

Wangen bei Dübendorf, 27<sup>th</sup>. April 2018



## SATTA Annual Report 2017

Dear SATTA member,

thank you for downloading the SATTA Annual Report 2017.

Drafted by SATTA on the occasion of the General Assembly of SATTA.

Comments and queries are always welcome!

Thank you for your interest and possible participation in the GV.

Like every association SATTA only lives thanks to the active cooperation of its members.

Best regards

For the SATTA EB

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## Summary of SATTA activities during 2017

### FOCA position regarding EC 216/2008

Exchange with FOCA

### SATTA as a stakeholder in Skyguide represented in Stratcom, TUM and LOCOM

SATTA continues to be represented in the WG for the evaluation of the Eurocontrol Safety Survey and is there to ensure that concrete measures are taken into consideration.

### Evaluation of the Skyguide Safety Survey

SATTA was involved in the evaluation of the Skyguide Safety Survey until the end of 2017, where it also tried to enforce concrete measures of improvement.

### ATSEP Basic Training

On the occasion of the ATSEP Basic Trainings, board members present the professional association SATTA to our young colleagues and were also able to acquire new members.

### ATC @ Work Open Door Event 2017

At the ATC @ Work Open Door Event 2017, SATTA conducted presentations for the first time with the aim of explaining interested people the job description ATSEP.

### IFATSEA ERM 2016 in Montenegro

2 board members represented SATTA at the IFATSEA ERM 2016 in Montenegro. Since active CISM peers are represented on the board, we were able to participate in the discussions on the leitmotif "Building Just Culture".

### DACH Meeting 2017

DACH Meeting in Lindau, where 15 professional colleagues from Germany, Austria and Switzerland exchanged views.

### IFATSEA Sub-Committee Training

A SATTA board member is represented by the elected secretary of the IFATSEA Sub-Committee Training. The focus of this committee is to assess the impact of future systems on the job profile ATSEP (keyword industry 4.0, cybersecurity).

### IFATSEA Auditor

The annual IFATSEA audit was conducted as usual by SATTA.

### Renewal of SATTA accounting

### Social:

No activities

## Outlook to 2018

### Working paper on compulsory EU ATSEP License in the EU Aviation Strategy

Like the existing single European ATCO license, SATTA 2018 supports new initiatives for an analogous uniform European license for ATSEP.

Safety is well known to be the number one priority in air traffic, and given the current threats such as terrorism, it should be in the interest of all states to know which experts work on safety-critical infrastructures.

This can only be guaranteed by a personal licensing.

Only an ATSEP license systematically demonstrates competence, ability and qualification!

### Dossier Lobbying in Bundesbern

In 2018, the SATTA board hopes to entrust one of its members with the lobbying dossier in Bundesbern. The SATTA board is dependent on the active participation of its members in order to process all dossiers.

### SATTA as a stakeholder in Skyguide represented in Stratcom, TUM and LOCOM

Suggestions on agenda for these sessions are always welcome.

Please tell us what your role as ATSEP should be and should be improved; we are your direct line to the decision-makers!

SATTA will represent the Strategic Planning Workshop.

As a recognized stakeholder of Skyguide, SATTA will be informed about the next steps in the TOM-T.

### Social

The board intends to organize an attractive event again in 2018 and believes that the appointment at the boys' shooting has been successful for the most part.

Ideas are welcome.

### ATSEP at ATC@Work Open Door Event 2018

At the ATC @ Work Open Door Event 2018, SATTA will once again hold presentations, with the aim of explaining interested people the job description ATSEP.

We also want to provide an additional ATSEP table.

### General Aviation Open Door Event 2018

New in 2018, SATTA will be giving lectures on technical topics at the General Aviation Open Door Event 2018. Com 8.83 kHz and GBAS are provided.

## **International activities**

SATTA board members will attend the following meetings in 2018:

- 3 SATTA board members fly to the IFATSEA ERM in Ljubljana.
- 3 SATTA board members travel to the DACH Meeting in Austria.
- 1 SATTA board member attends IFATSEA GA in Tunis.

The SATTA President will carry out the audit on behalf and at the expense of IFATSEA.

## **Social media**

In order to further publicize SATTA and to improve the active exchange with our members, SATTA operates a website (<http://www.satta.ch>).

## **DACH Meeting 2019**

By the autumn of 2018, the DACH Meeting 2019 will be planned. In 2019, the DACH Meeting will once again take place in Switzerland.

## Summary of financial statements

Summary of the Financial Statements 2017 and the Budget 2018

	<b>Budget 2017</b>	<b>Cash flow 2017</b>	<b>Budget 2018</b>
Revenue	13'350 CHF	11'670 CHF	<b>12'690 CHF</b>
Expenses	17'360 CHF	11'368 CHF	<b>12'000 CHF</b>
<b>Profit</b>	<b>-4'010 CHF</b>	<b>310 CHF</b>	<b>690 CHF</b>

Reasons for the difference:

- International Activities: DACH 800.- rather than 3000.-; ERM 1300.- rather than 2000.-.
- IFATSEA GA 2017, only 25% of all expenses paid by SATTA.

Cash by end of 2017 approx. 29'700.- CHF,

of which accruals amount to approx. 11'300.- CHF.

The SATTA EB proposes to retain the existing membership fees for

- Active members: 120.- CHF and
- Passive members: 30.- CHF.

Details of the financial statements and the budget will be explained at the SATTA GA. They are available on written request to all interested stakeholders

## Election proposals SATTA EB 2018



SATTA President: **Roger Suter**. Member of EB since 2014



SATTA Vice President: **Patrik Mächler**. Member of EB since 2008.



SATTA Quaestor: **Bruno Schmid**. Member of EB since 2014.



SATTA EB: **Stefan Böller**. Member of EB since 2005..



SATTA EB: **Mauro Odermatt**. EB Candidate 2018.

The SATTA EB will actively search for possible new members for the EB in 2017.

**To ensure its future, SATTA urgently needs reinforcement and a major rejuvenation of the SATTA EB!**

## Member Statistics of SATTA

Organisation	Standort	2005	07	09	11	13	15	16	2017
Skyguide	Wangen	64	74	82	81	73	69	67	67
Skyguide	Genève	19	21	21	23	20	18	16	13
Skyguide	Bern	1	1	1	1	1	1	1	1
RUAG	Dübendorf	5	5	3	3	3	2	2	2
Aeroplan	Zürich	2	2	2	2	2	2	2	1
FCS	Braunschweig	1	1	1	1	1	1	1	1
Flughafen AG	Zürich	5	4	2	1	1	1	1	1
Luftwaffe	Dübendorf	0	0	0	2	3	3	3	2
Vericom Broadcast	Beromünster				1	1	1	1	1
Engadin Airport	Samedan						1	1	1
ETH	Zürich	1	1	1	1	1			0
Passive		8	8	5	9	13	14	14	13
	<b>Total</b>	<b>106</b>	<b>117</b>	<b>118</b>	<b>125</b>	<b>119</b>	<b>113</b>	<b>110</b>	<b>103</b>

### SATTA Mitgliederstatistik 2005 - 2017



## IFATSEA GA 2017 Montreal

### Summary

The 2017 IFATSEA assembly was very well organized by the Canadian colleagues, member of IBEW Local 2228, the Canadian union of International Brotherhood of Electrical Workers. Unfortunately, only about 30 affiliates of 60 were attending to the assembly. The reasons are varying, some were not getting visa to Canada and some were apologized due to lack of time. The fact, that an assembly in northern America might be quite costly for some organizations eventually contributed as well. The rather little participation could be recognized during the whole assembly as fewer presentations and discussions took place as usual. Corporate presentations and speeches at the opening of the conference were as well reduced.

However, the collaboration in the working groups as well as the exchange among participating affiliates was rich as always. Large contribution of the German and the Canadian colleagues has to be mentioned. They are contributing powerful during the entire year in different international working groups.

### License and Training

After decades of political lobbying towards a license, the tangible results at ICAO level can only be found at ICAO procedures (Doc 9868) and guidelines on competence based training (Doc 10057). Not that IFATSEA abandoned its efforts towards a personal license, but beside that, the result in the frame of training on ICAO level is a tangible outcome and a valuable cornerstone in the competence framework. The fact, that ICAO procedures and guidelines are not binding on the same level as an ICAO annex, does not reduce its importance much. Not to follow such guidelines or vary from them, need to be applied on national level. I realized as well, that the number of tasks described in the new training manual is increasing. Minimum competence for engineering tasks needed for specification and testing for example are addressed as well! This was, as far as I know, not the case up to now.

### Functional System

However, do not worry; the next item to discuss is already on the table. The so-called "Functional System". With functional system, an ANSP system is meant, where safety-related or safety-critical tasks are performed either by an ATCO or by an ATSEP. Moreover, it is the responsibility and accountability of ANSPs to ensure safe and reliable service by operation of such functional systems; and that beside possible effects from its surrounding environment. That means nothing else, then the functional system itself has to be built robust enough with equipment, procedures and competent staff, to overcome events beyond direct control and influence. In quintessence, describing the functional system means describing the perimeter of ATSEP's tasks and what is outside of it (e.g. external power supplier, telecom etc.).

EASA is using the term functional system as well. Unfortunately, we currently do not have a solid definition of it. Therefore, this will be certainly one of the next to do's on the IFATSEA task list.



## Future ATSEP profile

Beside the regulatory topics, the assembly addressed as well the profile of our profession and its change in the future. As the aviation technology is driven by evolution and innovation, the tasks and therefore the needed competencies are evolving more and more towards information technology. Moreover, the need of skilled engineers and technicians will increase in ANS, which is not only stating IFATSEA; ICAO does it as well within the frame of its next generation aviation professional program, short NGAP. These two challenges are still on today's IFATSEA agenda and certainly be there in future as well.

Personally, I could profit from the rich networking between other ATSEP's from all over the globe. As I was not attending the last two general assemblies, it was quite interesting to see old colleagues again and lots of new ones as well!

## Opening plenary session

Traditionally at the opening session, several guest speakers were present having interesting speeches. These were:

- Dr. Olumuyiwa Benard Aliu, President of the Council of the International Civil Aviation Organization (ICAO)
- Mr. David Cupples, President of the host association (IBEW Local 2228)
- Neil Wilson, President and CEO of NAV CANADA
- Mr. Jean-Francois Lepage, IFATCA's Liaison Officer to the ICAO Air Navigation Commission
- Mr. Gabriel Mocho Rodriguez of the International Transport Workers Federation

Afterwards, the regional directors presented their preliminary report of the year followed by the preliminary reports of subcommittees

List of Sub-Committees:

- Sub-Committee ATSEP License
- Sub-Committee Future ATM Systems
- Sub-Committee ICAO
- Sub-Committee Safety
- Sub-Committee Training

## Training Sub committee

Most of the affiliates participating to the training subcommittee were new. So the committee needed to constitute newly.

Result of the nomination:

Chair:	Uwe Schindler	(Germany)
Chair Alternate:	Sergiu Dumitrescu	(Romania)
<b>Secretary:</b>	<b>Stefan Böller</b>	<b>(Switzerland)</b>
Secretary Alternate:	Yanogo Timbila Guillaume	(Burkina Faso)

## ICAO relevant documents concerning ATSEP training

### ICAO Doc 9868

ICAO Doc 9868 (PANS, Procedure for Air Navigation Services) outlines the principles and procedures that are applicable to the development and implementation of ATSEP competency-based training and to be followed in addition by training organizations or ANSPs opting for a competency-based approach. It also contains the competency units, competency elements and performance criteria developed for the ATSEP.

### ICAO Doc 10057

As Doc 7192-E2 Manual is not valid anymore, **Doc 10057, Manual on Air Traffic Safety Electronics Personnel Competency-based Training and Assessment** is replacing it. It is produced based on the PANS document 9868. New chapters including ATCO were attached and minor changes were done. It contains guidance material on the design and development of an ATSEP training program as well as examples of training objectives.

## Presentation from Robert Scott Burke on ICAO Doc 10057

- Eurocontrol and other organizations are conducting workshops in order to present the content of the new training doc all over the world (Mexico, Lima, Dakar, Luxemburg and Cairo).
- Competence based training is basically the following:
  - o Analyze of what tasks a specific ATSEP has to perform.
  - o Break this task down to small elements (into competency element and performance criteria).
  - o Based on that, an individual training program shall be defined.
  - o The ATSEP shall be trained according this individual training program.
  - o Certified assessors shall assess the ATSEP on the defined competencies.

## Eurogroup Meeting Cyber-Security

Political discussion about how far ATSEP shall be **responsible** for Cyber Security took place. This shall be described with the help of the “*Functional System*”. The Functional System does contain everything what is safety critical! Outside of the functional System are for example telecom companies and external power provision. As the ATSEP is responsible for the functional system, the responsibility of ATSEP for cyber security shall be defined on a similar perimeter.

The “Functional system” shall be described in detail. However, the participants of the Eurogroup meeting did unfortunately not take up the discussion and so we are lacking of such a description in detail. → Contact for the discussion is Andreas Meier from GdF.

To underline the importance of Cyber Security prevention, the Romanian representative made examples for cyber-attacks in aviation experienced in Romania: Abuse of VHF-DL system by insertion of manipulated data packages and GPS Signal spoofing. Recommendation by Romania: we shall cooperate with other aviation stakeholders.

### ATSEP Safety Case

IFATSEA is collecting examples of incidents where ATSEP were involved and AN-Services were impacted, in order to underline the importance of our profession for safety in aviation. The result shall be available in 2019. All affiliates are asked to report cases!

This request was already sent to the Eurogroup at the last Eurogroup meeting in spring 2017. Unfortunately, only few cases were collected. The affiliates are requested to collect cases and report them to Eurogroup director Costas.

A form to provide examples of incidents can be found here: [Link](#)

Examples from SATTA:

Schlussbericht Nr. 1953 des Büros für Flugunfalluntersuchungen über den Vorfall des Flugzeuges Boeing 767-300, HB-ISE betrieben durch Belair Airlines unter der Flugnummer BHP 902 vom 21. Februar 2006 auf dem Flughafen Zürich

[https://www.sust.admin.ch/inhalte/AV-berichte/1953\\_e.pdf](https://www.sust.admin.ch/inhalte/AV-berichte/1953_e.pdf)

### ATCEUC participation by Costas

During the most recent ATCEUC (European ATCO Union Coordination) meeting, the board agreed to include ATSEP. There will be a seat in the executive board for ATSEP, at beginning not yet with voting rights. It is encouraged to contact each countries ATCO association and to join ATCEUC. Thomas will send the information about how to join ATCEUC via email.

**Next Eurogroup Meeting 2018 will be in Ljubljana, Slovenia from 31.5.2018 to 2.6.2018**

### Closing plenary session

As there was neither voting nor motions, the final plenary session was shorter as usual. However, the treasurer presented all the committee reports including the financial report. As always, the financial audit report was conducted and presented to the plenum by Roger Suter of SATTA.

The delegates accepted the following eight new members to the Federation. IFATSEA welcomed ATSEP associations from the following states:

- Angola
- Cape Verde (Associate Membership)
- Djibouti (Associate Membership)
- Gambia
- Jamaica
- Luxembourg
- Romania
- South Africa

As the executive board confirmed that all applications fulfill the require conditions to become members, the assembly accepted the applications and welcomed the present new members.

Finally, the executive board informed about the coming assemblies, which are:

- 2018 GA will be organized in Tunisia
- 2019 GA will be organized in Ghana

Both affiliates were presenting their country with nice movies.

## Links

- A full report of the General Assembly including the ones from the sub committees will be available in the coming weeks in IFATSEA's [E-Library](#).
- Space based ADS-B provided by NAV-CANADA. <https://aireon.com>

