SAFETY BULLETIN

Jan-Feb 2022

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Notre Safety Bulletin n'est pas une institution pour les professionnels de l'aéronautique, ni une analyse de chacun des règlements. Il n'a pour vocation que d'informer les utilisateurs de moyens aériens sur les diverses activités de l'aéronautique.

Il appartient à chacun d'utiliser ces informations dans le cadre de ses activités.

Soyez professionnel, préparez vos voyages par une petite analyse des conséquences d'un déplacement.

Our Safety Bulletin is not an institution for aviation professionals, nor is it an analysis of each of the regulations. Its purpose is only to inform users of air assets about the various activities of aeronautics.

It is up to everyone to use this information in the course of their activities.

Be professional, prepare your travels with a little analysis of the consequences of a trip.

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Subjects of the Month:

ICAO Council condemns violation of territorial integrity and airspace of Ukraine

The 36 States composing the ICAO Council discussed today the situation unfolding in Ukraine, during a scheduled meeting of the ICAO Governing Body's 225th Session. A representative of Ukraine also participated in the Council meeting on the basis of the State's stake in the situation.

The topic was considered by the Council on the basis of an oral statement delivered by the President of the Council, Salvatore Sciacchitano, together with a presentation from ICAO Secretary General, Juan Carlos Salazar, which updated Representatives on the operational aviation context.

Council States condemned the violation of the territorial integrity and sovereignty of a United Nations Member State, including its airspace, as being inconsistent with the principles of the Charter of the United Nations and Article 1 of the Convention on International Civil Aviation (Chicago Convention).

The Council also expressed grave concerns on the latest developments in Ukraine, and solidarity with its people, in direct alignment with the sentiments expressed by the United Nations Secretary General in his statements to the UN General Assembly on 23 and 24 February 2022.

States representatives also recalled the preamble to the Convention on International Civil Aviation (Chicago Convention), which identifies the need to avoid friction and instead promote cooperation and friendship among nations and peoples, on which the peace of the world depends.

The Council further underscored the paramount importance of preserving the safety and security of international civil aviation and the related obligations of Member States, and in this context, urged the Russian Federation to cease its unlawful activities to ensure the safety and security of civil aviation in all affected areas, and to respect its obligations under the Chicago Convention as well as other relevant international air law treaties. It called upon all concerned parties to seek to resolve the crisis through peaceful dialogue and diplomatic channels.

The Council also recalled with deep sorrow the human suffering that was caused as a result of the downing of flight MH17 in the east of Ukraine on 17 July 2014, and underlined that such a tragedy should never happen again.

In the same context the Council reconfirmed its support to the "Safer Skies" initiative led by Canada relating to improving international efforts to safeguard civilian flight operations over or in the vicinity of conflict zones.

The Council requested the Secretariat to continue to monitor the situation in Ukraine and provide support to the States involved.

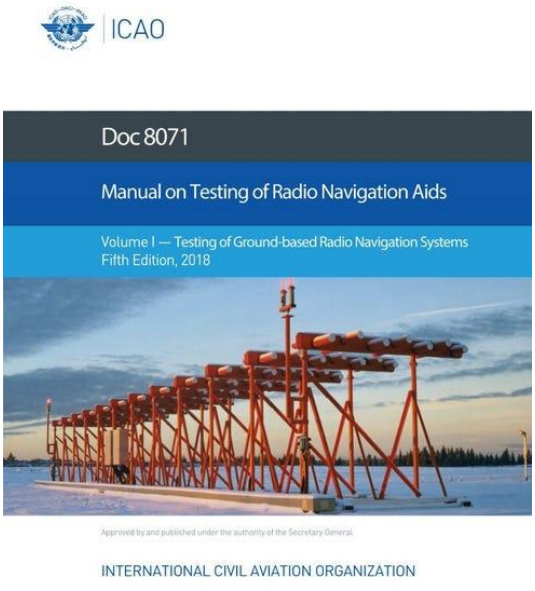
How do flight calibration services help a country ensure safer skies?

How do flight calibration services help a country ensure safer skies? - Uniting Aviation

Around the world, pilots rely on a myriad of communications, navigation and surveillance systems to fly safely. To ensure operational readiness, flight calibration services operators routinely measure and calibrate the airways using flight calibration aircraft equipped with sophisticated flight inspection technology. The combination provides a nimble, reliable, cost-effective platform for certifying airport navigational aids to incredibly precise tolerances. Calibration is an activity that ensures the correctness of the values indicated by measuring instruments or measurement systems or values enshrined in a measuring material by comparing them with conventional values represented by measuring standards that have traceability to national or international standards.

Though ICAO Doc 8071 addresses the parameters of flight inspection Systems, individual flight inspection organizations must determine the best profile for each facility. Flight precision, with specific responsibilities for tasking, choice, and variation of individual runs, can lead to interpreting operational issues and the results of an inspection in different ways. Liaison between all customers brings the potential for discussions on the suitability of a navigational aid when inspected by different organizations.

Since 1960 in Indonesia, under Indonesia's Directorate General of Civil Aviation, the Center for Flight Facilitation Calibration (Balai Besar Kalibrasi Fasilitas Penerbangan/BBKFP) has been responsible for calibrating navaids and validating instrument flight procedures. The BBKFP ensures navigational and landing aids meet international standards.



Aeronautical authorities must be encouraged to consider the importance of setting specific regulations for flight inspection crew duty and flight time, in order to increase the safety level in the flight inspection operations. Flight inspection activities are complex and demanding from one day to the next. To obtain high-quality flight check results, crews must continuously aim to respond professionally, in the most efficient and effective ways, particularly in congested airspaces.

Our very sophisticated analysis software takes the data and translates it into information that can be read by trained individuals. The software further automates much of the analysis process, by comparing it against a pre-defined set of events and finds instances where performance falls outside of what would be considered normal for the phase of flight.

Being able to run a flight inspection unit economically in today's regulatory framework, while at the same time meeting the quality and cost criteria of clients, is an extraordinary challenge for the qualification of both staff and management. The BBKFP decided to support other States in optimizing their operations, assisting with troubleshooting, and providing training for flight inspection and maintenance staff.

In the field of flight inspection BBKFP inspects the following systems: ILS CAT I to III, MLS, PAR, (D)VOR, DME, TACAN, NDB, GBAS, VHF and UHF radio direction finders and COM systems, PAPI and visual aids/air field lighting.

In the field of flight validation, BBKFP validates RNP (GPS RNAV and conventional) procedures), P-RNAV (DME-DME), LPV/APV SBAS precision approaches. Supplanting GPS-based procedure validation; BBKFP performs ARINC 424 and FMS database validation services.

The third main segment of BBKFP flying activities is flight-testing of surveillance systems, i.e. primary radar, secondary radar (SSR/ MSSR) as well as PAR.

Despite COVID-19 restrictions in 2021, BBKFP provided service to 139 airports and completed calibrations of 79 ILS, 75 DVOR/DME, 149 PAPIs and one Radar system. Similar services were also provided to two airports of another State in the Region.

Flight inspection during the COVID-19 pandemic

The main purpose of the BBKFP was to ensure that flight inspection maintained the safe operation of navigational aids during the pandemic and to avoid a critical path to aviation recovery after the pandemic. There was a need for maintaining regular ground and flight checks of Navaids to ensure that they are available during the pandemic.

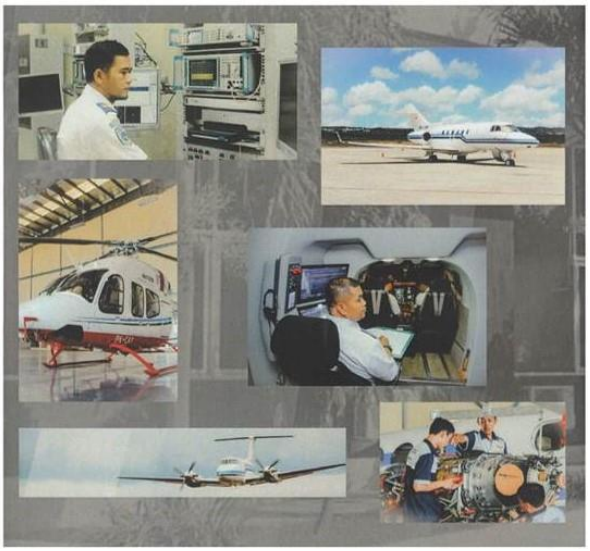
Ground testing was carried out as required and in accordance with the local COVID-related health precautions and more specifically to the ground maintenance staff. In order to sustain the flight inspection schedule, notwithstanding the pandemic-related difficulties, Indonesia adopted special health safety procedures and operational measures.

While flight inspection operations have been, to some extent, facilitated by the low air traffic levels currently prevailing, overall, significant operational restrictions were experienced, calling for special measures to mitigate them.

One common approach adopted for flight inspection operations during the pandemic involved keeping individual missions within a single day with a return to base at the end of the day, thereby avoiding overnight stays at the destination. In some cases, flight inspection services encountered specific issues:

- requirements for special authorization to access aerodromes that would otherwise be closed to all traffic;
- requirements for special authorization for crew access to aerodrome;
- requirements for quarantine on crew arrival to destination and return to base;

Center for Flight Facilitation Calibration



These issues were largely unexpected, due to the situation being effectively unprecedented, and were not taken into account in the original inspection schedules. The situation called for ad-hoc adjustments that were addressed bilaterally, on a case-by-case basis by the entities involved, and led to scheduling delays. However, notwithstanding the delays, flight calibration has remained largely feasible thanks to the commitment of all the parties to the flight inspection requirements. Flight inspection was feasible even in COVID-19 times, possibly with some restrictions requiring prioritization/rearranging of schedule as discussed above.

UAV flight inspection

The UAV system is mainly composed of three parts, mainly including the UAV, the UAV ground control station, a data communication system, mission load, support, and the maintenance system. The UAV flight inspection system mainly includes two parts, air, and ground. The air part includes UAVs, multi-mode receivers and processing systems capable of receiving navigation signals such as GPS\ILS\VOR\DME\NDB\MB, transmission system, the ground part mainly has a UAV control station, flight check data analysis and processing system, GPS precise positioning system station, data transmission system

The ordinary airborne flight inspection navigation evaluation system needs to collect and process the spatial signals to be evaluated and generate an evaluation report. The basic inspection principle of the flight inspection system requires the precise positioning of the inspection aircraft itself and compares the collected navigation signals with the ideal signals that should be provided at the position to obtain flight inspection

data and errors. After flight inspection, ground navigation equipment could be adjusted to allow the spatial signal to ultimately meet operational specifications.

Once construction of the UAV flight inspection platform is completed, the next step will be to carry out a flight inspection. There are two modes of doing this. One is an automatic autonomous flight that collects air data. This requires pre-setting the calibration subjects and flight lines of the UAV according to the flight procedure. The second is where the UAV transmits the collected data back to the ground data processing center in real-time and determines whether to adjust the ground equipment according to the air parameters.

UAV Calibration

Currently, the biggest difficulty in implementing UAV flight inspection is that States have not yet issued relevant regulations and technical standards to support it. There is also no calibration equipment specially designed for UAV calibration and the existing calibration equipment is too large in size.

As UAV technology and the establishment of relevant legislation continues to develop, the use of UAV inspection will greatly reduce the cost of flight inspection. As a result, the trend will continue to use UAVs for flight inspection in the future.

Conclusion

Flight-testing will be important in the proof of facility performance because it represents in-flight evaluation and provides a sampling of the radiated signals in the operating environment. Additionally, flight Inspection will provide more than just a need to satisfy the mandated requirements of Annex 10. The role a calibration unit plays may vary between countries, the basic service is essential for ensuring that facilities provide a safe service to users. In the increasingly demanding environment we work in, efforts were made to reduce the impact of flight inspection without reducing the safety role that the service provides.

BBKFP is continuously trying to be more efficient and does not ignore the real opportunities to reduce the impact of Inspections, without losing the extensive benefits of the work carried out.

European Plan for Aviation Safety 2022 – 2026

Highlights of this 11th edition of the European Plan for Aviation Safety (EPAS) are:

- Addressing the safety issues emerging from COVID-19, this edition supports the further modernisation of the aviation system, in the areas of safety, efficiency, level playing field and environmental protection.

- 19 new research projects (RES) are included with many of them addressing innovative technologies, such as remote flight instruction, risk assessment of complex systems, use of machine learning (ML) in certification, electric and hybrid propulsion, or digital transformation.
- A new rulemaking task is included, to create a European digital pilot licence system.
- In the drones (Unmanned Aircraft Systems) domain, several concepts, platform architectures and practical demonstrators continue to be developed at high pace across Europe. COVID-19 accelerated the development of certain use cases, such as for the delivery of vital supplies to medical personnel, humanitarian aid and emergency/disaster response. EPAS, in line with the European Commissions' 'Drone Strategy 2.0', will continue to foster the development of a drone ecosystem in Europe.
- The strategic priority 'Environmental protection' is reinforced in this edition, on the basis of the Agency's sustainable aviation programme. Initiatives include actions to increase CO2 efficiency, prepare for electric and hybrid propulsion technology, sustainable aviation fuels, carbon offsetting, as well as for the development of an environmental label.
- Volume III, first introduced with EPAS 2021-2025, provides the latest set of domain Safety Risk Portfolios with 219 individual safety issues described and prioritised. A dedicated COVID-19 portfolio as well as the newly established Safety Risk Portfolio for the rotorcraft domain are included.

The Air Transport Monthly Monitor for December 2021

The Air Transport Monthly Monitor for December 2021 - Uniting Aviation

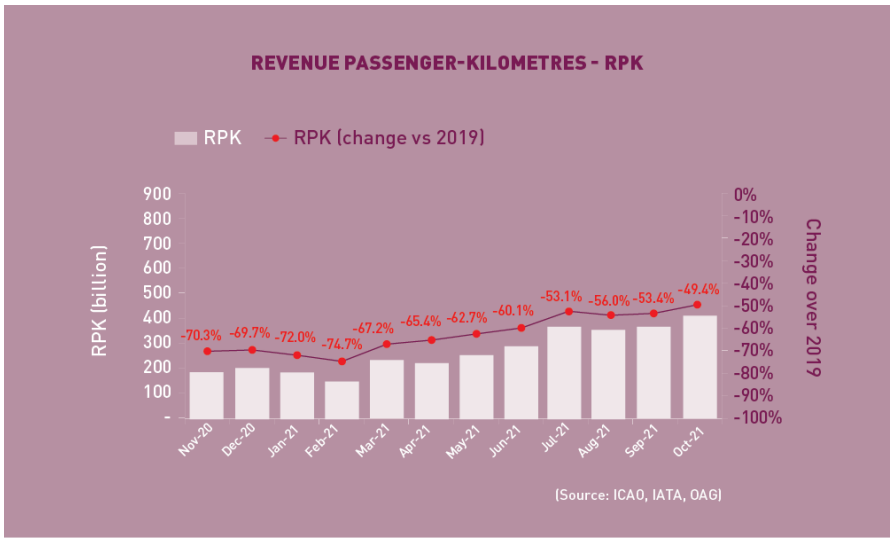
The numbers that are shared in the article below reflect the numbers in October 2021. The analysis of the economic and aviation indicators we share here reflect the continuing impact of COVID-19 on this industry.

The air transport industry is not only a vital engine of global socio-economic growth, but it is also of vital importance as a catalyst for economic development. Not only does the industry create direct and indirect employment and support tourism and local businesses, but it also stimulates foreign investment and international trade.

Informed decision-making is the foundation upon which successful businesses are built. In a fast-growing industry like aviation, planners and investors require the most comprehensive, up-to-date, and reliable data. ICAO's aviation data/statistics programme provides accurate, reliable and consistent aviation data so that States, international organizations, the aviation industry, tourism and other stakeholders can:

- make better projections;
- control costs and risks;
- improve business valuations; and
- benchmark performance.

The UN recognized ICAO as the central agency responsible for the collection, analysis, publication, standardization, improvement and dissemination of statistics pertaining to civil aviation. Because of its status as a UN specialized agency, ICAO remains independent from outside influences and is committed to consistently offering comprehensive and objective data. Every month ICAO produces this Air Transport Monitor, a monthly snapshot and analysis of the economic and aviation indicators.



World passenger traffic fell by -49.4% in October 2021 (compared to 2019), +4.0 percentage points up from the decline in the previous month. Recovery in air travel progressed slightly, supported by the rising vaccination rates and stabilization in new infections. Nonetheless, risk of outbreak resurgence remains and poses significant uncertainty to a steady recovery in the coming months. Domestic market of the Russian Federation demonstrated the most resilience, which has exceeded the pre-crisis levels since the beginning of the year.

International passenger numbers fell by -59.2% in October 2021 (compared to 2019), +3.8 percentage points up from the decline in the previous month. Owing to the easing travel restrictions, international travel recovered in all regions, particularly in Europe and the Middle East. The recovery in international tourist arrivals is expected to follow a similar trend as international passenger traffic.

What about this month:

European Operators Flight Data Monitoring forum (EOFDM)

European Operators Flight Data Monitoring forum (EOFDM) | EASA (europa.eu)

EOFDM is the European forum for exchanging good practice on Flight Data Monitoring!

The European Operators Flight Data Monitoring forum (EOFDM) is a voluntary partnership between European Operators and the European Union Aviation Safety Agency (EASA) in order to:

Facilitate the implementation of Flight Data Monitoring (FDM) by Operators

Help operators draw the maximum safety benefits from an FDM Programme

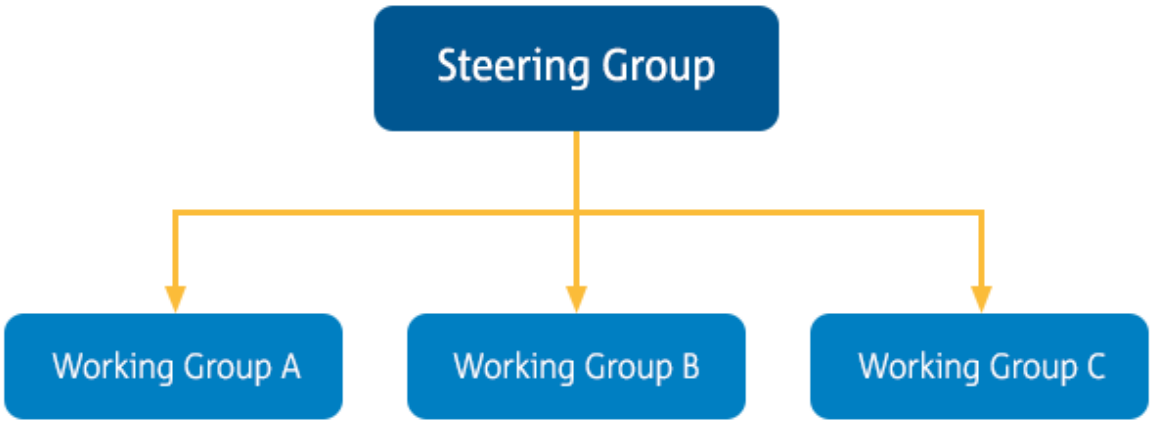
Who can participate in the working groups?

Depending on the working groups (WGs) the following organisations may participate:

- Operators
- Operator associations
- Flight-crew associations
- Aircraft Manufacturers
- Flight-data-monitoring software vendors
- Research and educational institutions
- Regulators (national aviation authorities and international aviation regulators)
- If you would like to join EOFDM, please contact: fdm@easa.europa.eu

Non-european organisations are encouraged to join this safety initiative.

How are EOFDM working groups organised?



Steering group

Strategic decisions and coordination of the work produced. Composed by the leaders of the Working Groups (Industry) and the Secretaries of the Working Groups (EASA).

European Operators Flight Data Monitoring forum (EOFDM) | EASA (europa.eu)

EOFDM Presentation

Terms of Reference - General

Terms of Reference - WGA

Terms of Reference - WGB

Terms of Reference - WGC

EOFDM WGA – Review of Accident Precursors

Best Practice Document with studies of potential precursors that could result in Runway Excursions (RE), Loss of Control (LOC-I), Controlled Flight Into Terrain (CFIT) or Mid Air Collision (MAC) to be monitored through the Flight Data Monitoring (FDM) programme.

EOFDM WGB – Guidance for the Implementation of FDM Precursors - Revision 3

Best Practice Document to evaluate the data necessary to be recorded on-board the aircraft, the measurements and events necessary to implement on a FDM programme in order to address the precursors identified by WGA documents. This document contains the guidelines to create measurements, events and integrating external data in the FDM analysis.

EOFDM WGC – Preparing a Memorandum of Understanding for an FDM Programme

Best Practice Document. Due to the sensitive nature of FDM data, the implementation of an FDM programme is facilitated if a Memorandum of Understanding (MoU) between all internal stakeholders of an operator is established. The objective of the document is to provide operators with an overview of the principal issues to be taken into account, and advice on preparing a MoU. It can therefore also be used as guideline to develop FDM documentation.

EOFDM WGC – Key Performance Indicators for a Flight Data Monitoring programme

Best Practice Document. This document offers key performance indicators (KPIs) to operators, to monitor the actual performance of their FDM programmes.

EOFDM WGC – Breaking the silos (Initial issue)

Best Practice Document. This document provides practical advice for integrating an FDM programme with other safety data collection processes and into the safety management system.

EOFDM WGC – Flight data monitoring, analysis techniques and principles (Initial issue, unedited)

Best Practice Document. This document provides industry good practice regarding common analysis techniques used by FDM specialists. It also offers some principles to be aware of for successful implementation of these analysis techniques.

Working Group A - "Monitoring operational safety issues"

Scope

- Identify common risks and related operational issues that can be monitored by FDM programmes in order to support operators' SMS programmes.
- Produce recommendations of specific operational issues to be monitored by an FDM programme.

Working Group A has adressed

- Runway Excursions (RE)
- Loss of Control In Flight (LOC-I)
- Controlled Flight Into Terrain (CFIT)
- Mid-Air Collision (MAC)

Working Group B - "Programming and equipment related aspects"

Scope

- Define FDM algorithms needed for monitoring the operational issues recommended by EOFDM WGA.
- Identify techniques to investigate flight data, for automatic analysis and manual analysis.
- Define flight parameters performance (e.g. sampling rate, recording resolution, accuracy, etc.) needed for an effective FDM programme.

Working Group B has addressed:

- Runway Excursion (RE)
- Loss of Control In Flight (LOC-I)
- Controlled Flight Into Terrain (CFIT)
- Mid-Air Collision (MAC)

Working Group C - "Integration of the FDM programme into operator's processes"

Scope

- Best practice for the integration of FDM into an operator's Safety Management System (SMS). This includes:
- The implementation of "safety culture" in an FDM programme;
- Integration of FDM data with other data sources to support the SMS processes;
- The balance between confidentiality and access to data for SMS purposes.

Working Group C has produced:

- Key Performance Indicators for an FDM Programme
- Memorandum of understanding for an FDM Programme
- "Breaking the silos", fully integrating FDM into the SMS

Current EOFDM projects

- Advanced FDM algorithms for monitoring take-off performance
- Advanced FDM algorithms for monitoring the approach path management
- Best practice document on FDM analysis techniques
- EOFDM is the action owner for two Safety Promotion Tasks (SPT) of the European Plan for Aviation Safety 2021-2025 (EPAS).

SPT.0112 - Flight data monitoring (FDM) precursors of operational safety risks

"Ensure the alignment of EOFDM precursors with the needs of operators and the evolution of the safety risks for large aircraft."

SPT.0113 - Flight data monitoring (FDM) analysis techniques

"Produce good-practice documentation for operators on techniques to implement FDM events and measurements and to tailor FDM results for use by the SMS."

EOFDM Evaluation

An evaluation of the impact of EOFDM activities was performed during 2019 to assess the awareness and the implementation of the EOFDM best practice documents among European operators (evaluation task EVT.0009 of the EPAS for 2020–2024). The evaluation report is available at the link below.

SKYbrary Aviation Safety

Augmentation du nombre total de passagers aériens dans le monde en 2021: mieux qu'en 2020, mais toujours moitié moins qu'avant la pandémie

Augmentation du nombre total de passagers aériens dans le monde en 2021: mieux qu'en 2020, mais toujours moitié moins qu'avant la pandémie (icao.int)

Montréal, le 17 janvier 2022 - Le trafic mondial de passagers a légèrement augmenté en 2021. La dernière analyse de l'impact économique de la COVID-19 sur l'aviation civile réalisée par l'OACI montre en effet que 2,3 milliards de personnes ont pris l'avion au cours de l'année écoulée, soit 49 % de moins qu'avant la pandémie (en 2019), alors que la différence avait été de 60 % en 2020.

La capacité mondiale en sièges des compagnies aériennes a augmenté de 20 % au cours de la même période, plus vite que la demande. Le coefficient d'occupation global a atteint 68 % en 2021, contre 82 % en 2019, et les compagnies aériennes ont subi des pertes s'élevant à 324 milliards de dollars, contre 372 milliards en 2020 (voir le graphique 1).

S'agissant des restrictions imposées aux déplacements, les efforts que les États continuent de déployer pour mettre en œuvre les recommandations de l'OMS et de l'OACI, notamment celles formulées par l'Équipe spéciale sur la relance de l'aviation (CART) et approuvées par les ministres dans la déclaration adoptée à la Conférence de haut niveau sur la COVID-19, aident aujourd'hui à éliminer les restrictions disproportionnées par rapport aux risques pour la santé publique et à atténuer les incidences de la pandémie sur la mobilité mondiale, de sorte que le transport aérien, le commerce et le tourisme puissent reprendre plus rapidement et ramener la prospérité dans les nombreux marchés et régions gravement touchés aux quatre coins du monde.

Une année de relance erratique

Le premier trimestre de 2021 a vu une diminution du taux de reprise du trafic aérien mondial en raison d'une forte recrudescence des infections à la COVID-19. La situation s'est quelque peu stabilisée aux deuxième et troisième trimestres, principalement du fait de l'augmentation des taux de vaccination, ainsi que d'un assouplissement des restrictions de voyage dans diverses régions du monde pendant la haute saison.

Cela étant, cette tendance à la hausse s'est rapidement essoufflée au quatrième trimestre en raison de l'apparition du variant Omicron.

Les incidences de la pandémie continuent d'affecter de manière disproportionnée les voyages internationaux et les déplacements intérieurs, ces derniers connaissant par ailleurs une relance plus rapide. Dans l'ensemble, le trafic intérieur de passagers a atteint 68 % de son niveau d'avant la pandémie, tandis que le trafic international stagne à 28 %.

La relance de l'aviation a aussi beaucoup varié selon les régions. Ainsi, les régions de l'Amérique du Nord et de l'Amérique latine et des Caraïbes affichent les taux de reprise les plus élevés, l'Europe a connu un mieux notable pendant la saison estivale, et l'Afrique et le Moyen-Orient ont enregistré une reprise modérée,

qui a laissé la place à un nouvel effondrement en Afrique à la suite des restrictions liées au variant Omicron. La région de l'Asie et du Pacifique a connu la moins bonne performance en raison du ralentissement du trafic intérieur et de la stagnation du trafic international (voir le graphique 2).

Des perspectives toujours incertaines

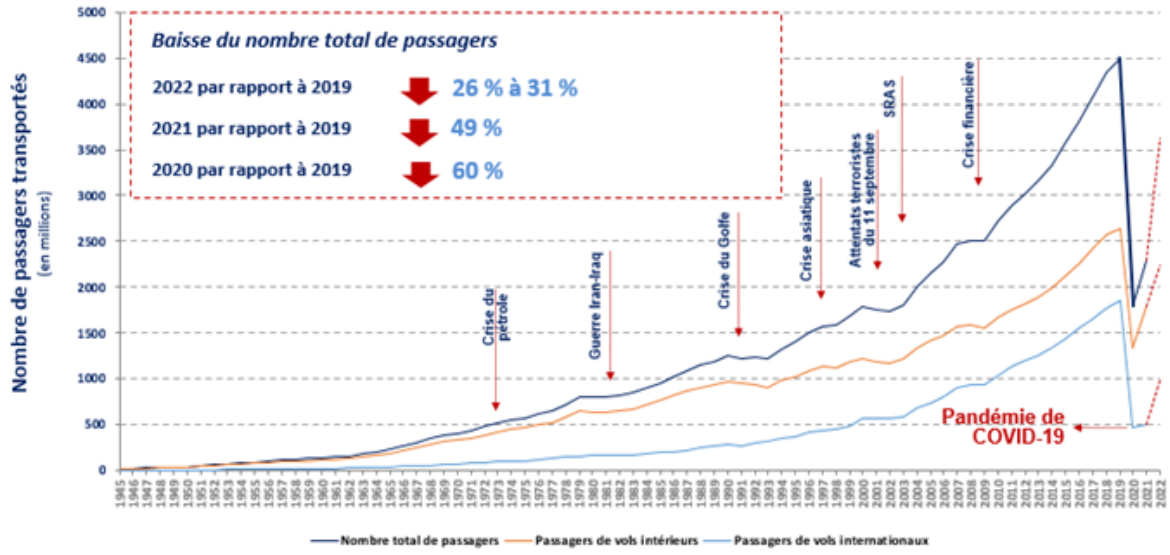
Les analystes qui tentent d'évaluer comment la relance de l'aviation se déroulera d'ici la fin 2022 perçoivent à la fois des signes positifs et des risques de ralentissement. L'OACI prévoit actuellement qu'en 2022, le nombre total de passagers sera inférieur de 26 à 31 % par rapport au niveau d'avant la pandémie, et que la capacité en sièges diminuera de 20 à 23 %.

Selon un scénario optimiste, le trafic passagers devrait atteindre 86 % de son niveau de 2019 d'ici décembre 2022, ce qui correspond à une reprise du trafic international de 73 % et du trafic intérieur de 95 %.

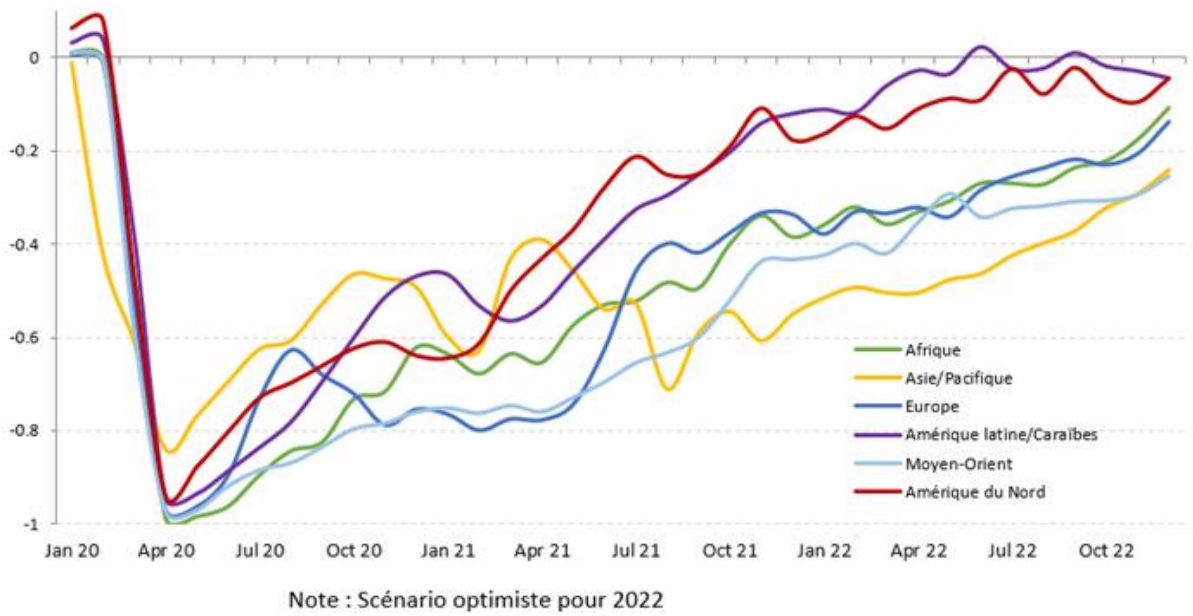
Des scénarios plus pessimistes prévoient une reprise de 75 % (58 % pour le trafic international et 86 % pour le trafic intérieur). Pour les compagnies aériennes, cette faiblesse persistante du trafic attendue pourrait entraîner en 2022 des pertes estimées à entre 186 et 217 milliards de dollars de recettes passagers brutes par rapport à 2019.

Les prévisions à plus long terme de l'OACI indiquent que ce repli actuel continuera de se faire ressentir encore longtemps. En effet, pour l'ensemble du monde, on a revu à la baisse le taux composé de croissance annuelle des passagers-kilomètres payants pour 2018-2050 : 3,6 %, alors que les projections d'avant la COVID donnaient 4,2 %.

Graphique 1 - Évolution du trafic mondial de passagers entre 1945 et 2022



Graphique 2 - Différences régionales dans le rythme de la relance (nombre de passagers, par rapport aux niveaux de 2019)



Note : Scénario optimiste pour 2022

Ressources pour les rédacteurs

- Analyse de l'impact économique de la COVID-19 sur l'aviation civile réalisée par l'OACI
- Suivi mensuel du transport aérien par l'OACI
- Orientations sur les mesures économiques et financières

À propos de l'OACI

Institution spécialisée des Nations Unies, l'OACI a été créée par des gouvernements en 1944 pour appuyer leurs activités diplomatiques dans le domaine du transport aérien international. Depuis lors, les pays ont adopté, dans le cadre de l'Organisation, plus de 12 000 normes et pratiques qui les aident à harmoniser leur réglementation nationale sur la sécurité, la sûreté, l'efficacité et la capacité de l'aviation ainsi que la protection de l'environnement en aviation, et à établir ainsi un réseau véritablement mondial. Les tribunes de l'OACI offrent aussi la possibilité à des groupes du secteur, des organisations non gouvernementales de la société civile et d'autres acteurs du transport aérien officiellement reconnus de faire valoir leurs avis et leurs idées auprès des décideurs publics.¨

See attached

Help future of aviation decision making – EASA/ GAMA/ AOPA General Aviation Survey

When EASA make decisions on the safety of General Aviation, it is important to take a data driven approach that brings together both accident/ occurrence data as well as other sources such as flight hours and other information about the type of flying taking place in the GA Community. The collection of this type of activity data in GA is a big challenge. To help collect the best possible information EASA, the General Aviation Manufacturers Association (GAMA) and the Aircraft Owners and Pilots Association (AOPA) team up every year to carry out a survey of GA aircraft owners/ operators to allow accurate and representative

estimates to be made about aircraft operation in Europe. This supports the safety and economic analysis of the sector. For example, the flight hours are used to estimate total flight hours per type of operation in Europe, which EASA uses to calculate accident rates reported in the Annual Safety Review. You can learn more about the survey on the latest AERO Community News where Volker Thomalla interviews EASA's John Franklin, GAMA's Kyle Martin and AOPA's Michael Erb.

Individual Responses will be confidential and will not be shared with either the public or regulators, nor will they be used for marketing or any other commercial purposes. Aggregated Data (European, National or by aircraft category or operation category) will be made publicly available free of charge and shared with regulators such as EASA to support regulatory impact assessments and other uses. Take part in the survey

Propeller smashes THROUGH plane, narrowly missing passengers, when a bird flies into it as the aircraft comes into land in South Africa

An investigation has been launched after a plane's propeller smashed through the side of the aircraft when it was hit by a bird during landing.

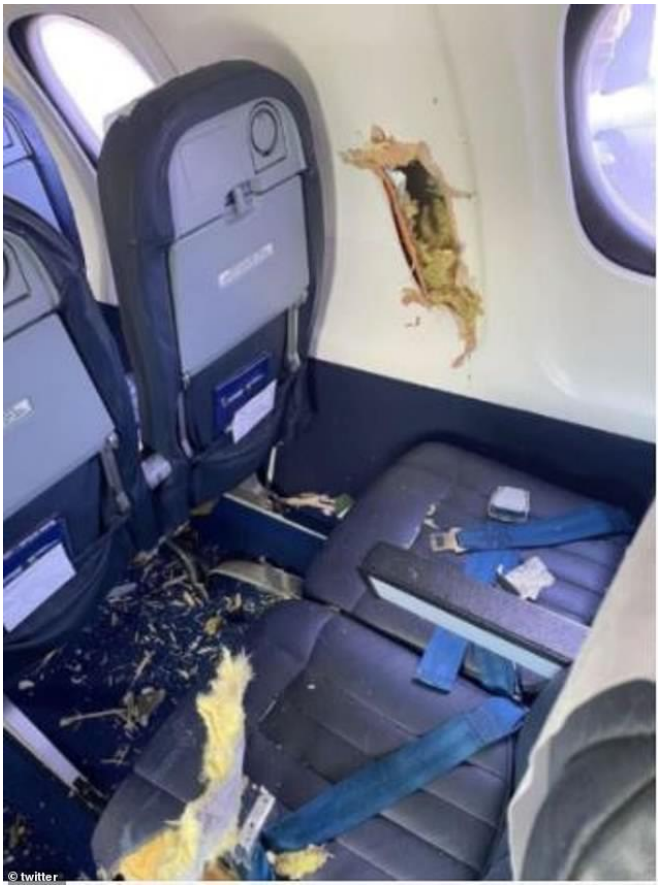
Passengers on the Jetstream 41, which was approaching Venetia Mine in South Africa, were left terrified when the bird hit the engine with such a force that the propeller was sent flying through the cabin to the other side of the aisle.

No one was injured in the ordeal as the blade luckily landed in an area of the cabin which was unoccupied.

After tearing through one side of the aircraft, the blade smashed into a passenger window, destroying the window pane on the opposite side of the fuselage.

Photos from inside the aircraft show splinters of wood strewn across the floor.

Fortunately the plane was able to make a safe landing.



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The Johannesburg airline, Airlink, which operates the plane, said in a statement: 'Yesterday an Airlink Jetstream 41 aircraft operating a private charter flight struck a large bird upon landing at Venetia airfield.

'None of the passengers or crew were injured although the aircraft sustained substantial damage.

'In compliance with aviation protocols and regulations, the occurrence was reported to the South African Civil Aviation Authority (SACAA) which will conduct an investigation.

'The aircraft remains at Venetia airfield pending the SACAA's inspection and a full damage assessment.'

It's not the first case of animals causing chaos for aircraft this week.

Flights faced disruption at Heathrow Airport on Tuesday after a fox entered the runway.

Several planes were reportedly forced to circle before landing on Heathrow Airport's 27R runway or redirected on the ground after the creature was spotted walking across the turf.

Elsewhere fire appliances were seen escorting a British Airways Airbus A350-1041 which had flown in from Dubai after reports of a possible bird strike or tail strike when landing.

Travelcare for travelers and crewmembers

ICAO or FAA

European Advice

French Advice (in French)

Other purposes

US cases fall a massive 25% in a single day with 643,660 new COVID infections and 1,986 deaths: Ex-FDA commissioner says New York could peak 'as soon as this week' but Omicron surge will take longer to burn out in rest of the country

- The US recorded 643,660 new cases on Wednesday, down for a second day from the record set on Monday
- Nevertheless the rolling average of cases over the past seven days is up 95% from a week ago
- Deaths remain low at 1,986 on Wednesday, dropping 15% from a week ago on a rolling average basis
- Massive disruptions remain with more than 1,000 flights cancelled Wednesday for the 11th day running
- Chicago schools remained closed for more than 350,000 kids for a second day in teachers union standoff
- NFL says Super Bowl LVI will go forward in Los Angeles as planned, but alternate sites are on standby
- Mardi Gras is set to be held in New Orleans after the pandemic forced its cancellation last year
- President Joe Biden is now urging Americans to prepare to live with the virus as a feature of everyday life

The number of new US cases of COVID-19 has dropped for the second day running after hitting record highs on Monday, as experts say the Omicron surge may be nearing a peak in New York but will continue to rise in the rest of the country.

The US recorded 643,660 new cases on Wednesday, down from the pandemic record of more than 1 million on Monday. The seven-day rolling average of new cases remained up 95 percent from a week ago, according to a DailyMail.com analysis of data from Johns Hopkins University.

Deaths remained low, with 1,986 new deaths recorded Wednesday, a 15 percent decline from week-ago levels on a rolling average basis. Hospitalizations are increasing, but remain well below their peak levels a year ago.

Around the world, signs are strengthening that Omicron burns out quickly. In South Africa, where the variant was first identified, cases have fallen sharply from their mid-December peak.

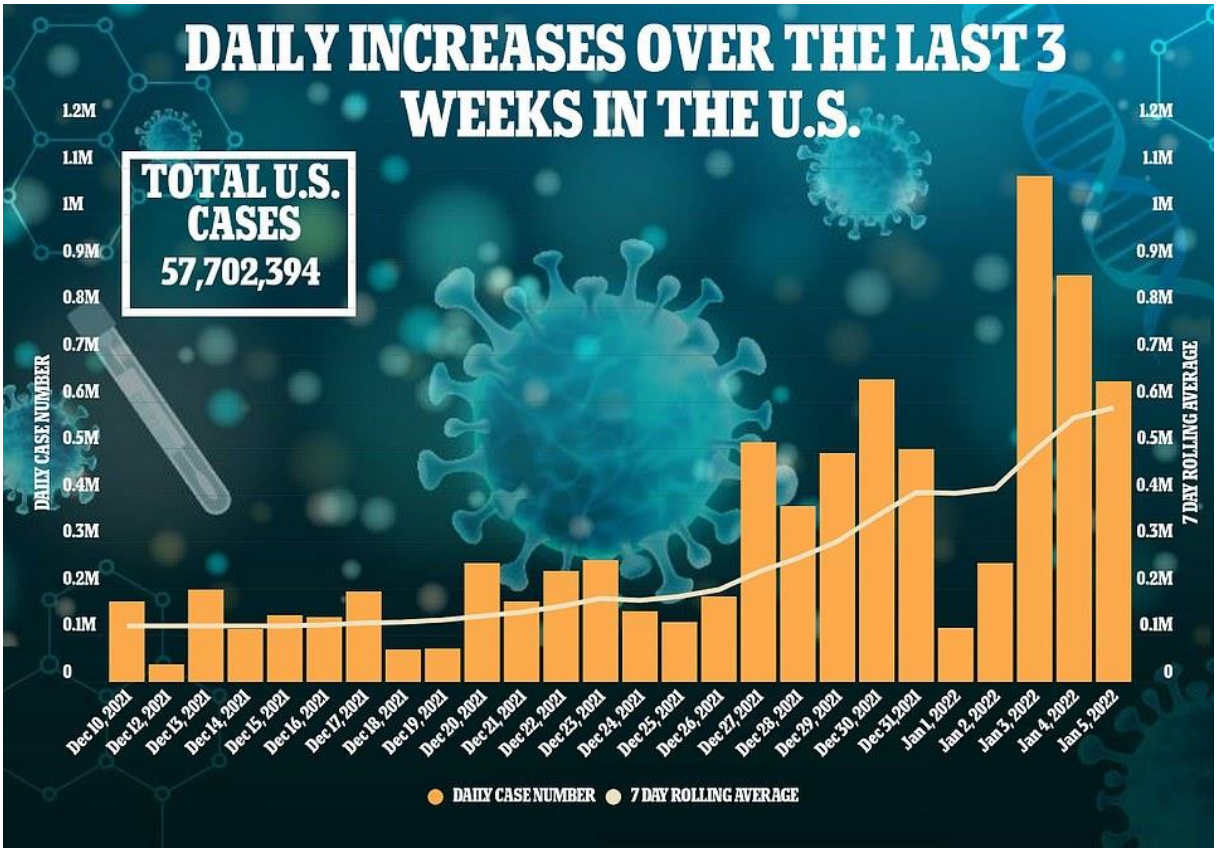
In the UK, case counts are still rising, but there are signs that Omicron has peaked in London, the epicenter of the surge there. King's College London scientists estimated cases fell by a third after 33,013 people in the city were estimated to be catching the virus every day on January 3, compared to 49,331 the week before.

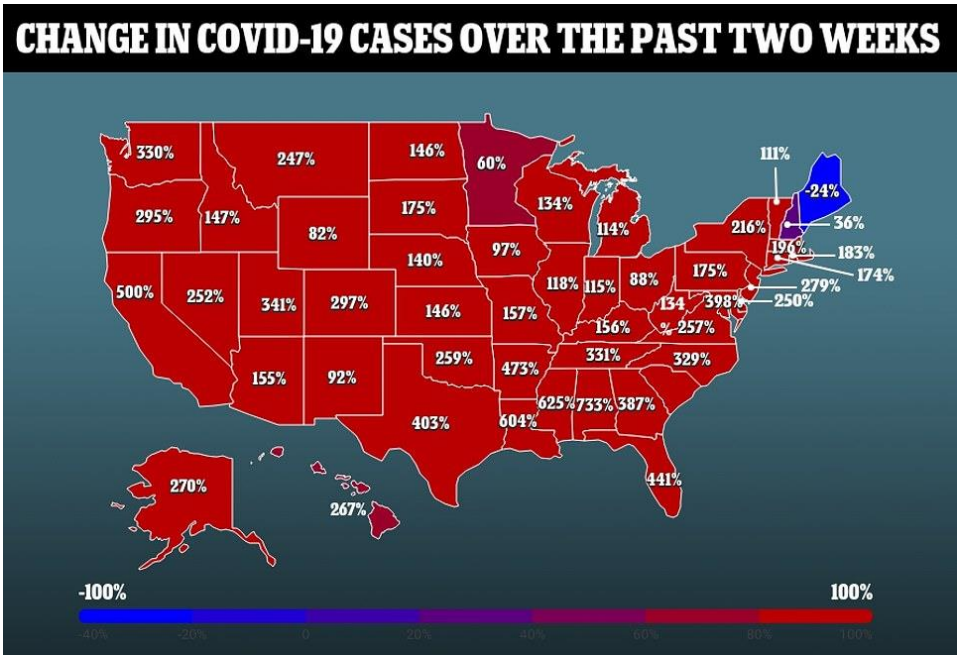
A similar dynamic may be about to unfold in the US, where Omicron could peak as soon as this week in early hotspots New York and Florida, while continuing to surge though the rest of the country, said former FDA Commissioner Scott Gottlieb.

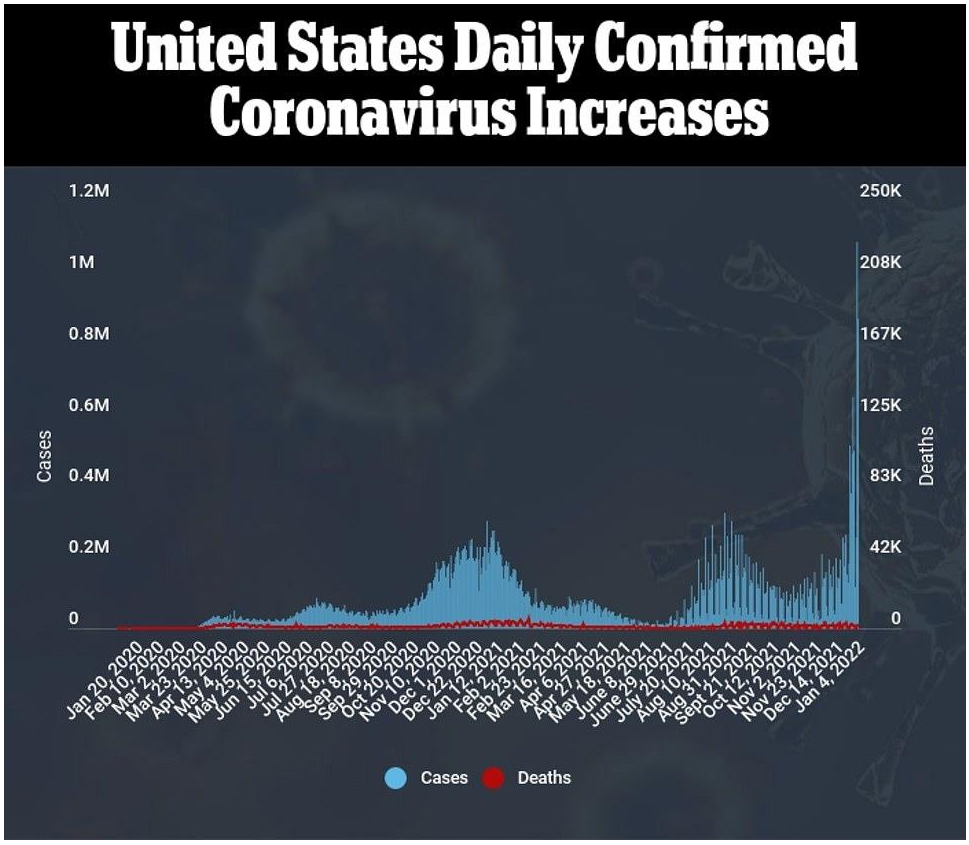
'I think you're already seeing signs of a top in terms of cases in New York and Florida,' Gottlieb said Thursday morning on CNBC. 'It's going to work through other parts of the country more slowly, there's many parts of the country where Omicron hasn't arrived yet.'

'But certainly in the large metropolitan areas you're going to see a peak in the next couple weeks, and in the parts of the country that were hit first, like New York, Florida, the mid-Atlantic, probably as early as this week,' he said.

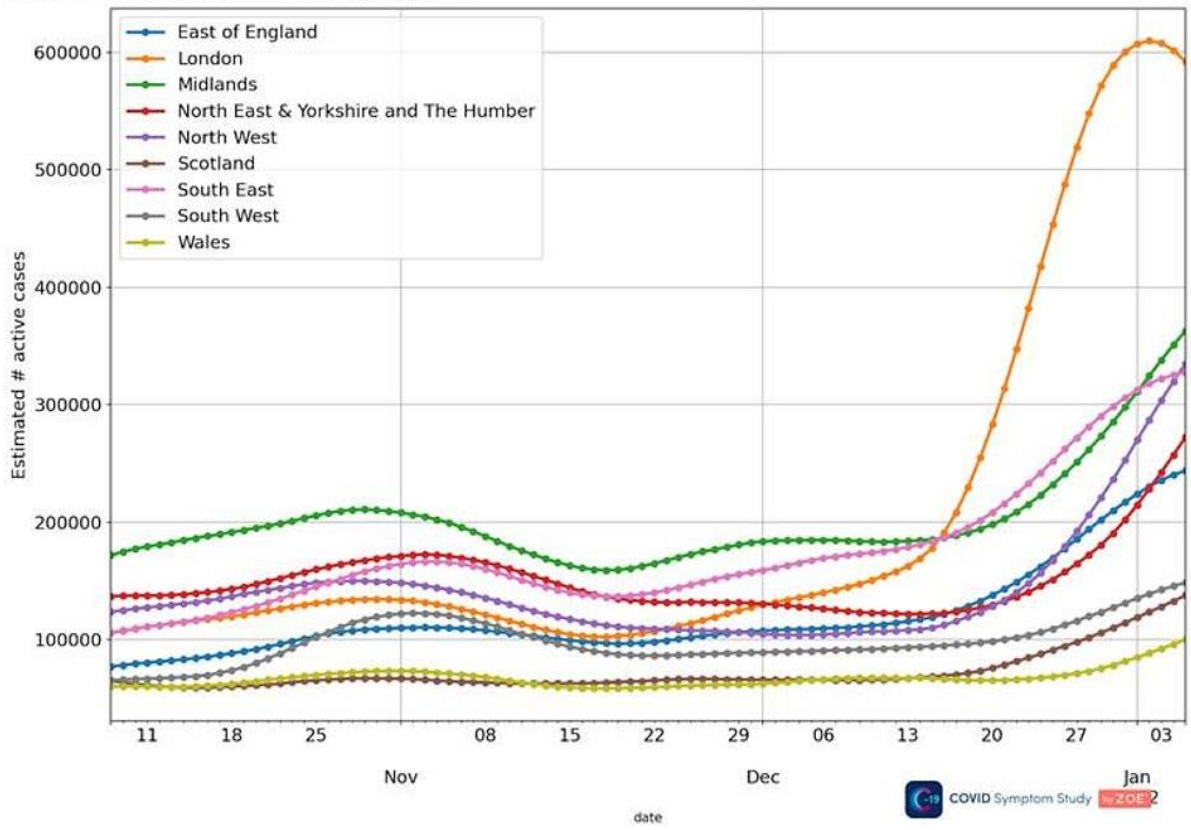
In a dramatic shift in tone, President Joe Biden now appears to be urging Americans to prepare to live with the virus as a feature of everyday life, contrasting with his earlier vows to vanquish and eliminate it.







Graph 4. Prevalence rate by region



The White House has dismissed the need for lockdowns in this wave of infections, pointing to mounting evidence that Omicron is less severe than earlier strains, and urged schools to remain open.

Instead, Biden continues to stress the importance of vaccinations, saying this week: 'You can control how big an impact Omicron is going to have on your health.'

'We're seeing COVID-19 cases among vaccinated in workplaces across America, including here at the White House. But if you're vaccinated and boosted, you are highly protected,' the president added.

Nevertheless, Omicron continues to have major impacts on daily life and the economy. On Wednesday, nearly 1,700 flights were cancelled in the US, the 11th straight day with more than 1,000 flight cancellations.

In Chicago, the public school system was shuttered for a second day running on Thursday, after the teachers union voted to refuse to deliver in-person instruction over health and safety concerns.

District and union officials negotiated behind closed doors Wednesday afternoon but failed to produce an agreement.

Chicago Public Schools CEO Pedro Martinez said the situation with the union left 'no choice but to cancel' Thursday, something that will affect roughly 350,000 students.

Chicago Teachers Union President Jesse Sharkey said teachers don't want to return to in-person instruction until the current Omicron surge has subsided.

'We'd rather be in our classes teaching, we'd rather have the schools open. What we are saying though is that right now we're in the middle of a major surge, it is breaking all the records and hospitals are full,' he said at a Wednesday morning news conference.

City officials, who've characterized the union action as an 'illegal work stoppage' and said teachers that don't show up won't be paid, were also mulling legal options to force teachers back in classrooms.

Mayor Lori Lightfoot said the city had filed an unfair labor practices complaint, but didn't elaborate.

Environment

No information due to UKRAINE war

Français

No information due to UKRAINE war

English

Aviation green transition progresses through ICAO CAEP

Montréal, 18 February 2022 - ICAO's Committee on Aviation Environmental Protection (CAEP) concluded its 12th meeting yesterday, making substantial progress on aviation environmental sustainability.

Key results were achieved on the long-term aspirational goal (LTAG) for international aviation, new global standards and guidance to support continuous implementation of ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), and on technical aspects of the sustainability of aviation fuels.

The meeting was opened by Salvatore Sciacchitano, President of the Council of ICAO, who stressed to the over 300 experts that "the 41st Assembly to be held late this year will be a defining moment for the aviation sector, and CAEP's excellent work and collective worldwide technical expertise are crucial to ICAO endeavours in the area of environmental protection, especially at this unique threshold of green transition and transformation to a new normal."

The CAEP is a technical body convened by the ICAO Council, and all the technical recommendations agreed by it will subsequently be considered by the Council for official approval.

LTAG progress

The CAEP/12 meeting unanimously adopted its technical report on the feasibility of a set of LTAG scenarios, highlighting the potential for substantial CO2 reductions through the use of in-sector measures including innovative airframes, technologies, operations, and fuels.

Its report foresees the largest overall CO2 reductions by 2050 coming from from fuels and clean energy sources, with decreases in greenhouse gas emissions of up to 55% projected. New technology, including advanced traditional and new unconventional airframe configurations were also expected to contribute to efficiency of up to 21%, as well as improvements in flight performance of up to 11% through innovations such as formation flying.

With the firm scientific basis on climate change now established, and the results of this LTAG report in hand, ICAO has the basis to further elaborate on international aviation sustainability goal options for consideration by the LTAG High-level Meeting (July 2022) and the 41st Session of the Assembly (27 Sep – 14 Oct 2022).

Major step forward on Sustainable and Lower Carbon Aviation Fuels

On the topic of Sustainable Aviation Fuels (SAF), the CAEP agreed on amendments to life-cycle emissions reduction values, in addition to a sustainability certification framework. The meeting also agreed on new guidance to States on potential policies and approaches for the deployment of SAF.

On the topic of Low Carbon Aviation Fuels (LCAF), CAEP reached a landmark agreement on the LCAF methodology as a basis for calculating life-cycle emissions reduction values, while also approving the guidance for LCAF sustainability criteria.

Both developments will facilitate the progress and deployment of SAF and LCAF to help reduce CO2 emissions from international flights, including under CORSIA.

CORSIA implementation and 2022 periodic review

In addition to the technical recommendations related to SAF and LCAF as part of the CORSIA implementation framework, the CAEP updated a series of technical analyses to support a 2022 CORSIA periodic review.

These included updating the impacts of COVID-19 on the CO2 emissions recovery scenarios, the associated costs to States and aircraft operators, as well as the assessment of possible market-distortions, to support the Council's work on the 2022 CORSIA periodic review.

Further progress

The CAEP/12 meeting also developed a number of important technical recommendations on the amendments to Volumes I (Aircraft Noise), II (Engine Emissions), III (Aeroplane CO2 emissions) and IV (CORSIA) of Annex 16 to the Chicago Convention, ensuring that the Standards are up to date for use by ICAO Member States.

The Committee continued its work on Supersonic Transport Aircraft (SST), adopting the results of an Exploratory Study to better understand the environmental impacts resulting from the introduction of supersonic aircraft, while not prejudging the need for future SST environmental standards.

Important agreements were reached relating to Airports and Operations, including on a new ICAO Manual on "Operational Opportunities to Reduce Aircraft Noise", and the first global vertical flight efficiency (VFE) study for the climb and descent phases was also completed.

As part of ICAO's eco-airport toolkit collection, e-publications were developed in the areas of Climate Resilience, Water Management, Air Quality Management and Sustainable Surface Access.

Regarding climate change adaptation, the meeting approved guidance material on risk assessment and adaptation and resilience planning, which aims to provide more information to States, and specifically to Small Island Developing States (SIDS) and other potentially highly vulnerable States and organizations.

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FAA regulations

Flight Technologies and Procedures Division | Federal Aviation Administration (faa.gov)

Draft ACs

Draft AC 150/5020-1A, Noise Control and Compatibility Planning for Airports (posted 01/12/2022)

Advisory Circular

AC 70-1B - Outdoor Laser Operations

AC 65-34A - FAA-Approved Aircraft Dispatcher Certification Courses

AC 120-85B - Carriage of Cargo

AC 150/5210-17C - Programs for Training of Aircraft Rescue and Firefighting Personnel

AC 150/5345-44K - Specification for Runway and Taxiway Signs

150/5020-1A - Draft AC 150/5020-1A, Noise Control and Compatibility Planning for Airports

Forms - Orders & Notices

JO 7110.782 - Debris-Generating Space Launch or Reentry Vehicle Mishaps

1370.127 - FAA Paperwork Reduction Act (PRA) Policy

JO 7340.681 - ICAO THREE LETTER DESIGNATOR (3LD) "FTN" AND ASSOCIATED CALL SIGN "FRONTRUNNER"

JO 7340.682 - ICAO THREE LETTER DESIGNATOR (3LD) "TMB" AND ASSOCIATED CALL SIGN "TOMBO"

JO 7400.10D - Special Use Airspace

9500.25C - Protection of Human Research Subjects

JO 7900.1F - Changes to Domestic/Oceanic Air Route Traffic Control Center (ARTCC) and International Civil Aviation Organization (ICAO) Flight Information Region (FIR) Boundaries

8900.610 - Issuance of a Pilot Type Rating

8900.608 - Relocation of Guidance on Required Inspection Items (RII) in FAA Order 8900.1

JO 3120.154 - OS/STMC Instructional Program Guide

6000.6C - Interagency Facility Ground Inspection Guidance

JO 7210.938 - Reporting Inoperative or Malfunctioning ADS-B

JO 7340.680 - ICAO THREE LETTER DESIGNATOR (3LD) "NJZ" AND ASSOCIATED CALL SIGN "NEOJET"

8900.607 - LOA C052, Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima—All Airports

JO 7340.678 - ICAO THREE LETTER DESIGNATOR (3LD) "TEX" AND ASSOCIATED CALL SIGN "BIG TEX"

JO 7340.677 - ICAO THREE LETTER DESIGNATOR (3LD) "RNI" AND ASSOCIATED CALL SIGN "RENNIA"

JO 7340.679 - ICAO THREE LETTER DESIGNATOR (3LD) "HIA" WITH NO ASSOCIATED CALL SIGN

8900.609 - Email Beta Test on General Aviation Pilot Deviations by Foreign Airmen/Operators, Excluding Part 129 Air Carriers and Part 375 Operators

JO 7340.676 - ICAO THREE LETTER DESIGNATOR (3LD) "ARZ" AND ASSOCIATED CALL SIGN "AIRBORNE"

4600.27D - Personal Property Asset Lifecycle Management

Document Title:	**Order 8260.19J, Flight Procedures and Airspace**
Summary:	This revision incorporates general design criteria for helicopter instrument approaches and departures, transferring those criteria from Order 8260.42B (Change 2), U.S. Standard for Helicopter Area Navigation (RNAV). Furthermore, this revision incorporates standardization of Performance Based Navigation (PBN) and Equipment Requirements Note(s) to align with advanced technologies and align with Order 8260.46, Departure Procedure (DP) Program notes of the same variety. Lastly, this revision incorporates various administrative clarifications to include non-FAA procedure developers and Aeronautical Information Services as service providers.

Document Title:	Order 8260.19J, Flight Procedures and Airspace
Documents for Download:	Draft Order (PDF) Draft Document Comment Grid (MS Word)
Reference:	***Title 14 of the Code of Federal Regulations (14 CFR)*** • Part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points • Part 91, General Operating and Flight Rules • Part 95, IFR Altitudes • Part 97, Standard Instrument Procedures • Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft.
Comments Due:	March 7, 2022

Document Title:	AC 91-70C, Oceanic and Remote Continental Airspace Operations
Summary:	The Federal Aviation Administration (FAA) ("we") developed this AC to provide general information and guidance for certificated and General Aviation (GA) operators ("you") planning flights in oceanic and remote continental airspace. This guidance includes the authorizations you may need for operations in such airspace.
References:	***Title 14 of the Code of Federal Regulations (14 CFR)*** • Part 91, General Operating and Flight Rules • Part 119, Certification: Air Carriers and Commercial Operators • Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations

Document Title:	AC 91-70C, Oceanic and Remote Continental Airspace Operations
	• Part 125, Certification and Operations: Airplanes Having A Seating Capacity of 20 or More Passengers or A Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons On Board Such Aircraft • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. ▪ AC 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace ▪ AC 90-117, Data Link Communications
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)
Comments Due:	February 23, 2022

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EASA regulations

Approval Data Library | EASA (europa.eu)

Rules

Regulations | EASA (europa.eu)

Easy access Rules

EASA updates Easy Access Rules for Air Operations

The European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules (EAR) for Air Operations.

This Revision 17 (February 2022) introduces the requirements for all-weather operations and for flight crew training and checking of Regulation (EU) 2021/2237 amending Regulation (EU) No 965/2012. It also corrects some errors identified in Revision 16.

The EAR for Air Operations are displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks.

The document is available for free download on the EASA website in pdf format and online format, and will be updated regularly to incorporate further changes and evolutions to its content.

The Easy Access Rules (EAR) for Air Operations (Regulation (EU) No 965/2012) — Revision 17 (February 2022) introduces Commission Implementing Regulation (EU) 2021/2237 amending Regulation (EU) No 965/2012 as regards the requirements for all-weather operations and for flight crew training and checking. Revision 17 also rectifies some errors that were discovered in Revision 16. More information on Revision 17 is available under the 'Rule amendment status' including:

- a summary of the changes to Regulation (EU) No 965/2012;
- a Revision Table with the rule number and the type of change (deleted, new, or changed text) for easier identification of the rules that were modified by the latest amendment;
- and a list of the corrections made.

The EAR for Air Operations are displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks. Revision 17 is available as a PDF and as an online dynamic publication with filters, search functions, and easy navigation for computers, tablets, and mobiles. As the document is generated through the eRules platform, it will be updated regularly to incorporate further changes and evolutions to the implementing rules (IRs), and to the related acceptable means of compliance (AMC) and guidance material (GM).

EASA updates Easy Access Rules for Aircrew

The European Union Aviation Safety Agency (EASA) has published a new revision of the Easy Access Rules (EAR) for Aircrew.

This Revision from February 2021 incorporates requirements for all-weather operations and for instrument and type rating training in helicopters (Regulation (EU) 2021/2227) and the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-FCL and Part-ARA of Commission Regulation (EU) No 1178/2011 on evidence-based training (EBT).

The EAR for Aircrew are displayed in a consolidated, easy-to-read format with advanced navigation features through links and bookmarks.

The document is available for free download on the EASA website in pdf format and online format, and will be updated regularly to incorporate further changes and evolutions to its content.

Thank you for sending your feedback and comments to erules@easa.europa.eu.

Agency Decisions

Overview | EASA (europa.eu)

ED Decision 2022/001/R

Regular update of AMC-20 — AMC-20 Amendment 23

The objective of this Decision is to provide state-of-the-art means for showing compliance with the applicable airworthiness requirements with regard to the following:

1. EASA AMC 20-136 Aircraft electrical and electronic system lightning protection;
2. EASA AMC 20-158 Aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection; and
3. EASA AMC 20-193 Use of multi-core processors (MCPs).

These amendments to AMC-20 are expected to facilitate the certification process while maintaining an adequate level of safety. They will also improve harmonisation with the equivalent FAA ACs.

Overall, they would have an economic and safety benefit, without any environmental or social impacts.

Notices of Proposed Amendment

Notices of Proposed Amendment (NPAs) | EASA (europa.eu)

Opinion No 01/2022

The objectives of Opinion No 01/2022 are the following:

Regarding large aeroplane tyre pressure monitoring (RMT.0586), to decrease the risk of hazardous or catastrophic tyre failures of large aeroplanes caused by inadequate tyre inflation pressure.

1. Regarding helicopter ditching and water impact occupant survivability (RMT.0120), to mitigate the safety risks linked to the operation of helicopters over water for extended periods of time.
2. The proposed amendments that stem from these two rulemaking tasks are expected to increase safety without any significant economic impact, and with no environmental or social impact.
3. Regarding the conversion of Class D compartments, to exempt operators of certain in-service large aeroplanes used for business operations from the requirement to convert the Class D compartments of these aeroplanes, as introduced by Commission Implementing Regulation (EU) 2020/1159 on the introduction of new additional airworthiness requirements. The proposed amendment would ensure that the requirement is proportionate and cost-efficient. It would also increase harmonisation with the equivalent FAA regulation.

ASECNA

AIP ASECNA

Regulations

- SUP NR 09/A/22FM - February 28, 2022 - FMMI - ANTANANARIVO/IVATO (MADAGASCAR) - Update of aeronautical data
- SUP/AIRAC NR 25/A/22GO - February 24, 2022 - DXXX - LOME (TOGO) - Revision of instrument flight procedures
- SUP/AIRAC NR 24/A/22GO - February 24, 2022 - DFFD - OUAGADOUGOU (BURKINA FASO) - Update of conventionals approach procedures and PBN procedures
- SUP/AIRAC NR 21/A/22FC - February 24, 2022 - FOOL - LIBREVILLE/LEON MBA (GABON)- CCO/CDO flight paths
- SUP/AIRAC NR 20/A/22FC - February 24, 2022 - FGBT - BATA (EQUATORIAL GUINEA)- Dismantling of the NDB "BT"
- SUP NR 03/B/22FM - February 24, 2022 - FMNS - SAMBAVA/SUD (MADAGASCAR) - Update of aeronautical data
- AMDT 02/2022 - February 22, 2022 - AMDT 02/22 - UPDATING BULLETIN
- SUP NR 08/A/22FM - February 22, 2022 - FMSD - TOLAGNARO/MARILLAC (MADAGASCAR) - Update of aeronautical data
- SUP NR 07/A/22FM - February 21, 2022 - FMNM - MAHAJANGA (MADAGASCAR) - Update of aeronautical data
- SUP NR 19/A/22FC - February 18, 2022 - FCBB - BRAZZAVILLE (CONGO)- Operating status of runway 05/23
- SUP NR 06/A/22FM - February 18, 2022 - FMMS -SAINTE MARIE (MADAGASCAR) - Update of aeronautical data
- AIC NR 15/A/22FC - February 17, 2022 - EQUATORIAL GUINEA - Decree N°004/2022 of january 24, 2022 relating to the CORONAVIRUS PANDEMIC
- SUP NR 23/A/22GO - February 15, 2022 - DRRN - NIAMEY (NIGER) - Update of RNAV and ILS instrument approach procedures
- SUP NR 18/A/22FC - February 15, 2022 - FGXX - EQUATORIAL GUINEA - Unavailability of radionavigation and landing aids and work in progress on certain runways
- AIC NR 03/B/22GO - February 15, 2022 - SENEGAL - Decision NR 00045/ANACIM/DG of january 10, 2022 on the adoption of Amendment NR 7 to the Aeronautical regulations of Senegal NR 2 (RAS 02) Edition : Air rules
- AIC NR 06/A/22FM - February 14, 2022 - FMCH - MORONI/PRINCE SAID IBRAHIM (COMORES) - New meteorological data
- SUP NR 02/B/22FM - February 11, 2022 - FMSM -MANANJARY (MADAGASCAR) - Update of aeronautical data
- SUP NR 05/A/22FM - February 10, 2022 - FMST -TOLIARY (MADAGASCAR) - Update of aeronautical data
- SUP NR 17/A/22FC - February 09, 2022 - FKYS - YAOUNDE NSIMALEN (CAMEROUN) - Update of aeronautical information
- AIC NR 14/A/22FC - February 09, 2022 - FOON - FRANCEVILLE M'VENGUE (GABON) - New meteorological data
- AIC NR 13/A/22FC - February 09, 2022 - FOOL - LIBREVILLE Léon MBA (GABON) - New meteorological data

- AIC NR 12/A/22FC - February 09, 2022 - FOOG - PORT-GENTIL (GABON) - New meteorological data
- SUP NR 16/A/22FC - February 09, 2022 - FOON - FRANCEVILLE M'VENGUE (GABON) - Update of aeronautical information
- SUP NR 15/A/22FC - February 09, 2022 - FOOG - PORT-GENTIL (GABON) - Update of aeronautical information
- AIC NR 16/A/22GO - February 09, 2022 - DAKAR NOF - ASECNA - Custumers satisfaction survey
- SUP NR 22/A/22GO - February 09, 2022 - DFFD - OUAGADOUGOU (BURKINA FASO) - Meteorological information provided
- AIC NR 11/A/22FC - February 09, 2022 - FGBT - BATA (GUINEE EQUATORIALE) - New meteorological data
- AIC NR 10/A/22FC - February 09, 2022 - FGSL - MALABO (GUINEE EQUATORIALE) - New meteorological data
- SUP NR 14/A/22FC - February 09, 2022 - FOOL - LIBREVILLE Léon MBA (GABON) - Rescue and fire fighting services
- SUP NR 13/A/22FC - February 09, 2022 - FOXX - GABON - Summary of national regulations and international agreements and conventions
- SUP NR 12/A/22FC - February 09, 2022 - FOXX - GABON - Air traffic services airspace
- SUP NR 11/A/22FC - February 08, 2022 - FKKD - DOUALA (CAMEROUN) - Update of aeronautical information
- VALID NOTAM - FMMM - February 04, 2022 - MADAGASCAR NOF - Checklist of NOTAM
- VALID NOTAM - FCCC - February 03, 2022 - BRAZZAVILLE NOF - Checklist of NOTAM
- AIC NR 09/A/22FC - Februeay 03, 2022 - BRAZZAVILLE NOF - Checklist of AIC
- SUP NR 10/A/22FC - February 03, 2022 - BRAZZAVILLE NOF - Checklist of valid AIP supplements "A"
- SUP NR 04/A/22FM - February 03, 2022 - MADAGASCAR NOF - Checklist of valid AIP supplements "A"
- AIC NR 15/A/22GO - February 03, 2022 - DI - COTE D'IVOIRE - Covid 19 test for travellers entering and leaving Ivoiry Coast
- AIC NR 14/A/22GO - February 03, 2022 - GGOV - BISSAU (GUINEE BISSAU) - New meteorological data
- SUP NR 02/B/22FC - February 02, 2022 - BRAZZAVILLE NOF - Checklist of valid AIP supplements "B"
- AIC NR 13/A/22GO - February 02, 2022 - GAYE - YELIMANE (MALI) - New meteorological data
- AIC NR 12/A/22GO - February 02, 2022 - GANR - NIORO (MALI) - New meteorological data
- AIC NR 11/A/22GO - February 02, 2022 - GASO - SIKASSO (MALI) - New meteorological data
- AIC NR 10/A/22GO - February 02, 2022 - GAMB - MOPTI (MALI) - New meteorological data
- AIC NR 09/A/22GO - February 02, 2022 - GAKD - KAYES (MALI) - New meteorological data
- AIC NR 08/A/22GO - February 02, 2022 - GABS - BAMAKO (MALI) - New meteorological data
- SUP NR 21/A/22GO - February 02, 2022 - DBBB - COTONOU (BENIN) - Concentration of birds around runway 06/24
- SUP NR 09/A/22FC - February 01, 2022 - FC - CENTRAFRIQUE - Drones flights

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- AIC NR 08/A/22FC - February 01, 2022 - FCOD - OLLOMBO/DENIS SASSOU NGUESSO (CONGO) - New meteorological data
- AIC NR 07/A/22FC - February 01, 2022 - FCCC - BRAZZAVILLE/MAYA-MAYA (CONGO) - New meteorological data
- AIC NR 07/A/22GO - February 01, 2022 - DBBP - PARAKOU (BENIN) - New meteorological data
- AIC NR 06/A/22GO - February 01, 2022 - DBBB - COTONOU (BENIN) - New meteorological data
- AIC NR 05/A/22GO - February 01, 2022 - DFOO - BOBO DIOULASSO (BURKINA FASO) - New meteorological data
- AIC NR 04/A/22GO - February 01, 2022 - DFFD - OUAGADOUGOU (BURKINA FASO) - New meteorological data
- VALID NOTAM - GOOO - February 01, 2022 - DAKAR NOF - Checklist of NOTAM
- SUP NR 20/A/22GO - January 31, 2022 - GGOV - BISSAU (GUINEE BISSAU) - Meteorological information provided
- SUP NR 19/A/22GO - January 29, 2022 - GOBD - DAKAR - DIASS (SENEGAL) - Status of interim certification of aerodrome
- SUP/AIRAC NR 18/A/22GO - January 29, 2022 - DRZR - ZINDER (NIGER) - Update of instrument approach charts
- SUP/AIRAC NR 17/A/22GO - January 27, 2022 - DRZR - ZINDER (NIGER) - Update of instrument approach charts
- SUP/AIRAC NR 16/A/22GO - January 27, 2022 - DIYO - YAMOUSSOUKRO (COTE D'IVOIRE) - Update of instrument approach charts
- SUP/AIRAC NR 15/A/22GO - January 27, 2022 - DISP - SAN PEDRO (COTE D'IVOIRE) - Update of instrument approach charts
- SUP/AIRAC NR 14/A/22GO - January 27, 2022 - DIOD - ODIENNE (COTE D'IVOIRE) - Update of instrument approach charts
- SUP/AIRAC NR 13/A/22GO - January 27, 2022 - DIMN - MAN (COTE D'IVOIRE) - Update of instrument approach charts
- SUP/AIRAC NR 12/A/22GO - January 27, 2022 - DIKO - KORHOGO (COTE D'IVOIRE) - Update of instrument approach charts
- SUP/AIRAC NR 11/A/22GO - January 27, 2022 - DIBK - BOUAKE (COTE D'IVOIRE) - Update of instrument approach charts

Notam

Consultation NOTAM (asecna.aero)

French regulations

JORF

joe_20220225_0047_0014 - Décret n° 2022-235 du 24 février 2022 relatif aux réquisitions de biens et services spatiaux

joe_20220225_0047_0013 - Décret n° 2022-234 du 24 février 2022 modifiant le décret n° 2009-643 du 9 juin 2009 relatif aux autorisations délivrées en application de la loi n° 2008-518 du 3 juin 2008 relative aux opérations spatiales

joe_20220225_0047_0012 - Décret n° 2022-233 du 24 février 2022 modifiant le décret n° 2009-640 du 9 juin 2009 portant application des dispositions prévues au titre VII de la loi n° 2008-518 du 3 juin 2008 relative aux opérations spatiales

joe_20220225_0047_0011 - Ordonnance n° 2022-232 du 23 février 2022 relative à la protection des intérêts de la défense nationale dans la conduite des opérations spatiales et l'exploitation des données d'origine spatiale

joe_20220225_0047_0010 - Rapport au Président de la République relatif à l'ordonnance n° 2022-232 du 23 février 2022 relative à la protection des intérêts de la défense nationale dans la conduite des opérations spatiales et l'exploitation des données d'origine spatiale

joe_20220224_0046_0030 - Arrêté du 16 février 2022 portant création d'une zone à utilisation obligatoire de radio identifiée RMZ Nancy Essey, dans la région de Tomblaine (Meurthe-et-Moselle), dans la région d'information de vol de Reims

joe_20220224_0046_0029 - Arrêté du 16 février 2022 portant création d'une zone réglementée identifiée LF-R 404 Châteauneuf-les-Martigues, dans la région de Châteauneuf-les-Martigues (Bouches-du-Rhône), dans la région d'information de vol de Marseille

joe_20220224_0046_0026 - Arrêté du 16 février 2022 portant suppression d'une zone réglementée identifiée LF-R 198 Donon, dans la région de Grandfontaine (Bas-Rhin), dans la région d'information de vol de Reims

joe_20220224_0046_0025 - Arrêté du 16 février 2022 portant suppression d'une zone réglementée identifiée LF-R 197 Dabo, dans la région de Dabo (Moselle), dans la région d'information de vol de Reims

joe_20220224_0046_0024 - Arrêté du 16 février 2022 portant création d'une zone dangereuse identifiée LF-D 569 Laser Saint-Michel-l'Observatoire, dans la région de Saint-Michel-l'Observatoire (Alpes-de-Haute-Provence), dans la région d'information de vol de Marseille

joe_20220224_0046_0023 - Arrêté du 16 février 2022 portant création d'une zone de contrôle associée à l'aérodrome de Tours-Val de Loire (Indre-et-Loire), dans la région d'information de vol de Paris

joe_20220224_0046_0022 - Arrêté du 16 février 2022 portant création d'une région de contrôle identifiée CTA Rennes dans la région d'information de vol de Brest

joe_20220224_0046_0021 - Arrêté du 16 février 2022 portant création d'une région de contrôle identifiée CTA Nantes dans la région d'information de vol de Brest

joe_20220224_0046_0020 - Arrêté du 16 février 2022 portant création d'une région de contrôle identifiée CTA Iroise dans la région d'information de vol de Brest

joe_20220220_0043_0043 - Arrêté du 17 février 2022 portant suppression d'une régie de recettes et d'une régie d'avances auprès de la direction de la sécurité de l'aviation civile Nord (budget annexe)

joe_20220220_0043_0042 - Arrêté du 17 février 2022 portant suppression d'une régie de recettes auprès de la direction de la sécurité de l'aviation civile, échelon central (budget annexe)

joe_20220220_0043_0041 - Arrêté du 15 février 2022 modifiant l'arrêté du 26 décembre 2016 fixant la liste des sites ou services de la direction générale de l'aviation civile en application de l'arrêté du 26 décembre 2016

joe_20220220_0043_0040 - Arrêté du 15 février 2022 modifiant l'arrêté du 22 août 1994 portant octroi d'une licence d'exploitation de transporteur aérien à la société Air Corsica

joe_20220220_0043_0039 - Arrêté du 15 février 2022 relatif à l'exploitation de services de transport aérien par la société Air Corsica

joe_20220220_0043_0037 - Décret n° 2022-214 du 18 février 2022 modifiant le décret n° 2020-1388 du 13 novembre 2020 portant dérogation aux critères d'éligibilité d'une liaison aérienne à une prise en charge financière par l'Etat et à la limitation de la participation financière de l'Etat sur les liaisons aériennes métropolitaines soumises à des obligations de service public

joe_20220210_0034_0035 - Arrêté du 31 janvier 2022 portant pérennisation de l'organisation du service technique du centre en route de la navigation aérienne Est

joe_20220209_0033_0030 - Arrêté du 3 février 2022 portant création d'une zone interdite temporaire dans la région de Nice (Alpes-Maritimes), identifiée ZIT Nice, dans la région d'information de vol de Marseille

joe_20220209_0033_0003 - Arrêté du 13 janvier 2022 modifiant l'arrêté du 26 juillet 2016 relatif à l'habilitation de la société OSAC pour l'exercice de missions de contrôle dans le domaine de la sécurité aérienne

joe_20220208_0032_0028 - Arrêté du 3 février 2022 portant création d'une zone interdite temporaire dans la région de Menton (Alpes-Maritimes), identifiée ZIT Menton, dans la région d'information de vol de Marseille

joe_20220129_0024_0026 - Arrêté du 12 janvier 2022 modifiant l'arrêté du 16 juillet 2012 relatif à l'exploitation de services de transport aérien par la société Air Caraïbes

joe_20220127_0022_0028 - Arrêté du 24 janvier 2022 relatif à l'établissement et à la conception des procédures de vol aux instruments

OSAC-DSAC

BI 2020/01 Ed 4 – Rev 3 - BI2020_01 Ed4v3 - MISE EN ŒUVRE DE LA PARTIE-M, PARTIE-ML, PARTIE-CAO ET PARTIE CAMO / RÈGLEMENTS (UE) 2019/1383 ET (UE) 2020/270

AMC-20 Amendment 23AMC 20-136A Aircraft electrical and electronic system lightning protection; AMC 20-158A Aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection; AMC 20-193 Use of multi-core processors (MCPs)
03/02/2022
N/AAMC/GM - Moyen acceptables de conformité / Guides

EPAS 2022-2026European Plan for Aviation Safety 2022-2026 published
03/02/2022
N/AAutre

Arrêté du 21 décembre 2021Arrêté du 21 décembre 2021 relatif aux documents de navigabilité des aéronefs
03/02/2022
N/ARèglement national

SIB 2022-01Aeroplanes with Cable-driven Flight Controls – Frayed Flap Extend Cables
02/02/2022
N/AAutre

Easy Access RulesEasy Access Rules for Air Operations
11/01/2022
N/AAutre

NPA 2021-15New air mobility | Subtask 1 — Continuing airworthiness (CAW) rules for electric and hybrid propulsion aircraft and other non-conventional aircraft
11/01/2022

N/ANPA - Notifications de Propositions d'Amendement

NPA 2021-14Development of acceptable means of compliance and guidance material to support the U-space regulation
11/01/2022
N/ANPA - Notifications de Propositions d'Amendement

Guidance for carriage of electronicdocumentsThe European Union Aviation Safety Agency has published a guidance document with respect to the carriage of electronic documents for aviation purposes.
11/01/2022
N/AAutre

AIR-21-20AIR-21-20 : Flight Controls – Trailing Edge Flap Cable Tension - Rigging
11/01/2022
N/ACRD

Arrêté du 10 novembre 2021Arrêté du 10 novembre 2021 relatif aux manifestations aériennes
07/12/2021
17/11/2021
Règlement national

Bulletin officiel de la DGAC

Bulletin Officiel des Ministères de la Transition écologique et solidaire et de la Cohésion des territoires et des Relations avec les collectivités territoriales (developpement-durable.gouv.fr)

European Centre for Cybersecurity in Aviation (ECCSA)

See : https://www.easa.europa.eu/eccsa

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U.A.S. – Drones

See : https://www.easa.europa.eu/eccsa

UAS-AG Update on Current Activities (icao.int)

FAA Reaches One Million Airspace Authorization for Drone Pilots

WASHINGTON – This week, the Federal Aviation Administration (FAA) issued its millionth airspace authorization for drone pilots to use busy airspace safely. The Low Altitude Authorization and Notification Capability (LAANC) automates the process for drone pilots to quickly gain authorization and provides Air Traffic professionals with awareness of where drones may be operating.

"This system has allowed drone pilots to gain timely access to busy airspace without sacrificing safety," said Teri L. Bristol, the chief operating officer of the FAA's Air Traffic Organization. "We are grateful to everyone who helped us reach this milestone safely."

Under Part 107 of the Federal Aviation Regulations, drone operators need to secure approval from the FAA to operate in any airspace controlled by an air traffic facility. Prior to LAANC, airspace authorizations were done manually, which could take drone pilots weeks to get approved. In 2017, the FAA recognized that the manual system delayed the agency's goal to support routine drone operations and launched LAANC as a prototype for automatic airspace approvals.

Since becoming an official program in 2018, LAANC has provided an automated system for drone pilots– both commercial pilots and recreational pilots - requesting to fly below 400 feet in controlled airspace. Drone pilots are able to request airspace authorizations through any of the FAA-Approved LAANC Service Suppliers up to 90 days before they plan to fly. The system now covers 542 air traffic facilities serving approximately 735 airports. LAANC also allows the agency to provide drone pilots with information and guidance on where they can and cannot fly a drone.

In 2021, the LAANC capability expanded to provide night authorizations to Part 107 Remote Pilots.

Drone pilots can also request airspace authorizations using the FAA DroneZone, including for areas not covered by LAANC or when the operator holds a Part 107 waiver.

For additional information on LAANC, visit the FAA website. For general inquiries on these new regulations and other UAS inquiries, please call 844-FLY-MY-UA or email the FAA.

NAT OPS Bulletin

NAT OPS Bulletins - All Documents (icao.int)

No changes

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IOSA

IATA - IOSA

- IOSA Standards Manual Ed. 15
- IOSA Guidance for Safety Monitoring under COVID-19 Ed. 5 (pdf)
- IPM Ed 13 – Temporary Appendix - Revision 1 (pdf)
- IAH P&G Ed 11 - Temporary Appendix Revision 2(pdf)
- IOSA Operator Alert 18 - IPM IAH updates (pdf)

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Safety Alerts

Date Posted	Affected Product(s)	Effective Date	Subject and Additional Information
Feb 2, 2022	**NASR 56-Day Subscriber Files**	January 27, 2022	The Surface Class E Airspace at the Columbus Metropolitan Airport in Columbus, GA is missing . See the 22-02 NASR Safety Alert (PDF) for complete information.
Jan 26, 2022	**NASR 56-Day Subscriber Files**	January 27, 2022	The altitude information for the Class C Airspace at John Glenn Columbus International Airport is incorrect. See the 22-01 NASR Safety Alert (PDF) for complete information.
Jan 24, 2022	**U.S. Terminal Procedures Publication (TPP) Vol NE-1 and digital-Terminal Procedures Publication (d-TPP)**	December 30, 2021 and January 27, 2022	RNAV (GPS) RWY 18 chart at Portland INTL Jetport (PWM), Portland, ME depicts the coastline incorrectly. See the 22-01 TERM Safety Alert (PDF) for complete information.
Jan 21, 2022	**digital-Terminal Procedures Publication (d-TPP)**	January 27, 2022	Process change for creation of PDF files. See the 22-01 TERM Charting Notice (PDF) for complete information.

Safety information bulletin

FAA

All Information for Operators (InFOs) (faa.gov)

All Safety Alerts for Operators (SAFOs) (faa.gov)

https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/MainFrame?OpenFrameSet

26/01/2022	CASA-2021-03	Inaccurate Airborne Status Transmitted by Transponders and its Effect on Runway Monitoring and Conflict Alert Systems
25/02/2022	AIR-22-02	PITOT/STATIC ANTI-ICE SYSTEM

EASA

EASA Safety Publications Tool (europa.eu)

06/01/2022	CE-13-27R1	Airplanes with Cable-driven Flight Controls - Frayed Flap Extend Cables
26/01/2022	CASA-2021-03	Inaccurate Airborne Status Transmitted by Transponders and its Effect on Runway Monitoring and Conflict Alert Systems
28/01/2022	2022-01	Aeroplanes with Cable-driven Flight Controls – Frayed Flap Extend Cables

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Conflict zone information bulletin

Conflict Zone Information Bulletin (CZIB's) | EASA (europa.eu)

STATUS

ACTIVE

Issued date

24/02/2022

Revision

Revision no 1 dated 24 February 2022, 12:50 UTC

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA

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Referenced publication(s):

Consult Aeronautical Publications issued by the affected Countries indicated below and by the Aviation Authorities of the State of Operator.

Affected Airspace

All altitudes / flight levels of the following Flight Information Regions: FIR LVIV (UKLV), FIR KYIV (UKBV), UIR KYIV (UKBU), FIR DNIPROPETROVSK (UKDV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV)
All altitudes / flight levels of the FIR CHISINAU (LUUU)
All altitudes / flight levels of the airspace within 100NM surrounding the borders with Ukraine in the FIR MOSCOW (UUWW) and FIR Rostov (URRV)
A portion of the southern FIR Rostov (URRV) airspace along the border with eastern Ukraine (NOTAM URRV U0104/22)

Affected Countries

Ukraine

Russia

Moldova

Belarus

Applicability

Applies to operators

EUROCONTROL Network Manager

Description

1. Air operators:

- subject to the provisions of Commission Regulation (EU) 965/2012, planning to conduct operations in the affected airspace (EASA operators).
- third Country Operators authorised by EASA, when conducting operations under their TCO authorisation to, from and within the EU (TCO operators).

2. EUROCONTROL Network Manager

Recommendation(s)

Operators should not operate within the aforementioned airspace, including landing and departures from airports located in the affected airspace.
Additionally, operators should exercise caution when operating in the whole FIR Moscow (UUWV) and FIR Rostov (URRV) due to heightened military activity which may include launches of mid-range missiles penetrating into controlled airspace.
Operators are reminded that operations within FIR MINSK (UMMV) are prohibited in accordance with EASA Safety Directives SD-2021-02 and SD-2021-03.
Latest operational information on 'Closures and warnings' issued by means of ICAO State Letters, NOTAMs, AICs/AIPs, EASA CZIB may be found in the Network Manager NOP Portal (password protected version).
The Network Manager will publish the warning information on the Network Manager NOP Portal (public version) informing all Aircraft Operators about the Warning and direct them to the Network Manager NOP Portal (password protected version). In case a State or EASA, as competent authority, has implemented measures prohibiting the

operators under its responsibility to use the affected airspace, the Network Manager should reject the FPLs where operations in that airspace are planned.
The situation remains fluid and subject to rapid change. EASA will monitor the developments in respect of this case and will adjust the recommendations accordingly.

Valid until

24/05/2022

Note: This Conflict Zones Information Bulletin (CZIB) is issued by EASA, acting in accordance with Art. 88 of Regulation (EU) 2018/1139, to address an urgent safety problem.

Description

This CZIB is issued on the basis of information currently available to EU Member States and EU institutions.

In the light of the latest developments, in particular:

- the launch of military activities over the territory of Ukraine;
- the urgent message of the Russian Ministry of Defence of high risk of flight safety of civil aircraft associated with use of weapon and military equipment effective from 0045 UTC on 24 February 2022 requesting the ATC units of Ukraine to take urgent measures to stop flights;
- the NOTAM UKBV A0576/22 issued by Ukraine stating that flights of civil aircraft within FIR LVIV (UKLV), FIR KYIV (UKBV), FIR DNIPROPETROVSK (UKDV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV) are restricted due to potential hazard for civil aviation;
- the NOTAM URRV U0104/22 issued by Russia closing a portion of the southern FIR Rostov (URRV) airspace along the border with eastern Ukraine;
- the NOTAM A0043/22 issued by Moldova stating that FIR Chisinau is closed for all flights due to Ukrainian crisis;

Air operators are reminded that the areas mentioned above are an active conflict zone.

Under these circumstances, the aforementioned airspace and critical infrastructure, including airports, are exposed to military activities which result in safety risks for civil aircraft. In particular, there is a risk of both intentional targeting and misidentification of civil aircraft.

The presence and possible use of a wide range of ground and airborne warfare systems poses a HIGH risk for civil flights operating at all altitudes and flight levels.

Valid date

90 days, unless reviewed earlier.

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Certification Up date

FAA do not need to be followed in this part? due to ECFR – See part Regulation or safety Bulletins for completion.

EASA

- Final Consultation Paper ref. SC-25-APP-S-01 - Crew Rest Compartments including Stowage Provision - Issue 01

EASA publishes Regular update of AMC-20 — AMC-20 Amendment 23

The European Union Aviation Safety Agency has published ED Decision 2022/001/R 'Regular update of AMC-20 — AMC-20 Amendment 23'.

This Amendment provides state-of-the-art means for showing compliance with the applicable airworthiness requirements with regard to:

Aircraft electrical and electronic system lightning protection (EASA AMC 20-136);

Aircraft electrical and electronic system high-intensity radiated fields (HIRF) protection (EASA AMC 20-158);

Use of multi-core processors (MCPs) (EASA AMC 20-193).

This amendment to AMC-20 is expected to facilitate the certification process while maintaining an adequate level of safety. It will also improve harmonisation with the equivalent FAA ACs.

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Master MEL-OSD

MMEL

Document Title:	MMEL A-119 Rev 6, Leonardo S.p.A., A119, AW119 MKII (TCDS H7EU)
Summary:	Outlines the Master Minimum Equipment requirements and procedures for Leonardo S.p.A. rotorcraft models A119 and AW119 MKII. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector.
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)

Document Title:	ATR – GIE Avions de Transport Régional, ATR72 Series, All Models
Document for Download:	Final Comment Log (PDF)
Comments:	**Not Required. This report is being made available for information purposes only**
Document Title:	**Boeing 737 MAX, B-737-7/-8/-8200/-9**
Document for Download:	Final Comment Log (PDF)
Comments:	**Not Required. This report is being made available for information purposes only**

Document Title:	Daher Aerospace, TBM700, 850, 900, 910, 930, 940 (TBM700 A/B/C1/C2/N)
Document for Download:	Final Comment Log (PDF)
Comments:	**Not Required. This report is being made available for information purposes only**
Document Title:	**Learjet Inc. Model 60**
Document for Download:	Final Comment Log (PDF)
Comments:	**Not Required. This report is being made available for information purposes only**

OSD – FSBR

Operational Evaluation Guidance Material (OE GM) / Operational Evaluation Reports (OEB) / Operational Suitability Data (OSD) | EASA (europa.eu)

Document Title:	MMEL A330 Rev 22, Airbus SAS, A330-200 Series, A330-200 Freighter Series, A330-300 Series, A330-800 Series, A330-900 Series, All Models
Summary:	Outlines the Master Minimum Equipment requirements and procedures for all models of Airbus A330-200 Series, A330-200 Freighter Series, A330-300 Series, A330-800 Series, and A330-900 Series aircrafts. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector.

Document Title:	MMEL A330 Rev 22, Airbus SAS, A330-200 Series, A330-200 Freighter Series, A330-300 Series, A330-800 Series, A330-900 Series, All Models
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)
Reference:	***Title 14 of the Code of Federal Regulations (14 CFR)*** • Part 91, General Operating and Flight Rules • Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations • Part 125, Certification and Operations: Airplanes Having A Seating Capacity of 20 or More Passengers or A Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons On Board Such Aircraft • Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged In Common Carriage • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. MMEL Policy Letter PL-25, MMEL and MEL Definitions MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble
Comments Due:	February 7, 2022
How to Comment:	**Email comments to:** Email Comments

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Document Title:	MMEL P2012 Rev 1, Costruzioni Aeronautiche, Tecnam S.p.A, P2012
Summary:	Outlines the Master Minimum Equipment requirements and procedures for C.A. Tecnam P2012. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector.
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)
Reference:	***Title 14 of the Code of Federal Regulations (14 CFR)*** • Part 91, General Operating and Flight Rules • Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations • Part 125, Certification and Operations: Airplanes Having A Seating Capacity of 20 or More Passengers or A Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons On Board Such Aircraft • Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged In Common Carriage • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble
Comments Due:	February 28, 2022
How to Comment:	**Email comments to:** Email Comments

Document Title:	MMEL A-119 Rev 6, Leonardo S.p.A., A119, AW119 MKII (TCDS H7EU)
Summary:	Outlines the Master Minimum Equipment requirements and procedures for Leonardo S.p.A. rotorcraft models A119 and AW119 MKII. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector.
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)
Reference:	***Title 14 of the Code of Federal Regulations (14 CFR)*** • Part 91, General Operating and Flight Rules • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. MMEL Policy Letter PL-25, MMEL and MEL Definitions MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval & Preamble
Comments Due:	March 8, 2022
How to Comment:	**Email comments to:** Email Comments

FAA Safety Briefing

The Startle Response. #FlySafe GA Safety Enhancement Topic | by FAA Safety Briefing | Cleared for Takeoff | Jan, 2022 | Medium

Fly Smarter: Avoid Illegal Charter | Welcome

Stall, Spin, and Upset Recovery Training

#FlySafe GA Safety Enhancement Topic

Through its research on general aviation accident data, the General Aviation Joint Steering Committee (GAJSC) suggests that proficiency training and education in aircraft stalls, spins, and upsets, including unusual attitudes, can help reduce the incidence of Loss of Control (LOC) and associated accidents. The information provided here will help pilots understand and recognize what an aircraft upset is and explore ways to mitigate, recover, and be more proficient in these situations.

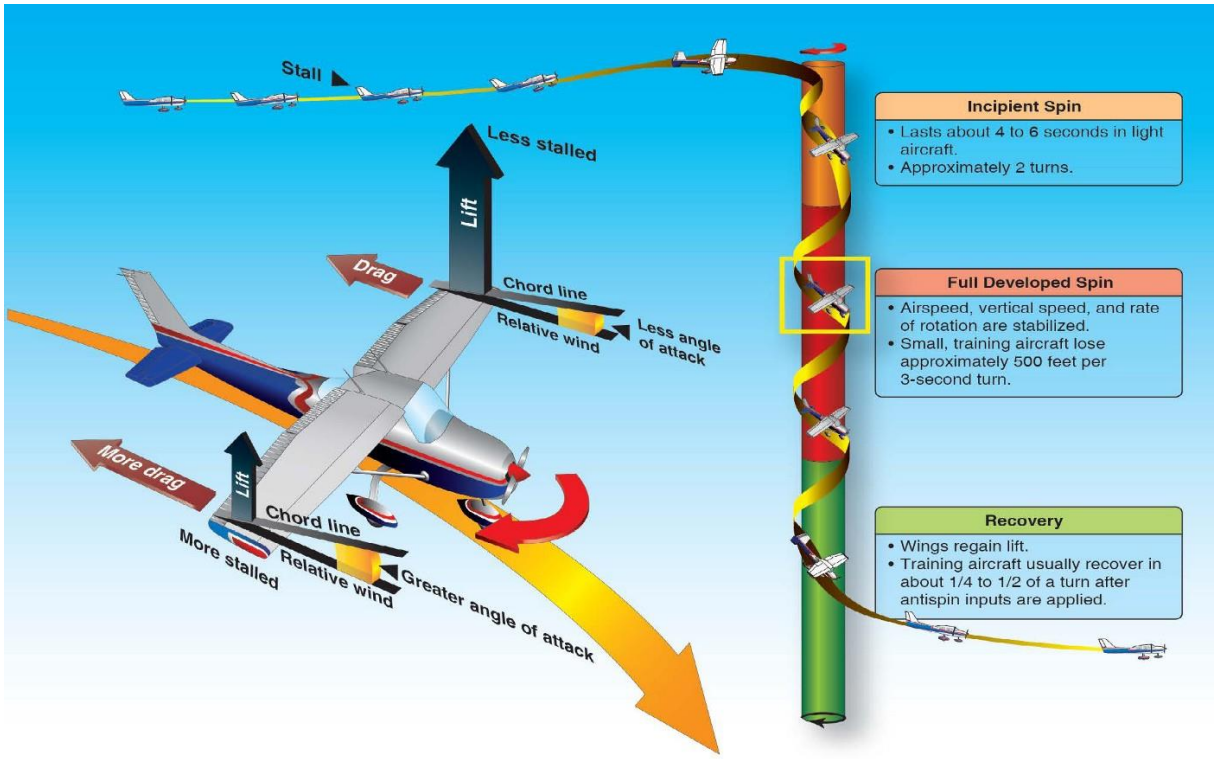
What is an Airplane Upset?

An airplane upset is defined as an airplane in flight that unintentionally exceeds the parameters normally experienced in line operations or training. In other words, the airplane is not doing what it was commanded to do and is approaching unsafe parameters.

While specific values may vary among airplane models, the following unintentional conditions generally describe an airplane upset:

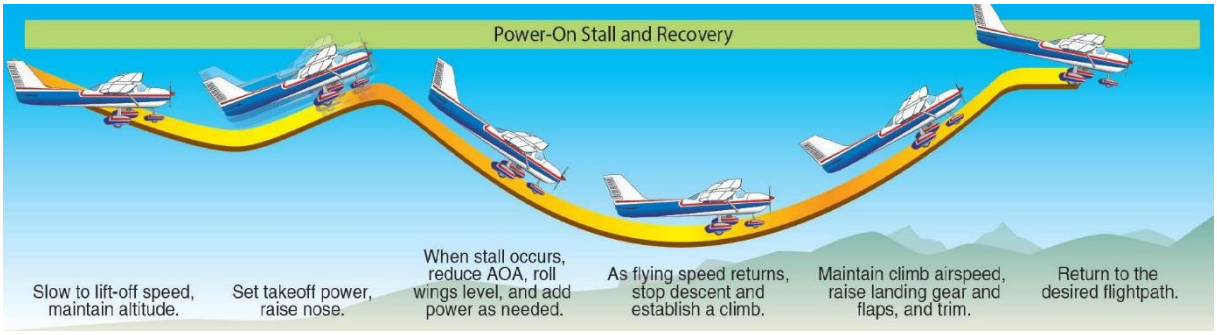
- Pitch attitude greater than 25 degrees, nose up

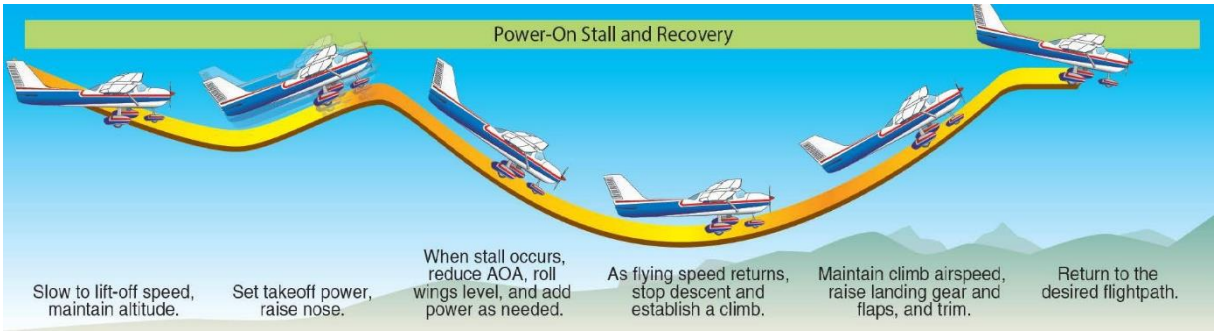
- Pitch attitude greater than 10 degrees, nose down
- Bank angle greater than 45 degrees
- Within the above parameters, but flying at airspeeds inappropriate for the conditions

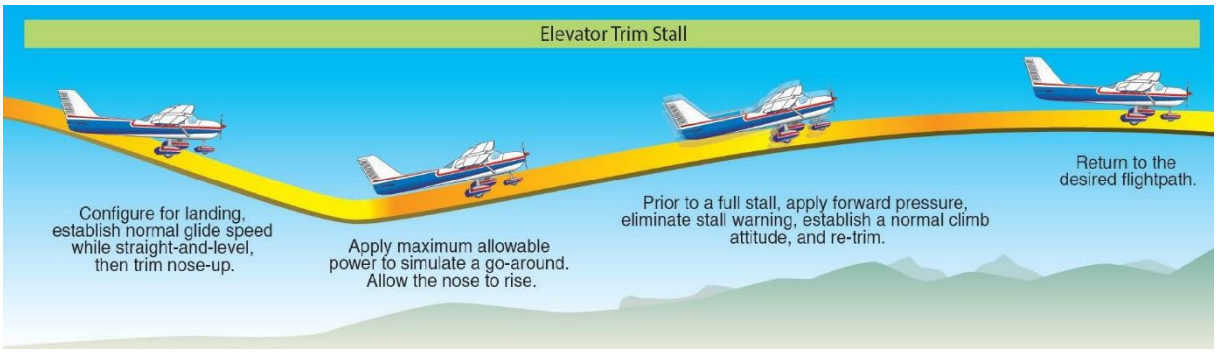


Understanding Stall and Spins and Unusual Attitudes

There are many factors that can cause or contribute to an airplane upset, including flight control or systems issues, weather or turbulence, and improper control inputs. Learning how to recognize these factors, as well as having a better understanding of how and why an aircraft stalls, can go a long way towards preventing a loss of control accident.







It is important for the pilot to understand that a stall is the result of exceeding the critical angle of attack (AOA), not of insufficient airspeed. The term "stalling speed" can be misleading, as this speed is often discussed when assuming 1G flight at a particular weight and configuration. Increased load factor directly affects stall speed (as well as do other factors such as gross weight, center of gravity, and flap setting). Therefore, it is possible to stall the wing at any airspeed, at any flight attitude, and at any power setting.

Every year, stall/spin accidents account for an alarming number of GA accidents. A majority occur in the traffic pattern and most of the rest involve maneuvering — usually operating too slow and too close to the

ground for recovery. To prevent these types of accidents, it's important for pilots to have upset prevention and recovery training (UPRT), which helps equip them to promptly recognize an escalating threat pattern or sensory overload, and quickly identify and correct an impending upset. Part of this training should include practicing certain stick-and-rudder skills like slow flight, stalls, spins, and unusual attitudes.

When practicing slow flight — an excellent exercise to get you in tune with your airplane — you'll want to configure for an airspeed at which any increase in angle of attack, load factor, or reduction in power, would result in a stall warning. During stall training, practice with power on and off, in turns, and with cross controls, always recovering to controlled flight at a pre-determined altitude. During unusual attitude training maneuvers, note your pitch attitude. Are you nose-high with decreasing speed? Or are you nose-low with speed rapidly increasing? Know and practice the appropriate recovery steps for each of these scenarios. With these skills under your belt, you may consider getting some spin training and/or aerobatic training to help fine tune your airplane upset recovery skills even more.

"Developing stick-and-rudder skills to the point where the mechanics of flying become automatic will give you the confidence to respond correctly to an impending LOC," says Master Instructor Rich Stowell, who specializes in spin and aerobatic training.

Where Can I Get Stall, Spin, and Unusual Attitude Training?

A good place to start is with the International Aerobatic Club, the National Association of Flight Instructors, and the Society for Aviation Flight Educators. These organizations can provide you with a list of aerobatic flight instructors in your area. Even if you don't want to do any maneuvers except stalls and spins — aerobatic flight instructors are a great option. They will have hundreds of hours teaching spins, and they'll know where to rent aerobatic airplanes in your area.

Be sure to also leverage the FAA's WINGS Pilot Proficiency Program to sharpen your upset recovery skills. You can work with an instructor to build realistic, relevant, and unexpected scenarios to help you better analyze and resolve an impending upset.

Finally, be sure to check out all the excellent resources listed below to help better your understanding of upset prevention and establish a foundation for development of situational awareness, insight, knowledge, and skills.

Publications

Recherche : NEWS (icao.int)

News & Updates (faa.gov)

Newsroom & Events | EASA (europa.eu)

Sl	Code	Title	Category	Edition
1	978-92-9258-260-9	Annex 16 — Environmental Protection	Noise	8

Application Process Opens for Bipartisan Infrastructure Law Funds to Build Safe, Sustainable and Accessible Airport Terminals

WASHINGTON – The Federal Aviation Administration has opened the application process for airports to submit projects for the first $1 billion of the Airport Terminal Program funded by President Biden's Bipartisan Infrastructure Law. The grant will fund safe, sustainable and accessible airport terminals, on-airport rail access projects and airport-owned airport traffic control towers. Projects may also include multimodal development.

"We have a once-in-a-generation opportunity to not just build new airport terminals, but build them in a way that brings opportunity to forgotten communities, increases competition and reduces environmental impact," said U.S. Transportation Secretary Pete Buttigieg.

FAA welcomes projects that will improve airfield safety through terminal relocation, replace aging facilities, increase capacity, encourage competition, improve energy efficiency (including LEED accreditation standards) and increase or improve access to passengers with disabilities and historically disadvantaged populations. Projects that relocate, reconstruct, repair or improve an airport-owned air traffic control tower are also eligible.

Eligible airports include those operated by authorities, cities, territories and tribes within the national air transportation system. Large hub airports will receive up to 55 percent of the total funding; medium hub airports will receive up to 15 percent of the total funding; and small hub airports will receive up to 20 percent of the total funding. At least 10 percent of the total funding will go to non-hub and non-primary airports.

"This historic new terminal program will allow our airports to build state of the art facilities that are resilient to climate change impacts and achieve environmental sustainably," said Associate Administrator of Airports Shannetta Griffin.

The Notice of Funding Opportunity outlines the criteria for airports to apply. Airports are encouraged to submit eligible projects as soon as possible, but must do so by March 28, 2022.

The Airport Terminal grant program provides a total of $5 billion in funding over five years. It is one of three new aviation programs created by the Bipartisan Infrastructure Law.

The President's Bipartisan Infrastructure Law, also known as the Infrastructure Investment and Jobs Act, is the Biden-Harris Administration's plan for building a better America with a $1.2 trillion investment in our nation's infrastructure and competitiveness. This Bipartisan Infrastructure Deal will rebuild America's roads, bridges and rails, upgrade and expand public transit, modernize the nation's ports and airports, improve safety, tackle the climate crisis, advance environmental justice and invest in communities that have too often been left behind. It will drive the creation of good-paying union jobs and grow the economy sustainably and equitably so that everyone gets ahead for decades to come.

International Day commemorating air crash victims and their families

Montréal, 17 February 2022 - Safety is a top priority for ICAO and remarkable progress has been achieved over decades of development of International Air Transport. Nevertheless, despite such advances, aircraft accidents remain a harsh reminder of our responsibility to the travelling public to do more.

ICAO, in cooperation with the Air Crash Victims' Families' Federation International (ACVFFI), has established 20 February as the International Day Commemorating Air Crash Victims and Their Families.

Mindful of the importance of providing proper assistance to victims' families, ICAO has adopted Standards and Recommended Practices for national governments to implement so that timely and comprehensive information, care, and resources are provided to accident victims and their loved ones in post-accident circumstances.

"Respect for victims of civil aviation accidents, and the mental, physical and spiritual well-being of their families, are of paramount importance to ICAO, and with the help of the insights and appeals of the ACVFFI's committed representatives, the ICAO Council has now helped to assure continuous advocacy and attention for these important global priorities," commented ICAO Council President Salvatore Sciacchitano.

Apart from the work already undertaken through ICAO to address the needs of aircraft accident victims and their families through policies and recommended practices, ICAO is currently developing a Training Course to help countries set out appropriate family assistance legislation and plans. ICAO will also adopt new standards to place a more formal compliance obligation on States to develop effective victim support frameworks.

Last October, the Ministers participating at ICAO's High-level Conference on COVID-19 addressed further calls to States and airlines to take action on victim assistance measures as a matter of priority, and in December of 2021 ICAO convened its first-ever international Symposium on Assistance to Aircraft

Accident Victims and their Families, providing an important platform to enhance global cooperation toward their care and treatment.

"Throughout the past several years, ICAO has undertaken numerous initiatives to ensure that victim family assistance matters are adequately addressed," stressed ICAO Secretary General Juan Carlos Salazar. "Aviation safety is something which everyone in this sector is very proud of, and the result of an incredible team effort between States and industry, but this same cooperation must now also be directed toward ensuring that the rights of accident victims and their families are assured in the aftermath of these very rare but also very tragic events."

Dangerous Laser Strikes Reach Highest Numbers

Dangerous laser strikes topped all previous records in 2021. The Federal Aviation Administration (FAA) received 9,723 reports from pilots last year, a 41 percent increase over 2020.

Shining a laser at an aircraft is a serious safety threat. Many types of high-powered lasers can incapacitate pilots, many of whom are flying airplanes with hundreds of passengers. Pilots have reported 244 injuries since the FAA began recording data on laser strikes in 2010.

People who shine lasers at aircraft face FAA fines of up to $11,000 per violation and up to $30,800 for multiple laser incidents. The FAA issued $120,000 in fines for laser strikes in 2021. Violators can also face criminal penalties from federal, state and local law enforcement agencies.

"The FAA continues to educate the public about the hazards of laser strikes because they pose such a serious threat to the safety of the pilot, the passengers and everyone in the vicinity of the aircraft," said FAA Administrator Steve Dickson.

To identify laser-strike trends, the FAA developed a visualization tool, using the Tableau software platform, that shows laser-strike data from 2010 to 2021 and highlights trends by geographic area, per capita data, time of day and year. The FAA shares the information to draw attention to the dangerously high rate. Laser report data by year can be downloaded on the FAA's website.

The FAA encourages the public to report laser strikes to the FAA and local law enforcement agencies.

Please watch our video about the dangers of lasers, visit our web site and read our fact sheet for more information on laser strikes.

FAA designates Los Angeles Area a 'No Drone Zone' For Super Bowl LVI

The FAA and local, state and federal law enforcement will be actively looking for illegal drone operations.

WASHINGTON – SoFi Stadium in Inglewood, Calif., is a "No Drone Zone" for Super Bowl LVI. The Federal Aviation Administration (FAA) will prohibit drones within a 30-nautical-mile radius of the stadium up to 18,000 feet in altitude. The Temporary Flight Restriction (TFR) goes into effect from 2:30 p.m. to 8:30 p.m. PST on Feb. 13, 2022.

Drones are also prohibited for one nautical mile and up to 3,000 feet in altitude around SoFi Stadium on Feb. 13 from 10 a.m. until the TFR for the game takes effect. Further details are available in this Super Bowl LVI Flight Advisory.

Drone operators who enter the TFRs without permission could face drone confiscation, civil penalties that exceed $30,000 and potential criminal prosecution.

Detailed information for general aviation and drone pilots is available on the FAA's Super Bowl LVI web page.

FAA Announces Super Bowl LVI Safety Plan

WASHINGTON – The Federal Aviation Administration (FAA) is working with law enforcement, the aviation community and the National Football League to ensure safe, secure and efficient aircraft operations for Super Bowl LVI. The Super Bowl will be held Feb. 13, 2022, at SoFi Stadium in Inglewood, California.

The agency is planning for hundreds of additional take-offs and landings and aircraft parked at Los Angeles-area airports during Super Bowl week. Special procedures, including Temporary Flight Restrictions (TFR) and a No Drone Zone, will limit flights around SoFi Stadium before, during and after the game.

The game-day TFR will go into effect at approximately 2:30 p.m. PST. It will cover a ring of 30 nautical miles (34.5 miles), centered over the stadium and from the ground up to 18,000 feet in altitude. It will expire at 8:30 p.m. PST, but may be extended if conditions warrant. Drones also are prohibited inside the TFR.

Pilots must be aware of the latest flight advisories and check Notices to Air Missions (NOTAM) before flying. Pilots and drone operators who enter the TFRs without permission could face civil penalties that exceed $30,000 and potential criminal prosecution.

The TFR will not affect regularly scheduled commercial flights at Los Angeles International Airport (LAX). Emergency, medical, public safety and military operations may fly in the TFR while it is in place, in coordination with air traffic control.

The North American Aerospace Defense Command (NORAD) enforces TFRs in real time.

FAA Awards $5M in Grants to Develop Next Generation of Pilots

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) awarded $5 million to educate the next generation of pilots and other aviation professionals. The Aircraft Pilots Aviation Workforce Development Grants were awarded to accredited higher-education institutions, high schools, state and local governments and flight schools.

"Our investment in the aviation workforce of the future must begin today," said FAA Administrator Steve Dickson, a former commercial captain. "These grants help nurture interest in aviation at an early age to build a career during one of the most dynamic times in aviation history."

Grantees can use the funding to create and deliver curriculum designed to prepare students to become aircraft pilots, aerospace engineers, or unmanned aircraft systems operators.

To maintain the safest and most efficient aerospace system well into the future, the FAA recognizes the need to create a robust pipeline of skilled and diverse professionals. These grants are one way the agency is working to address the projected shortages of aircraft pilots in the industry.

Grant recipients include:

- Florida State College, Jacksonville, Fla.: $498,000
- Northwestern Michigan College, Traverse City, Mich.: $90,000
- Elizabeth City State University, Elizabeth City, N.C.: $269,000
- University of North Dakota, Grand Forks, N.D.: $488,000
- County of Scottsbluff School District #16, Gering, Neb.: $500,000
- Vaughn College of Aeronautics and Technology, Flushing, N.Y.: $498,000
- Aerotrek Flight Academy, LLC, Wadsworth, Ohio: $77,000
- Oklahoma Aeronautics Commission, Oklahoma City, Okla.: $491,000
- Harrisburg University of Science & Technology, Harrisburg, Penn.: $135,000
- Spartanburg County School District #5 (James. F. Byrnes High School), Duncan, S.C.: $31,000
- South Carolina Department of Education, Columbia, S.C.: $425,000
- Florence School District One, Florence, S.C.: $339,000
- Crowley Independent School District #912, Crowley, Texas: $139,500
- Utah State University, Logan, Utah: $238,500
- Randolph Macon Academy, Front Royal, Va.: $307,000
- Old Dominion University Research Foundation/Virginia Space Grant Consortium, Norfolk, Va.: $474,000

jetAVIVA Celebrates Record Sales Year – Promotes Deaton to CEO

Firm announces leadership transition and looks toward next phase of growth.

January 17, 2022 – Melbourne, Florida – jetAVIVA, a worldwide leader in turbine aircraft sales and acquisitions, achieves a record-breaking sales year: recording the highest annual revenue in the company's 15-year history, and reporting over 100 transactions in 2021. The firm also maintained a position of market share leadership in a number of categories, including the Citation Excel, Pilatus PC24, and Phenom 100 among others.

Following this success, the company announces that Emily Deaton, the firm's COO will assume the role of CEO, succeeding Tim White who has led the firm since 2016.

"Emily's positive impact on our organization in her previous role as Chief Operating Officer has well positioned jetAVIVA for its next phase of growth and expansion," White said. "I feel confident that together with President Ryan Scott, they will continue to build on our company's history of performance as they lead jetAVIVA into the future."

Deaton joined jetAVIVA in early 2019 as Vice President of Sales. She was appointed to the role of Chief Operating Officer in March 2020 - one week before the global pandemic and widespread shutdowns. Prior to joining jetAVIVA, Deaton held leadership positions in CRM Strategy and Customer Experience at Embraer Executive Jets.

"Deaton's role in exceeding our company objectives, despite the challenges and uncertainty of the last two years, speaks volumes about her ability to successfully lead this organization," White added. "I am excited to see what the future holds for both her and our firm."

"jetAVIVA has a proven model that has resulted in it becoming an authority in the world of business aviation. I am honored to be able to lead the company and build on this foundation," said Deaton. "Together with the senior leadership team, I look forward to ensuring the sustained growth of our firm while maintaining the world-class client support and customer experience for which jetAVIVA is known."

ICAO enhances UN cooperation to advance counter-terrorism initiatives in international civil aviation

Montréal, 14 February 2022 - ICAO Secretary General Juan Carlos Salazar recently signed a new cooperative agreement with the United Nations Counter-Terrorism Office (UNOCT) to further advance joint counter-terrorism cooperation to strengthen the security of international air transport, trade, and border management.

Formalized on 12 February 2022 with UNOCT Under-Secretary-General, Mr. Vladimir Ivanovich Voronkov, the agreement builds on ICAO's key role in supporting the implementation of the United Nations Global Counter-Terrorism Strategy (A/RES/75/291) and numerous Security Council resolutions on counter-terrorism, aviation security, and facilitation (identity and border control management). It is additionally expected to maximize related deliverables to Member States in a variety of areas of ICAO/UNOCT focus, including initiatives pertaining to unmanned aircraft systems (drones) and cybersecurity.

Highlighting ICAO's commitment to continue working with UNOCT in the implementation of the UN Global CT Strategy, Mr. Salazar noted the particular importance of "future capacity-building efforts under the Threat Assessment Models Programme to support States in the enhancement of their national information-sharing mechanisms, threat assessments, and risk-based decision-making."

"This Agreement on Cooperation exemplifies the 'All-of-UN' approach to supporting Member States in implementation of critical counter-terrorism projects. It further strengthens the exchange of information between the two partners and harnesses each other's expertise to optimize the impact of capacity-building efforts in countering the terrorist travel and protecting civil aviation and critical infrastructure," Mr. Voronkov said.

The UNOCT agreement was the result of a series of bilateral engagements Secretary General Salazar undertook at UN Headquarters this week to strengthen cooperation and enhance alignment with UN-wide counter-terrorism initiatives.

Related discussions with United Nations Counter-Terrorism Committee Executive Directorate (UNCTED) Acting Executive Director Weixiong Chen focussed on the protection of soft targets and critical infrastructure, border management and law enforcement. ICAO is notably assisting CTED by participating in on-site visits to assess States' implementation of counter-terrorism related to the United Nations Security Council resolutions.

Mr. Salazar highlighted the tremendous significance and positive influence of these activities, while Mr. Chen noted the critical importance of ICAO's support and specialized expertise "to determine the efficacy of States' regulations and policies, and provide recommendations to enhance capacity building, in particular related to aviation security and API and PNR provisions."

In an additional meeting with UN Counter-Terrorism Committee (CTC) Chair, Ambassador T.S. Tirumurti, Mr. Salazar stressed the importance of invaluable support of the CTC to ICAO in reaffirming ICAO's leadership role and raising the understanding of the vital importance of aviation security and facilitation among Member States.

While ICAO has also established strong and effective partnerships to effectively respond to threats posed by terrorists, conduct cooperative activities, and exchange information and expertise, the Secretary General stressed that these may be insufficient without the support of Member States.

"Countries must be equally willing to cooperate with each other and share necessary information. The successful implementation of ICAO's security-related Standards and Recommended Practices (SARPs) depends on common and consistent approaches to dealing with threats by governments," he highlighted.

The success of these meetings builds on several years of close cooperation between ICAO and UN counter-terrorism related organizations that has evolved to ensure ICAO meets its commitments under the United Nations Charter, Chapter VII: Action with Respect to Threats to the Peace, Breaches of the Peace, and Acts

of Aggression, relevant UN Security Council Resolutions, and the aforementioned UN Global Counter-Terrorism Strategy

Latest digital air cargo innovation will accelerate global recovery

Montréal, 8 February 2022 - ICAO and the United Nations Economic Commission for Europe (UNECE) have completed new digital air cargo technical specifications guidance that will help to accelerate the transition towards safer and more resilient supply chains, while making important contributions to COVID-19 response and recovery efforts.

The digital innovations will permit the air transport sector to transition away from long-standing paper-based documents used to facilitate the movement of global air freight, promoting a contactless air cargo environment and greater cross-border trade resilience in the face of future pandemic threats.

In line with the recommendations of the ICAO Council's Aviation Recovery Task Force (CART), the specifications will help reduce physical contact among international trade and transport professionals, and in so doing better protect the fluidity of cross-border trade and international transport operations from pandemic-related restrictions.

"The latest innovations reflect ICAO's integrated, collaborative, and multilateral approach to transport policies encompassing air cargo and mail supply chains, and will play an important part in addressing both current and future pandemic risks," highlighted ICAO Secretary General Juan Carlos Salazar. "It's our expectation that they will help address the tremendous double strain now being placed on global supply chains, whether by the COVID-19 pandemic itself, or the incredible surge in international e-commerce which has accompanied it."

"The pandemic has clearly demonstrated the value of harmonized approaches to ensure resilient transport connectivity across all modes, and has further underscored the critical role of accelerated digitalization. I am proud of the contribution of the practical tools developed with the support of UNECE's United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT). UNECE looks forward to building on this successful cooperation with ICAO for seamless multimodal transport and trade to drive countries' sustainable socioeconomic recovery efforts", said UNECE Executive Secretary Olga Algayerova.

ICAO's collaboration with UNECE on supply chain digitalization is an outcome of the Joint Statement on the Contribution of International Trade and Supply Chains to a Sustainable Socioeconomic Recovery in COVID-19 Times, which was signed by eight UN agencies in September 2020.

These latest results will see digital specifications replacing the formerly paper-based Air Waybill (AWB), Dangerous Goods Declaration (DGD), and the Consignment Security Declaration (CSD). These in turn form part of a broader suite of deliverables for multimodal transport data sharing, applicable to air, road, rail, maritime, and inland water transport.

The specifications and supporting materials are available free of charge to regulators, businesses, and other interested stakeholders through the UNDA COVID-19 Trade and Transport Project website, and ICAO and the UNECE will now turn their focus to assisting countries with implementing them.

ICAO Council condemns Abu Dhabi attack

Montréal, 1 February 2022 - The Governing Council of ICAO has expressed its strong condemnation of the recent terrorist attacks which left three dead and others injured near Abu Dhabi international airport on Monday, 17 January 2022.

The Council expressed its solidarity with the people and government of the United Arab Emirates, and conveyed its deepest sympathies and condolences to victims and their families, as well as wished a swift recovery to all those who had been injured.

The Council further deplored the targeting of civil aviation infrastructure, in flagrant violation of international law, and the ongoing threat to international peace and security caused by such terrorist acts.

ICAO Council discusses Report on Fact Finding into Ryanair FR4978

Montréal, 31 January 2022 - In the first meeting of its 225th Session today, ICAO Council member States considered the ICAO Secretariat's Report on the Fact Finding Investigation into the events surrounding the diversion of Ryanair flight FR4978 on 23 May 2021.

Also taking part in the discussions were official representatives of non-Council States considered to have a special interest in the proceedings namely, the Republic of Belarus, Lithuania, Poland and Ireland.

Although not unanimous, some points of convergence from States' discussions included the Council's appreciation to the ICAO fact finding investigation team for the exhaustive analysis undertaken, and the high quality of the report it produced.

Some Council States expressed concern at the gaps in information provided by Belarus and the inconsistences contained in the evidence available at the time of the investigation in relation to crucial aspects of the factual reconstruction of the events, and highlighted that the bomb threat against FR4978 was deliberately false and had endangered the safety of an aircraft in flight.

The Council further recalled that communicating false information which endangers the safety of an aircraft is an offence under the Montreal Convention, and in this connection, strongly condemned such practices.

In light of some newly emerging information relating to the FR4978 events and timeline, the Council requested the ICAO investigation team to continue its work with a view to establishing the missing facts, including in connection with the related ongoing criminal and other investigations, and to report to it any further findings.

Additionally, the Council called upon all Member States and other relevant stakeholders, to continue to collaborate with the ICAO investigation, and requested the President of the Council to eventually forward the final Fact Finding Investigation Report to the United Nations Secretary-General.

New ICAO Health Master List boosts efficiency and security of health document authentication for travelers and border authorities

Montréal, 31 January 2022 - ICAO has published its first Health Master List, a new data resource for States and aviation stakeholders to aid in the more efficient and secure authentication of traveler health certificates, including vaccination and test result certificates.

In support of WHO recommendations, ICAO has embarked on an innovative Public Key Infrastructure collaboration with the Luxembourg State Agency, INCERT. The aim of the partnership is to address the urgent need for improved trust and processing of health documentation internationally during the COVID-19 pandemic, and beyond.

"The presentation of documentation related to COVID-19 health interventions has become commonplace since the onset of the COVID-19 pandemic, and many States originally issued health proofs appropriate for domestic and/or regional use cases," commented ICAO Secretary General Juan Carlos Salazar. "The result was a variety of different national or regional formats being deployed, and proliferating travel restrictions due to low levels of confidence among State border, immigration and health authorities in the validity of travelers' health documents."

The majority of health proofs issued globally, including the ICAO Visible Digital Seal for non-constrained environments (VDS-NC), include some form of digitally-signed barcode, with verification of the barcode requiring knowledge of the associated public key.

The new ICAO Health Master List is a compilation of public key certificates signed by ICAO, made publicly available through its website and regularly updated as more health proofs are issued and new public keys are required.

ICAO is welcoming submissions of public key certificates associated with any health proof that may be currently used for international travel from all of its 193 Member States, irrespective of the specific format of the proof or the existing systems used for authentication of the proof.

There is no cost associated with inclusion of a certificate on the Health Master List. All public key certificates submitted will be verified before inclusion in the list, following strict procedures similar to those established for the ICAO PKD, in order to ensure trust in the contents.

"The Health Master List concept is based on the same principles as the generic ICAO Master List now used to verify electronic travel documents," Secretary General Salazar clarified. "It will complement existing national and/or regional solutions and provide an essential international mechanism for sharing public key certificates in line with WHO recommendations."

Technical assistance project to support the enhancement of Tanzania's aviation safety oversight system

Montréal and Dar Es Salaam, 19 January 2022 – The successful launch of a new China funded ICAO capacity-building project to strengthen Tanzania's aviation safety oversight system was celebrated at a special launching ceremony last week.

The event was attended by Honourable Eng. Godfrey Kasekenya (MP), Deputy Minister for Ministry of Works and Transport of the United Republic of Tanzania, and by Mr. Xu Chen, Minister Counsellor of the People's Republic of China to the United Republic of Tanzania. ICAO Secretary General Mr. Juan Carlos Salazar was represented by Mr. Barry Kashambo, Regional Director, Eastern and Southern Africa (ESAF).

In addition to the provision of expert support for the improvement of technical activities in the fields of aerodromes, flight operations, air navigation services, accident and incident investigation, the project will spur Tanzania's civil aviation system to benefit from workshops and on-the-job training to build human resource capacities in these fields as well as procurement of safety hardware and software tools.

Mobilizing resources to support enhancements to capacities of ICAO Member States' civil aviation authorities and systems is a priority for the UN aviation agency, and the project represents a major contribution towards this goal.

It was underscored at the ceremony that this latest cooperation between Tanzania and ICAO is being pursued despite numerous challenges posed by the COVID-19 pandemic, and that it will ultimately improve the level of implementation of ICAO Standards and Recommended Practices in Tanzania to enable safer aircraft operations.

Funded through China's South-South Cooperation Assistance Fund, the new collaborative project is implemented through ICAO's Technical Cooperation Bureau.

2021 global air passenger totals show improvement from 2020, but still only half pre-pandemic levels

Montréal, 17 January 2022 - Global passenger traffic recovered modestly in 2021, with the latest ICAO economic impact analysis of COVID-19 on civil aviation revealing that the number of passengers worldwide was 2.3 billion or 49 percent below pre-pandemic (2019) levels, up from the 60 percent drop seen in 2020.

Global seat capacity offered by airlines improved by 20 percent during the same period, exceeding the growth in passenger demand. The overall passenger load factor in 2021 stood at 68 percent, compared to 82 percent in 2019, and airlines worldwide incurred losses of $324 billion following $372 billion in 2020 (see Fig.1).

Continuing efforts by States to implement WHO and ICAO recommendations, including those issued by the ICAO Council's Aviation Recovery Task Force (CART), and adopted in the Ministerial Declaration at

ICAO's High-level Conference on COVID-19, are helping to eliminate travel restrictions disproportionate to public health risks, and to lessen the pandemic's impacts on global mobility so that air travel, trade and tourism can recover more quickly and bring prosperity back to many hard hit markets and regions worldwide.

A year of sporadic recoveries

The first quarter of 2021 saw a decrease in the rate of global air traffic recovery due to the sharp spike at that time in COVID-19 infections. The situation stabilized slightly in the second and third quarters, mainly due to rising vaccination rates, and with an accompanying relaxation in travel restrictions in various parts of the world during the peak travel season.

However this upward trend stalled quickly in the fourth quarter, with the emergence of the Omicron variant.

The impact of the pandemic continues to weigh disproportionately on domestic and international travel, with the former recovering at a faster pace. Overall, domestic passenger traffic has recovered to 68 percent of pre-pandemic levels, while international traffic remains at just 28 percent.

The global aviation recovery has also been characterized by significant regional variation, with the North and Latin America and Caribbean regions showing the highest recovery rates, Europe picking up noticeably during the summer travel season, and Africa and the Middle East recovering moderately, until Africa plunged again due to Omicron restrictions. The Asia/Pacific was the weakest performing region as a result of slowed domestic and stagnant international traffic levels (see Fig.2).

Outlook still uncertain

Both positive signs and downside risks confront analysts trying to gauge how the aviation recovery will play out over the remainder of 2022. ICAO currently projects that 2022 passenger totals will be 26 to 31 percent less than pre-pandemic levels, with seat capacity down 20 to 23 percent.

In an optimistic scenario, passenger traffic is expected to recover to 86 percent of its 2019 levels by December 2022, based on 73 percent international traffic recovery and 95 percent domestic.

More pessimistic scenarios point to a 75 percent recovery based on 58 percent international and 86 percent domestic recoveries. This projected continued decline in traffic could translate into estimated losses of $186–$217 billion in gross airline passenger operating revenues in 2022 compared to 2019.

ICAO's longer-term forecasts indicate that current downturns will also affect traffic patterns over the longer-term, with the 2018-2050 compound annual growth rate (CAGR) of global revenue passenger kilometres (RPKs) currently projected at 3.6 percent, down from the 4.2 percent forecast pre-COVID.

ICAO releases fact-finding report on Ryanair FR4978

Montréal, 17 January 2022 - ICAO has released its fact finding report into the event involving Ryanair flight FR4978 in Belarus airspace. The report was made accessible today to all 193 ICAO Member States, including the 36 States presently elected to the ICAO Council.

Council representatives will formally consider any further actions to be taken by ICAO as a result of the report's findings during a meeting presently scheduled for 31 January.

On that day the Council will also review a request from Belarus regarding what the State considers to have been unlawful restrictions or sanctions which were placed upon it in the aftermath of the event, by other States and the EU.

The FR4978 fact finding report is based solely on the data and information countries have made available to ICAO, and includes operational details, technical analyses of the various measures and decisions undertaken, and references where applicable to the Chicago Convention on International Civil Aviation and applicable international legal instruments.

The report has been compiled by a special Fact Finding Investigation Team and composed of ICAO experts in the fields of aviation security, aircraft operations, air navigation, and international air law.

New partnership agreement signed between European Union Aviation Safety Agency (EASA) & the Hellenic Civil Aviation Authority (HCAA)

Hellenic Civil Aviation Authority - Home (hcaa.gr)

For a resilient, efficient & sustainable European Union Aviation safety system

EASA welcomes the signature of the partnership agreement with the Hellenic Civil Aviation Authority (HCAA).

The partnership agreement, signed by EASA's executive director Patrick Ky and the Governor of the HCAA, Dr. Christos Tsitouras, during a virtual signing event on January 31, 2022, opens the door to a closer cooperation between EASA and HCAA in areas such as outsourcing of certification and oversight tasks. It also facilitates the nomination of national experts to work for EASA or the European repository of information on drones.

EASA now has partnership agreements with 26 Competent Authorities across Europe to work on a resilient, efficient and sustainable European Union Aviation safety system.

Improved website notification service gives you more contro

EASA has upgraded its personalisation and notification service in response to the feedback and requests received from our subscribers. More than 40,000 people have registered on the EASA website since we launched this service in June 2020. Registration allows you to be notified of publications in categories such as Aircraft and Product, and to follow specific pages such as the Easy Access Rules for Air Operations.

Follow or unfollow subcategoriesOne particular comment was received many times: you wanted the option to have more control on what you can follow. This has now been improved, allowing you to follow subcategories such as Type Certificate Data Sheets (TCDS) without being informed about all publications under the category Aircraft and Product – or to receive all other publications in this category but not the TCDSs.

Your personal homepage will show an overview of the categories and pages you follow, allowing you to access these quickly via direct links.

Coordination and partnership between RSOOs seen as enhancing global aviation safety

Regional safety oversight organisations (RSOOs) play an important role in supporting States and aviation industry. Therefore, coordination between these organisations is valuable within the highly interconnected international aviation system, according to participants in a virtual event on regional cooperation in aviation safety.

The online event, jointly organised by the International Civil Aviation Organisation (ICAO) and the European Union Aviation Safety Agency (EASA), was opened by Juan Carlos Salazar, Secretary-General ICAO. and Patrick Ky, Executive Director EASA. There were 15 panelists representing States, aviation industry, RSOOs and other regional organisations who participated and shared their experiences and outlooks during the two panel discussions.

These discussions focused on two areas; the first was the achievements and challenges of RSOOs including their recent experiences with the COVID-19 pandemic, where it was confirmed that a regional approach had helped the industry to face the unprecedented challenges this posed, the second panel focused on the future of regional cooperation and how to build partnerships with industry to support and enhance RSOOs.

The one-day event also reviewed developments since the first Regional Safety Oversight Organisations Forum was held in Eswatini (then Swaziland) in March 2017. This initial forum had provided momentum for advancing the agenda of regional cooperation within ICAO and resulted in the emergence of the RSOO Cooperative Platform and Global Aviation Safety Oversight System. The ICAO High-level Conference on COVID-19 (12-22 October 2021) also considered proposals on how to strengthen various forms of regional cooperation and proposed recommendations addressed to States and ICAO.

FAA Implements More Efficient Descent Procedures to Reduce Fuel Burn, Emissions

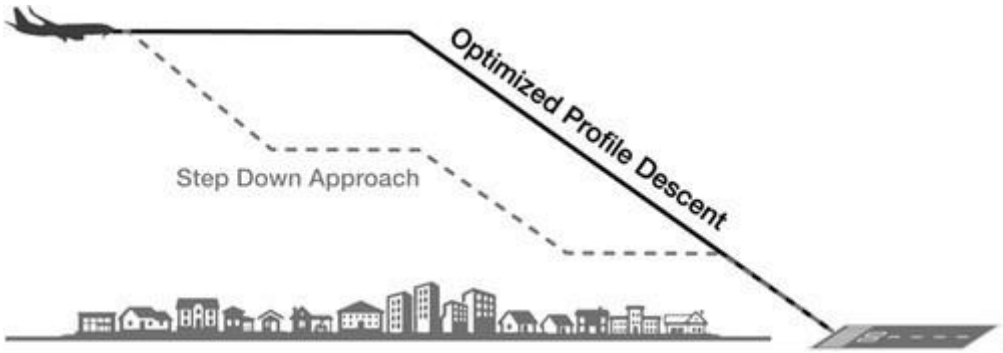
WASHINGTON—Descent procedures that the U.S. Department of Transportation's Federal Aviation Administration (FAA) put in place across the country in the 2021 will save millions of gallons of fuel and reduce CO2 and other emissions by hundreds of thousands of tons. The 42 new Optimized Profile Descents (OPDs) allow planes to glide down safely from cruising altitudes into airspace for some of the nation's largest airports instead of the fuel-consuming stair-step procedure.

"These new efficient descent procedures both save fuel and dramatically reduce emissions, moving us closer to our goal of net-zero aviation emissions by 2050," U.S. Transportation Secretary Pete Buttigieg said.

For each group of descents used at an airport, the FAA estimates that an average 2 million gallons of fuel is saved and 40 million pounds of emissions reduced annually. That is equivalent to eliminating the fuel and CO2 emissions of 1,300 Boeing 737 flights from Atlanta to Dallas.

"When we multiply the impact by thousands of flights, we gain real fuel savings and real environmental benefits," FAA Administrator Steve Dickson said.

In 2021, the FAA implemented OPDs for Dallas-Ft. Worth International Airport, Ft. Lauderdale-Hollywood International Airport, Harry Reid International Airport in Las Vegas, Lakehurst Maxfield Field in New Jersey, Love Field in Dallas, Miami International Airport, North Las Vegas Airport, Orlando International Airport, Port Columbus International Airport, Portland International Jetport, Tampa International Airport and numerous mid-size airports



Under traditional staircase descent procedures, aircraft repeatedly level off and power up the engines. This burns more fuel and requires air traffic controllers to issue instructions at each step. With optimized descents, aircraft descend from cruising altitude to the runway in a smooth, continuous path with the engines set at near idle.

Since 2014, the FAA also has developed OPD procedures at airports in Atlanta, Charlotte, Cleveland, Denver, Detroit, Houston, Northern California, Southern California and Washington, D.C. More OPD procedures will be added in 2022.

The FAA employs a growing number of new flight procedures that use less fuel and reduce noise. These include NextGen initiatives such as Performance-Based Navigation (PBN). These procedures bring more precision to routes and result in less fuel burn and reductions in CO2 greenhouse gas emissions.

In November, the U.S. released its first-ever comprehensive Aviation Climate Action Plan to achieve net-zero emissions by 2050. Earlier in 2021, the FAA announced more than $100 million in matching grants to increase aircraft efficiency, reduce noise and aircraft emissions, and develop and implement new software to reduce taxi delays. The White House also announced its Sustainable Aviation Fuel Grand Challenge, a

government-wide initiative designed to catalyze the production of at least three billion gallons per year by 2030.

Find more information about the FAA and its environmental efforts at its Sustainability Gateway Page.

FAA to Hire Experienced Air Traffic Controllers

If you're an experienced air traffic controller eager to put your talents to use, consider applying for a job with the Federal Aviation Administration (FAA).

The FAA is providing a window of opportunity for experienced air traffic controllers to apply for positions from Jan. 7 until Jan. 13.

The announcement is open to candidates who have maintained at least 52 consecutive weeks of air traffic control experience involving the full-time active separation of air traffic.

The candidate must have an air traffic control certification or facility rating within five years of application while serving at any of the following:

- An FAA air traffic control facility.
- A Department of Defense civilian or military air traffic control facility.
- A tower operating under contract with the FAA.

Sites de surveillance

https://flightsafety.org/toolkits-resources/

https://aviation-safety.net

http://www.skybrary.aero

https://asrs.arc.nasa.gov/

Bulletin Officiel des Ministères de la Transition écologique et solidaire et de la Cohésion des territoires et des Relations avec les collectivités territoriales (developpement-durable.gouv.fr)

SIA - La référence en information aéronautique - Page d'accueil (aviation-civile.gouv.fr)

Info sécurité DGAC | Ministère de la Transition écologique (ecologie.gouv.fr)

http://www.developpement-durable.gouv.fr/Objectif-Securite-lebulletin.html

http://www.bea.aero/

http://ad.easa.europa.eu/sib-docs/page-1

https://www.easa.europa.eu/eccsa

http://www.jigonline.com/all-bulletins/

Accueil (defense.gouv.fr)

ECCSA - Technology Watch | EASA (europa.eu)

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