

**Report of the Liaison Officer
to SESAR and EASA (LOES)**

Presented by Marc Baumgartner

SUMMARY

EASA and **SESAR** are the safety rulemaking body and the research pillar of the European Single European Sky program. IFATCA has been active in both bodies with a group of representatives.

1. Introduction

- 1.1. This report covers the period from 13th of February 2024 to 21st of February 2025. It includes links to some of the projects, plans, publications, videos and legislation mentioned in the report.
- 1.2. According to the Terms of Reference: Under the Direction of the Executive Board the Liaison Officer to SESAR and EASA shall:
 - a. Establish and maintain contact with the SESAR Joint Undertaking and SESAR deployment manager based in Brussels
 - b. Establish and maintain contact with EASA, based in Cologne and Brussels, Represent IFATCA whenever specifically asked to attend any international meetings hosted or sponsored by SESAR and EASA, which are directly relevant to Air Traffic Control.
 - c. Make any necessary arrangements for IFATCA representatives' participation to SESAR and EASA work and ensure that they are properly briefed on items of protocol, and properly introduced to relevant persons within SESAR and EASA.
 - d. Liaise with the Liaison Officer to the European Union and EVP Europe any other relevant coordination with European Agencies and offices with a view to promoting and maintaining the aims and objectives of IFATCA.
 - e. Together with EVP Europe, administrate the SESAR contract and provide the EB with annual SESAR and EASA budget.
 - f. Provide written reports to the Executive Board on all meetings attended on behalf of the Federation, within SESAR and EASA.
 - g. Undertake other duties deemed advisable by the Executive Board.
 - h. Relay to the Executive Board immediately any items of special or significant interest as they arise.

2. Discussion

2.1. EASA update

2.1.1. EPAS

The part of the European Aviation Safety Programme (EASP) which is under the lead of EASA is the so-called [European Aviation Safety Plan \(EPAS\)](#). The EPAS flows from and works in support of the European aviation strategy. The relationship of the EPAS with rulemaking and the EU Aviation Strategy is shown in figure 2.1:



Figure 2.1: EPAS & the European Aviation Strategy. Source: EASA

The EPAS becomes the primary mechanism by which safety is managed and monitored, The EPAS sets out the risk landscape for European aviation, identifies priorities and actions – be they rulemaking, safety promotion, safety action – to be undertaken.

2.1.2. IFATCA's representation

IFATCA representatives have been able to participate in various activities within the EASA organisation of rulemaking and strategic outlook for safety. EASA exclusively meet via remote webex.

Andrea Poti from the Italian MA, represents IFATCA in the Stakeholder advisory Body (SAB), Marc Baumgartner (LOEASA) is the alternate.

Andrea Poti represents IFATCA in the Air Traffic Management /Air Navigation Services Technical Committee (ATM/ANS.TEC).

In the domain specific Collaborative Analysis Group (CAG) IFATCA is represented by:

Commercial air transport –Mladen Kotsov

Human Factors – Anthony Smoker
ATM – Mladen Kotsov

2.1.3. Rulemaking activities:

ATCO licensing Rule – regular update - Mladen Kotsov
Technical requirements for Remote tower operations – Katariina Syväs
Follow-up on SERA - Thorsten Raue
Datalink – Christoph Gilgen
Drone –Eugenio Diotalevi
Artificial Intelligence – Nora Berzina and Stathis Malakis
ATCO Fatigue TF – Zeljko Oreski

I would like to thank them on behalf of IFATCA for their willingness to work in these important tasks.

2.1.4. Easy Access

EASA publishes for each of the Implementation Regulations a so-called [EASY Access](#). This guidance material has become a powerful repository and provides many answers to questions ATCOs, ANSPs and Regulators might have regarding the various EU Implementation Regulations.

2.1.5. ATCO occupational fatigue [study](#) published

As part of its work on the human dimension of the Single European Sky (SES), and to complement its various initiatives related to the licensing and training of air traffic controllers (ATCOs), the European Union Aviation Safety Agency (EASA) launched, end 2022, a study on 'ATCO Fatigue'.

A consortium led by the Netherlands Aerospace Centre (NLR) and Welbees (an aviation fatigue risk management research organisation) was commissioned to collect scientific data on the workload and fatigue of ATCOs employed at air traffic service providers (ATSPs) that provide services in the EASA Member States.

The results as presented by EASA on their website are shown below:

1

THE STUDY AT A GLANCE – PARTICIPATION

2,416
Work sessions analysed

1,414
ATCO duties analysed

236
ATCOs participated

46
EU ATSPs received questionnaires

36
ATSPs replied (nearly an 80% response rate)

24
Actual rosters analysed from 16 ATSPs

22
ATSPs interviewed

6
ATSPs participated in scientific measurements

Surveys with ATCO representatives (ATCEUC, ETF, IFATCA) + NSAs/NAAs

Stakeholder Engagement Throughout (Workshops, meetings, webinars)

SNAPSHOT: SUCCESSFUL IMPLEMENTATION OF ATCO FATIGUE REGULATIONS SINCE 2017

46 EU ATSPs
EU Regulations well implemented in all EU ATSPs, benefiting 16,000+ European ATCOs.

€16M
Low-cost impact of implementation, no social unrest associated with implementation.

10 Years
No fatigue related accidents or major incidents attributed to ATCO fatigue in the EU in the past decade.



Limited fatigue risk observed

Improved working conditions
for ATCOs on some roster elements.

OPPORTUNITIES FOR IMPROVEMENT

2



Reporting
Improve the reporting to the ECR, in accordance with Regulation EU 376/2014.



Harmonisation
Achieve a better level-playing field on work and rostering practices.



Terminology
Clarify and harmonise ATCO-related terminology.

3

CURRENT WORKING PRACTICES IN EU ATSPS

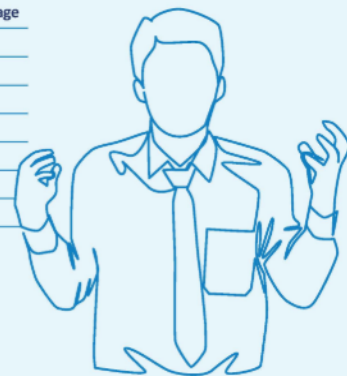
Our roster analysis predicts a low to moderate risk of fatigue

Average maximum values for the 8 roster elements (2023)	ACC Average	TWR Average
Maximum consecutive working days with duty	5.9	5.8
Maximum hours per duty period	9.2	10.5
Maximum time providing ATS service without breaks (mins)	90	154
Minimum duration of rest periods (hours)	11.6	12
Maximum consecutive duty periods encroaching the night-time (days)	2.3	2.9
Minimum rest period after a duty period encroaching the night-time (hours)	22.5	17.8
Minimum number of rest periods within a roster cycle	3.7	3.7
Ratio of duty period to breaks	0.69	0.72

5.6%
of duties are associated with a high risk of fatigue

Sources of Critical Fatigue

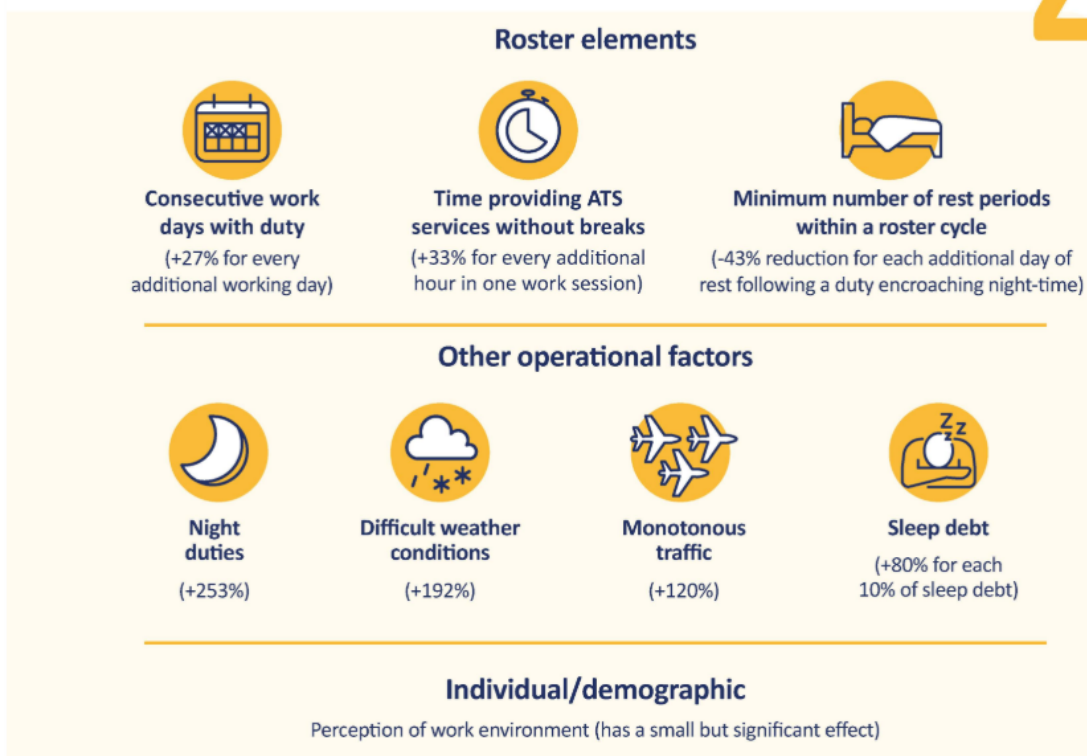
Personal causes: 19%
Professional and personal: 34%
Professional causes: 47%



TOP CONTRIBUTING FACTORS TO CRITICAL FATIGUE

(% of increased risk beyond average maximum values)

4



IFATCA has been invited to the follow-up work of this study. Zeljko Oreski from Croatia is representing IFATCA in this ATCO Fatigue TF.

2.1.6. Various

- In preparation for the Single European Sky (SES) ATM performance scheme, Dr. Anthony Smoker was invited to represent IFATCA in the Safety Key Performance Indicator Group for RP4. A set of SKPI's have been proposed to the European Commission for the Reference Period 4. Some of these proposals have now become the new Safety KPI for RP4
- Eugenio Diatolevi has continued to work on drones. A bi-lateral meeting on Digital Flight Rules took place in June 24. IFATCA has presented its first ideas on these new category of Flight rules to EASA.
- EASA has organised the second EASA AI Days as a high-level conference. It provided the opportunity to further elaborate on the [EASA AI roadmap](#) and the transposition into reality of the conceptual approach proposed by EASA.

2.2. SESAR Update

2.2.1. SESAR 3

SESAR 3 provided IFATCA the possibility to work with the SJU on a 14-month contract which came to an end in December 2024. For 2025 and beyond IFATCA will be able to continue to provide advice to SJU.

Thanks to this contract, IFATCA was able to participate to several advisory boards of the SESAR Projects, organise a digitalisation conference (refer to Agenda Item B.6.4./C4.6. report of the Joint Cognitive Human Machine System) and organise SESAR representative meetings.

IFATCA represented the PSO in the Governing Body from 2021 to December 2024. An agreement has been found among the five organisations with regard to the representation modus.

A contract with the SJU was signed which allows IFATCA to be tasked with different work directly for the SJU or as an IFATCA research project. Items which will be elaborated for the SJU cover Remote Tower work, Joint Cognitive Human Machine System and others.

2.2.2. SESAR Exploratory and Industrial Research calls, Wave 1

IFATCA is currently participating to [CODA](#) (COntroller adaptive Digital Assistant). Work is followed by the SESAR coordinator, Dr. Stathis Malakis and Dr. Anthony Smoker. Controllers from Italy and German have volunteered to participate to the trials in Madrid in November 2024 and in March 2025. The work was supervised by Dr. Anthony Smoker from IFATCA

2.2.3. SESAR Exploratory and Industrial Research calls, Wave 2

IFATCA has been asked to join 6 consortia for 6 different calls for submission. One of the consortia was allocated the bid and IFATCA has started to work in June 2024 on the [AWARE](#) project (Achieving Human-Machine Collaboration with Artificial Situation Awareness). Currently, scenario design under the leadership of IFATCA in collaboration with all the other consortium members is ongoing. The first simulations will take place in early 2026.

2.2.4. SESAR Scientific Committee

Dr. Stathis Malakis (ATCO from Rhodes, GR) continues the work in the scientific committee.

2.3. Other activities coordinated by SESAR/EASA coordinator

2.3.1. Prosecutor Expert Courses

The courses took place in May and November 2024. Courses planned for June and November 2025 still have a few places left for ATCOs. A Just Culture conference is planned to take place in September in Ljubljana, Slovenia.

The SESAR coordinator participated to the Just Conference in Spain, co-organised by the Judiciary, the Professional ATCO Association and Eurocontrol.

2.3.2. Joint Cognitive Human Machine System Group

See separate agenda item B 6.4./C4.6. for the full report. 38 meetings of the JCHMS Group have taken place on the 22nd of March 2024 in Geneva. The outcome will be provided in form of a report.

2.3.3. Eurocae

IFATCA has signed a memorandum of understanding which provides access to all the work of Eurocae.

All of this work has been carried out via remote platforms in the last year.

The following representatives are representing IFATCA in the Eurocae Working Groups (WG):

SWG	Content	Representative
WG 51	ADS-B Asterix	Christoph Gilgen
WG 59	Flight Object interoperability	Thorsten Raue
WG 75	ACAS X	Christoph Gilgen
WG 82	LDACS	Marco Riccato
WG 100	Remote Tower	Katariina Syväys
WG 105	UAS	Eugenio Diotalevi
WG 111a	A-CDM	Olivia May
WG 114	AI	Mauro Barduani
WG 114 SG 5	AI – ODD	Marc Baumgartner
WG 115	C-drones	Christoph Gilgen / Eugenio Diotalevi
WG 122	Virtual Centres	Eugenio Diotalevi / Oliver Wessolek

2.3.4. Environment

Following the publication of the PSO paper for SESAR on the sustainability of aviation and the staff approach to it, the EB approved the creation of a special task force which will focus on the environment. The group has met five times and started to produce some guidance. EASA has created a high-level group on the climate. IFATCA is represented in this group by Tim Rees and the SESAR coordinator as his replacement. See separate report under the Agenda Item C.10.2.

2.3.5. Remote Tower Task Force (RTTF)

A workshop was organised in June 2024 with other Professional Staff Organisations (PSO) under the SESAR contract. The work has been handed over to the lead of EVP Tech. A separate report will be provided.

3. Conclusions

IFATCA has many representatives to EASA, Eurocae and SESAR willing and able to assist to ensure that the voice of the controller is heard in the various rulemaking, certification and research work.

A big thanks to all the IFATCA representatives that have spent some of their free time to give input to the work carried out in these various groups.