

**Request from Jordan to be assigned to the IFATCA Africa & Middle East
Region**

Presented by The Jordanian Air Traffic Control Association

SUMMARY

The Jordanian Air Traffic Control Association has requested to be assigned to the IFATCA Africa & Middle East region.

1. INTRODUCTION

1.1. The Jordanian Air Traffic Control Association (JATCA) has requested to be assigned to the IFATCA Africa & Middle East region.

2. DISCUSSION

2.1. The regions of IFATCA are an internal management mechanism designed for the purpose of promoting a world-wide Federation of Air Traffic Controllers' Associations. They facilitate localised contacts and discussions with fellow MAs and outside organisations such as ICAO and IFALPA on matters of interest within the region. MAs are encouraged to increase their liaison with neighbouring MAs by holding joint meetings of their Executive Boards or their representatives. However, in national matters, each MA will act independently. Each region holds a formal meeting once per year [usually around October] and another meeting at the Annual Conference. There is no impediment for an MA from one region to attend and speak at a meeting in another region, although such attendance carries no voting entitlement.

2.2. They are also intended to assist the Regional EVPs to administer their regions in a cohesive and cost-effective way. Having responsibility for a constituent MA outside of their region could cause considerable difficulties with this.

2.3. The regions, and their constituent areas of representation, are specified in the IFATCA Administrative Manual Bye-Laws. Each area of representation [a state or territory or the area of jurisdiction of a duly constituted international organisation] that falls within the geographic boundaries of a defined region is assigned to that region. The CAC has not been able to definitively confirm how the regions were determined, however we have been advised that the original determination had regard to the ICAO regions and essentially this basis was retained even with the new broader boundaries in place after 1990. There is no evidence that the compatibility of systems or procedures has

played a part in determining the boundaries of the regions, nor the assignment of areas of representation to the relevant regions. And looking at the distances some MAs must travel within their region [for instance Australia and New Zealand to their 2013 Regional Meeting in Tehran] it also seems unlikely that ease of travel was a determining factor.

- 2.4. Jordan was moved from the AFM region to the EUR region through a decision by Directors at Annual Conference 2014 (Gran Canaria 14.A.24).
- 2.5. The delegates of JATCA have experienced many difficulties in obtaining visas as well as high costs and lack of airline sponsorship to attend conferences in Europe.
- 2.6. The leadership of JATCA also believes that moving to the AFM region will increase cultural alignment and enhance collaboration and foster operational harmonization.
- 2.7. JATCA remains committed to upholding IFATCA's principles and objectives, and this proposal is aimed at further strengthening collaboration with fellow air traffic controllers.

3. CONCLUSION

- 3.1. The assignment to a specific region is the decision of Directors.
- 3.2. Jordan was moved from the AFM region to the EUR region through a decision by Directors at Annual Conference 2014 (Gran Canaria 14.A.24).
- 3.3. The Jordanian Air Traffic Control Association has requested to be assigned to the IFATCA Africa & Middle East region.

4. RECOMMENDATIONS

- 4.1. It is recommended that the Jordanian Air Traffic Control Association is assigned to the IFATCA Africa & Middle East Region.

5. REFERENCES

- 5.1. IFATCA IAM
- 5.2. WP No. 34, 53rd ANNUAL CONFERENCE – Las Palmas, Spain

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