

Report of the EVPT

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SUMMARY

This is the report of the Executive Vice President Technical, starting from May 2025 (Abu Dhabi Conference) – March 2026

1. INTRODUCTION

This report covers the activities of the EVPT since the last annual conference, which took place in Abu Dhabi in April-May 2025.

The report will discuss the work of TOC, DATS TF and various other actors in the tech domain.

On a personal note, it has been a tough year. I was unable to spend quite as much time on IFATCA matters as I would have liked to.

2. DISCUSSION**2.1 TOC (Chair: Jaymi Steinberg)**

TOC took on a very full working programme. TOC met this year in Amsterdam and Manila. The working programme consisted of:

- Air Traffic Operations in Uncontrolled Aerodromes
- Several reviews of policies in the ATS section of the TPM
- ATM Considerations for Aircraft Autonomous Emergency Systems (lead by PLC)
- GNSS RFI (combined with PLC)
- A Study of the Vertiport Concept
- Use of Recorded Data - Ambient Workplace Recording (AWR) (combined with PLC)
- ATFM Policy Review (combined with PLC)
- Harmonisation of Medical Flight Statuses in Air Traffic Management
- Review of Policy ADME 2.6: Responsibility and Functions of Aerodrome Controllers with Regard to Surface Movement
- Space Debris and Its Implications for Aviation Safety (combined with PLC)
- High Altitude Operations

TOC consisted of 9 elected MAs and several corresponding members, as well as advisors to the committee such as ICAO reps and our ICAO LO David Perks. Its physical meetings were held in Amsterdam and Manila. Various opportunities were provided by TOC Chair to meet virtually as well, to discuss the ongoing work. For more details about the composition of the committee and the details of the meetings, I refer to the report of the TOC Chair.

TOC has consistently operated within the budget for the meetings, which is in large part due to TOC Chair Jaymi Steinberg's hard work at securing financially advantageous deals with regards to hotels and restaurants. If we were to use the numbers in the IAM for these meetings, the budget would be much increased. It is for this reason that an increase in the budget for the standing committee has been proposed in this year's budget for the Federation, which will be discussed in committee A.

Job cards for next year are thin on the ground at this time. I urge all who read this report to consider submitting job cards for consideration by EVP Tech and TOC Chair for inclusion on next year's working programme.

TOC Chair has been nominated by her home association NATCA to continue in the role for another two years. Thanks go to Jaymi for her tireless efforts to maintain a high and qualitatively good output from the committee.

Thanks also to our ICAO representatives and our IFALPA liaison, Kolja Bollhorst.

2.2 DATS TF (Chair: Katariina Syväys)

There have been no physical meetings of the DATS TF during the period covered by this report. DATS TF Chair remains very active, involved at EuroCAE and ICAO level in relevant meetings. Katariina will also attend an ICAO-led workshop during the period of conference in Moldova. IFATCA was invited there to present our insights on the implementation of Remote Tower solutions.

DATS TF Chair is also still working on the information package on the subject, which should be ready for publication by the start of conference in Bucharest.

2.3 RPA TF (Chair: Eugenio Diotalevi)

The RPA TF remains on standby. That fact notwithstanding, RPAS TF Chair is still very much active in the background, assisting TOC and attending various meetings, as well as representing IFATCA on the ICAO RPAS panel.

2.4 JCHMS and Potential AI Task Force (Co-ordinator Marc Baumgartner)

I took up the plan to provide a focal point for the Federation for the increasing development of AI-based automation tools for ATM. It was my feeling that the JCHMS group could be a good starting point to form such a Task Force around. A ToR document was drafted and discussed with the JCHMS.

Many questions remained though and the proposal is currently under further consideration by the EB.

2.5 GNSS RFI (GPS Spoofing/jamming)

After presentation of the paper that was produced on the issue of GNSS RFI, a discussion started in committee which led to the conclusion that a working group should and would be formed to investigate potential phraseologies for especially dangerous situations that might arise from interference with GNSS-based tools in the cockpit. Subject matter expert Philippe Domogala would work together with TOC and ICAO LO David Perks to determine the way forward and decide where to intervene and how.

As the discussion is ongoing and it's being conducted at multiple different levels, with different agencies and a staggering number of differing opinions on what's necessary, feasible and even safe, it has been a lot to keep on top of.

Unfortunately, there has been some tension due to disagreements on how best to proceed. TOC is used to a slow, deliberate process with iteration after iteration to refine the position. This time is not necessarily available, and this makes arriving at a desirable and good outcome more complicated.

Taking the above into account, there has been solid progress on the topic in recent weeks. TOC has provided meaningful feedback to IFATCA representatives in various meetings, and a paper is being prepared in conjunction with the Professional Staff Organisations in Europe to highlight the urgency for a solution to the issues.

Unfortunately, the subject matter is complicated and the fact that many different tracks are being worked by various people and with several different organisations, does not make it easier to keep track of the moving targets and determine our priorities.

2.6 Environmental WG (Coordinator Marc Baumgartner)

The ENV WG is preparing to organise a conference/symposium at Eurocontrol to explain to stakeholders the impacts of the various projects in the environmental domain on the provision of air traffic control. An information paper has also been submitted by the co-ordinator to inform conference of the activities of the WG, which I refer you to.

2.7 Meetings attended

Virtual

- Bi-weekly EB teleconferences
- TOC Chair
- SESAR coordinator
- IFALPA
- TOC
- EVPP
- DATS TF Chair
- ENV WG
- JCHMS

Physical

- EB meeting September, Montréal
- TOC meeting October, Amsterdam
- TOC meeting January, Manila
- EB meeting February, Singapore

2.8 Upcoming meetings

An initial meeting was held discussing the possibility of a joint IFATCA-IFALPA meeting in the UAE in February 2027. A lot of questions remain for the moment, but our sister organisation is enthusiastic about the possibility. Further meetings will have to be planned to explore what can be done. The current geopolitical situation makes for an extra complicating factor.

If I can make myself available, and there is a speaking slot available on a panel, I will most likely travel to Airspace World in Lisbon in May.

2.9 Tech Budget

As mentioned before, a proposal has been made to increase the budget for both TOC and PLC, as it has taken quite a lot of time and energy to remain within budget. Some lines such as IFALPA ATS and DATS TF leave little wiggle room in case something unexpected comes up. 1,500 USD is not a lot. This proved a problem when DATS TF Chair recently made a request to travel to Montréal to attend the ICAO GANP WG, which instantly busted the budget for incidentals.

2.10 Technical and Professional Liaison Officer

The review of the TPSec role has been completed. A change is proposed to the IAM, which makes several changes to the role, and envisions a more integrated role in the work of the standing committees TOC and PLC, as well as the various Task Forces and whoever else produces content that affects our technical and professional policies and positions. Thanks go to EVPP for taking the brunt of the work on in this matter.

2.11 Considerations for the future

IFATCA is well respected and we are endeavouring still to become more influential. Our strategy to be seen as constructive, helpful but also direct and no-nonsense is landing well with our partners in discussions and meetings. In most cases, we get a seat at the table where our interests are discussed. I am pleased that we are on our way to becoming the gold standard in ATC.

Our limitations are as always our finances and the simple fact we are a volunteer organization. For this reason, we can't attend every meeting we would like to and we prioritise our resources carefully.

3. CONCLUSION

The work in the technical and operational domain of the Federation remains on track.

One year remains on my term as EVP Tech, and I look forward to seeing what that year will bring.

TOC has performed well, within the constraints of the budget, and has delivered all the items on the working programme. Job cards are scarce at the moment, and all are encouraged to submit items for consideration.

The Technical Task Forces remain in place, and plans to form an AI (or Automation) Task Force are under consideration.

An increase to the budget is recommended due to increased hotel and food costs.

The review of the TPSec role has been completed and the new Technical and Professional Liaison Officer should soon be published for interest.

I have a lot of people to thank this year. Firstly, my home association VNLG for its continued support. Secondly, my friends on the EB, who have so graciously supported and helped me through what has been a difficult time. And lastly, the very special people I have met during my time at IFATCA, that keep me grounded and striving to achieve the best results possible for the Federation.

4. RECOMMENDATIONS

4.1. It is recommended that this report is accepted as information.

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