

# ITF Safe Skies: The ITF Approach to Remote Towers

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*On behalf of the **ITF Remote Towers Working Group***



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# Who is the ITF?

- 700 affiliate unions
- 150 countries
- Representing 20 million workers
- Within ATM, main area of lobbying is with ICAO
- HQ in London



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# What we'll cover today

- ITF's recently-published position on RTO  
(Google *"ITF remote towers"*)
    - Areas of interest
    - Closer look at multiple & sequential modes
    - Closer look at the social dimension
  - Quantification of ATCO workload
  - RTO developments in UK
  - Summary and Q&A
-

# ITF's position on remote towers (1)

- General considerations
  - Safety
  - Regulation - need for a global standard (ICAO)
  - Operational dimension - single, sequential and simultaneous modes
  - Technical, e.g. cyber-security
- Establishing new services



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## ITF's position on remote towers (2)



- Move from conventional to remote / digital
  - Economic dimension
  - Social dimension
- Human factors



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# Our position on remote towers - key areas of note

- Acceptance of staff is **essential** in success
- **Safety** levels remain **unchanged**
- Enforceable (global) regulations to support unsafe practices
- Robust technical solutions
- Must consider **social impact** and economies of remote areas
- Must consider **human elements** such as training
- We have concerns about multiple / simultaneous mode



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# Sequential mode - ITF's considerations

- Complete absence of global regulation / guidance on combinations of qualifications
- Clear and verifiable rules on 'switches' to include length of times of carrying out operational duties, and breaks between these
- Collaborative work on this will positively improve ATCO workload
- EASA currently dictates that multi-rated pilots can only operate one aircraft type per day



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# Multiple mode - why ITF has concerns

- The **permutations of variables are manifold**:
  - Varying airfield characteristics / runway orientations
  - Varying weather phenomena and other environmental
  - Varying procedures and actions, e.g. emergency actions
  - Varying technology aspects such as frequency management
  - The impact of these on **ATCO fatigue**
- Negative perception of trials: unrealistic, shrouded in mystery, outcomes controlled & participants can be 'too close' to project



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# Social impacts to consider (1)

- No RTO should be created without proper social dialogue
- Social dialogue can produce suitable agreements to protect staff, prevent forced mobility and mitigate negative effects of change
- Forced mobility:
  - Change of employer? New contracts? New pay scheme?
  - Cost of living
- Situations where a move is welcomed by staff - ITF willing to support



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## Social impacts to consider (2)

- Should be no reduction of jobs or quality of work
- Change causes stress, so adequate training and change management essential
- We do recognise a renewed working environment can improve quality of work



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# Quantification of ATCO workload

- Staff engagement, consultation and participation
- Trials need to be **thorough** and as **realistic** as possible
- Trials must not be contrived, or have appearance of such for buy-in



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# What's happening in the UK?

- **Cranfield University**
- **London City** airport
- **Highlands & Islands** airports



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# Summary

- Social dimension and consultation essential not only for traditional social elements (collective bargaining etc.) but in trials and safety assessments
- Reminder that **ultra-safe ATM is not the result of an algorithm**, there's unlikely to be a one-size-fits-all approach to this next frontier

## Questions?



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