組織，其主要制定全球民航安全標準與規章，因我非屬聯合國會員，ICAO 拒絕我方參加任何其主辦之會議、研討會、座談會，使我無法有暢通管道瞭解國際民航相關技術及安全標準與規範。

IFATCA 在 IACO 佔有舉足輕重的地位，主要係因 ICAO 多為學術界人士，由學術團隊提出的標準及規定，有時與實際管制作業產生衝突或矛盾；而以飛航管制作業來說，IFATCA 成員均為管制人員，對於 ICAO 訂定的

標準及規定有窒礙難行處時，會成立專業團隊，經過不斷的研究、討論並符合管制員實際作業狀況及需求後，再將建議及相關資料提供 ICAO 參考。

所幸我方仍可藉由參加 IFATCA 相關會議，瞭解在飛航管制作業部分的最新資料及狀況，最主要為我飛航管制員協會積極負責的態度，加上 IFATCA 成立之主要目的與我協會之精神相同，皆為有效提昇飛航安全與服務品質、促進飛航管制員間之技術交流並提昇其水準、維護飛航管制員應有之權益、拓展與其他國際組織之協調與聯繫，以及致力發展國際飛航管制員協會聯盟事業等。本局每年均編列預算，除可積極參與航管國際事務外，亦可強化與各國之交流與合作，培養國際會議人才，拓展國際視野。



IFATCA 2010 年年會的 LOGO

四、 行程

4 月 10 日	由桃園國際機場搭乘長榮航空公司 BR032 班機至美國紐華克機場。
4 月 11 日	由美國紐華克機場搭乘大陸航空公司 C01042 至多明尼加共和國。
4 月 12 日至 16 日	參加國際飛航管制員協會聯盟第 49 屆年會。
4 月 17 日至 18 日	結束會議行程，搭乘大陸航空公司 C0879 至美國紐華克機場準備返台。

貳、過程

IFATCA 每年固定召開一次年會，今年已經邁入第 49 屆，本屆會議日期為 99 年 4 月 12 日至 16 日，舉行地點在多明尼加共和國。據統計，此次年會共計 59 個會員國代表參加，出席會員將近 400 人。

4 月 11 日晚上為歡迎酒會(Welcome Party)，揭開 49 屆年會序幕，酒會地點在 Melia Carie Tropical Hotel，此飯店亦為本次年會舉辦的場地，本次年會在多明尼加舉辦，對於大多數的國家來說，交通不是非常方便，需要轉機才能抵達，所以在會議前一天仍有部分會員未能抵達，另外主辦單位也未安排司儀做開幕，場面感覺不如預期的熱鬧，比較特別的是現場安排了手工現捲的雪茄，一支 10 元美金，這部分倒是吸引很多男士排隊購買，對於癮君子來說還真是一項福利，但在台灣可能就引起反彈了。



手工現捲的雪茄



歡迎酒會與日本、香港、巴拿馬、澳洲、愛爾蘭的管制員合影

4 月 12 日上午舉行開幕典禮，舉行地點在 Melia Caribe Tropical Hotel 會議中心，由 IFATCA 協會聯盟理事長 Mr. Marc Baumgartner 主持，開幕典禮貴賓包含多明尼加共和國民航局局長 Mr. Lic Jose Tomas Perez 以及多明尼加共和國管制員協會理事長 Felix Alejandro Rosa Martinez。



IFATCA 協會聯盟理事長
Mr. Marc Baumgartner

多明尼加共和國民航局局長
Mr. Lic Jose Tomas Perez

開幕典禮過程讓我覺得不夠完善的地方是司儀全程使用西班牙文，以致當司儀宣佈中場休息時，大家還一頭霧水以為開幕典禮結束，並私底下詢問為何沒有表演節目，以類似的國際會議來說，司

儀未使用英文其實不是很適當。

開幕典禮的節目安排 6 位多明尼加舞者表演加勒比海風味的舞蹈，非常熱情有活力。



開幕典禮

表演結束後，隨即唱名本次出席的會員國，各會員代表需至台前領取名牌，根據統計，本次出席的正式會員國共有 59 國，未能出席而委託其他會員國代表則有 17 國。以協會目前共計有 130 個會員國計算，本次出席及委託共計為 76 國，已超過全部會員國 2 分之 1，主席宣布本次年會正式開始。



我方參加人員

開幕典禮結束即展開工作會議，本次會議議程安排如下：

TIME-SCHEDULE IFATCA CONFERENCE 2010 - PUNTA CANA

	COMMITTEE A	COMMITTEE B	COMMITTEE C
MONDAY (4/12)	10h00 OPENING CEREMONY followed by the OPENING of the TECHNICAL EXHIBITION and the OPENING PLENARY 12h30 Lunch		
	13h15-15h30 Session	13h15-15h30 Session	13h15-15h30 Session
TUESDAY (4/13)	08h30-10h15 Session	08h30-10h30 Combined Session	
	10h15-10h45 Coffee	10h30-11h00 Coffee	
	10h45-12h30 Session	11h00-12h45 Combined Session	
	12h30 LUNCH	12h45 LUNCH	
	13h15-15h30 Session	13h30- 15h30 Session (Combined if necessary)	
WEDNESDAY (4/14)	08h30-10h15 Session	08h30-10h30 Session	08h30-10h45 Session
	10h15-10h45 Coffee	10h30-11h00 Coffee	10h45-11h15 Coffee
	10h45-12h30 Session	11h00-12h45 Session	11h15-13h00 Session
	12h30 LUNCH	12h45 LUNCH	13h00 LUNCH

	13h15-15h30 Session	13h30-15h30 Session	13h45-15h30 Session
THURSDAY (4/15)	08h30-10h15 Session 10h15-10h45 Coffee 10h45-12h30 Session 12H30 LUNCH	08h30-10h30 Session 10h30-11h00 Coffee 11h00-12h30 Session 12h30 LUNCH	08h30-10h45 Session 10h45-11h15 Coffee 11h15-12h30 Session 12h30 LUNCH
	13h15 - 16h30 IFATCA Panel (Coffee break 14h45 - 15h15)		
FRIDAY (4/16)	08h30-11h00 Regional Meetings 11h00-12h30 available for coordination and/or other meetings 12h30 Lunch 14h00 Final Plenary and Closing Ceremony		

IFATCA 年會分為 A、B、C 三組同時進行：

1. Committee A: (Administration & Management)：討論內容以國際飛航管制員協會聯盟行政事物為主，如聯盟之政策、組織、行政、財務(含次年預算)、季刊及管理及各地區(Regional)分會業務報告。
2. Committee B (Professional & Technical)：討論內容注重航管專業技術，如飛航程序、術語、管制案件分析、法規制訂、硬體及裝備檢討。
3. Committee C (Working environments)：討論管制員待遇、訓

練、工作環境、人力配置、獎懲制度、權益、責任及法律等有關事項。

本屆年會各組工作會議較重要的討論內容，摘要如下：

一、 A組主席為 Albert Taylor(迦納共和國)，副主席為 Juan Cesar Thomas(多明尼加共和國)，秘書為 Adell Humphreys(美國)。

1. 本次年會計有哥倫比亞(Republic of Colombia)以及巴布亞新幾內亞(Papua New Guinea)申請加入，經過熱烈討論，兩個會員國均無異議順利完成入會手續，並分別以 ACDECTA (Asociation Colombiana de Controladores de Transito Aero)及 The Papua New Guinea Air Traffic Controllers Association 的名義正式加入。
2. IFATCA 協會聯盟理事長 Mr. Marc Baumgartner 已經擔任此職 12 年，為歷任以來在職最久的理事長，今年將正式離開此職，會中各會員國對於 Mr. Marc 的專業及貢獻均予以最高度的肯定，而新的理事長將由 Alexis Brathwaite 接任。
3. 2011 年協會聯盟年會於約旦舉行，因 2011 年為 IFATCA 成立 50 週年，希望能吸引更多會員參加，但約旦所提出相關費用讓不

少國家怯步，光是註冊費用就要將近 200 元歐元(台幣約 10000 元)，再加上會議地點規劃在安曼的凱悅飯店(Hyatt Hotel)，一晚的住宿費用約 190-220 元美金，光是費用的部份可能會降低不少會員國及會員參予的意願。代表我 ROCATCA 出席的薛少怡理事長，針對此部分亦特別向亞太區的 EVP 反應，希望在費用部分還有調降空間。

4. 2012 年協會聯盟年會僅有尼泊爾提出申請主辦，因尼泊爾提出完整申辦計畫，註冊費用約 150-170 元美金，經熱烈討論後，最後由尼泊爾獲得主辦權。
5. 2013 年協會聯盟年會目前僅印尼提出意願，據聞係因 13 這個數字對於歐美國家來說不是幸運數字，所以可能也不會有其他會員國提出申請舉辦年會。
6. 2014 年協會聯盟年會目前有迦納共和國提出主辦意願。
7. 有關中國大陸已釋出消息將規劃成立管制員協會，亞太地區 EVP-Raymond Tse 將會持續觀察陸方動態，並詢問陸方後續是否有意願加入 IFATCA。
8. 本次會議對於部份會員國未能定期繳納會費，而決議將其除籍，包括瓜地馬拉、模里西斯、祕魯以及菲律賓。



會議中投票表決過程

二、 B 組主席為 Akos van der Plaat(荷蘭)，副主席為 Luis Castillo(多明尼加共和國)，秘書為 Catharina De Decker (比利時)。

觀察員包含了 ICAO 代表-Chris Dalton、IFALPA(國際飛行員協會聯盟)代表-Capt. Fernando Alvarez、CANSO(民航服務組織)代表-Timothy Rees、THALES 公司代表-Patrick Lefevre 等。

1. 有關實施目視進場因故重飛

目視進場屬於儀器飛航的一種，因故無法完成落地而需重飛時，並未如同儀器進場程序訂定有誤失進場程序可遵循，除非航管另有指示，否則駕駛員應加入機場航線。

IFATCA 針對此議題討論，並建議應在 AIP 上應加註目視進場之

重飛程序(GO AROUND PROCEDURE)，後續擬將此項建議提供 ICAO 參考。

2. 有關離場程序、進場程序及其他公告航線之高度限制運用

如許可離場航空器爬升至較高空層或是依據離場程序中指定之空層頒發許可，航空器即應依據離場程序公告的高度限制爬升，除非管制員特別給予其他指示，在 ICAO 第 4444 號文件第 12.3.1.2(z)節中(2007 年 11 月版本)，相關術語應用為：

CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator)
CANCELLED (or) LEVEL RESTRICTION(S) (SID designator) AT
(point) CANCELLED]

爬高至(空層) [取消 (離場程序) 空層限制 (或) 取消(離場程序) 在(點)空層限制

例：

KLM1234 CLIMB TO FLIGHT LEVEL 230 LEVEL

RESTRICTIONS WOODY 1 S DEPARTURE CANCELLED

KLM1234 爬高至飛航空層 230，取消 WOODY1 離場空層限制

or

KLM1234 CLIMB TO FLIGHT LEVEL 230 LEVEL RESTRICTIONS WOODY

1 S DEPARTURE AT LEKKO CANCELLED

KLM1234 爬高至飛航空層 230，取消 WOODY1 離場在 LEKKO 之空層限制

有關於 ICAO 目前提供的術語，IFATCA 技術小組認為過於冗長且不可行，IFATCA 技術小組已研擬新的術語，希望能以更簡單易用的術語，供管制員及駕駛員使用，並提供 ICAO 參考，相關術語如下：

OPEN CLIMB/DESCEND

或是

CONTINUOUS CLIMB/DESCEND

此項建議將再與 ICAO 進行研討。

3. IFALPA(國際飛行員協會聯盟)提出停止線燈(STOP BARS)不論天候狀況，應 24 小時開啟運作，而相關操作介面應儘可能靠近機場席管制員，且必需便於操作。

IFATCA 則提出不同意見，像是 ICAO 對於停止線燈的操作並未有明確規定，且亦未訂定停止線燈緊急操作程序之相關術語，另外有關現行停止線燈的操作設計，反而造成管制員需低頭操作及可能使管制員分心，另外停止線燈主要是運用在低能見度狀況，並可能造成航行量降低，所以有關 IFALPA 所提之建議，應在前述限制條件下均予以改善後再進行研討。

4. 有關 TOC 小組(Technical and Operations Committee)，共有 7 個會員國/地區參選，但是只有 6 個名額，當選的為多明尼加共和國、德國、紐西蘭、荷蘭、美國及英國，接下來的一年將繼續研討有關離到場程序設計、” FLY-BY” 及” FLY-OVER” 的定義、航空器 FMS 操作、歐洲政策(EUROPEAN POLICY)及空中交通管理等議題。



B 組會議室

3. 有關 PLC 小組(Professional and Legal Committee)，共有 11 個會員國/地區參選，但是只有 10 個名額，當選的為比利時、克羅埃西亞、EGATS(歐洲航管協會)、德國、香港、義大利、南非、瑞典、荷蘭及英國，接下來的一年將繼續研討有關 SMS(安全管理系統)、航空英語無線電溝通能力、ICAO 新政策 STATE SAFETY OVERSIGHT 及糖尿病等議題。

四、 亞太區地區會議

IFATCA 會員國/地區主要分成 4 大區塊，包含歐洲、美洲、亞太、非洲/中東四大地區，每年年會均會提供半天的時間召開地區性會議。有關亞太區會議係由香港籍之執行副主席 (EVP) Raymond Tse 主持。各國代表均利用此一機會報告過去一年之工作概況，本次我國之報告由職擔任，其重點如下：

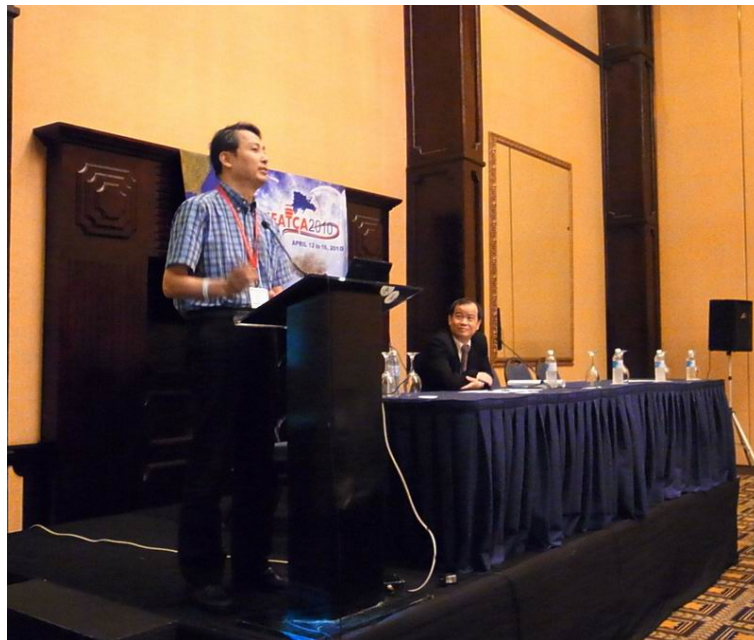
1. 有關 ROCATCA 相關理監事人選已於今年重新改選，新任理事長為薛少怡先生。
2. 有關本區 CNS/ATM 新系統現已進入 720 小時信心測試階段，預計於 2011 年中啟用。
3. 桃園國際機場預計進行跑道道面整修，將面臨只有一條跑道運作的狀況，本案預計最快於 2011 年底進行，屆時對於福岡飛航情

報區及香港飛航情報區的作業會有影響，詳細的情形建議於今年 11 月於台北舉行的亞太地區年會進行意見交換。

4. 有關 2010 年的亞太區年會將於台北舉行，相關細節請薛理事長報告。

五、 2010 年於台北舉行之亞太區年會(薛少怡理事長報告)

1. 有關本年度亞太區年會訂於 99 年 11 月 3-5 日假台北王朝大酒店舉行。
2. 相關資訊以及報名註冊請進入網 <http://www.aprm2010.net/>。
3. 每人註冊費用約 60~80 美金。



薛理事長報告台北舉行之亞太區年會相關事宜



亞太區地區會員與 IFATCA 理事長 Mr. Marc Baumgartner 合影



本次我方參加人員與亞太區 EVP-Raymond Tse 合影



2010 年年會圓滿結束-參加人員合影留念

叁、心得與建議事項

- 一、 據了解大陸目前正積極組織其所屬的管制員協會，其加入 IFATCA 聯盟的意圖亦相當明顯，對於大陸加入是否影響我 ROCATCA 的地位，目前狀況尚不明確，建議我方應持續觀察相關發展情形，並適時研擬因應方案，避免因陸方加入而對我產生排擠效應。
- 二、 IFATCA 是一非常專業國際航管組織，會議中討論的議題除了與管制員實際作業息息相關，該組織也對管制員權力義務做討論。IFATCA 在國際上地位已日益重要，連國際民航組織 ICAO 都相當重視 IFATCA 的專業與意見。我們每年能以 ROCATCA 會員身份參加 IFATCA 的年會，不但可以獲得最新的航管資訊外，也可以和其他國家管制員交流意見，並有助於我們與鄰區間航管業務之協調與合作。
- 三、 藉由 5 天的研討會，我們利用中場休息時間或是會後與各國管制員交流，人脈的建立其實是需要時間累積的，很多人知道我們是從台灣來，第一反應都是 1997 年台北年會及 2006 年高雄年會都圓滿成功，讓他們對於台灣的印象非常好，另外也紛紛詢問前任理事長陳服平先生的狀況，這就是 ROCATCA 不斷努力與積極參予 IFATCA 會務所表現出來的具體

成果。

四、主辦單位雖然很用心辦理此次年會，但是還是有一些小細節需要改進，也剛好提供我們參考，避免發生同樣的缺失，像是歡迎酒會沒有安排人員做開場，還有以國際會議來說，英語應該是主要語言，但開幕典禮的司儀卻全程使用西班牙語，另外因為會議場所所在旅館太貴，所以約有 3 成人員住在鄰近的飯店，主辦單位表示會全程安排車子接送，但常常不是遲到就是超載，對於住在外面的人員來說，感覺很像次等公民。未來如果我們有機會辦理類似的國際會議，都應該要避免前面這些狀況的發生，因為由小細節就可以看出主辦單位的用心程度。

五、本次會議除公費代表 1 人外，本局尚有 4 位管制同仁願意以自費方式前往參加會議，有機會能參加這樣的盛會，除了增廣見聞，也可以學習到國際會議運作流程；為能與世界各國維持聯繫，避免與國際航管作業脫節，建議往後 IFATCA 年會應持續派員參加。

附件

A 組會議資料

AGENDA RES
ITEM NO.

DISCUSSION

ACTION

The Chairman of Committee A, Mr. Albert Taylor (Ghana), opened the meeting at 1:50 p.m. on Monday, April 12, 2010, and introduced other members of the head table: Mr. Alexis Brathwaite (Trinidad and Tobago), Deputy President; Ms. Adell Humphreys (USA), Secretary; Mr. Dale Wright (USA), EVP Finance; and Mr. Juan Thomas (Dominican Republic), Vice Chairman.

The Chairman welcomed all attendees on behalf of the Federation, and expressed his sincere compliments to the Host Committee for their splendid efforts in planning and hosting the conference.

The Chairman explained that Committee A deals with administrative issues, including the Constitution and Bye Laws, membership and finance. The sessions will begin promptly at 8:30 a.m. each day and are scheduled to end at 3:30 p.m. on Monday, Tuesday and Wednesday; the session will end at 12:30 p.m. on Thursday, followed by the IFATCA Panel in the afternoon. He outlined the procedures for quorum, roll call, proxy and voting procedures, and mentioned that all MAs should regularly check their mailboxes for late working papers and other information.

Roll call taken.

Total Attendance/Proxies: 71
Quorum established.

April 13 Roll Call

Total Attendance/Proxies: 66
Quorum established.

April 14 Roll Call

Total Attendance/Proxies: 67
Quorum established.

A.1

APPLICATIONS FOR MEMBERSHIP

A.1.1 WP01R

APPLICATION FOR MEMBERSHIP – REPUBLIC OF COLOMBIA

Presented by the Executive Board.

The Asociacion Colombiana de Controladores de Transito Aero (ACDECTA) has applied for membership to IFATCA. Colombia was previously a member, and has an outstanding debt to the Federation of \$1,041.14 USD. ACDECTA has fulfilled all of the requirements for membership; their declared membership is 372 and their membership category is 2. ACDECTA has paid the affiliation fee, subscription fees

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for 2010/11, and has paid the amount in arrears. The Administrative Manual provides for Directors to require or waive any arrears owed by a previous MA. Since Colombia is the same association as the previous association, the Executive Board recommends that the Directors waive the affiliation fee and accept the arrears that have been paid.

A1 It is recommended that the Directors approve Asociation Colombiana de Controladores de Transito Aero (ACDECTA) as a Professional Member of the Federation.

It is recommended that the affiliation fee for ACDECTA be waived, and that the arrears paid by ACDECTA be accepted.

Proposed: Argentina

Seconded: Romania

CARRIED UNANIMOUSLY

A.1.2 APPLICATION FOR MEMBERSHIP – PAPUA NEW GUINEA

WP02R

Presented by the Executive Board.

The Papua New Guinea Air Traffic Controllers Association has applied for membership to IFATCA. Papua New Guinea was previously a member of the Federation and has an outstanding debt of \$1,701.85 USD.

Their declared membership is 107 and their membership category is 3. Papua New Guinea has paid their affiliation fee and subscription fees for 2010/11. The arrears of \$1,701.85 USD have not been paid; however, they have committed to paying this by 15 April 2010.

The Administrative Manual provides for Directors to require or waive any arrears owed by a previous MA. Since Papua New Guinea is the same association as the previous association, the Executive Board recommends that Directors waive the affiliation fee and require payment of the arrears owed.

Switzerland questioned whether the affiliation fees had been paid. DP explained that the affiliation fees and the subscription fees have been paid. Since Papua New Guinea is a MA that was formerly part of the association, it is proposed that the affiliation fee that had already been paid be waived and those monies be applied to the arrears owed.

DP noted that Papua New Guinea has provided the information for the Information Handbook.

A2 It is recommended that the Directors approve the Papua New Guinea Air Traffic Controllers Association as a Professional Member of the Federation, provided that the arrears owed are paid

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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by 31 May 2010.

Proposed: Croatia
 Seconded: Algeria

CARRIED UNANIMOUSLY

A.2

REPORTS

**A.2.1
WP10**

**REPORT OF THE PRESIDENT & CHIEF EXECUTIVE
OFFICER**

Presented by Marc Baumgartner, PCX.

PCX thanked the MAs and individuals that have contributed to the success of the Federation, and expressed special gratitude to the Norwegian Association for their hosting of the June EB meeting.

The Federation entered the “inner circle” of ICAO during 2009 with a representative to the Air Navigation Commission. Coordination with ICAO and other organizations such as CANSO, IFALPA, IFATSEA and IATA are now an integral part of the Federation’s daily work.

Following the untimely passing of Henry Nkondokaya in September 2009, PCX has acted as EVP AFM. He has also been actively involved in SESAR and served as Chairman of Eurocontrol’s Agency Advisory Group on Research.

With the establishment of a more permanent position on the ICAO Air Navigation Commission, the Federation will now be able to influence a great deal of ongoing and future work. The Federation’s role in the shaping of a more performance-oriented approach in air traffic management will require input over the coming years.

The EB has had a busy year and has worked well together. One of the significant recent achievements is the Federation’s work with IFALPA on accident investigations. We have also worked with CANSO on a NextGen brochure.

PCX acknowledged the support he has received from his fellow EB members, the IFATCA Office, IFATCA officials and representatives and the MAs. He gave special thanks to his association, Skycontrol Swiss ATCA, for their continuous understanding and support of his work.

Switzerland thanked PCX for his excellent work over the years and noted that this would be his last conference as PCX. He questioned the funding we would receive from SESAR – is it reimbursement for expenses only or does it compensate for time spent? PCX explained that the contract provides financial assistance for expenses incurred; it is

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not a consultation contract. The contract is for the first two years of an eight-year project.

The Chairman asked if the time had come to appoint a Liaison Officer to CANSO. PCX responded that this has not yet been addressed by the EB. CANSO has evolved and become a major player in the world of aviation. In the future, the EB may consider a liaison to CANSO, similar to the IFALPA Liaison Officer.

On behalf of the Directors, the Chair thanked PCX for his 12 years of meritorious service and for serving as an inspiration to the new generation of air traffic controllers.

PCX received a standing ovation from the Directors.

The report of the President and Chief Executive Officer was accepted.

A.2.2
WP11

REPORT OF THE DEPUTY PRESIDENT

Presented by Alexis Braithwaite, DP.

DP spent more time than usual in the Montreal office this year, and was able to assist in addressing some of the Federation’s technological issues. He acknowledged the important role that John Redmond has played as Chair of the Constitution and Administration Committee. Mr. Redmond will be stepping down from his position and the Directors must elect a new Chairman during Conference.

Federation communications continued to improve over the last year, through email, the website, and The Controller Magazine.

DP noted that his inspiration and motivation to perform his duties comes from the members of IFATCA. He thanked all members as well as his employer, who has generously provided the time off and support necessary for him to do his work for the Federation.

The report of the Deputy President was accepted.

A.2.3
WP12

**REPORT OF THE EXECUTIVE VICE-PRESIDENT
AFRICA/MIDDLE EAST**

Presented by Mark Baumgartner, PCX.

It was noted that Henry Peter Nkondokaya tragically passed away on 6 September 2009. PCX was appointed to manage the region until Conference 2010.

Africa/Middle East is the largest area in the Federation (in terms of the

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number of MAs) and is a very busy and diverse region. Staff shortages, technical upgrades, social unrest and operational issues exist throughout the region.

One of the critical ongoing issues is in Botswana; a new civil aviation board has been created that is “cherry picking” the controllers that they want to employ. The Federation is also in active contact with controllers in Namibia. The FIFA World Cup is being held later this year in Johannesburg, South Africa, and this has raised concern due to the increase in air traffic (coupled with the fact that there is a shortage of qualified controllers in Johannesburg).

ASECNA has yet to pay the subscription fees for several MAs, which they said they would do at a previous Conference.

The Chairman noted his sadness at the loss of Henry Nkondokaya. He explained that Henry did not plan to stand for re-election, as he wanted to pay more attention to his family and focus on his upcoming retirement. Henry gave a great deal to improve working conditions for air traffic controllers in his region. Voluntary financial contributions will be collected during Conference, which will be given to Henry’s family.

Australia agreed that Henry was a great friend to all controllers worldwide and his family deserves our support.

The report of the Executive Vice-President Africa/Middle East was accepted.

A.2.4
WP13

REPORT OF THE EXECUTIVE VICE-PRESIDENT AMERICAS

Presented by Alex Figuereo, EVP AMA.

Performance-based navigation is a major issue in the Americas Region (especially in Latin American countries). RNAV procedures, SIDs and STARs are being implemented, facilitating arrivals and departures and reducing the amount of vectoring within the radar-covered airspace. Recent statistics indicate that air traffic has increased 5.74% in the North American and Caribbean areas. As a result, several countries are signing radar data sharing agreements to improve air flow.

Several MAs have provided assistance to our colleagues in Haiti after the recent earthquake.

There are some important issues concerning Bolivia and Brazil and these will be discussed during Closed Session.

This is the second year for EVP AMA in this position and he has gained valuable experience during this time. He thanked his colleagues on the

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EB and expressed special thanks to his MA for their continued support.

The report of the Executive Vice-President Americas was accepted.

A.2.5
WP14

**REPORT OF THE EXECUTIVE VICE-PRESIDENT
ASIA/PACIFIC**

Presented by Dr. Raymond Tse, EVP ASP.

There are now 17 MAs within the Asia/Pacific Region and they share many similar issues and concerns. Staffing shortages continue and there is an increasing reliance on overtime as a result. Regional language proficiency is a concern as several countries are still undergoing training and testing. There are one or two countries that have not planned any language training or assessment schedule in order to meet the 2011 deadline.

The first year of his tenure as EVP ASP has been very challenging and a great deal of support and assistance has been provided by his predecessor, John Wagstaff.

China is giving consideration to creating an air traffic controller association; when this occurs, IFATCA will contact them with the hope that they will join the Federation.

MAs continue to coordinate and work closely to resolve issues such as airspace procedures and flow management plans.

EVP ASP thanked his employer and the MAs for their support during his first year in office.

The report of the Executive Vice-President Asia/Pacific was accepted.

A.2.6
WP15

REPORT OF THE EXECUTIVE VICE-PRESIDENT EUROPE

Presented by Patrik Peters, EVP EUR.

The European Region is changing. Driven by the Single European Sky developments, many systems are growing together under enormous pressure. The professional role of the air traffic controller must be redefined as we adapt to the pressure of the job and adopt new technical systems. Increased economic pressure on air navigation service providers is having an impact on ATCOs. The call for more productivity and reduced delays can be a treacherous challenge.

Throughout the region, lack of staffing, poor working conditions and reduced/low salaries are shared concerns, along with delayed implementation of new systems, downscaled training opportunities and leave cuts.

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EVP EUR has been extremely busy this year. He stressed that the Federation must focus on its prime objectives -- the profession of air traffic control. Some MAs ask for assistance on union-type issues and these are not issues where the Federation can become involved.

There are some issues concerning Ireland that will be discussed during Closed Session. He also encouraged the EB to give more attention to the FAB and become more proactive in addressing the concerns of MAs.

EVP EUR thanked all those who supported his work for the Federation, including his family, the EB, the European MAs, his employer and EGATS.

The report of the Executive Vice-President Europe was accepted.

A.2.7
WP16

REPORT OF THE CONFERENCE EXECUTIVE

Presented by Alexis Brathwaite, DP.

Jack van Delft was delayed arriving at Conference due to family matters.

CE visited Punta Cana in January 2010 for his second pre-conference inspection. The Organizing Committee (OC) has worked well in locating suitable alternative hotel accommodations.

CE visited Jordan in December 2009 for the first inspection visit for the 2011 Conference venue. The Conference will be held 11-15 April, 2011 in Amman, Jordan. The Grand Hyatt Hotel will serve as the primary Conference facility; the hotel is a five-star luxury hotel with plenty of meeting space for Conference requirements. There will also be a number of more moderately priced hotels available for those MAs who do not want to stay at the Hyatt.

At this point, several MAs who had announced their intentions to bid on future Conferences had not submitted working papers. Nepal has submitted a working paper that outlines their desire to host the 2012 Conference.

The report of the Conference Executive was accepted.

A.3

FINANCE

A.3.1
WP17

REPORT OF THE EXECUTIVE VICE-PRESIDENT FINANCE

Presented by Dale Wright, EVPF.

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EVVPF attended a number of meetings over the past year, including three EB meetings.

In FY 2010/11, the Federation will use a new software program for its accounting systems which will be more compatible with the system used by the Federation's audit firm.

The finances of the Federation remain strong. The EB continues to improve the budgeting process and prioritizing attendance at meetings and conferences.

Due to the reduction in free/reduced air travel, this expense has increased. The Federation has spent the following on airfare over the past several years: FY 2006/07 - \$35,985.58 USD; FY 2007/08 - \$49,860.58 USD; FY 2008/09 - \$32,814.69 USD. The per diem amount is also being increased, effective June 1, 2010, to \$55 USD per day except for activities in Europe, where the rate will be \$60 USD per day.

The Federation's involvement with SESAR and NextGen may result in additional income for the Federation, which could offset the expenses of more representatives for these important initiatives.

At the end of this Conference, a new EVVPF will take office. The Federation and EB must continue to improve the Federation's financial foundation in order to remain a powerful organization in today's aviation arena.

EVVPF acknowledged the support provided by his MA, the National Air Traffic Controllers Association, for his work with the Federation over the last seven years. He also thanked the EB and the FIC for their support, wisdom and guidance.

The Chairman gave great credit to EVVPF and commended him for the excellent job he has done managing the Federation's finances for the last seven years. He also acknowledged the tremendous support that the USA has given to controllers in Africa and to Haiti.

The report of the Executive Vice-President Finance was accepted.

A.3.2
LWP08

2008/09 INCOME & EXPENDITURE ACCOUNTS & REPORT OF THE AUDITOR

Acceptance of the late working paper was considered by the Committee.

Proposed: Kenya
Seconded: Cyprus

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CARRIED UNANIMOUSLY

Presented by Dale Wright, EVPF.

The accounts for fiscal year 2008/09 were audited and received on 7 February 2010. EVPF apologized for this late working paper; however, he wanted to ensure that the Federation’s accounts were properly reviewed prior to sending a final draft to the auditor. Once the audit report was received, there were several questions about account types that were coordinated prior to final closing actions being taken.

Income from The Controller Magazine exceeded expenses, which showed a profit of \$25,854.50. The audit listed an outstanding amount due to Litho Art in the amount of \$22,668.20. However, review of all financial transactions showed that this was not an outstanding debt. PCX discussed the accounting of SESAR expenses, and a total of \$7,915.87 was placed in “Prior Extraordinary Expenses”, along with the amount from Litho Art, which raised the total to \$30,584.07.

Total income received was \$411,704.09; total expenses were \$340,450.71. Total extraordinary income was \$228, and total extraordinary expenses were \$30,584.07. This results in an excess of income over expenses for fiscal year 2008/09 of \$40,897.31.

FIC questioned one statement from the auditors letter: *“However, the testing of operational processes and the internal control system, as well as inquiries and further testing procedures to detect fraud or other legal violations, are not within the scope of this examination.”* This language had never appeared on previous audit letters, and raised questions as to the Federation’s operations.

A3 It is recommended that the 2008/09 income and expenditure accounts and report of the auditor be accepted.

A4 It is recommended that the Executive Board be discharged of their responsibilities associated with the 2008/09 financial accounts.

Proposed: Haiti
 Seconded: Dominican Republic

CARRIED UNANIMOUSLY

**A.3.2.1
 WP18**

DEBT OF TERMINATED MEMBER ASSOCIATIONS

Presented by the Executive Board.

The Administrative Manual requires that the debts of terminated MAs be reported annually to Directors for a period of five years. After five years, these debts are no longer reported to the Directors at Conference.

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However, should terminated MAs with outstanding debts wish to rejoin the Federation, they would be required to repay the outstanding debt (unless the Directors voted to waive such debts).

Kazakhstan's membership was terminated in 2007 with an outstanding debt to the Federation of \$2819.61 USD. Paraguay's membership was terminated in 2007 with an outstanding debt to the Federation of \$1154.69 USD.

It is recommended that this working paper be accepted as information.

Proposed: Nigeria

Seconded: Poland

CARRIED UNANIMOUSLY

A.3.3
LWP09

DISPOSITION OF FUNDS

Acceptance of the late working paper was considered by the Committee.

Proposed: Canada

Seconded: Egypt

CARRIED UNANIMOUSLY

Presented by the Executive Board.

In fiscal year 2008/09, the Federation saw an excess of income over expenditure in the amount of \$40,897.31 USD. Due to verbal corrections made to Agenda Item A.3.2, there were two corrections to para. 2.2; The Controller Magazine had income over expenditures for FY 2008/09 of \$25,854.50 USD, leaving a positive amount for the magazine in FY 2008/09 of \$3,182.30 USD.

The EB intends to fund the ICAO ANC position for 2010/11, and does not plan to request a second year of voluntary donations by MAs to fund this position. The amount the EB intends to fund for this position is \$24,500 USD.

\$550 USD has been budgeted for the Conference Attendance Fund, and the remaining excess of income over expenditures is \$8,665.01 USD.

A5 **It is recommended that the Directors approve the transfer of \$40,907.31 USD to the Reserve Funds, as follows: \$3,182.30 USD to The Controller Magazine Reserve Fund; \$24,500 USD to the ICAO ANC Reserve Fund; \$550 USD to the Conference Attendance Fund; and \$12,665.01 USD to the General Reserve Fund.**

Proposed: Hong Kong

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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Seconded: Denmark

A.3.4
WP19

CARRIED UNANIMOUSLY
REPORT OF THE CHAIRMAN, FINANCE COMMITTEE (FIC)

Presented by Tord Gustavsson.

The Finance Committee (FIC) was tasked with four items as their work programme for 2009/10:

1. Review of amounts, inflation factors and MA categories in the Manual.
2. In conjunction with CAC, review the necessity of attendance of appointed officials at Conference.
3. Review the process for financial agreements between the EB and an MA.
4. Review of the Administrative Manual.

Working papers have been completed for all four items and will be discussed during Conference.

FIC met in November 2009. There has been some difficulty in determining the categorization of membership, but this has been resolved and a recommendation for a change to the Administrative Manual has been submitted for consideration.

There has been a lack of communication regarding working papers, so FIC has not been able to properly review the financial reports and submit comments. The Committee hopes to be able to provide more advance comments in the future.

The report of the Finance Committee was accepted.

A.3.5

WORK STUDIES

A.3.5.1
WP20

DETERMINATION OF AMOUNTS, INFLATION FACTOR AND MA CATEGORIES IN THE ADMINISTRATIVE MANUAL

Presented by the Finance Committee (FIC).

When FIC looked into the United Nations statistics for the “Countries in the Income Aggregates”, it was found that this was based on figures from the World Bank. These statistics are used to determine Membership Categories in the Federation. As a result, FIC proposes to change the Administrative Manual to reflect the fact that the information relied upon is from the World Bank.

AGENDA **RES**
ITEM **NO.**

DISCUSSION

ACTION

After discussion and review at the FIC meeting of the amounts in the Administrative Manual, FIC will propose an increase in the Shift Coverage. FIC also proposed to the EB to increase the Daily Allowance.

The following will be automatically entered into the Administrative Manual:

3.2 ANNUAL SUBSCRIPTIONS FOR THE YEAR 2010/11 (in USD)

3.2.1 Member Associations

<i>Category</i>	<i>Scale (Individual Members)</i>	<i>Subs per Members (USD)</i>
<i>Category 1</i>	<i>First 300</i>	<i>\$17.88</i>
	<i>Next 300</i>	<i>\$16.40</i>
	<i>Next 400</i>	<i>\$14.97</i>
	<i>Above 1,000</i>	<i>\$14.10</i>
<i>Category 2</i>	<i>All</i>	<i>\$10.51</i>
<i>Category 3</i>	<i>All</i>	<i>\$6.77</i>

No Member Association should pay more than \$28,690.19

USD in total annual subscription to the Federation.

3.3 MEMBERSHIP CATEGORIES

The following categorization will be used for the calculation of membership subscriptions for the financial year 2010/11:

3.3.1 Category 1: *Antigua & Barbuda, Aruba, Australia, Austria, Bahamas, Barbados, Belgium, Bermuda, Canada, Cyprus, Czech Republic, Denmark, EGATS, Estonia, Finland, France, Germany, Greece, Hong Kong, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Luxembourg, Macau, Malta, Netherlands, Netherlands Antilles, New Zealand, Norway, Portugal, Singapore, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Taiwan, Trinidad & Tobago, United Arab Emirates, United Kingdom, United States.*

3.2.1 Category 2: *Albania, Algeria, Angola, Argentina, Armenia, Belarus, Bolivia, Bosnia & Herzegovina, Botswana, Brazil, Bulgaria, Cameroon, Cape Verde, Chile, Congo Brazzaville, Costa Rica, Croatia, Djibouti, Dominican Republic, Ecuador, Egypt, El Salvador, Fiji, Gabon, Georgia, Grenada,*

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Guatemala, Guyana, India, Indonesia, Iran, Jamaica, Jordan, Latvia, Lithuania, Macedonia, Malaysia, Mauritius, Mexico, Moldova, Mongolia, Morocco, Namibia, Panama, Peru, Philippines, Poland, Romania, Russia, Saint Lucia, Serbia, Seychelles, South Africa, Sri Lanka, Sudan, Suriname, Swaziland, Tunisia, Turkey, Ukraine, Uruguay.

A6 3.3.2 *Category 3: Benin, Burkina Faso, Burundi, Chad, Comoros, Democratic Republic of Congo, Cote d'Ivoire, Eritrea, Ethiopia, Gambia, Ghana, Guinea-Bissau, Haiti, Kenya, Madagascar, Mali, Mauritania, Nepal, Niger, Nigeria, Roberts FIR, Rwanda, Senegal, Sierra Leone, Somalia, Tanzania, Togo, Uganda, Yemen, Zambia, Zimbabwe.*

A7 It is recommended that Page 2331, para 3.1.5 of the Administrative Manual be amended by deleting the text *“United Nations Human Development Report, Countries in the Income Aggregates”* and inserting the text *“World Bank World Development Report, Classification of Economies by Region and Income.”*

A8 It is recommended that Page 2827, para 2.5.2.2 (ii) of the Administrative Manual be amended by deleting the text *“United Nations Human Development Reports”* and inserting *“World Bank World Development Reports.”*

A9 It is recommended that Page 2827, para 2.5.2.2 of the Administrative Manual be amended by adding a new sub-paragraph (iv) by adding the text *“Inflation Factor Derived from the International Monetary Fund’s International Financial Statistics, Inflation for Industrial Countries.”*

A10 It is recommended that Page 2352, para 5.4.3.3 of the Administrative Manual be amended by changing the amount for Shift Coverage to \$200 USD.

It is recommended that the Inflation Factor and subscription fee for 2010/11 and updated list of Membership Categories for 2011/2012 be received as information.

Proposed: Bulgaria
Seconded: Ireland

CARRIED UNANIMOUSLY

**A.3.5.2
WP21**

REVIEW THE NECESSITY OF ATTENDANCE OF APPOINTED OFFICIALS AT CONFERENCE

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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Presented by the Finance Committee (FIC) and the Constitutional and Administrative Committee (CAC).

During Conference 2009, there was discussion as to whether it was necessary for various Appointed Officials to attend the Annual Conference. FIC and CAC were subsequently tasked with investigating this matter.

Prior to 2007, the Editor was a named official in the IFATCA Manual whose attendance at Conference was deemed necessary. However, other Officers and Officials of the Federation were treated differently as to whether it was necessary for them to attend Conference.

In accordance with the IFATCA Administrative Manual, Appointed Officials are the Secretary, Conference Executive, Editor, Liaison Officer to ICAO, Liaison Officer to the International Organisation in Geneva, Liaison Officer to the European Union, Technical and Professional Secretary, and Web Master. The Manual further states that such individuals are permitted to attend Conference, but it is silent as to reimbursement of expenses. The EB has the ability to provide “named persons” with a lump sum contribution for hotel and per diems and to make registration fees complimentary. They further have the ability to assist with travel costs.

Thus, FIC and CAC are of the opinion that no one appointed official must attend Conference, and the current provisions within the Administrative Manual allow the EB sufficient flexibility to determine and approve required attendance at Conference.

It is recommended that this working paper be accepted as information.

Proposed: Turkey

Seconded: Nepal

CARRIED UNANIMOUSLY

A.3.5.3
WP22

**REVIEW OF THE PROCESS FOR FINANCIAL AGREEMENTS
BETWEEN THE EXECUTIVE BOARD AND MEMBER
ASSOCIATIONS**

Presented by the Finance Committee (FIC).

This Working Paper came from a previous agreement between the EB and a proposed MA which would have allowed for a deliberately reduced declaration of membership in order to allow for affiliation. This generated two questions: whether the EB has the authority to make an arrangement with an MA for payment of its subscriptions, and

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whether or not the correct process was followed (including whether any such arrangement could extend to actual numbers of declared members).

The Administrative Manual; states that “*any financial arrangements made by the Executive Board in cases of hardship shall be voted on by the Directors, by a majority vote.*” Therefore, the Bye-Laws recognize the authority of the EB to make arrangements with MAs who experience hardships; however, any such arrangement must then be referred to Conference for approval by the Directors.

As long as the respective MA is clearly informed that such agreements are only tentative, pending further approval from Directors at Conference, and as long as the Working Paper submitted by the EB on this subject does not seek to convey that this arrangement is a “done deal” and does not put undue pressure on the Directors to accept it, then the process has been correctly followed.

Any such proposal coming to the Directors must contain an accurate declaration of membership.

In conclusion, the EB has the authority to enter into tentative arrangements with MAs or potential MAs that may be experiencing financial hardships, in accordance with the Constitution and Bye-Laws, subject to the final approval of the Directors. In its present form, the Bye-Laws address this matter adequately. It is recommended that this working paper be accepted as information.

Proposed: Iran
Secoded: Macedonia

CARRIED UNANIMOUSLY

A.3.5.4
WP23

REVIEW OF THE ADMINISTRATIVE MANUAL

Presented by the Finance Committee (FIC).

At Conference 2004, FIC submitted a Working Paper containing 32 Draft Recommendations for changes to the financial sections of the Administrative Manual. Four of these Draft Recommendations were withdrawn by FIC, and the remaining 28 were approved by the Directors. However, FIC later discovered that nine of the approved Draft Recommendations had not been included in the Administrative Manual. The Directors requested FIC to include a review of this matter in their 2009/10 work programme.

A11 **It is recommended that the following Draft Recommendations from 2004, as approved by the Directors, be included in the next update of the Administrative Manual:**

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4.2/A7

Delete Page 2311, para 1.1.1 from the Manual.

4.8/A13 Delete Page 2321, para 2.2.2 from the Manual.

4.11/A16 Delete Page 2322, para 2.4.2 from the Manual.

4.13/A18 Delete Page 2323, para 2.5.2 from the Manual.

4.16/A21 Delete Page 2331, para 3.1.3 from the Manual.

4.22/A24 Delete Page 2351, para 5.1 and the words “*and currency*” from the title from the Manual.

4.28/A30 Delete Page 2384, para 8.5.1 from the Manual.

4.29/A31 Amend Page 2391, para 9.1 of the Manual to read: “*In accordance with the Constitution, acting on a proposal from Standing Committee 3, the Executive Board have designated as Auditor of the IFATCA accounts . . .*”

4.31/A33

Delete Page 2541 from the Manual.

Trinidad and Tobago noted that Draft Recommendation 4.29/A31 made reference to Standing Committee 3, which has since been renamed.

Proposed: Ghana

Seconded: Argentina

CARRIED UNANIMOUSLY

A.3.6

OTHER FINANCIAL ISSUES

**A.3.6.1
WP24**

DETERMINATION OF AMOUNTS AND CURRENCY - TRAVEL ALLOWANCES

Presented by the Executive Board.

The IFATCA Bye-Laws provide the EVPF the ability to determine annually a nominal hotel and daily allowance, which may be adjusted at his discretion. These amounts are listed annually in the Administrative Manual; however, based on a suggestion from FIC, the EB agrees that it

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would be more practical to list these figures in an annex to the Guidelines for IFATCA Officers and Representatives (also known as the “Blue Book”). The Bye-Laws also provide for an allowance when travelling by automobile. The EB also believes that the car allowance should be moved to the Blue Book.

EVPF will advise the Directors of the budget figures that are used for these allowances.

DP proposed an additional paragraph 5.3.3 be added to the recommendation, as follows:

5.3.3 The allowances for hotel, per diem and when travelling by car shall be reported by the Executive Vice-President Finance in the proposed budget to be voted upon by Directors at Conference, and the amounts for the present and past financial years shall be included in the report to Conference of the Executive Vice-President Finance.

Proposed: Trinidad & Tobago
 Seconded: Canada

CARRIED

A12 It is recommended that Page 2351, para. 5.3 of the Administrative Manual be replaced with the following:

Travelling Allowances

5.3.1 The Executive Board shall determine annually nominal rates for allowances for Hotel, Per Diem, and when travelling by

car. The Executive Vice-President Finance may adjust these

figures at his discretion on evidence provided by the claimant.

5.3.2 The nominal figures determined in accordance with 5.3.1 shall be detailed in an annex to the Guidelines for IFATCA Officers and Representatives.

5.3.3 The allowances for hotel, per diem and when travelling by car shall be reported by the Executive Vice-President Finance in the proposed budget to be voted upon by Directors at Conference, and the amounts for the present and past financial years shall be included in the report to Conference of the Executive Vice-President Finance.

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Proposed: Norway
 Seconded: Switzerland
CARRIED UNANIMOUSLY

A.4 2010/11 WORK PROGRAMME FOR THE FINANCE COMMITTEE (FIC)

1. Review the amounts, inflation factors, and MA categories in the Administrative Manual.
2. Review the Reserve Funds and all policies related thereto.

A.5 FINANCE COMMITTEE (FIC)

A.5.1 ELECTION OF THE FINANCE COMMITTEE (FIC)

The current members of FIC were willing to stand for re-election to the FIC. No additional nominations were received.

Canada, Trinidad and Tobago and United Kingdom are elected to the Finance Committee for 2010/11.

A.6 HEADQUARTERS OFFICE

**A.6.1 REPORT ON THE OFFICE
 WP25**

Presented by Alexis Brathwaite, DP

The IFATCA Office and Secretariat continue to function to the standard set by the EB, and the Office Manager has very satisfactorily met the requirements as set out in the Terms of Reference.

The reports on the Office over the years have become very routine, due to the fact that the Office Manager handles her responsibilities in an efficient, professional manner. The MAs were asked to ensure that their contact information is up to date so that they can promptly receive Federation communications.

The report of the Office was accepted.

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A.6.2 WP26		REPORT OF THE WEB MANAGER	
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Presented by the Deputy President.

Rob Marshall, the Web Manager, was unable to attend Conference.

The website continues to be managed at minimal cost to the Federation. The Web Manager receives no remuneration; the only cost to the Federation is the maintenance costs for the domain hosting and retention of the domain name. The Federation is extremely grateful to Mr. Marshall for his work.

Due to a series of problems over the last two years with the web hosting company in London, a contract was signed with another company. Since that time, the website, forum and email facilities have been restored to a properly functioning state. The new company has provided uninterrupted service at a lower cost than the previous provider.

The Web Manager is willing to continue in his present role until such time that a suitable alternative policy can be developed. The Federation is approaching the time when it may need to hire a professional web manager to handle the Federation's website needs.

The IFATCA Forum is available to MAs. It can be used to communicate with other MAs. The Forum contains a subforum regarding regional meetings. In the past, individual MAs needed to create their own website when they hosted a regional meeting, but they can now use the subforum to provide information to other MAs on their regional meetings or other events.

The report of the Web Manager was accepted.

A.7		THE CONTROLLER MAGAZINE	
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A.7.1 WP27		REPORT OF THE EDITOR	
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Presented by Philippe Domogala.

Four issues of The Controller Magazine have been produced in the last year; all were produced on time and within budget. 3,500 copies are printed and distributed. We maintain a good working relationship with our printer.

There have been several changes to the Editorial Team over the last year and thanks were expressed to all team members. The content of the

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magazine continues to improve.

The total number of MAs who purchase subscriptions is still lower than it should be. Only 56 of approximately 140 MAs have subscribed to the magazine. It is not known if this lack of interest in the magazine is due to problems with the content or problems with the expense. The Editor believes that every MA should purchase at least one copy for each ATS facility in their country/area of responsibility.

Mr. Domogala will step down as Editor after this Conference, and will then serve as Deputy Editor. He noted that the job as Editor has been a great challenge, and he acknowledged that he has had an excellent Editorial Team to support him.

Turkey commented that the reason they do not have a subscription is that their members don't seem to be interested in reading the magazine, plus the fact that it isn't written in Turkish. It was suggested that articles written in Spanish, French or other languages might generate more interest.

Switzerland believes that the articles should be written in English.

Argentina noted that the main problem in her region is the cost of the subscriptions; they cannot afford to purchase a number of subscriptions for their members. The Editor questioned whether it might be useful to create a lower-cost subscription for those MAs who cannot afford the current cost.

The Chairman suggested that this topic be discussed at regional meetings over the next year.

New Zealand thanked Mr. Domogala for the work he has done on the magazine.

This working paper was accepted as information.

A.7.2
WP28

REPORT OF THE CONTROLLER STEERING COMMITTEE

Presented by the Deputy President.

The CSC met in January 2010 in Frankfurt. Changes in the IFATCA EB will result in new members of the CSC after this Conference.

Due to budgetary issues, the CSC has been forced to meet via electronic methods. Face-to-face meetings are preferred but not always possible. Germany sponsored a CSC meeting in January 2010, and other MAs are encouraged to sponsor future meetings.

The Controller Magazine is in a good financial position at this point in

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time. In addition, a strong foundation has been created to ensure a smooth transition to new editorial personnel over the coming year. A functional and accurate database has been developed to provide information on subscriptions; this database was the hard work by the Office Manager and Andrew Beadle.

Philip Marien will assume the role of Editor at the end of Conference, subject to approval by the Directors. He has worked on the magazine's Editorial Team for several years and has acted as primary editor on occasion.

CSC has discussed subscriptions. It was noted that one MA has added the cost of the subscription to its individual membership fees, so each member receives a copy of the magazine. CSC is willing to negotiate special subscription rates for those MAs who wish to order a large number of copies for their members. Copies can either be sent in bulk to one address, or they can be mailed to individual home addresses.

Next year is the 50th anniversary of the Federation, and a special edition of The Controller Magazine will be produced to commemorate this event.

The commitment and passion of outgoing Editor Philippe Domogala has given the Federation a quality publication that is respected by the aviation community. His dedicated work and leadership in planning a smooth transition is exemplary. The CSC greatly appreciates the work done by Mr. Domogala.

The report of the Controller Steering Committee was accepted.

A.8

CONSTITUTIONAL AND ADMINISTRATIVE POLICY

**A.8.1
WP29**

**REPORT OF THE CHAIRMAN, CONSTITUTION &
ADMINISTRATION COMMITTEE (CAC)**

Presented by Jeremy Thompson.

CAC Chairman John Redmond was unable to attend Conference due to a scheduling conflict with his MA convention.

CAC had four items on their work programme. Working papers have been prepared on all four items; one of these was a joint consideration with FIC and is presented under Agenda Item A.3.5.2.

The Chair of CAC participated in the EBs Administrative Task Force, and noted that the Federation is still facing some of the same challenges after 20 years, including motivation, representation, human factors, and

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financial resources.

Mr. Redmond is not standing for re-election as CAC Chair. MAs are urged to consider participating on CAC in the coming year and possibly standing as Chair. There is no requirement for travel to fulfil committee duties, as their work is done via electronic means.

DP thanked the CAC for the work and advice they have provided. He thanked Jeremy Thompson for presenting the CAC working papers.

The report of the Constitution & Administration Committee was accepted.

A.8.2

CONSTITUTIONAL AMENDMENTS/ BYE-LAWS

**A.8.2.1
WP30**

INFORMATION REQUIRED FOR BIDS TO HOST ANNUAL CONFERENCE

Presented by Constitution & Administration Committee

This issue arose from Conference 2009, where the Directors asked CAC to review this topic to ensure that MAs bidding for future Conferences would put proper and necessary information forward and to avoid “tourist” presentations.

There have been occasions in the past when an MA was unable to advise the Directors of either the location, venue or accommodation prices that would apply if they were awarded the right to host. Another MA proposed dates which were outside the long-standing practice of Monday to Friday. While social aspects are important, the Annual Conference is primarily a working conference, and the potential host MA has the responsibility to provide a suitable venue and facilities, together with cost-effective accommodation and local transport.

The Administrative Manual contains a number of requirements for the Annual Conference. In addition, the EB has published a document entitled “*Guidelines for Annual Conference*” which is a comprehensive document that describes the roles and responsibilities of both the EB and the hosting MA. This is accompanied by an application form which needs to be filed with the CE by the beginning of October prior to presenting a bid.

CAC believes that this material should provide sufficient guidance to present a precise and legitimate bid; however, the evidence does not support this view and it seems more detailed information is required. CAC recommends that the CE become more proactive in advising bidding MAs as to what information is necessary for the Directors. However, MAs also need to “do their homework” on travel costs before

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they arrive at Conference.

Minor amendments to both the Administrative Manual and the Conference Guidelines and application form could assist the bidding and confirmation processes. The Administrative Manual should include the immigration statement as part of a host bid, and the Terms of Reference for the Conference Executive should be expanded to include liaison with MAs in advance of bidding to host, to improve the level of information presented. Also, the EB should review the Conference Guidelines to expand Section 4, to create a checklist that would ensure all relevant information is included in the bid to host WP, to expand the application form, and publish this material on the website.

A13 It is recommended to amend Page 2412, para 1.4.3 in the Administrative Manual by deleting “. . . is confirmed . . .” in the first line and changing to read “*Before a Member Association can be elected as host for the Annual Conference, such . . .*”

A14 It is recommended to amend Page 2631, para. 3.2, in the Administrative Manual, the Terms of Reference for the Conference Executive, by inserting a new sub-paragraph to read as follows:
a) *liaison with potential host Member Associations before the presentation at Conference of their Working Paper offering to host to ensure the best possible level of relevant information is included.*
and renumbering existing sub-paragraphs a) to h) as b) to i).

A15 It is recommended that the Executive Board review the “*Guidelines for Annual Conference*” and associated application form to
i) expand the provisions of Section 4 to promote the active involvement of the Conference Executive with Member Associations who are intending to offer to host the Annual Conference; and
ii) create a checklist which will assist to ensure the bid to host working papers contain the relevant information; and
iii) expand the application form to make such required information more obvious to the applicant Member Association; and
iv) publish these documents on the IFATCA website.

Proposed: Sudan
Seconded: Estonia

**CARRIED UNANIMOUSLY
REPRESENTATION AT REGIONAL MEETINGS**

**A.8.2.2
WP31**

Presented by CAC
The internal organization of some MAs is such that their membership is

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made up of many groups of individuals, including non-air traffic controllers. In rare instances, some MAs have been represented at regional meetings by individuals who were not professional members of IFATCA (air traffic controllers). This can become disruptive to the conduct of the meeting. As a result, the EB took action to restrict representation at Regional Meetings to MAs headquartered in the relevant region.

However, the problem was not with representation by individuals from outside a specific region, but by individuals who were not Professional Members (air traffic controllers) of IFATCA. In 2009, the Directors reversed the position of the EB, but requested guidelines to prevent the recurrence of this problem.

The Administrative Manual clearly states that MAs may be represented at Conference by Directors and Deputy Directors who shall be Professional Members. Individual members of an MA who are not Professional Members of IFATCA may form part of the MAs official delegation and register as Delegates. The Manual does not, however, provide guidance on how to register their representatives at Regional Meetings. It would seem reasonable that the rules for Conference should follow through for Regional Meetings.

Trinidad & Tobago noted that reference to the “IAM” should be fully be spelled out as IFATCA Administrative Manual.

A16 It is recommended that Page 2721 of the Administrative Manual be amended by inserting the following new paragraph and renumbering the subsequent paras:

2.1.3 Registration at Regional Meetings shall be in accordance with the Bye-Laws concerning registration at Conference

Proposed: Denmark
 Seconded: United States

CARRIED UNANIMOUSLY

**A.8.2.3
 WP 32**

**COMPLIANCE WITH THE OBLIGATIONS OF MEMBERSHIP
 IN IFATCA**

MAs have a number of obligations in connection with the membership in the Federation; some are initial conditions of membership, while others are ongoing conditions. These can be found in the Convention, Constitution and Bye-Laws.

Questions arose at Conference 2009 about the possible need for MAs to continually demonstrate compliance with their obligations of membership in IFATCA – initial, ongoing constitutional and ongoing financial. Many of the initial obligations are philosophical in nature

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and require that the prospective MA have similar objectives to the Federation. Bye-Laws exist to ensure their continued compliance with these obligations.

To become an MA, the applicant association must demonstrate they represent the majority of individual members in their AOR. CAC believes that the initial requirement for MAs to submit a completed IHB questionnaire should be extended as an ongoing obligation as there is no requirement for them to do so. This obligation should be added to the Bye-Laws.

There is significant concern that some MAs do not comply with their obligation regarding timely and accurate declaration of membership numbers. Specifically, there are cases of intentional under-declaring of membership numbers. "Gentle persuasion" to correct this problem has not worked. However, the procedures required to obtain compliance by delinquent MAs would require more time, effort and money than would be available. If this matter is to be corrected, the EB and Directors must make a decision to confront delinquent MAs and, if necessary, take corrective action in accordance with the Constitution and Bye-Laws.

CAC believes the various obligations of membership are clearly outlined in the Convention, Constitution and Bye-Laws. There is no reason for an MA not to know and understand the obligations attached to their membership in the Federation.

A17 It is recommended that Page 2231 of the Administrative Manual be amended by adding the following new para 3.1.6:

3.1.6 Member Associations shall submit a completed IHB questionnaire to the IHB Editor or their respective Regional Executive Vice President, biennially, in even-numbered years.

Proposed: Japan

Seconded: Canada

CARRIED UNANIMOUSLY

A.9 **2010/11 WORK PROGRAMME FOR THE CONSTITUTION & ADMINISTRATION COMMITTEE (CAC)**

1. Review the Role and Terms of Reference for the Executive Board Secretary and Conference Executive positions.
2. Review the Roles and Terms of Reference for all Standing Committees.
3. Review the use of proxies for elections to the Executive Board.
4. Review the requirements for bids to host the IFATCA Annual Conference, with respect to the cost of accommodation and registration.

A.10 **CONSTITUTION & ADMINISTRATION COMMITTEE**

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A.10.1		ELECTION OF THE CHAIRMAN, CONSTITUTION & ADMINISTRATION COMMITTEE (CAC)	
		Mr. Rob Marshall (United Kingdom) is elected Chairman of the Constitution & Administration Committee.	
A.10.2		ELECTION OF THE CONSTITUTION & ADMINISTRATION COMMITTEE	
		Australia, New Zealand and the United Kingdom are elected to the Constitution & Administration Committee for 2010/11.	
A.11		MEMBER ASSOCIATION PROBLEMS (CLOSED SESSION)	
A.11.1		REQUEST FOR THE SPECIAL CIRCUMSTANCES FUND	
		Jamaica has made a request for assistance from the Special Circumstances Fund.	
		It is recommended that the Directors approve Jamaica's request for assistance in the amount of \$651.62 from the Special Circumstances Fund.	
		Proposed: Germany Seconded: United States	
		FIC proposed that the recommendation be amended, as follows:	
	A18	It is recommended that the Directors approve the Jamaica Air Traffic Controllers Associations' (JATCA) request for assistance from the Special Circumstances Fund with the amount of \$651.62 USD, to be used for the payment of JATCA's Membership Fees to IFATCA for the fiscal year 2010/11.	
		Proposed: Bahamas Seconded: Italy	
		CARRIED	
		A vote was then taken on the recommendation, as amended above.	
		Proposed: Algeria Seconded: Canada	
		CARRIED UNANIMOUSLY	
A.11.2 WP33	A19	SUSPENSION OF AFFILIATION Association Profssionnelle des Controleurs de la Circulation	

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Arienne (Djibouti), Asociacion Nacional de Controladores de Transito Aereo (Ecuador), and Asociacion Salvadorena de Controladores de Transito Aereo (El Salvador) are suspended from membership in IFATCA at the commencement of the 49th Annual Conference in Punta Cana.

A.11.3
WP42

TERMINATION OF MEMBERSHIP

In accordance with Page 2251, para 5.2.1.b of the Administrative Manual, MAs may be terminated for failure to pay their annual subscriptions. The MAs listed below were suspended at the 2009 Conference. In accordance with para. 5.2.4 of the Administrative Manual, the debt of these terminated members will be reported to Conference through 2015.

- A20 It is recommended that the membership of Asociacion de Controladores de Transito Aereo de Guatemala be terminated (\$1,618.33 USD).**
- A21 It is recommended that the membership of the Mauritius Air Traffic Controllers' Professional Association be terminated (\$300.80 USD).**
- A22 It is recommended that the membership of Asociacion de Controladores de Transito Aereo de Peru be terminated (\$608.40 USD).**
- A23 It is recommended that the membership of the Philippines Air Traffic Controllers' Association be terminated (\$567.84 USD).**

Proposed: United Kingdom
Seconded: Norway

CARRIED UNANIMOUSLY

A.11.5

OTHER MEMBER ASSOCIATION PROBLEMS

A.12
WP34

BUDGET 2010/11

Presented by Dale Wright, EVVPF.

Travel expenses (both airfare and lodging) continue to increase. The budget figures for 2010/11 reflect an increased per diem rate of \$55 USD, except for Europe where it will remain \$60 USD. Hotel rates are \$150 USD for Europe, \$135 USD for Canada and Thailand, and \$125 USD for the remainder of the world. In accordance with Page 2351, para 5.1.3 of the Administrative Manual, the car allowance rate is \$0.29 USD per kilometre.

Due to income over expenditures from FY 2008/09, the EB has created

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the ICAO ANC Reserve Fund, to be used to pay for the ICAO ANC position. This expense will end after this fiscal year, when the MA from the USA will assume the responsibility for the position. As a result, it will not be necessary to make use of the second term of the voluntary contributions to finance this position as agreed last year in Dubrovnik. The EB will waive this obligation and will therefore not send invoices to the Category 1 MAs for the second year donation.

Projected income increased 2.5% for all membership categories.

A24 It is recommended that the proposed 2010/11 budget be accepted by the Directors.

Proposed: Uganda
 Seconded: Czech Republic

CARRIED UNANIMOUSLY

A.13 ANNUAL CONFERENCE
A.13.1 ANNUAL CONFERENCE 2011
A.13.1.1 CONFERENCE VENUE 2011 – JORDAN
 WP35

Presented by Jordan

A video was shown to the Delegates, which contained highlights of Jordan. The Chairman asked for additional information on the actual Conference venue.

The Jordanian Air Traffic Controllers Association is looking forward to hosting the 50th Anniversary Conference of IFATCA in Amman. They will provide information about for the conference hotel on the conference website, plus additional information on visa requirements, banking, travel and accommodations.

The main venue will be the Amman Hyatt Hotel, a five-star property located in the center of Amman. It is surrounded by other hotels which will be available to attendees.

The registration fee will include attendance at conference meetings, transportation to and from the airport, the welcome cocktail and opening ceremony, lunches and coffee breaks during the official days, and the closing party. Registration fees will range from 160 to 180 Euros for early registration; Registration Fees for Category 3 MAs will range from 150 to 180 Euros.

The official currency in Jordan is the Jordanian Dinar. Major credit cards are readily accepted. Banks are open from Sunday through

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Thursday.

Room rates at the Amman Hyatt Hotel will range from \$190 to \$220 USD per night. Other nearby properties will be available, ranging from \$70 to \$230 USD per night. The rates quoted reflect taxes, and include breakfast.

A valid passport and a visa are generally required to enter Jordan. Attendees from many countries can obtain a visa upon arrival in Jordan, at a cost of 10 Jordanian Dinar.

Royal Jordanian is the national airline, serving about 45 destinations worldwide. Conference attendees will fly into Queen Alia International Airport.

There will be an accompanying persons programme developed.

Trinidad & Tobago expressed concern about airfare costs, and questioned if reduced rates have been obtained with the airlines. Jordan responded that they are working with the Royal Jordanian airlines to get one free ticket for each MA attending the Conference. Trinidad & Tobago asked if they could obtain reduced airfare for those MAs who send more than one representative. Jordan is discussing a 20% discount with Royal Jordanian, but this is yet to be confirmed.

Trinidad & Tobago noted discrepancies in the sales tax quotations. It was explained that sales tax varies and is based on the commodity to which it is being applied. The sales tax on hotel rooms is 8%, and general sales tax is 16%.

Iran questioned if there would be any discounts with the quoted hotel rates. Jordan responded that they are trying to confirm hotel rates now so as to avoid future increases. If any discounts become available, this information will be communicated. The Chairman noted that the rates quoted at this year's Conference are higher than those quoted last year and suggested that Jordan conduct further negotiations with the hotel to lower these rates.

EVP EUR noted that category 3 MAs would pay between 150 and 180 Euros, which is a rather high figure. He recommended that the registration fee for Category 3 MAs be reduced even further. The Chairman stressed that the registration fees should not be increased from the time an MA makes a bid to host to the time they make their final presentation. Jordan said they would reconsider the fee for Category 3 MAs.

The Chairman asked if every MA would be able to enter Jordan and would be able to obtain a Visa. Jordan confirmed that all representatives would be able to enter the country.

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France noted that the Federation wants to properly and proudly celebrate its 50th anniversary, and suggested that a lower-cost venue be selected in Amman so that a maximum number of MAs would be able to send representatives. Jordan emphasized they will do everything they can to make this an affordable conference for attendees so that all will be able to attend. EVP ASP stated that since there is only one time that the Federation will celebrate its 50th anniversary, we should strive to have the maximum number of participants at Conference.

Cyprus recommended that the EB find a sponsor to assume some of the costs for Category 3 MAs.

DP indicated that the EB would look into sponsorships for MAs who need financial assistance, as they want to ensure that all MAs are represented. It would be better to have an affordable Conference so that MAs can bring several representatives to Conference.

Switzerland suggested that future MAs who wish to bid on Conferences should look at 3 and 4 star properties, since the cost of 5-star hotels is prohibitive for many MAs.

This working paper was accepted as information.

A.13.1.2
WP16

A25

CONFIRMATION OF THE 2011 VENUE – JORDAN

It is recommended that Jordan be confirmed as the host association for the IFATCA Conference in 2011, to be held in Amman.

Proposed: Zimbabwe

Seconded: Yemen

A.13.2

**CARRIED UNANIMOUSLY
ANNUAL CONFERENCE 2012**

A.13.2.1
WP36

NEPAL

Presented by the Nepal Air Traffic Controllers Association (NATCA).

Nepal wishes to host the 51st IFATCA Annual Conference in Kathmandu, Nepal, in March or April 2012. Nepal has been a member of IFATCA since 1992 and hosted the 21st Annual IFATCA Asia Pacific Regional Meeting in 2004.

There are two proposed Conference hotels -- The Yak and Yeti Hotel and the Hotel Soaltee, both five-star deluxe hotels located in downtown Kathmandu. There are a number of other more moderately priced hotels in the nearby neighborhood, ranging from \$30 to \$120 USD

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(including breakfast).

The registration fee for Conference will be between \$150-170 USD.

Approximately 26 airlines fly into Kathmandu. Nepal is negotiating discounted airfares with the airlines. Attendees will fly into Tribhuvan International Airport.

France noted that Easter Sunday falls on April 8, 2012, and suggested that the Conference not be held in either the two weeks before or the two weeks after this date.

The Chairman wanted to know when the dates would be determined. He stressed that a firm date needs to be known as soon as possible. Nepal noted that it is still two years in advance of the Conference, and they will confirm the dates as soon as possible. They prefer the second week of March, as those dates offer the most affordable hotel rates.

Germany expressed concern about the climate during March and questioned whether there would be much snow. Nepal responded that there should be no snow in March, as their winter season ends in January.

Denmark questioned whether the hotel prices in the Working Paper were based on March or April dates. Nepal responded that the prices quoted were for April, and would be lower if the Conference were held in March.

Trinidad & Tobago noted that the Working Paper indicated prices of \$30-\$120 USD for the hotels; however, the video presentation reflected higher rates. Additionally, they questioned if the hotel rates quoted included tax. Nepal responded that the prices do not include 13% VAT.

New Zealand thanked Nepal for their presentation and asked the Directors to decide whether they wanted to reduce the costs of attending the Conference by selecting March dates.

The Chair noted that having the conference in March conflicts with other ATC events, and the March dates could result in lower attendance. The option would be to move the Conference to the end of March, or wait until after Easter. The CE and Organizing Committee can work out these details and address these issues so that firm dates and rates will be known at next Conference when the confirmation of the venue is voted upon.

Australia proposed March 20-24, 2012 as dates. USA noted that those dates conflict with their biennial convention, and they would not be able to attend. After discussion, it was decided that March 12-16, 2012 could work as possible dates.

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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A.13.3 This working paper was accepted as information.
**ANNUAL CONFERENCE 2012 – ELECTION OF THE 2012
VENUE**

A26 **It is recommended that Nepal’s offer to host the 51st Annual
Conference of IFATCA in 2012 be accepted.**

Proposed: United States
Seconded: Dominican Republic

CARRIED UNANIMOUSLY

Nepal thanked the Directors for this opportunity to host the 2012
Conference.

A.13.4 **ANNUAL CONFERENCE 2013 AND BEYOND – OFFERS TO
HOST**

Ghana would like to host the 2014 Annual Conference, and plans to
submit a working paper in the future.

Indonesia expressed interest in hosting the 2013 Annual Conference.
Located in Southeast Asia, Indonesia successfully hosted the Asia
Pacific Regional Meeting in 2009. They have strong support from
their government to host the Conference. This is a nation with rich
cultural diversity, made up of over 13,000 islands.

New Zealand attended the Regional Meeting in Indonesia, and was very
impressed by the efforts put forth by the Indonesian Association. He
looks forward to returning.

The Chair thanked Indonesia for their presentation.

A.14 **ELECTION OF THE EXECUTIVE BOARD**

Trinidad & Tobago suggested that a specific time be designated for the
elections, so that the Directors will be present at that time. It was agreed
that the EB elections will begin at 1:15 p.m. on Wednesday.

Trinidad and Tobago asked that the full results of the voting be
announced to the members after the conclusion of voting.

Proposed: Trinidad & Tobago
Seconded: EGATS

CARRIED

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
A.14.1 WP37		PRESIDENT	

DRAFT RECOMMENDATION

Mr. Alexis Brathwaite (Trinidad and Tobago) is elected President.

AR1

Proposed: Canada
Seconded: United Kingdom

CARRIED UNANIMOUSLY

A.14.2
WP37

DEPUTY PRESIDENT

Ehud Zaga (Israel) withdrew his application for the position of Deputy President.

Acceptance of the late working paper was considered by the Committee.

Proposed: Germany

Seconded: Ireland

A.14.2.4

CARRIED

Nicolas Lyrakides is nominated for the position of Deputy President of IFATCA.

Proposed: Cyprus

Seconded: Ghana

CARRIED

This election is for a one-year term, as current Deputy President

Alexis Brathwaite has resigned this position. 67 ballots were

distributed; 67 ballots returned and all were valid. Patrik Peters

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
		(Germany) received 50 votes, and Nicolas Lyrakides (Cyprus) received 17 votes.	
		DRAFT RECOMMENDATION	
	AR2	Mr. Patrik Peters (EGATS) is elected Deputy President.	
A.14.3 WP37		EXECUTIVE VICE-PRESIDENT FINANCE	
		DRAFT RECOMMENDATION	
	AR3	Mr. Darrell Meachum (USA) is elected Executive Vice-President Finance.	
		Proposed: Ghana Seconded: Italy	
A.14.4 WP37		CARRIED UNANIMOUSLY EXECUTIVE VICE-PRESIDENT PROFESSIONAL	
		<u>DRAFT RECOMMENDATION</u>	
	AR4	Mr. Scott Shallies (Australia) is elected Executive Vice-President Professional.	
		Proposed: Australia Seconded: New Zealand	
A.14.5 WP37		CARRIED UNANIMOUSLY EXECUTIVE VICE-PRESIDENT AFRICA MIDDLE EAST	
		Djamel ait Abdelmalek (Algiers) has withdrawn his name from consideration.	
		Ayman Mahmoud (Egypt) has withdrawn his name from consideration.	
		Abdelatif Ait Matoaul (Morocco) has withdrawn his name from	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
		consideration.	
	AR5	<p>This election is for a one-year term. 12 ballots were distributed; 12 ballots were returned and all were valid. Hisham Bazyan (Jordan) received 7 votes, and Keziah Ogutu (Kenya) received 5 votes.</p> <p><u>DRAFT RECOMMENDATION</u></p> <p>Mr. Hisham Bazyan (Jordan) is elected Executive Vice-President Africa Middle East.</p>	
A.14.6 WP37		EXECUTIVE VICE-PRESIDENT AMERICAS	
		<u>DRAFT RECOMMENDATION</u>	
	AR6	<p>Mr. Alex Figuereo (Dominican Republic) is elected Executive Vice-President Americas.</p> <p>Proposed: Belgium</p> <p>Seconded: Chile</p> <p>CARRIED UNANIMOUSLY</p>	
A.14.7 WP37		EXECUTIVE VICE-PRESIDENT EUROPE	
		<u>DRAFT RECOMMENDATION</u>	
	AR7	<p>Mr. Zeljko Oreski (Croatia) is elected Executive Vice-President Europe.</p> <p>Proposed: Finland</p> <p>Seconded: Norway</p> <p>CARRIED UNANIMOUSLY</p>	
A.15		APPOINTMENTS	

AGENDA ITEM A.15.1 WP38	RES NO.	DISCUSSION	ACTION
		APPOINTMENT – EDITOR OF THE JOURNAL	
		Philip Marien has served on the staff of The Controller Magazine since 2005. He was appointed the first Deputy Editor of the Journal in 2009.	
	A27	It is recommended that Directors approve the appointment of Philip Marien as Editor of the Journal for the period 2010-12.	
		Proposed: Finland	
		Seconded: Japan	
		CARRIED UNANIMOUSLY	
		Mr. Marien expressed his thanks to the MAs for their expression of confidence in his work. He hopes to continue the excellent work done by his predecessor, Philippe Domogala.	
A.15.2 WP39		APPOINTMENT OF LIAISON OFFICER TO INTERNATIONAL ORGANISATIONS IN GENEVA	
	A28	Mr. Christoph Gilgen is appointed as Liaison Officer to International Organisations in Geneva for the period 2010-12.	
A.15.3 WP40		APPOINTMENT OF LIAISON OFFICER TO THE EUROPEAN UNION	
	A29	Mr. Paul Neering is appointed as Liaison Officer to the European Union for the period 2010-12.	
A.15.4 WP41		APPOINTMENT OF TECHNICAL AND PROFESSIONAL SECRETARY	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
A.16	A30	Mr. Joy Bhattacharya is appointed Technical and Professional Secretary for the period 2010-12.	

A.16 ANY OTHER BUSINESS

A.16.1 CELEBRATING THE 50TH ANNIVERSARY OF IFATCA IN 2011
LWP02

Acceptance of the late working paper was considered by the Committee.

Proposed: Netherlands

Seconded: Germany

CARRIED UNANIMOUSLY

Presented by the Executive Board

IFATCA was founded by 12 European associations of air traffic controllers on 20 October 1961 in Amsterdam. In 2011, the Federation will celebrate its 50th anniversary.

Due to the importance of this event, the EB is presenting this Working Paper so that the Directors will understand what the EB wishes to do.

The 50th anniversary celebration will be split into two events – an internal IFATCA event and a second, more modest event which focuses on the Federation’s relationship with ICAO. The internal celebration will occur during Conference 2011 in Jordan, and the other event will occur on the actual anniversary date and will be held at IFATCA headquarters. There will also be a special edition of The Controller Magazine published in October 2011.

A task force has been formed to create ideas and to assist in the preparation and execution of activities. Subject to approval of the Directors, the EB would like to spend a maximum amount of \$20,000 USD on the internal celebration.

Trinidad & Tobago noted that most of the Regional Meetings occur in October, and questioned whether consideration had been given to conducting 50th anniversary celebrations at the Regional Meetings. DP stated that there is an additional Working Paper that will discuss Regional Meetings, and the EB would not want to dictate that the Regional Meetings must officially celebrate or acknowledge the 50th anniversary. He further stated that the EB would like to have at least one representative from every MA in attendance at Conference 2011, and reminded the Directors that the Conference Attendance Fund is available for those MAs who will need financial assistance to attend Conference.

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The Chair believes there should be some recognition of the anniversary celebration at Regional Meetings.

Jordan is working with Royal Jordanian Airlines to obtain one free round-trip ticket to Amman for every MA attending the 2011 Conference.

Switzerland believed that the approval of the Directors was necessary to fund any anniversary celebration. It was explained that since any expense for this celebration would be taken from the Reserve Fund, the EB would not have to receive approval from the Directors.

EVPF explained that there was not a separate budget line item designated for the 50th anniversary celebration, so funding would come out of the Reserve Fund. It was noted several years ago that \$20,000 was set aside in the Reserve Fund in anticipation of the 50th Anniversary expenses.

FIC agreed that the EB could take funding out of the Reserve Fund; FIC noted that this is an event that does not occur on a regular basis, but the expense should be explained to the Directors.

The Chair suggested that the Directors might want to amend the Working Paper with a recommendation which would make it unnecessary for the EB to report this expense at Conference 2011.

Germany raised concern that the use of Federation funds for such a celebration could jeopardize the Federation's tax-free status. According to Swiss law (which is where the Federation is chartered), IFATCA does not pay taxes. EVPF will investigate this matter to ensure that the Federation's tax-free status is not jeopardized.

AGENDA ITEM A.16.2 LWP10	RES NO.	DISCUSSION	ACTION
		IFATCA REGIONAL MEETINGS AND SEMINAR	

Acceptance of the late working paper was considered by the Committee.

Proposed: Australia

Seconded: Austria

CARRIED UNANIMOUSLY

Presented by Alexis Brathwaite, DP.

Seminars have been presented at Regional Meetings for the last two years, and feedback is requested as to the success of these seminars. This year's seminar topic will be on IFATCA – where the Federation stands and where it plans to go in the future. Those who attend the seminar should fully understand how the Federation functions, goals and objectives.

It is required to hold Regional Meetings on an annual basis; they can be a very effective way to build relationships within the Federation. Some MAs attend only the Regional Meetings as they are unable to attend Annual Conference. The EVP for the pertinent region should attend the Regional Meeting as well as at least one member of the EB, but this is not always feasible. There are many regional issues that are becoming global issues, and it would be easier and more efficient to capture these issues at Regional Meetings.

Scheduling of these meetings has been a problem in the past, as there have been occasions when more than one region has scheduled their meeting for the same time period (which makes it difficult for Executive Board members to attend). The Regions should coordinate their dates for their Regional Meetings with the EB so that there is no conflict. FIC had suggested that the EB consider holding their meetings at a time and place that would coordinate with a Regional Meeting, which would allow the entire EB to meet with members in a specific Region. This could reduce costs and travel, but would require coordination.

Sweden commented on seminars at regional meetings; those held in Europe have been very successful. However, the most successful seminars were the ones where the subject was decided by the Region, as the topics were more relevant and interesting to the attendees.

The Chairman encouraged the Directors to give thought to their regional meetings and send their comments to their regional EVP.

EVP EUR noted that the regions are very diverse, and focus needs to be made on regional issues. Global visions can move away from specific regional concerns. Attendees need to be motivated to move up to the level where they would be interested in global issues, and the EB needs

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to understand that members aren't as focused as the EB on global issues. Perhaps there should be some rotation between global and regional issues at regional meetings. Input is needed so that the EB will know what the members want to see and hear at their regional meetings.

DP stressed the importance of feedback. Even though the membership may not think they are interested in global issues, these subjects have or will have an impact on their jobs at some point.

Israel appreciated the idea of having seminars. Half of the members of his association are very young and know very little about IFATCA. These types of seminars can educate new air traffic controllers about the role of IFATCA and relationships with other aviation organizations.

EVP EUR noted that controllers often don't have a good understanding of what IFATCA is all about. The EB and Regional Support Groups need to disseminate this information; they are available to attend smaller general meetings and give presentations on the role of IFATCA.

A16.3
LWP15

NOMINATION FOR IFATCA SCROLL OF HONOUR

Acceptance of the late working paper was considered by the Committee.

Proposed: Australia
Seconded: New Zealand

CARRIED UNANIMOUSLY

Presented by Australia and New Zealand

Australia and New Zealand wish to nominate Mr. Marc Baumgartner for an IFATCA Scroll of Honour for his outstanding service to the Federation. Mr. Baumgartner served the Federation as EVP-Europe from 1998 to 2002 and as President of IFATCA for the last eight years. Under his able leadership as PCX, IFATCA has increased in stature and has gained the recognition of many international organisations. Mr. Baumgartner has continuously represented the interests of ATC as a profession, and the Federation in various international forums throughout the world. He has willingly accepted many additional responsibilities, covering almost all roles within the Executive Board to address vacancies or simply lend a hand.

The MAs of Australia and New Zealand believe that Mr. Baumgartner should be recognized with the IFATCA Scroll of Honour.

The EB heartily endorsed this recognition.

Kenya acknowledged the great deal of assistance they received from Mr. Baumgartner.

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
A31		<p>It is recommended that, in accordance with Page 21031, rule 3.1 of the Administrative Manual, Mr. Marc Baumgartner be awarded the IFATCA Scroll of Honour.</p> <p>Proposed: United States Seconded: United Kingdom</p> <p>CARRIED UNANIMOUSLY</p> <p>The DP announced that he was pleased the nomination for the award of Scroll of Honour came from Member Associations and unanimously voted for by Directors in Committee A. PCX thanked the Directors for this award.</p>	
A.17		IFATCA PANEL	
A.18		<p>REPORT AND DRAFT RECOMMENDATIONS OF COMMITTEE A TO FINAL PLENARY</p>	

B 組會議資料

**AGENDA RES
ITEM NO.**

DISCUSSION

ACTION

**B.1
WP 75**

**REPORT OF THE EXECUTIVE VICE-PRESIDENT
TECHNICAL**

Presented by EVPT

EVPT presented his report and highlighted two subjects:

- Issuance of an IFATCA safety bulletin during conference – this bulletin is analogue to what IFALPA is doing and it's use is meant to alert IFATCA members about issues with safety consequences. This issue is to advise controllers globally of IFATCA's concerns about the display of TCAS Resolution Advisories at Controller Working Positions. There are both concerns about the accuracy of the information being displayed (including that the current RA that the pilots are responding to is actually in the opposite direction) and legal liability of controllers on TCAS Resolution Advisories. IFATCA is positive with regard to downlinking RAs for analysis purpose however four countries have started to show these RAs on the radar screen of controllers but the system is not yet technically able to show this information safely (for info 96% of RAs are false).
- The need to change working practice with regard to data base and communication

EVPT thanked the many IFATCA representatives for their valuable work.

No discussion

The report was accepted.

**B.2
WP76**

**REPORT OF THE TECHNICAL AND OPERATIONAL
COMMITTEE CHAIRMAN**

Presented by Tinus Oliver, TOC Chairman

Tinus presented his report and went through the composition of TOC and the two meetings held over the last year. The first TOC meeting was arranged to coincide with the IFALPA ATS meeting where matters with common interest were discussed.

As he will not stand for reelection, Tinus thanked the TOC members for the support over the past years.

On behalf of TOC, The Netherlands thanked Tinus for an efficient and good TOC year and for his excellent chairmanship.

The report was accepted

**B.3
WP96**

REPORT OF THE TECHNICAL AND SECRETARY

See report of Committee B&C

B.4

REPORTS ON INPUT TO INTERNATIONAL

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
ORGANISATIONS			
B.4.1		ICAO	
B.4.1.1 LWP		ANC Report	
		See report of Committee B&C	
B.4.1.2 LWP		Aerodrome Panel	
		See report of Committee B&C	
B.4.1.3 WP95		ASP Airspace & Surveillance Panel	
		Presented by EVPT on behalf of Christoph Gilgen	
		EVPT presented the report and highlighted the main issues.	
		The Netherlands said that IFATCA opposes downlinking of TCAS RAs – however a number of countries downlink RAs.	
		EVPT replied that this is the reason for the safety bulletin that will be distributed this week. Four 4 countries display downlinked RA information to the controller position. This information is presented for controller information only but the question is what does a controller need to do with this information. Known numbers are that 96% of transmitted RAs are not RAs at all – of the rest 60% are RAs that do not need to be reported to ATS, so there is only a very small number of RAs that would actually be required for controller information.	
		IFATCA has taken a number of initiatives towards ICAO and Eurocontrol.	
		In reply to a question from the Chairman, Czech Republic informed the committee of their experience. Downlinking of RAs is possible with Mode S. In the beginning it seemed like a good idea, but now they realized that there are too many false alerts.	
		Germany informed the meeting that DFS is planning to downlink RAs. There is a need to consider the legal issues.	
		EVPT said that a website will be set up where members can share their experience and thoughts on the subject.	
		Chris Dalton, ICAO, asked to make a distinction between downlinking the information and displaying the information to controllers. Downlinking the information gives the possibility to use the data for research.	
		Spain asked what would be the purpose to display RA to a controller where a controller cannot do anything with the information. Moreover so many RAs are false, so what is the use.	

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EVPT replied that false alerts should be filtered out; however systems are not yet capable.

Chairman referred to IFATCA policy where the reason to oppose the downlinking of RAs takes this into account.

EGATS said there is confusion when we talk about false RAs – they are not false but empty messages. In Maastricht UAC the information is downlinked but not displayed to the controller. The information however is used for incident investigation. In his opinion only because RA downlinking is possible, they do not have to be displayed to the controllers. He supported what Spain said.

In reply to a question from Canada what the IFALPA position is, IFALPA replied that this issue should be discussed in a combined TOC – IFALPA ATS meeting where we can discuss the problems from both sides.

The report is accepted.

B.4.1.4
LWP012

ATM RPP – Air Traffic Management Requirement & Performance Panel

Proposed: Slovenia
Seconded: Italy

The late working paper was accepted.

Presented by EVPT

EVPT informed the committee that he will stop his IFATCA business in April 2011. As such there is the need for a successor for this Panel.

No discussion

B.4.1.5
WP78

The report was accepted.
OPLINK Panel

Presented by Jael Roustan

Jael introduced his report and informed the committee that he has been nominated by ICAO to replace Cédric Robin at the OPLINK Panel, whose reactivation is still pending. Jael has participated to the European datalink Surveillance programme (CASCADE) through the Operational Focus Group production of pilots and controllers manuals for surveillance and situational awareness applications. At the European Datalink User Group (DUG), he presented the controllers views on the sensitive Crossing & Passing service, with the help of

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B.4.1.6 LWP013		<p>Christoph Gilgen. He also provided hub data for voice time constraint transmission for sequencing purposes.</p> <p>He attended the European meeting of SC214/WG78 in charge of preparing standards for future datalink services, with the inclusion before 2011 of oceanic operations. These documents will help the OPLINK panel promote global harmonization for service descriptions, continental and oceanic common operations and ground and airborne system design.</p> <p>New Zealand has asked an oceanic controller to review the document and the result of this review will be sent to Jael.</p> <p>The report was accepted.</p> <p>OPSP Operation Panel</p> <p>Proposed: New Zealand Seconded: Iceland</p> <p>The late working paper was accepted.</p> <p>Presented by Raimund Weidemann</p> <p>Raymund elaborated on the OPSP work programme and highlighted the different work items of the Panel.</p> <p>He also informed the meeting on how the work item on stop bars is treated within the ICAO machinery. Raimund was able to present a working paper on stop bars to the OPSP WHL.</p> <p>No discussion</p>	
B.4.1.7 WP79		<p>The paper was accepted.</p> <p>SASP Separation and Airspace Safety Panel</p> <p>Presented by EVPT on behalf of Bjarni K. Stefansson</p> <p>EVPT complimented Bjarni on his comprehensive report to conference and drew special attention to the work on GNSS separation standards and the use of PBN in the terminal area.</p> <p>Chairman expressed his sincere appreciation towards Bjarni who does excellent work within the ICAO Panel and the way he is able to put IFATCA policy forward.</p> <p>No discussion</p>	
B.4.1.8 WP80		<p>The report was accepted.</p> <p>Liaison Office to ICAO in Montreal</p> <p>See report Committee B&C</p>	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
B.4.2		IFALPA	
B.4.2.1 WP81		IFALPA/ATS COMMITTEE REPORT Presented by Kimmo Koivula Kimmo outlined his report and gave a short summary on IFALPA proceedings. A 2 nd joint meeting between TOC and IFALPA ATS was held in Las Vegas and Kimmo expressed his sincere appreciation that this was possible. The joint committees had brainstorming sessions and presentations on future concepts, such as go around procedure after visual approach, SID and STAR level restrictions. No discussion The report was accepted.	
B.5		TECHNICAL POLICY – WORK STUDIES	
B.5.1 WP82		AERODROME- DESCRIBE THE OPERATIONAL USE OF STOP BARS AND PRODUCE ICAO AMENDMENT PROPOSAL See report of Committee B&C	
B.5.2 WP83		SURVEILLANCE - STUDY ISSUES ASSOCIATED WITH INCORRECT FLIGHT IDENTIFICATION Presented by Bill Holtzman (USA) on behalf of TOC Mode S transponders broadcast the aircraft’s Flight ID. There are important issues with this related to the manual entry of the Flight ID field and potential risks resulting from incorrect entry. Whenever the Mode S Flight ID does not exactly match, character for character, the callsign in the ATC flight plan, there are several safety issues. One results from the situation where Mode S Flight ID is used to correlate tracks. Another involves new separation methods in which callsigns are used on frequency to identify traffic. These and other issues are reviewed via a survey of the literature, and a course of action for IFATCA is proposed. EGATS asked why punctuation marks and other characters can be inserted in the Mode S Flight ID, as these cannot be entered in the ICAO flight plan. IFALPA replied that at present the input panel of the FMS is not protected against these characters. EVPT mentioned that there are different systems and we are not in a consistent environment.	

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EGATS proposed to get rid of the IATA code. This may be ambitious but maybe ICAO could help.

ICAO reminded that even if only letters are used, there will still be mistakes. He wondered how a mistake with conspicuity code 1000 is mitigated. How to mitigate when a mistake is made in the C/S and a flight plan with the mistaken C/S also exists? Was identified with FANS1 aircraft and now countries do not rely anymore on just the C/S.

Chairman replied that this does result in a misidentification.

Ireland asked about duplicate sets of equipment. Is it possible to switch the system in flight when there are duplicate sets of equipment. Is it possible to switch one off – reload the correct call sign and then put the system back on?

Belgium observed that it is possible in one type of aircraft but does not know if it is possible for all.

Kimmo informed that there is a software update to Airbus 320 aircraft after which it is possible to change flight ID during flight.

It was recommended that

- B1** **ATC systems must validate the Flight ID transmitted by an aircraft's Mode S transponder and indicate to the controller any discrepancy with the ICAO aircraft identification in the flight plan.**

be included on page 3 2 1 6 of the IFATCA Technical and Professional Manual.

CARRIED

It was recommended that

- B2** **Any broadcast of incorrect ATM data should be corrected or if unable then:**

- **Switched off, or**
- **Marked as invalid.**

be included on page 3 2 1 6 of the IFATCA Technical and Professional Manual.

In reply to a question from Switzerland as to who is responsible for the correction Bill replied it is the entity transmitting.

EGATS asked whether “ATM data” also covers issues like Mode A.

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DISCUSSION

ACTION

Bill confirmed that “ATM data” also refers to mode A and C, weather information and more.

Belgium raised the issue of controller responsibility with respect to incorrect data as this could result in situations where controllers become responsible for checking data where the input of that data is the responsibility of the pilot.

Chairman said that extra procedures as a result of this checking of data result in mixed mode operations. The procedures are based on tactical safety thereby relying upon assessment of controller workload prior to implementation.

EGATS did not really see the difference between verifying Mode C and checking the Mode S data.

Belgium insisted that the responsibility with regard to Mode S should be investigated and recommended that this be put on the work programme of PLC.

EVPT replied to Germany with regard to the procedure to follow, that the report is the basis of actioning any work item to another committee.

Matthijs Jongeneel (incoming Chairman TOC) had anticipated this issue and had already approached Chairman PLC with a request to investigate this.

Chairman noted the concerns of the committee and also noted the request from committee B to the EB to study this matter.

CARRIED

1 Against: Poland

1 Abstention: Spain

**B.5.3
WP84**

**PROCEDURES – REVIEW PROVISIONAL POLICY ON
MISSED APPROACH AFTER VISUAL APPROACH**

Presented by Alasdair Shaw (New Zealand) on behalf of TOC

Alasdair introduced the paper and explained that TOC was tasked with reviewing the provisional policy on missed approach procedures for visual approaches which was adopted by IFATCA at the 2009 conference. This paper is the outcome of that review. It contains examples of published procedures presently in use around the world and concluded that the term “go-around” is better suited than “missed approach” when an aircraft on a visual approach does not land. In this paper TOC proposes recommendations to replace current provisional policy.

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Cyprus commented that it is not correct to use the term “go around” as go around is phraseology for the pilot to act upon – this way it would create more confusion for the pilot.

Alasdair replied that when referring to visual approach the term “go-around” is used, as missed approach is linked to an instrument approach procedure and not to visual approach.

Cyprus said that it is needed to have a missed approach following a visual approach, the difference lies in the phraseology.

Alasdair replied that during a visual approach visual reference can be maintained following a go around. Recommendation 4.3 and 4.4 would clarify this.

Chairman Committee B opened the discussion per recommendation.

It was recommended that:

B3 Missed approach procedures for visual approaches should be published in the AIP.

be deleted as IFATCA Provisional Policy on page 3 2 3 27 of the IFATCA Technical and Professional Manual

Proposed:

Israel

Seconded:

Czech Republic

No discussion

B4 **CARRIED**

It was recommended that

Each aerodrome at which visual approaches are undertaken shall have go-around procedures documented in the AIP.

be included on page 3 2 3 27 of the IFATCA Technical and Professional Manual.

Kenya said that confusion will exist for controllers between go around procedures and missed approach procedures.

Alasdair gave some examples where countries want aircraft to enter the traffic circuit if unable to land following a visual approach and

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countries where aircraft would execute an IFR missed approach procedure.

EVPT referred to the ICAO definition on visual approach. He agreed that controllers use the missed approach term, however IFATCA should try to extend provisions from ICAO and try to be consistent with the terms used by ICAO. What we are saying is that go around procedures need to be documented.

Chile said that with the difference between missed approach and go around there is also the case when pilots get overriding instructions from the controller.

Alasdair reiterated that pilots prefer to have go around procedures documented or published. Issuing overriding instructions is a valid concern; controllers should always consider how busy the pilot is at the time of issuing an overriding instruction. However, even when published, it does not preclude a controller from issuing another instruction.

Switzerland said that visual approaches are not allowed in his country, however because of certain weather conditions, visual approaches could happen. In this case it is expected that pilots execute the missed approach for IFR procedures.

Germany stated that at certain airports in Germany visual approaches are not allowed, however side steps from one runway to another are. What happens if a go around is needed? If not published it should be part of the approach clearance.

Belgium said that an investigation amongst pilots revealed that following a visual approach the majority would execute a published missed approach procedure. When introducing go around procedures pilots could be confused.

Germany said that for example in EDDF there exist three different missed approach procedures for different instrument procedures and that this also may lead to confusion.

IFALPA said that it is the intention to find a clear way to differentiate between a visual and an instrument approach; missed approach is the procedure itself (published).

USA believed it is necessary to make a distinction if in this case the missed approach is not designed – if a controller assigns such a missed approach to a pilot he may well take some responsibility.

In reply to a question from Iceland, Alasdair confirmed that ICAO does not have a definition for the term “go around procedure” however he

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understood that ICAO has a number of terms that are not specifically defined – go around is a well known term and TOC considered that “go around procedure” does not need a definition.

Then the chairman asked for a vote on the proposed recommendation.

CARRIED

It was recommended that

Any visual approach procedure that is shown on a visual approach chart in the AIP shall contain a go-around procedure.

be included on page 3 2 3 27 of the IFATCA Technical and Professional Manual.

Switzerland was of the opinion that the recommendation should specify that this procedure only refers to IFR flights. He explained that Switzerland uses the term visual approach chart for VFR flights.

EVPT referred to visual approach procedure as defined by ICAO for IFR flights and therefore policy is only for IFR flights.

ICAO referred to the definition of visual approach in PANS-ATM and that the definition explicitly refers to IFR flight.

Switzerland argued that the definition of visual approach procedure does not include IFR flights and as such Switzerland proposed an amendment to include IFR in the recommendation to read:

Any visual approach procedure for IFR flights that is shown on a visual approach chart in the AIP shall contain a go-around procedure.

Seconded by Mexico.

A vote was taken on this amendment and was accepted.
5 Abstentions: Ireland, Kenya, Morocco

IFALPA was afraid that this would narrow the policy.

Cyprus raised the issue of go around phraseology and that it is confusing with go-around procedure. Cyprus proposed a further amendment to change go around into missed approach procedure to read

Any visual approach procedure for IFR flights that is shown on a visual approach chart in the AIP shall contain a missed approach procedure.

**AGENDA
ITEM** **RES
NO.**

DISCUSSION

ACTION

Alasdair did not agree as missed approach procedure is an instrument approach procedure.

Germany said that this policy tries to cover procedures that may also include joining the traffic circuit.

Israel seconded the Cyprus proposal

The Netherlands understood the reasoning of Cyprus, however he also recognized that a missed approach cannot be flown at all times e.g. when beyond missed approach point.

South Africa argued that design criteria exist for missed approach procedures – it is not correct to use these criteria for both visual and instrument.

UK could not support the amendment in view of the previously accepted policies.

Kenya did not support the amendment.

A vote was taken on the proposed amendment.

NOT CARRIED

Abstention: Israel

The Netherlands requested from Switzerland more clarification on the reason why IFR flights should be included.

Switzerland stated that the definition for visual approach procedure does not make reference to IFR flights.

The Netherlands proposed to delete “procedure for IFR flights”, seconded by Belgium to read

Any visual approach that is shown on a visual approach chart in the AIP shall contain a go-around procedure.

Switzerland did not support this as only a procedure can be shown on a chart.

A vote was taken on the proposed amendment

In favour: 19

Against: 32

7 Abstentions: Spain, T&T, Bahamas

NOT CARRIED

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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A vote was then taken on the agreed amended recommendation.

It was recommended that:

Any visual approach procedure for IFR flights that is shown on a visual approach chart in the AIP shall contain a go-around procedure.

B5

CARRIED

Against: Kenya, Uganda, Ethiopia

3 abstentions: Czech Republic

It was recommended that

The inclusion of go-around procedures in the AIP should not preclude a controller from issuing alternative instructions to be used in the event of a go-around.

B6

be included on page 3 2 3 27 of the IFATCA Technical and Professional Manual.

Switzerland requested whether there is a specific reason to use should instead of shall.

Alasdair replied that there is no reason.

CARRIED

B.5.4
WP85

STUDY ROUTE CLEARANCES AND ASSOCIATED REQUIREMENTS

Presented by Maurice Egan (Ireland) on behalf of TOC

TOC first looked at flight planning since a safe and secure flight plan system is essential to route clearances. Within Europe the CFMU IFPS controls all aspects of flight planning. Elsewhere the ICAO flight plan system is in use. There are differences between Europe and the rest of the world as to how airways clearances are issued. This difference makes the implementation of any new policy a significant challenge. The practice of oceanic clearances in the NAT region is examined and the inherent pitfalls of the NAT organised track system and the associated downstream clearance. CPDLC is seen as providing solutions to some of the problems highlighted in this paper.

ICAO offered their assistance to progress the issue of route clearances to destination and indicated that they would like to cooperate on fixing this issue. He also referred to the new set of data messages that will be implemented next year.

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		<p>Jael added that route clearance is part of the datalink message set and can also be appended with a clearance limit.</p> <p>It was recommended that</p>	
	B7	<p>A route clearance issued to an aircraft should be to destination.</p> <p>be included on page 3 2 3 2 of the IFATCA Technical and Professional Manual.</p> <p>Switzerland asked whether the situation for aircraft changing from IFR to VFR is hereby covered.</p> <p>Germany remarked that it is not always possible to know if the destination is an IFR or VFR airport. Germany agrees with the recommendation as is.</p> <p>Norway said that if the destination is in uncontrolled airspace, aircraft are also cleared to destination.</p> <p>CARRIED</p> <p>It was recommended that</p>	
	B8	<p>If an ATC unit changes a route then that ATC unit should ensure that the new route rejoins the current flight plan route.</p> <p>be included on page 3 2 3 2 of the IFATCA Technical and Professional Manual.</p> <p>Iceland mentioned that they are not always able to rejoin the current flight plan, it may well be by the next ATC unit.</p> <p>New Zealand replied that in New Zealand, in Oceanic airspace, flights are recleared to intercept flight plan route even if route segments are outside the area of responsibility of the respective control unit.</p> <p>EVPT said that this is already very relevant today as there currently are operational difficulties with this issue.</p> <p>CARRIED</p>	
B.5.5 WP86		<p>INVESTIGATE RADIOTELEPHONY FREQUENCY MANAGEMENT</p> <p>See report Committee B&C</p>	
B.5.6 WP87		<p>REVIEW ICAO MANUAL ON REQUIRED COMMUNICATION PERFORMANCE (RCP)</p>	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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Presented by Alexander Schwassmann (Germany) on behalf of TOC

The ICAO Manual on Required Communication Performance (RCP) has been published under the ICAO doc number 9869 in its first edition in 2008. The purpose of the manual “is to explain the concept of RCP, identify RCP requirements applicable to the provision and use of air traffic services, and provide a basis for the application of RCP in a specified airspace.” TOC believes that the contents of the Manual are in agreement with IFATCA policy and the advanced communication concepts envisaged in the IFATCA “Statement on the Future of Global Air Traffic Management”.

It was recommended that this paper be accepted as Information Material.

CARRIED

Chris Dalton, ICAO, then gave a small update on RCP. A review will be done to the manual that will include the findings of today where subsets of the manual and even regional subsets will be published. In the near future RCP will be an item in the FPL.

B.5.7
WP88

INVESTIGATE OPERATIONAL USE OF LEVEL RESTRICTIONS IN SIDS, STARS AND OTHER PUBLISHED ROUTES

EVPT first gave a presentation on why this item was studied in TOC. A survey on the implementation of the November 2007 ICAO amendment 5 of Doc 4444 revealed serious safety issues with regard to this subject.

Half of the world applies the procedure as described, half of the world does not.

Working paper 88 was then presented by Matthijs Jongeneel (The Netherlands) on behalf of TOC

In November 2007, ICAO introduced Amendment 5 to ICAO Doc 4444 (PANS-ATM). This amendment contained revised procedures and phraseologies associated with climb and descent instructions issued to aircraft following a SID or a STAR. Although the goal was to harmonize these procedures, several countries have not introduced, or only partly introduced these new procedures and phraseologies. As pilots are flying all over the world, experiencing different procedures and phraseologies, this has resulted in a serious safety hazard.

This working paper examined the new procedures and phraseology as well as SID and STAR design and proposes new IFATCA Policy. The proposed term “open climb” is new within ATM.

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EVPT then expressed the EB position on this subject. EB is of the opinion that there is an urgent need for a global solution.

Cyprus said that as there are two kinds of restrictions namely design and ATC restrictions – does the phraseology take this into account?

EVPT replied that SID and STAR charts contain the level restriction however they do state the reason for the restriction. At this moment we have to restrict ourselves to the totality of restrictions.

Switzerland stated that it has a problem with the fact that for each and every level change phraseology should be used to specify whether the restriction is valid or not. There is the risk of confusion when specifying opposite intentions. The procedure currently in place is intrinsically safe – the standard should be to adhere to the restrictions. He agreed that the current phraseology should be simplified, but is in disagreement with the requirement to specify the standard each and every time.

Matthijs (CAA winner 2009) replied that the problem has been identified in many countries –SIDs and STARS are designed in a way that it is not compatible with the current procedure.

EVPT remarked that there is a need to make it very clear for the pilots what the clearance is.

Germany said that canceling restrictions also affects the necessary terrain restrictions. The phraseology should be clear on what restrictions are cancelled. This may then call for a third phraseology to cancel only part of the restrictions

EVPT replied that there is the need for a clear indication between pilot and controller whether the restrictions are valid or not.

Belgium asked how “open climb” is entered into the FMS and whether all types of aircraft will act the same way.

Matthijs replied that this has been discussed with IFALPA and causes no problem. The advantage of OPEN is a complete new word in ATM. He recognized that new phraseology will need education for pilots and controllers.

Chairman remarked that we are questioning to what extent technology exists in support of the procedure.

IFALPA said that it is always easier to get rid of restrictions than to have to follow them. He also confirmed that the comments from Germany and Cyprus are very valid, however we have to be sure what

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to do.

Spain said that in their local environment, there exist plenty of ground proximity level restrictions. Having to acknowledge every level change would be very difficult.

EVPT replied that we do not say which way to do it, but we want the way to do it to be explicit.

USA stated that there is a need to explicitly state the restriction.

Switzerland was convinced that in his airspace the restriction is there for the safe conduct be it terrain or airspace. It is a complex issue but we should not have the requirement to explicitly state the restriction,

Matthijs agreed that the design in Switzerland is OK however in many countries it is not – principle of design should be OK however in the interim time we need to have a solution.

Cyprus remarked that there is not one way to get rid of this problem; the design should be such that there is no overload of R/T. Unrestricted may cause the pilot to have terrain problem.

Chairman confirmed to Jordan that controllers still have to monitor the flight when cancelling the restriction.

Belgium referred to some of the examples where the majority of the time the restrictions are cancelled. This is clearly a design issue. It cannot be that therefore we have to change the R/T.

Dominican Republic said that global solutions have a local impact.

Chris Sutherland, Harris cooperation, agreed that the solution is phraseology. He then asked whether TOC considered the new datalink message sets that will be implemented next year and whether the message set would include this type of phraseology.

EVPT agreed that this needs to be addressed but has not been done at this time.

Chairman reiterated the need to come up with a quick solution – not only for safety but also for datalink. We need to be prepared for the global situation. There is a common understanding within the committee of the problem, but no agreement yet on the solution.

Chairman then opened the discussion on the recommendations.

It was recommended that

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SID and STAR design and use should be globally harmonized.

be included on page 3 2 3 28 of the IFATCA Technical and Professional Manual

No discussion

CARRIED

It was recommended that

B9 Phraseology should be developed to easily indicate whether published vertical restrictions and requirements are to be followed or not.

be included on page 3 2 3 28 in the IFATCA Technical and Professional Manual

In view of the previous remark from Chris Sutherland, Germany proposed an amendment to include “and corresponding data link message sets” in the recommendation.

New Zealand seconded.

Matthijs agreed that it should be included.

Jael informed the committee that there is always the possibility of free text within datalink so suggested to limit the proposal to phraseology.

EVPT disagreed to use free text as free text is not relayed to the FMS but only to the pilot so there is the need to have datalink messages.

A vote was taken on the proposal of Germany and the amendment in the recommendation was accepted.

It was recommended that

B10 **Phraseology and corresponding message sets should be developed to easily indicate whether published vertical restrictions and requirements are to be followed or not.**

be included on page 3 2 3 28 in the IFATCA Technical and Professional Manual

Cyprus proposed to include the word “ATC” before restrictions.

Matthijs responded that if ATC would be inserted, it should be both ATC and terrain restrictions as the design at present does not describe whether the restriction is ATC or terrain.

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EVPT concurred that with the current design it is not possible to distinguish between terrain and ATC restrictions.

The Netherlands remarked that there are more than ATS and terrain restrictions e.g. environment.

Lithuania asked whether “open climb” would override an ATC instruction to maintain a rate of climb or descent.

EVPT replied that, in case the rate of climb or descent was imposed by ATC, it must be reiterated. He also mentioned that SIDs are usually designed with a specified climb gradient. The phraseology is a generic phrase to apply for all.

CARRIED

It was recommended that

- B11 All level change clearances for aircraft on SIDs and STARs shall explicitly indicate whether published vertical restrictions and requirements are to be followed or not.**

be included on page 3 2 3 28 in the IFATCA Technical and Professional Manual

Switzerland reiterated that as long as we do not have a proper phraseology we should not have this recommendation.

Belgium supported this position.

Chairman TOC referred to what the Dominican Republic previously said that sometimes global solutions do have local impact. The objective is to try to find a global solution to a problem that is in real danger of being not an ATC problem, but a pilot problem.

Switzerland proposed an amendment to add at the end of the sentence “provided that phraseology is available and used which does not increase controller workload beyond an acceptable level”.

Ireland seconded.

A discussion arose on the use of the words available and used. Chairman then took a vote on the proposal.

In favour: 19
Against: 30
Abstentions 3

NOT CARRIED

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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The amended recommendation was not accepted.

UK then proposed to amend the recommendation to read “provided that phraseology is used which does not increase controller workload beyond an acceptable level”.

The Netherlands seconded

3 Abstentions: Germany

The amendment in the recommendation was accepted.

It was recommended that

B12 All level change clearances for aircraft on SIDs and STARs shall explicitly indicate whether published vertical restrictions and requirements are to be followed or not, provided that phraseology is used which does not increase controller workload beyond an acceptable level

be included on page 3 2 3 28 in the IFATCA Technical and Professional Manual

2 against: Turkey

3 abstentions: Germany

CARRIED

Chairman then allowed a debate on what phraseology would be acceptable.

Examples from the working paper were put forward were “OPEN CLIMB/DESCEND” is proposed to cancel level restrictions. Suggestions from the committee will be taken further during the debate with ICAO.

Comments from the committee on this phraseology were:

- proposal to change “open” in “continuous”
-

To add “VIA SID” is proposed in the working paper to keep the level restrictions valid for SID and STAR.

Comments from the committee on this phraseology were:

- via sid when spoken could be understood as a waypoint
- via sid should be in front of the clearance

The committee requested to make available to the MAs what is and will be discussed with ICAO.

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On request of the Chairman, Germany clarified what he meant with regard to the additional phraseology earlier in the discussion. He referred to the instance where you would want to cancel one or two restrictions but not all such as speed or level.

B.5.8
WP89

**REVIEW IFATCA TECHNICAL AND PROFESSIONAL
MANUAL ON TECHNICAL POLICY STATEMENTS RELATED
TO MIXED MODE OPERATIONS**

Presented by Akos van der Plaat, The Netherlands

Editorial amendments:

- amend para 2.4.1.2 to read "... data link systems in one unit of airspace ..."
- amend para 2.4.1.3 to read "... data link system is in use ..."

IFATCA Policy on Mixed Mode Operations (MMO) was accepted in 2009. The technical policy statements in the IFATCA Technical and Professional Manual have been reviewed as a follow-up of the acceptance of these new statements, and several statements are recommended for deletion

He informed the meeting that some of the policies are still valid but are covered by the mother statement on workload.

Spain informed the meeting that certain types of B737 aircraft are considered as Heavy for wake turbulence and agreed that this results in additional mixed mode operations.

It was recommended that

IFATCA Policy on page 3 2 1 6 of the IFATCA Technical and Professional Manual:

B13 "Where Mixed Mode operations are conducted simulations and training must be provided to all concerned."

be deleted.

In reply to a question from Switzerland as to what is the connection between the assessment of controller workload and training requirements, Akos replied that it should be ensured that controller workload does not increase beyond acceptable levels – simulation and training could be part of the assessment of controller workload but there are more options.

Proposed:

Germany

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Seconded:

EGATS

CARRIED

3 abstentions

B14

It was recommended that

IFATCA Policy on page 3 2 1 14 of the IFATCA Technical and Professional Manual:

“Controllers must not be required to utilize more than one operationally disparate Datalink system in any unit of airspace. If aircraft equipped with more than one type of Datalink functionality are operating in the same airspace, the interface presented to the controller must be functionally identical.

In addition to the interface presented to the controller, procedures and systems events must be operationally identical except where an operational advantage can be achieved by dissimilar implementations and where there is no adverse impact on safety or controller / pilot workload.”

be deleted.

Proposed:

UK

Seconded:

Morocco

B15

CARRIED

It was recommended that

IFATCA Policy on page 3 2 2 12 of the IFATCA Technical and Professional Manual:

“A safety assessment should be carried out before any mixed mode operations or reductions in spacing are undertaken and any remedial measures identified must be carried out.”

be deleted.

South Africa

The Netherlands

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
		CARRIED	
		Against: Spain	
B.6		REPORTS ON TECHNICAL MATTERS	
B.6.1.1		AIRPORT DOMAIN TEAM	
WP90		See report Committee B&C	
B.6.2.1		Report of the EVP AFM	
WP12		See report Committee B&C	
B.6.3.1		Report of the EVP AMA	
WP13		See report Committee B&C	
B.6.4.1		Report of the EVP ASIA/PACIFIC	
WP14		See report Committee B&C	
B.6.4.2		APANPIRG	
WP		No report	
B.6.5.1		Report of the EVP EUROPE	
WP15		See report Committee B&C	
B.6.5.2		EANPG European Air Navigation Planning Group	
WP91		Discussion on this paper was deferred to the European Regional Meeting	
B.6.5.3		EUROCONTROL	
WP92		See report Committee B&C	
B.6.5.4		8.33 kHz	
WP93		Discussion on this paper was deferred to the European Regional Meeting	
B.6.6		NATSPG North Atlantic Systems Planning Group	
WP94		Presented by EVPT on behalf of Eddie Wallace	
		No discussion	
		The report was accepted	
B.7		FUTURE ATM SYSTEMS	

AGENDA ITEM B.7.1 LWP004	RES NO.	DISCUSSION	ACTION
		<p>NEXTGEN</p> <p>Proposed: New Zealand Seconded: EGATS The late working paper was accepted.</p>	
		<p>Presented by EVPT</p> <p>EVPT pointed out that it is clear that global consequences of NextGen are similar to the global consequences of SESAR and so IFATCA will need to make sure that NextGen activities are appropriately considered in IFATCA's work. This will be done in close coordination with NATCA.</p>	
		<p>No discussion</p>	
B.7.2 LWP		<p>The report was accepted. SESAR</p> <p>Proposed: The Netherlands Antilles Seconded: Spain The late working paper was accepted.</p>	
		<p>Presented by EVPT</p> <p>EVPT informed the committee that IFATCA has entered a contract with SESAR for a first 2 year collaboration on the work package.</p> <p>The EB is currently looking for representatives and experts to work on IFATCA's behalf with SESAR in the various work packages which are of interest. All the European Member Associations and representatives have received an invitation to</p>	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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nominate IFATCA representatives for this important work.

Spain requested whether the collaboration is open to anyone.

EVPT replied that it is not open to individuals, but that IFATCA has signed a contract to do the work and is looking for volunteers from MAs to work on IFATCA's behalf.

The report was accepted.

**B.7.3
LWP006**

VISION STATEMENT

PCX gave a presentation on the recent activities regarding IFATCA's vision for 2035 and beyond. IFATCA was able to give this presentation recently to CANSO and this created favorable comments.

IFATCA's vision is based on collaboration, should be practical and is based on having a global solution. Trade offs will need to be made for capacity. ATM should be seen within a wider system and there will be multi-modal solutions.

A first version of the Vision will be discussed at the June EB meeting.

Chairman requested comments from the committee so that these comments can be taken on board in the development of the vision document.

UK asked how our organization will look like in that time frame.

PCX believed that our federation will have to grow to become more mature with more human resources needed.

Germany commented on the fact that there do exist low cost service providers today and he cited the regional airports in Germany as examples.

Switzerland asked what the objective is of the vision; whether it is to paint the future how we expect it to be or how we want it to be.

PCX replied that it is an outline of what we think the future will be. Having that picture we have to start working how to reach it and start to work with what will come, to structure the organization so as to cope with what will happen and streamline the process of future work.

EGATS voiced that the airlines seem not to be concerned. Decisions for future aircraft are taken now – if the airlines are not willing to commit then what is the point of our vision.

A vote was taken to accept late working paper 006.

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Proposed: Denmark
 Seconded: Chile
The late working paper was accepted.

Presented by PCX

In reply to a question from Chile, PCX confirmed that environment is part of the vision and that environment is there to stay

B.7.4
LWP007

FUTURE ATM

Proposed: Iran
 Seconded:

Denmark

The late working paper was accepted

Presented by EVPT

IFATCA is developing its Vision for 2035 – however there is much that needs to be addressed in dealing with current problems and with incremental improvements in working towards that Vision.

Given the high profile regional ATM improvement programs of SESAR (in Europe) and NextGen (in USA) it could be thought that NextGen and SESAR are defining the future of ATM.

However, IFATCA must take a global view and ensure that the “rest of the world” ATM needs are also properly addressed.

No discussion

The report was accepted

B.8

WORK PROGRAMME FOR TECHNICAL & OPERATIONS

COMMITTEE FOR 2010/2011

The following work programme was proposed:

- **Environment case / Impact of emission trading**
- **Runway Status Lights**
- **SID and STAR design**
- **Definitions of “fly-by” and “fly-over”**
- **Operation of Aircraft FMS**
- **Hypoxia warning**
- **Review the CDO Manual**
- **Review Policy on “Responsibilities with regard to surface movement”**
- **Review Policy on “European Policy”**
- **Air Traffic Flow Management**

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
		The work programme for TOC was accepted.	
B.9.1		ELECTION OF COMMITTEE CHAIRMAN Matthijs Jongeneel (The Netherlands) was elected as Chairman TOC	
B.9.2		ELECTION OF STANDING COMMITTEE Chairman TOC gave an overview of the composition of TOC, what is expected from the members and the voting process. Appointed IFATCA specialists for TOC are: <ul style="list-style-type: none"> - Representative to IFALPA ATS Committee - ICAO Rep to Aerodrome Panel – AP - ICAO Rep to Separation and Airspace Safety Panel – SASP - ICAO Rep to Airspace and surveillance Panel – ASP - ICAO Rep to Operations Panel – OPSP - ICAO Rep to ATM Requirement and Performance Panel – OPLINKP - ICAO Rep to ATM Requirement and Performance Panel – ATMRPP Member Associations running for election as TOC member were: Dominican Republic Germany Ireland New Zealand The Netherlands United States of America United Kingdom The following Member Associations were elected Dominican Republic Germany New Zealand The Netherlands United States of America United Kingdom	
B.10		ANY OTHER BUSINESS None CLOSING REMARKS	
		In closing, the Chairman said he was very pleased with the active participation of the members. This participation makes us progress better within the federation. It supports how we do business with the ICAO and the ANC. He thanked all for their	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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contributions. He also said he was very happy with the way that the ANC found their way towards IFATCA.

He then thanked the Directors and delegates.

He also thanked the observers with a special thanks to ICAO. It is a compliment towards the federation that two years in a row ICAO is represented by the Chief of the ATM section.

He thanked the TOC members and its Chairman and the high quality of the working papers and presentations.

He thanked EVPT for his support and for his work as ANC representative.

He also thanked Vice-Chairman Luis for his help as vice-chairman.

He then thanked the Secretary Catharina for her valuable work although he was disappointed at not being squeezed more often.

On behalf of the committee, EVPT thanked the Chairman for his excellent leadership.

Chairman Committee B closed the meeting on Wednesday at 16.10.

B/C 組會議資料

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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The combined meeting of Committee B and C was held on Tuesday, April 13, 2010. Agenda items with * in the final agenda indicate those items that have been addressed in the combined B and C committee.

The Chairman of Committee B, Akos van der Plaat opened the combined meeting also on behalf of Committee C Chairman, Bert Ruitenbergh at 08.30 and introduced the other members of the head table.

Mr. Andrew Beadle (Australia) EVP Technical
Mr. Scott Shallies (Australia), EVP Professional
Ms. Catharina De Decker (Belgium), Secretary Committee B
Mr. Jez Pigden (UK), Secretary Committee C

Roll call was taken.

Attendance: 59
Proxies: 17
Total: 76

A quorum was established.

Observers present :

- Chris Dalton, Chief ATM section, ICAO
- Chris Sutherland, Harris Cooperation
- Capt. Fernando Alvarez, Regional VP Caribbean West, IFALPA
- Timothy Rees, Environment Programme Manager, CANSO
- Patrick Lefevre, CNS/ATM Development Manager, THALES
- Gabriel Moche Rodriguez, Civil Aviation Secretary, ITF

The Chairmen confirmed the observers could join in the discussion at the invitation of the Chairman.

Amendments to the final agenda :

- amend B.4.1.7/C.4.6 to read B.4.1.8/C.4.6
- add as Work Study agenda item C.6.9 – ICAO Runway incursion causal factors identification form

The agenda as amended was accepted.

**B.3/C.3
WP96**

**REPORT OF THE TECHNICAL & PROFESSIONAL
SECRETARY**

Presented by Andrew Beadle on behalf of Joy Battacharaya (India)

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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Andrew spoke about proposed changes to the way how information is collated and stored for the technical manual, allowing greater exchange of information with other agencies.

Ireland asked that the minutes acknowledge the huge amount of work carried out by Joy Battacharaya.

The report was accepted.

ICAO presentation

Presented by Chris Dalton

To introduce the various reports of the IFATCA representatives to ICAO, Chris Dalton, Chief ATM Section ICAO was requested by the EB to give a presentation on ICAO work to set the scene.

Chris said how worthwhile IFATCA's role is within the ICAO machinery and that an effective and strong IFATCA is good for international civil aviation.

He then gave a presentation on how to deliver operational improvements – ATM Operations 2020 and beyond. IFATCA has an amazing reach and a great role to play to influence the states in roll out of standards.

B.4.1.1
LWP011

ANC Report

Proposed: Poland
Secoded: Norway

Presented by EVPT, Andrew Beadle

Andrew reported that the previous year had been a learning experience, with an expanded role and a new global perspective. He acknowledged the support of NATCA in establishing the IFATCA representative role to ICAO; Ruth Stilwell will take up this position very shortly.

Andrew reported that he had attended the NGAP symposium in March 2010, followed by a task force meeting where IFATCA was asked to help develop the topic of ATC competencies.

Andrew reported that he had attended the High Level Safety Conference in March 2010, which looked at issues such as State Safety programmes, a new safety management annex, continuous performance monitoring and sharing of safety data.

He concluded that it was worthwhile for IFATCA to be involved as an observer on the ANC, and that the relationship was moving towards a new level of involvement.

No comments on the report were received.

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
B.4.1.2 WP95		<p>The report was accepted.</p> <p>Andrew then gave a presentation on NGAP (Next Generation Aviation Professional).</p> <p>AP Aerodrome Panel</p> <p>Presented by Nicola Gallo (Italy) on behalf of Antonio Travaglione</p> <p>Nicola explained how the Aerodrome Panel and its working groups work and highlighted the main issues. He stressed the need for IFATCA to keep high level of attention and the importance to be part of the “rule making process”.</p> <p>In a reply to a question from Ireland if the ANC observer could play a role in Montreal in respect of the items being highlighted in the report, EVPT replied that through the Aerodrome Panel, IFATCA has access to the working groups, however there is the need for representatives to these working groups.</p>	
B.4.1.3 LWP012		<p>The report was accepted.</p> <p>ATMRPP</p> <p>Due to time constraints this agenda item was referred back to Committee B.</p>	
B.4.1.8/C.4. 6 WP80		<p>LIAISON OFFICE TO ICAO MONTREAL</p> <p>Presented by Andrew Beadle on behalf of Tatiana Iavorskaia, IFATCA office manager.</p> <p>No comments on the report were received.</p>	
B.4.2.1 WP81		<p>The report was accepted.</p> <p>IFALPA / ATS Committee</p> <p>Due to time constraints this agenda item was referred back to Committee B.</p>	
B.5.1 WP82		<p>AERODROME – DESCRIBE THE OPERATIONAL USE OF STOP BARS AND PRODUCE ICAO AMENDMENT PROPOSAL</p> <p>Presented by Willem Zuidveld (The Netherlands) on behalf of TOC</p> <p>Willem introduced the paper and explained how ICAO prescribes the use of stop bars in low visibility operations and at aerodromes with complex lay-outs. The installation requirements of stop bars are addressed by ICAO in Annex 14. TOC has investigated the operational use of stop bars and the Human Machine Interface (HMI). Considering the IFATCA Stop Bar Survey and continued</p>	

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study by TOC, this paper is recommending an ICAO Amendment Proposal on changes within ICAO documentation. Furthermore this paper provides guidance on the operational use and HMI of stop bars.

The paper concluded that the use of stop bars is inconsistent with ICAO SARPs; stop bars do not fulfill its task to serve as a last resort to prevent runway incursions; no standard phraseology for stop bar contingency procedures exist.

No discussion on the paper.

B/C1

It was recommended that

The stop bar HMI design, location, implementation and automation should prevent an unacceptable increase of workload, distraction and head down operations.

be included on page 3 2 2 15 of the IFATCA Technical and Professional Manual

CARRIED

It was recommended that

The operation of stop bars 24 hours a day is supported by IFATCA provided that the design and implementation of stop bars support operations at normal traffic volumes.

UK asked why the recommendation only refers to normal traffic conditions and not for any traffic condition and proposed to change normal into any to read:

“... bars support operations at any traffic volumes ...”

Switzerland seconded.

The amendment to the recommendation was accepted.

B/C2

It was recommended that

The operation of stop bars 24 hours a day is supported by IFATCA provided that the design and implementation of stop bars support operations at any traffic volumes.

be included on page 3 2 2 15 of the IFATCA Technical and Professional Manual

CARRIED

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
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Willem and EVPT explained the use of Appendix A. Appendix A will be used as a baseline amendment proposal towards ICAO – this proposal cannot be seen as carved in stone but as a basis for amendment.

B/C3

It was recommended that

IFATCA should promote towards ICAO the Amendment Proposal on Stop Bars included within this paper in Appendix A.

CARRIED

Chairman then allowed the committee to comment on the proposal in Appendix A.

In reply to a question from Belgium, Willem replied that there is no ICAO definition for “traffic” however the term is being frequently used in the ICAO documentation.

Hong Kong asked why we still go for a RVR value if we are trying to achieve 24/7 usage. There is the legal problem as this has been identified as a safety measure.

Willem replied that at present we are not yet sure if 24/7 is applicable everywhere. We should consider this as a step by step approach and should investigate in the future how we can achieve 24/7.

Switzerland and Germany requested why in this proposal contingency procedures necessarily imply that a marshaller is involved; are there no other options.

Willem answered that there is already reference to “marshaller” in this context in the ICAO documentation. In addition, IFALPA is also progressing in this direction.

Chairman reconfirmed that the above will be taken on board when promoting an amendment proposal towards ICAO.

No further discussion

**B.5.5
WP86**

INVESTIGATE RADIOTELEPHONY FREQUENCY MANAGEMENT

Presented by Alex Schwassmann (Germany) on behalf of TOC

Frequency congestion is a major topic in today’s ATM environment. This working paper looked at various technical and procedural

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solutions proposed. It also reviewed implementations of new Datalink messages and concepts aimed at reducing voice frequency congestion. New IFATCA policy was proposed.

Switzerland stated that it is important to know the drawbacks of datalink like the fact that non standard communications are difficult to achieve. It is important that we maintain voice as back-up for datalink.

Alex completely agreed and referred to last year's discussion on communication requirements.

Ireland mentioned an example where level requirements have been issued by the previous station and following a frequency change a new level is issued which cancels the level requirements unknown to the next sector.

Alex agreed and that this is valid both for voice as for datalink.

Philippe Mariën, Incident Investigator Maastricht UAC pointed out some important issues with regard to frequency load such as the use of downlinked aircraft parameters through Mode S can also alleviate frequency load.

He also stressed on the need for security of frequencies; there are websites where frequencies can be overheard by the public and rogue transmissions can be made by third parties.

Datalink is also susceptible to wrong delivery as several incidents have shown.

B/C4 It was recommended that:

IFATCA recognises the need for, and supports the reduction of, voice communication workload of controllers. However simply omitting items without alternative methods of accomplishing essential checks compromises safety.

be included on page 3 2 4 6 of the IFATCA Technical and Professional Manual.

CARRIED

B/C5 It was recommended that:

IFATCA supports Datalink concepts that improve frequency management provided that they demonstrate an identical or better level of safety and efficiency compared to voice communication.

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be included on page 3 2 1 11 of the IFATCA Technical and Professional Manual.

C.6.3
WP160

CARRIED
THE PROFESSIONAL ASPECTS OF MIXED MODE RUNWAY OPERATIONS

Presented by Mike O’Neill (Hong Kong) on behalf of PLC

The purpose of the paper was to investigate the impact on the Air Traffic Controller whilst operating in mixed mode (MM). The term mixed mode when used in the ATC environment has many interpretations, but for the context of this paper, ‘Mixed Mode’ refers to the mixing of arrivals and departures on the same runway. Mike explained the differences between theoretical and actual gains following the use of mixed mode operations. The example of Hong Kong was used to explain the issues that affect the ability to operate in mixed mode effectively; e.g. terrain, and other airfields.

No discussion

It was recommended to accept this paper as information material.

CARRIED

C.6.9
WP166

ICAO RUNWAY INCURSION CAUSAL FACTORS IDENTIFICATION FORM

Presented by Jez Pigden (UK) on behalf of PLC

Editorials:

- renumber para 4.1.1.4 in para 3.2.2
- delete numbering of paragraphs 4.1.1.1, 4.1.1.2, 4.1.1.3, 4.1.2.1 and 4.1.2.2 and show text as bullet points.

Jez introduced the paper. The purpose of this paper was to follow on from the TOC paper in Dubrovnik – review and suggest amendments to the Runway Incursion report form in the ICAO Runway Incursion Manual, taking into account Just Culture principles.

No discussion on the paper.

It was recommended that

B/C6

The EB of IFATCA communicate the suggested changes to the ICAO Runway Incursion Causal Factors identification form.

CARRIED

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
B.6.1.1 WP90		<p>Analogue to agenda item B.5.1, Chairman explained that suggested changes will be used as a baseline amendment proposal towards ICAO.</p> <p>Chairman then allowed discussion on the suggested changes to the identification form.</p> <p>Bert Ruitenbergh, IFATCA HF Specialist, said that with regard to item J in the form, there can be runway incursions where there is only one aircraft involved and therefore suggested to add “Not applicable”.</p> <p>No further discussion.</p> <p>AIRPORT DOMAIN TEAM</p> <p>Presented by David Geurin (Ireland)</p> <p>David detailed several focus items for the group; including block controllers and lighting controllers. The group has attended several meetings during the year, with several more planned. He acknowledged the support of the volunteers who attend these meetings and invited further volunteers to join the group.</p> <p>No comments on the report were received.</p>	
B.6.2.1 / C.9.1 WP12		<p>The report was accepted.</p> <p>EVP AFRICA/MIDDLE EAST</p> <p>Presented by PCX on behalf of EB</p> <p>Henry Peter Nkondokaya, EVP AMA, tragically passed away on the 6th of September 2009. The EB then appointed PCX to manage the region.</p> <p>PCX presented the report and highlighted on the RVSM issues. Monthly teleconferences are organized under the leadership of ICAO with the various stakeholders, including IFATCA which is represented by Kezia Ogutuh to look into the various issues. He updated on Botswana where a new company is being set up. Problem is that the new company is cherry picking who can work for them.</p> <p>In Namibia IFATCA was able to give assistance on newly developed tools.</p> <p>During the regional AFM meeting around 20 resolutions were adopted.</p> <p>Kenya updated their situation that they will not be able to transfer to the new system due to technical problems. Staff shortage still exist. Kenya thanked IFATCA, especially PCX and the late Henry, where Henry was able to open ways to talk to the Kenyan government.</p>	

AGENDA ITEM	RES NO.	DISCUSSION	ACTION
B.6.3/C.9.2 WP13		<p>The report was accepted. EVP AMERICAS</p> <p>Presented by EVP AMA, Alex Figuereo</p> <p>Alex presented his report and highlighted on the main issues in the AMA Region namely implementation of PBN, SMS, Just culture. Traffic is growing - 5,74% traffic increase for the region. Nothing has been done yet to have a regional air traffic flow management system.</p> <p>He also stressed on the great relationship with IFALPA and thanked Bert Ruitenbergh for assisting in a workshop on</p>	
		No discussion	
B.6.4/C.9.3 WP14		<p>The report was accepted. EVP ASIA PACIFIC</p> <p>Presented by EVP Asia Pacific, Raymond Tse</p> <p>EVP ASP reported that this has been his first year as EVP Asia Pacific and it had been very challenging. He acknowledged the help of his predecessor John Wagstaff and of the EB.</p> <p>During the year several issues were addressed, particularly staffing issues including recruitment and training. The focus for the following year would be on Flow Management in conjunction with several of the MAs within the region. He predicted the following year would be equally challenging.</p>	
		No comments on the report were received.	
B.6.5/C.9.4 WP15		<p>The report was accepted. EVP EUROPE</p> <p>Presented by EVP EUR, Patrik Peters</p>	
		<p>Patrik highlighted on a few points in the report. During the last half year a lot of disputes occurred in the region where assistance from IFATCA was requested. IFATCA as professional organization needed to take care not to step into union discussions.</p>	
		No discussion.	
B.6.5.3		<p>The report was accepted. EUROCONTROL</p>	

AGENDA ITEM WP92	RES NO.	DISCUSSION	ACTION
C.4.5 WPL001		<p>Presented by Patrik Peters</p> <p>Patrik presented his report and said that this position of Liaison Officer to Eurocontrol has been combined with the tasks of EVP EUR.</p> <p>No discussion</p> <p>The report was accepted.</p> <p>REPORT OF THE LIAISON OFFICER- GENEVA</p> <p>Cyprus proposed accepting the late working paper, seconded by Sweden.</p> <p>The late working paper was accepted.</p> <p>Presented by PCX on behalf of Christoph Gilgen.</p> <p>PCX described the involvement in several areas following requests from Member associations, including Brazil and Iran. After publication of the IFATCA press release on staff shortages, data was provided to the ILO. He also acknowledged the help of ITF (International Transport Workers Federation) with the work with the ILO.</p> <p>Gabriel Mocho Rodriguez on behalf of ITF thanked IFATCA for the opportunity to address the conference, and acknowledged the developing relationship between IFATCA and ITF. He spoke about the two major issues that are currently ongoing; a survey on fatigue and stress, and also looking at the effects of the global financial crisis.</p> <p>No comments on the report were received.</p> <p>The report was accepted.</p>	
C.4.7 WP156		<p>REPORT OF THE LIAISON OFFICER TO THE EUROPEAN UNION</p> <p>Presented by Paul Neering</p> <p>Paul started by acknowledging the help of PCX, Wilfried Worz and Robert Gjonnes who had helped with the work over the year. Paul explained the progress with SES activities and detailed the areas where IFATCA had concerns over SES II; for example Impact assessment on proposed charging regimes. He went on to explain the developments within EASA and the extension to ATM and airports. Three working groups within EASA</p>	

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have been established where IFATCA is represented:

- ANSPs
- Licensing
- Competent authorities in ATM-ANS

PCX then continued explaining SESAR developments, SESAR being the R & D program of SES. SESAR has now commenced the development phase. IFATCA signed a contract with SESAR on March 10 for a first 2 year collaboration on the work package. Representatives and experts are needed to work on IFATCA's behalf with SESAR in the various work packages which are of interest. All the European Member Associations and representatives have received an invitation to nominate IFATCA representatives for this important work.

Paul informed the committee on the slow progress in Social dialogue; a social forum has been setup to keep organizations abreast of developments.

No discussion

The report was accepted

B.7.1
LWP004

NEXTGEN

Due to time constraints this agenda item was referred back to Committee B.

B.7.2
LWP005

SESAR

Due to time constraints this agenda item was referred back to Committee B.

B.7.3
LWP006

VISION STATEMENT

Due to time constraints this agenda item was referred back to Committee B.

B.7.4
LWP007

FUTURE ATM

Due to time constraints this agenda item was referred back to Committee B.

Combined Committee B&C closed on Tuesday at 13.10.

C 組會議資料

AGENDA ITEM	RES NO.		ACTION
		<p>DISCUSSION</p> <p>The Chairman of Committee C, Mr. Bert Ruitenber (The Netherlands), opened the meeting at 13:45. The members of the head table were;</p> <p>Mr. Scott Shallies (Australia) EVP Professional Mr. Eduardo Tejada (Dominican Republic) Vice Chairman Mr. Jez Pigden (United Kingdom) Secretary</p> <p>Observers Present: None</p> <p>Roll call taken and quorum was established.</p> <p>Attendance: 46 Proxies:19</p> <p>Total: 65</p> <p>On Tuesday the meeting was opened at 08:30. The members of the head table were as before.</p> <p>Observer Present: Gabriel Mocho Rodriguez- ITF</p> <p>Roll call taken and quorum was established.</p> <p>Attendance: 46 Proxies: 19 Total: 65</p> <p>Observers Present: None</p> <p>On Wednesday the meeting was opened at 08:30. The members of the head table were as before.</p> <p>Observers Present: None</p> <p>Roll call taken and quorum was established.</p> <p>Attendance: 51 Proxies: 18 Total: 69</p>	

<p>C.1 WP150</p>		<p>REPORT OF THE EXECUTIVE VICE-PRESIDENT PROFESSIONAL</p> <p>Presented by EVPP Scott Shallies.</p> <p>EVPP explained this had been a very busy and challenging year, and he acknowledged the support of his colleagues on PLC and the EB. EVPP gave a summary of important subjects on the work program: the continued focus on Just Culture, the legal issues which are still an issue in several countries, particularly Romania and Japan. At the NGAP conference IFATCA made a joint presentation with CANSO on the future requirements for aviation professionals. IFATCA will also be presenting several papers at the ICAO Assembly 37 in September/ October 2010. EVPP thanked Alfred Vlasek, Wilfried Worz, Paul Neering, Bert Ruitenberg and Geert Maesen for their work during the year, and also the members of PLC, and particularly Chairman Marjolein Hooijboer.</p> <p>The report was accepted.</p>	
<p>C.2 WP151</p>		<p>REPORT OF THE PROFESSIONAL & LEGAL COMMITTEE CHAIRMAN</p> <p>Presented by Marjolein Hooijboer, PLC Chairman</p> <p>PLC Chair explained that this had been her first year as Chairman. PLC held meetings in Bangkok and Amsterdam during the year. PLC Chair explained the work of PLC and outlined the work packages that PLC had covered over the year.</p> <p>PLC Chair thanked the membership of PLC for their help over the year, particularly EVPP and Geert Maesen, previous PLC chair.</p> <p>The report was accepted.</p>	
<p>C.3 WP96</p>		<p>REPORT OF THE TECHNICAL & PROFESSIONAL SECRETARY</p> <p>This item was covered in the joint B & C session.</p>	
<p>C.4</p>		<p>REPORTS</p>	
<p>C.4.1 WP153</p>		<p>REPORT OF THE IFATCA HUMAN FACTORS SPECIALIST</p> <p>Presented by Bert Ruitenberg, HFS</p> <p>HFS reported on two items in addition to his report. Firstly regarding a visit with PCX and EVP Europe to the Minister of Transport for Luxembourg. The discussion was regarding disciplinary action for two controllers following a runway collision in Luxembourg in January. The outcome of this meeting is not yet known. Secondly; with regard to the drafting of a press release concerning the court case of controllers in Cagliari Italy following an accident in 2003, where the controllers were sentenced to two years</p>	

		<p>imprisonment.</p> <p>HFS reports that he is retiring from his role as an operational controller this year, and felt that being a valid controller was important in his credibility as HFS. He suggested that the HFS role should in future be replaced by a safety panel, which will be covered in a future work item.</p> <p>EVPP expressed thanks to HFS on behalf of the executive board.</p> <p>The report was accepted.</p>	
C.4.2 WP154		<p>REPORT OF THE EATMP – HRT REPRESENTATIVE</p> <p>Presented by Geert Maesen</p> <p>It was reported that the usual March meeting of the HRT group was cancelled due to organisational changes. A meeting is scheduled for October 2010, and this will be its last meeting.</p> <p>The report was accepted.</p>	
C.4.3 WP155		<p>REPORT OF THE EATMP – TFG REPRESENTATIVE</p> <p>Presented by Paul Neering.</p> <p>The TFG rep reported that there was uncertainty regarding the future of the Training Focus Group, due to Organisational changes as mentioned in item C4.2.</p> <p>The report was accepted.</p>	
C.4.4 No paper		<p>REPORT OF THE EATMP – HRT/HF-TF RESENTATIVE</p> <p>No paper was presented.</p>	
C.4.5 LWP001		<p>REPORT OF LIAISON OFFICER – GENEVA</p> <p>This item was covered in the joint B & C session.</p>	
C.4.6* WP80		<p>REPORT OF LIAISON OFFICER – ICAO MONTREAL</p> <p>This item was covered in the joint B & C session.</p>	
C.4.7* WP156		<p>REPORT OF THE LIAISON OFFICER to the EUROPEAN UNION</p> <p>This item was covered in the joint B & C session.</p>	
C.5		<p>IFATCA INFORMATION HANDBOOK</p>	
C.5.1 WP157		<p>REPORT OF THE EDITOR IHB</p> <p>Presented by Geert Maesen</p> <p>Editor IHB provided an update by region of the information contained within the IHB.</p> <p>The 2010 enquiry starts at this conference. The 2009 IHB and the E-questionnaire can be found on the IFATCA website.</p>	

		<p>EVPP reiterated the request for all MAs to complete the questionnaire.</p> <p>Cyprus stated that their information was updated in 2009, not 2004 as recorded in the report.</p> <p>The report was accepted.</p>	
C.6		PROFESSIONAL MATTERS IN AIR TRAFFIC CONTROL	
C.6.1 WP158		<p>HUMAN FACTORS CASE</p> <p>Presented by Marjolein Hooijboer (Netherlands) on behalf of Barbara Baltes for PLC.</p> <p>The paper reviews and explains Eurocontrol’s Human Factors Case. It compares the HF Case to current IFATCA policy and suggests adding policy in the Manual. The paper also stresses the importance of human factors in the aviation world and points out the lack of time and money invested in human factors when designing and implementing new procedures/systems.</p> <p>EGATS commented that SESAR is contained in the paper references, but it is not mentioned in the executive summary.</p> <p>Jordan asked did the paper address how the implementation of Safety Management systems sometimes introduces human factors problems. MH responded that it wasn’t covered in the paper, and Chair C suggested that if a human factors case had been applied such problems would have been identified.</p> <p>Draft Recommendations</p> <p>To be added in WC.7.3. Safety Management Systems</p> <p>A new paragraph called Human Factors Case shall be created, featuring the following subsections.</p> <p>“Human Factors are described as the human aspects of the working environment”.</p> <p>Seconded by: The Bahamas</p> <p>Recommendation was accepted.</p> <p>“The Human Factor Case is a tool to provide a process to address HF issues for a project. Its function is to identify and mitigate HF issues as early as possible in the project life cycle.</p> <p>Seconded by: USA</p> <p>EGATS expressed surprise that a phrase such as ‘human centered’ was not included in the draft recommendation.</p>	

	<p>MH reported that this had not been previously discussed.</p> <p>EVP believed that the existing wording of the recommendation covered the EGATS comments.</p> <p>Recommendation was accepted.</p> <p>“Human Factor issues shall be accounted for in each phase of the definition, development, and deployment of new and existing ATM systems and into operational training. Human Factors should be integrated into Safety Management Systems (SMS). Controllers should be involved as early as possible.</p> <p>Seconded by: Denmark</p> <p>Germany suggested that the word ‘case’ was added following ‘Human factors’ in the recommendation.</p> <p>Proposed amendment;</p> <p>“Human Factor issues shall be accounted for in each phase of the definition, development, and deployment of new and existing ATM systems and into operational training. Human Factors Case should be integrated into Safety Management Systems (SMS). Controllers should be involved as early as possible.</p> <p>Seconded by: Belgium.</p> <p>Amendment was accepted. One abstention.</p> <p>Austria suggested that the words ‘and HF experts’ was added following ‘and controllers’ in the recommendation.</p> <p>Proposed amendment;</p> <p>“Human Factor issues shall be accounted for in each phase of the definition, development, and deployment of new and existing ATM systems and into operational training. Human Factors Case should be integrated into Safety Management Systems (SMS). Controllers and human factors experts should be involved as early as possible.</p> <p>Seconded by: Norway</p> <p>Amendment was accepted. Three abstentions including Brasil.</p> <p>Germany suggested that the Austrian change weakened the controller’s position.</p> <p>EGATS suggested that the words ‘as early as possible’ are replaced with ‘as early as possible in the project lifecycle’.</p> <p>Proposed amendment;</p> <p>“Human Factor issues shall be accounted for in each phase of the definition, development, and deployment of new and existing ATM systems and into operational training. Human Factors Case should be integrated into Safety Management Systems (SMS). Controllers and human factors experts should be involved as early as possible in the project lifecycle.</p>	
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	<p>Seconded by Mexico</p> <p>Amendment was accepted, but not unanimously. Six votes against and five abstentions.</p> <p>Israel, Brasil and St Lucia were still not content with the wording of this recommendation. It was decided that a sub-group containing St.Lucia, EGATS, Hong Kong, Austria, Germany, Italy and Norway be set-up to decide on some new words overnight for this recommendation.</p> <p>In the reconvened session, the working group came up with the following proposed amendment to recommendation 4.1.3;</p> <p>Proposed amendment;</p> <p>“Human Factor issues shall be accounted for in each phase of the definition, development, and deployment of new and existing ATM systems and into operational training. Human Factors Case shall be integrated into Safety Management Systems (SMS). Controllers and human factors experts shall be involved from the beginning of any new project”.</p> <p>Seconded by Korea</p> <p>Recommendation was accepted.</p> <p>Poland proposed re-opening recommendation 4.1.2, with the following wording as prepared by the working group.</p> <p>Seconded by: Belgium</p> <p>“The Human Factor Case is a tool to provide a process to address HF issues for a project. Its function is to identify and mitigate HF issues from the beginning of any new project”</p> <p>Seconded by: New Zealand.</p> <p>There were no further comments.</p> <p>Recommendation was accepted.</p>	
<p>C.6.2 WP159</p>	<p>DETECTING PERSONAL IMPAIRED PERFORMANCE</p> <p>Presented by Udi Zaga (Israel) on behalf of PLC.</p> <p>The paper explains that Impaired Personal Performance is a phenomenon that is difficult to define. This paper is an attempt to explain and define some key elements, bringing these to the attention of the ATC community and trying to highlight links between impaired performance and aviation safety.</p>	

		<p>Netherlands Antilles asked whether age played a factor in impaired performance. UZ responded that he did not believe that this was the case.</p> <p>Israel stated that they believed that this was a very important issue, and suggested further discussions with other MAs, and possibly add to CISM programmes in the future.</p> <p>EVPP agreed that the subject was worthy of further study, and PLC Chair confirmed that this topic was on the list for consideration for next years' work programme.</p> <p>UZ commented on the problem at single manned positions where there would not be another controller to monitor performance. He thanked his colleague Mr Haim Gal for his help with this topic.</p> <p>The paper was accepted.</p>	
C.6.3 WP160		<p>THE PROFESSIONAL ASPECTS OF MIXED MODE RUNWAY OPERATIONS</p> <p>This item was covered in the joint B & C session.</p>	
C.6.4 WP161		<p>AGEING CONTROLLER</p> <p>Presented by Petra Reinecke (Germany) on behalf of PLC</p> <p>The WP looks into the influence of ageing on skills and performance of an ATCO. It contains an overview of mental and job performance and their changes whilst getting older. Furthermore, possibilities for how to decrease negative effects are shown.</p> <p>Israel suggested that equipment manufacturers should be made aware of the issues in the paper to better design equipment. EVPP agreed that this was a good idea, and would investigate how best to follow this up.</p> <p>Poland asked whether 'burn-out' effects should be considered. PR responded that this paper was looking only at ageing, as a follow-up to previously published retirement age papers.</p> <p>EGATS asked whether the factors described in the paper could be considered as incompetence. PR responded that there was a difference between effects of ageing and incompetence and competency schemes should capture this.</p> <p>Iran asked whether there was a difference between ageing effects for men and women. PR responded that nothing was recorded in the research she had read.</p>	

Panama asked whether causes other than ageing had the same effects as ageing. PR replied that similar effects can be caused by certain illnesses.

EGATS suggested that this paper points towards the introduction of early retirement for controllers. PR stated that the positive effects of ageing do mitigate the negative effects of ageing, and that this was not the purpose of the paper. EVPP did state that this does add some more evidence to the arguments regarding early retirement.

Draft Recommendations

New policy to be added on page 4136 new Para 3.7: Ageing ATCOs

ANSPS should offer career development plans as medium- to long-term alternatives to the operational job.

Seconded by: Bulgaria.

EGATS expressed concern that this may prevent early retirement schemes. EVPP stated that IFATCA policy on ATCO retirement has not changed. Chair C added that the paper recommends alternative careers so this may help controllers where there is doubt over their future as ageing occurs. Israel pointed out that 55 is not the retirement age in every country.

Recommendation was accepted. There was one abstention (EGATS)

Training courses for ATCOs regarding the issue of ageing should be made available.

Seconded by: Denmark

Recommendation was accepted.

ATCOs with an age of 50 years or older shall be entitled to abstain from nightshifts on their request.

Seconded by: Switzerland

EGATS asked how you deal with the practical problems this would produce. If staff cannot work at night, this would increase the burden on other younger controllers. PR responded that a mix of personnel ages would mitigate against this issue. EGATS raised further concerns over the practical implementation of this recommendation.

Israel asked whether there should be more clarity within the paper regarding the balance of older and younger controllers. EVPP replied

	<p>that the purpose of this recommendation was not to shift responsibility for night shift work onto younger staff. Unit management work planning should take into account the requirement when setting staffing levels.</p> <p>The Netherlands stated that if there is a safety risk attached to controllers over the age of 50 working night shifts, then they should not work them, and worry about practical implementation issues later.</p> <p>Netherland Antilles reported that in his MA the lack of staff and percentage of older people would make implementation of this difficult</p> <p>Belgium suggested an editorial change to replace ‘or’ with ‘and’.</p> <p>ATCOs with an age of 50 years and older shall be entitled to abstain from nightshifts on their request.</p> <p>Denmark suggested removing reference to the age 50, and replace it with people affected by night shifts. Belgium stated that everyone is affected by night shifts. Hong Kong reported that there was scientific evidence of the negative effects of night shift work, particularly among males. Israel suggested that if people under 50 could not do night shifts then they should consider alternative work. Chair PLC agreed with the other comments on this particular point.</p> <p>Recommendation was accepted.</p> <p>Ageing ATCO’s should be entitled to additional short breaks to assist in their performance with short-term memory.</p> <p>Seconded by: UK</p> <p>EGATS pointed out that the recommendation on this topic is different to the conclusion within the paper.</p> <p>Rep to the EU stated that there is an inconsistency between recommendation 3 and 4 in that one mentions why a change is recommended and the other doesn’t.</p> <p>EGATS proposed an amendment to the recommendation; to replace ‘additional short breaks to assist in their performance with short-term memory’ with ‘specific break plans related to deteriorating short term memory performance’</p> <p>Seconded by: Mexico</p> <p>Amended recommendation now reads;</p> <p>Ageing ATCO’s should be entitled to specific break plans related to deteriorating short term memory performance</p> <p>Chair PLC asked how employers would know what that plan should</p>	
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		<p>be. EGATS explained that their proposal allowed different possibilities to deal the issue other than just giving more breaks. PR responded that she thought the new proposal was not specific enough. EGATS said that the version contained in the paper’s conclusions was better.</p> <p>Chair Committee C set up a working group to examine the wording of this recommendation, made up of EGATS and PLC.</p> <p>The working group revised the wording of the recommendation as follows</p> <p>Ageing ATCO’s should be entitled to specific break plans, in particular additional short breaks, to assist in their performance with short term memory</p> <p>Seconded by: Norway</p> <p>The amendment was accepted with three abstentions (Czech Republic, Bulgaria, and Macedonia)</p> <p>The recommendation was accepted. There were two abstentions (Czech Republic and one other)</p> <p>Ageing ATCOs should be entitled to reduce the number of their ratings to a reasonable minimum.</p> <p>An editorial change to this recommendation was proposed by the working group as follows;</p> <p>Ageing ATCOs should be entitled to reduce the number of their ratings and/or endorsements to a reasonable minimum. Such a reduction shall have no detrimental impact on the individual ATCO</p> <p>Seconded by Norway</p> <p>EGATS pointed out that the detrimental effects should include all aspects, not just financial ones.</p> <p>The recommendation was accepted. There was one abstention (Czech Republic)</p>	
<p>C.6.5 WP162</p>		<p>GUIDELINES ON CHEMICAL DEPENDENCY PROGRAMS (CDP)</p> <p>Presented by Felice de Lucia (Italy) on behalf of PLC.</p> <p>This paper gives guidelines to MAs about the implementation of</p>	

	<p>chemical dependency education and rehabilitation programmes in those countries where it is not yet available.</p> <p>Poland commented chemical dependency is not just drugs and alcohol; prescription medicines can also have a detrimental effect, and must be prescribed by a doctor approved by the regulator. FdL replied that prescription medicine is covered by the word ‘chemicals’ in the paper. Also a previous chemical dependency paper had called for a list of approved medicines.</p> <p>Austria reported that compulsory testing is being planned by EASA.</p> <p>The paper was accepted.</p> <p>There will be a link on the IFATCA website after conference which will provide all the information on this topic.</p>	
<p>C.6.6 WP163</p>	<p>REVIEW POLICY ON THE INFORMATION HANDBOOK</p> <p>Presented by Geert Maesen (Belgium) on behalf of PLC</p> <p>Last review was performed in 2001. Since then the IHB evolved into the electronic age. Due to the fact that the Technical and Professional Manual does not carry paragraph references PLC took the liberty of using the 2007 IFATCA Manual references for the ease of discussion.</p> <p>GM provided a comprehensive explanation of the reasons behind the proposed changes in the manual.</p> <p>Amend paragraph 2.2.1 to read: “The Handbook should contain current information on aspects relating to professional and legal matters in ATC in the countries represented in the Federation.”</p> <p>Amend paragraph 2.2.2 to read: “It should enable its users to identify those MAs that may have useful information on specific professional and legal matters, after which direct contacts with such MAs should be established to obtain the desired detail of information.”</p> <p>Amend first sentence of paragraph 2.3.1 to read: The Information Handbook presented in “country by country” format contains the following chapters:</p> <p>Delete paragraphs 2.3.2 to 2.3.5 and insert new paragraph 2.3.2 to read: <i>The information Handbook is only made available to professional members of the Federation.</i></p> <p>Amend paragraph 2.4.1 to read:” <i>The Editor Information Handbook (IHB@ifatca.org) shall update the Information Handbook by means of an electronic questionnaire, made available on the IFATCA website.</i>”</p> <p>Amend paragraph 2.4.2 to read:” <i>Every even year a new enquiry</i></p>	

	<p><i>shall take place. This enquiry will be announced in the first IFATCA Circular of that year. The enquiry shall start at the first day of the “Committee C” proceedings at the Annual Conference and end on the last day of the Regional Meeting held that year. Member Associations having new information regarding items listed in the IHB are requested to inform the Editor IHB and the Office by means of refilling the E-questionnaire or by e-mail stating changed topics.”</i></p> <p>Amend paragraph 2.4.3 to read: “The Executive Vice-Presidents Region have the responsibility to ensure that up-to-date information from every MA within their region is available. To accomplish such, the Editor IHB will draft reports for the Regional Meetings stating the unavailability of information and outdated information from the MAs. They will inform the Editor Information Handbook on any problem with regard to the collection of information.”</p> <p>Amend paragraph 2.4.4 to read: “Update on the Information Handbook should be a standard agenda item at each Regional Meeting.”</p> <p>Amend paragraph 2.4.5 to read: ‘The Editor Information Handbook shall compile amendments to the Information Handbook at least every 2 years.’</p> <p>Amend fax number of 2.5 to be the number of the Office.</p> <p>The recommendations were considered as a single package.</p> <p>Seconded by Switzerland.</p> <p>The recommendations were accepted.</p>	
<p>C.6.7 WP164</p>	<p>REVIEW POLICY ON PRIVATIZATION</p> <p>Presented by Geert Maesen (Belgium) on behalf of PLC Monitoring privatization has been on the agenda of PLC for many years. A database was created but the lack of information gathered made that database lose its value. Policy statements referring to this should be deleted.</p> <p>It is recommended to delete on page 4124 of the 2009 Technical & Professional Manual following policy statement: <i>IFATCA should monitor the effects of privatisation/commercialisation on controllers’ working conditions in co-operation with the ILO (Christchurch 93.C.8).</i></p> <p>EVPP reported that the EB had reviewed this paper and suggested that this statement be retained in the manual, but to remove the reference to the ILO. GM responded that he did not feel there needed to be policy in the manual to monitor a situation.</p> <p>Israel asked why the EB had made this recommendation. The Netherlands agreed that there should be no need to have policy to monitor a situation, but believed that this was such an important</p>	

		<p>subject that the policy should remain. Germany agreed with this view.</p> <p>The amendment suggested by the EB was proposed by The Netherlands and seconded by Trinidad and Tobago.</p> <p>It is recommended to amend on page 4124 of the 2009 Technical & Professional Manual following policy statement: <i>IFATCA should monitor the effects of privatisation/commercialisation on controllers' working conditions (Christchurch 93.C.8).</i></p> <p>The amendment was accepted. There were three abstentions (Morocco, Norway and Belgium).</p> <p>The recommendation was accepted. There were two abstentions</p> <p>It is recommended to delete on page 4125 of the 2009 Technical & Professional Manual following policy statement: <i>IFATCA shall create and maintain a secure database of the experiences of Member Associations with commercialisation and privatisation (Marrakech 00.C.8).</i></p> <p>Seconded by Australia.</p> <p>The recommendation was accepted.</p>	
<p>C.6.8 WP165</p>		<p>REVIEW POLICY RELATING TO INDUSTRIAL RELATIONS</p> <p>Presented by Peter Van Rooyen (South Africa) on behalf of PLC</p> <p>This paper is an attempt to give some examples of current Industrial Relations situations experienced by Member Associations around the Globe. IFATCA Policy regarding Industrial Relations is examined to determine whether it is still valid compared to the current situations experienced by MA's.</p> <p>Editorial change: In Conclusions paragraph 3.1, replace the word 'MAs' with the word '<i>controllers</i>'</p> <p>EGATS expressed concern regarding Conclusions paragraph 3.5 regarding minimum service agreements. He suggested that a minimum service agreement lowers the impact of industrial action, and that this paragraph could lead to the introduction of more minimum service agreements in states that don't currently have them. PR responded that it is currently IFATCA policy to have minimum service agreements in place.</p> <p>Germany reported that they have a 25% minimum service agreement. Difficulties arose over how this was implemented during industrial action. She believed that a minimum service agreement should only allow for flights with a humanitarian or security mission.</p>	

		The paper was accepted.	
C.6.9 WP166		ICAO RUNWAY INCURSION CAUSAL FACTORS IDENTIFICATION FORM	
		This item was covered in the joint B & C session.	
C.6.10 WP167		<p>EVALUATING RECENT TRENDS AROUND THE WORLD AND PRESENTING BEST PRACTISES ON CISM</p> <p>Presented by Kendall Scott Mann (USA) on behalf of PLC</p> <p>This paper looks into several Critical Incident Stress Management (CISM) programmes around the world and investigates the availability of CISM among the Member Associations. A survey has been conducted to collect information of existing programmes.</p> <p>Editorial change: In the conclusions section of the paper (3.2); replace 'IFATCA' with 'PLC'.</p> <p>Poland reported that they are introducing a CISM programme very shortly, and explained some difficulties they had had with implementation.</p> <p>EGATS said that when they file an incident report, a CISM peer is always notified. They also agreed that CISM is a very cost effective programme.</p> <p>Germany stated that the offer of a CISM debrief is compulsory following an incident. He also noted the difficulties in providing same language peers due to the movement of controllers around the world.</p> <p>Denmark asked how you assist controllers who have been affected by the suicide of family member, without any specialist training. KSM responded that in his programme, a trained counsellor is also present to assist in similar situations.</p> <p>EGATS stressed the importance of referral to a trained specialist where the situation was outside the peer's experience.</p> <p>Germany spoke about a situation where CISM was used regarding an incident which occurred away from the workplace. Chair PLC stated that this is covered by existing IFATCA policy.</p> <p>EVPP informed the group that the ICISF programme was the EB's preferred model</p> <p>The paper was accepted.</p>	
C.6.11 WP168		UPDATE ON THE ENGLISH LANGUAGE PROFICIENCY	

	<p>REQUIREMENTS IMPLEMENTATION</p> <p>Presented by Eric Risdon (Switzerland) on behalf of PLC.</p> <p>The paper provides an update on the implementation of English Language proficiency requirement.</p> <p>Editorial amendments</p> <p>Para. 2.1 As of 15 March 2010, 56 States are compliant.</p> <p>Para. 2.2 There are still 43 States that did not submit implementation plans.</p> <p>Para. 2.5 A – 05,</p> <p>B – 45,</p> <p>C – 25,</p> <p>New March '10 Graph</p> <p>Compliant – 56</p> <p>Plan – 96</p> <p>No Plan – 43</p> <p>Editorial amendments of the attachments to the paper</p> <p>Quality of Implementation Plans</p> <p>Lebanon,</p> <p>Compliant in 2010</p> <p>Nepal,</p> <p>Compliant in 2011</p> <p>44 States without an Implementation Plan</p> <p>To be replaced with</p> <p>43 States without an Implementation Plan</p> <p>Remove Comoros</p> <p>EVPP stated that the number of states who were not yet compliant, and were unlikely to meet the deadline was a worry. He asked what would happen to states who fail to meet the requirement; IFATCA plan to communicate with ICAO to determine what their intentions</p>	
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	<p>are. He asked that member associations that had had controllers disciplined for failing an English language test to contact IFATCA. He also asked MAs to check on the ICAO website their states status in terms of compliance.</p> <p>EGATS asked who checks the quality of the testing. EVPP replied that it was the responsibility of the individual state, but that ICAO was working towards certifying assessors.</p> <p>LOEU reported that information from IFALPA indicated that compliance rates for pilot English language proficiency were worse than for controllers. He also stated that CANSO is actively promoting English language proficiency, and suggested that IFATCA could liaise with them. EVPP agreed that this was a good idea and will pursue this.</p> <p>Brazil suggested that the quality of the implementation plan was not related to the actual standard of English spoken by the controllers. Indonesia gave an update on English language proficiency in their state.</p> <p>Israel asked if all states have to complete an English language proficiency test; i.e. do controllers native English speaking states have to take a test. EVPP responded that some states had exempted their controllers from the requirement to take the English language proficiency test.</p> <p>Iran asked what would happen after the deadline had passed to states who did not meet the requirements. ER replied that ICAO have not yet specified what will happen.</p> <p>Mexico provided an update on their situation; eight controllers had been dismissed for failing English language proficiency tests, and that pilots who do not meet the required standard are not allowed to fly internationally.</p> <p>Netherlands Antilles asked whether pilots and controllers are allowed to use their local language domestically. ER replied that the local language can be used, unless international flights can be expected, in which case English speaking controllers are required.</p> <p>Netherlands Antilles asked whether ICAO will consider proficiency testing in languages other than English. Chair C confirmed that it was only English currently being tested.</p> <p>EGATS described a situation in a European state where English language proficiency tests were not carried out, but staff were evaluated and then given remedial training as appropriate.</p> <p>The paper was accepted.</p>	
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<p>C.7</p>	<p>WORK PROGRAMME FOR PROFESSIONAL & LEGAL COMMITTEE FOR 2010/2011</p> <p>Chair PLC introduced the proposed topics for the PLC work programme for the coming year;</p> <p>Safety Management Systems Team Resource Management English language proficiency Detecting impaired personal performance FAA investigation into ‘Professionalism’ Diabetes Professional aspects on the use of Datalink Review of ICAO ‘state safety oversight’ instead of ICAO global aviation safety oversight</p> <p>Germany noted that fatigue management had previously been a work item, but had been postponed due to difficulties in obtaining information.</p> <p>EGATS suggested cross border legal issues resulting from the development of functional airspace blocks (FABs). Hong Kong responded that a paper on this topic had been presented by PLC some years ago, but the huge number of local issues that arose in the studies made it difficult to provide any generic policy on this topic.</p> <p>The work programme was proposed by Iceland, and seconded by St. Lucia.</p> <p>The programme was accepted.</p>	
<p>C.8.1</p>	<p>ELECTION OF STANDING COMMITTEE</p> <p>Chair C requested expressions of interest for MAs interested in standing for the PLC standing committee;</p> <p>Eleven MAs expressed an interest;</p> <p>Belgium</p> <p>Croatia</p> <p>EGATS</p> <p>Germany</p>	

	<p>Hong Kong</p> <p>Israel</p> <p>Italy</p> <p>South Africa</p> <p>Switzerland</p> <p>The Netherlands</p> <p>United Kingdom</p> <p>Chair C explained that only ten MAs could be elected.</p> <p>Following the election, Chair C provided the list of the elected MAs which would be;</p> <p>Belgium</p> <p>Croatia</p> <p>EGATS</p> <p>Germany</p> <p>Hong Kong</p> <p>Italy</p> <p>South Africa</p> <p>Switzerland</p> <p>The Netherlands</p> <p>United Kingdom</p> <p>Chair C pointed out that corresponding members are also</p>	
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		welcome and invited interested MAs to make this known.	
C.9		REPORT OF EVP(R)'s – PROFESSIONAL AND LEGAL ASPECTS	
C.9.1 WP12		AFRICA/MIDDLE EAST This item was covered in the joint B & C session.	
C.9.2 WP13		AMERICAS This item was covered in the joint B & C session.	
C.9.3 WP14		ASIA/PACIFIC This item was covered in the joint B & C session.	
C.9.4 WP15		EUROPE This item was covered in the joint B & C session.	
C.10		ANY OTHER BUSINESS	
C.10.1 WP169		AREA VOICE RECORDINGS – PRACTICAL EXPERIENCES Presented by EVPP EVPP presented this paper regarding the survey on Area Voice recordings carried out by the Swedish Association in conjunction with EVPEUR. He reported that work is ongoing regarding this issue. The paper was accepted.	
C.10.2 WP170		IFATCA SAFETY COUNCIL Presented by EVPP EVPP presented his paper regarding the plans to establish an IFATCA safety council. The paper was accepted.	
C.10.3 L003		ATCO STAFFING SHORTAGES Uganda proposed accepting the late working paper, seconded by Denmark. The late working paper was accepted. Presented by EVPP EVPP presented his paper regarding ATCO staff shortages. He reported that CANSO had recently conducted a survey on this issue which indicated a global shortage of 3500 controllers in 2009	

		<p>(compared with the IFATCA survey figure of 5000).</p> <p>EGATS reported that Maastricht use historical data to predict the number of staff required to operate the sectors, and as a result of the economic downturn, often too many staff were rostered. He asked whether different scenarios were considered when assessing staffing concerns. EVPP responded that the previous survey had not captured enough detail to obtain the full staffing picture. He agreed that there was a need to expand future surveys to address this issue.</p> <p>The paper was accepted.</p>	
		<p>NUTRITIONAL STATUS ASSOCIATED TO WORK-RELATED STRESS IN AIR TRAFFIC CONTROLLERS</p> <p>Dr. Carolina Taveras gave a presentation on the effects of Nutrition on the performance of Air traffic controllers</p>	
		<p>B7.3 IFATCA'S VISION 2035 LWPL.006</p> <p>Proposed by Ireland</p> <p>Seconded by Sweden</p> <p>The late paper was accepted</p> <p>Presented by PCX on behalf of EVPT</p> <p>PCX explained the vision statement designed to shape the future development of air traffic control, by trying to imagine what the future might look like.</p> <p>Hong Kong suggested that the scenario mentioned in the presentation of normal landing rates during LVPs strengthens the ANSPS case for the introduction of virtual towers.</p> <p>Hong Kong expressed concern as to whether the introduction of procedures such as FMS approaches may lead to the de-skilling of controllers, resulting in the inability to deal with unusual circumstances.</p> <p>Chair PLC asked why there was concern expressed about attracting young controllers, particularly when the job was likely to change dramatically in the future.</p> <p>The discussion was ended as PCX was required to attend committee A.</p>	
		<p>CLOSING REMARKS</p>	

		<p>Chair C thanked Eduardo Tejada and his team for their hard work throughout the committee C meetings. He thanked Jez Pigden for taking the meeting minutes. He also thanked all the presenters of papers and committee participants for the input over the three days.</p> <p>EVPP echoed the thanks of Chair C and also thanked Bert Ruitenberg for his chairing of the meeting..</p> <p>The meeting was closed at 15:30</p>	
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