



National Air Traffic Controllers Association
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International Federation of Air Traffic Safety Electronics Association (IFATSEA) Report

November 16-20, Berlin, Germany

By Ed Szczuka, RegionX

This year's IFATSEA General Assembly was held in Berlin, Germany.

The Assembly was opened with addresses by:

- Mr. Daniel Boulet, President IFATSEA
- CEO of GDF
- President of GDF
- Patrik Peters, President IFATCA
- Hugo Teso, Aviation Security Research Lead (F-Secure)
- Jussi Myllarniemi, European Aviation Safety Agency (EASA)
- Proxy for Fiona McFadden, Advisor to the Executive Director, SESAR Joint Undertaking
- Joe Magee, International Transport Workers Federation (ITF)

In his opening remarks, Mr. Boulet stated this Assembly's goal is to add education and build new opportunities. This is the first Assembly to add education to the Agenda with a workshop on Competency Based Training. In addition, the key note speaker will talk about cyber security. He also welcomed Pakistan as the newest member of IFATSEA.

The CEO of GDF commented that in 1971, Germany saw 600,000 aircraft movements carrying 4 million passengers. Last year, Germany saw 3,000,000 aircraft movements carrying 3 billion passengers. One test of note completed successfully last year in Europe was the handling of a flight during all sector changes by 2 controllers rather than Sector changes handed off.

The President of GDF commented that Air Traffic Safety Electronics Personnel (ATSEPs) don't just support ATC but are also core to ATC. Germany has licenses for ATSEPs and want to see it become an ICAO requirement.

Patrik Peters stated that Automation will transform from reactive and tactical to predictive. Jobs will change. We need to globally discuss options, best practices, etc. IFATCA is looking to increase interactions with IFATSEA.

Hugo Teso gave his key note address on Cyber Security. Old technologies weren't subject to cyber attacks because they didn't use computers or digital data. Now that we are, we become vulnerable to attacks. Aviation is using common off the shelf technologies which make it easier for hackers. By using standard interfaces such as wi-fi, 3G and 4G, the hacker no longer needs aviation specific knowledge on how to communicate with aircraft systems, etc. As an example of the problem, aircraft manufactures use software to change flight control characteristics. As performance mods are enhanced, the fleet can be updated via a one button push through wifi, or cellphone systems. Since the aircraft receiver does not need to be physically touched, uploads are quicker and easier. This also means they are vulnerable to outside attacks. Through legal means, Hugo was able to gain access to 2 major companies and demonstrate the vulnerabilities within 5 minutes. These vulnerabilities have been corrected. We need to change our mentality of just fixing problems and focus on preventing them as well. Currently, over 40 airlines are using the internet for web based updates. Safety does not mean Security. Aviation emphasizes safety but not security. Aviation needs to take cyber security seriously. Hugo's contact info is: hugo.teso@f-secure.com. The website of his company is www.f-secure.com

Jussi Myllarniem stated that EASA was established in 2002 and has 32 member countries. They provide aviation oversight in safety systems such as SMS, Risk Identification, Risk-based approach, Safety performance targets, etc. Europe has 250 Air Navigation Service Providers (ANSPs).

Joe Magee stated there is a bad trend in the transport industry where a company from one country will hire workers from another country to provide service in a third country. This allows the company to bypass labor laws from their country as well as the company they are operating within. It is done to avoid Trade Unions, Taxes, and Standards. The ITF also believes that Remote Tower programs needs a policy identifying its purpose and appropriate use. Some countries like the US are investigating it's use to enhance services while other countries are investigating its use to eliminate costs and jobs. ITF continues to work collaboratively with IFATSEA on strategies for ICAO.

IFATSEA 2015 Conference Report
Ed Szczuka
November 16-20, 2015

During the sub committee reports, it was mentioned that in 2016, ICAO would be deciding on ATSEP licensing. It is import to continue to contact the Regulators to gain support. Different subcommittees are working on safety cases and arguments to support licensing.

ICAO has adopted an ATSEP training manual developed by IFATSEA. IFATSEA was also instrumental in adding Competency Based Training for ATSEPs in the Procedures for Air Navigation Services (PANS). Through the ICAO NGAP (Next Generation of Aviation Professionals) working group, training is being developed for Air Traffic Controllers (ATCOs) as well as ATSEPs. The working group is subdivided into two groups (ATCOs and ATSEPs). Both groups have been meeting separately and together to ensure the format is consistent between the groups but also relevant to each group. The next meeting is in December at the 2nd ICAO NGAP Symposim.

Last year, ICAO approved the ATSEP agenda for a workshop on the competency based training. The draft workshop was condensed and presented at the IFATSEA General Assembly. The plan to maximize the attendance is to present the workshop at ICAO regional meetings. Since ICAO must be present for any workshop but does not have a large budget, this will aid in delivery. It also adds budget justification for the member countries to travel to the ICAO workshop in conjunction with the ICAO regional meeting.

The remainder of the Assembly was spent on committee meetings and report outs. NATCA has been participating in the ICAO NGAP subcommittee.

Next year's Assembly will be in Nigeria (tentatively Oct 17-21 2016). There are two bids for the 2017 Assembly-Morocco and Ireland. Both countries made a presentation.

Respectfully Submitted,

Ed Szczuka

Region X, NATCA