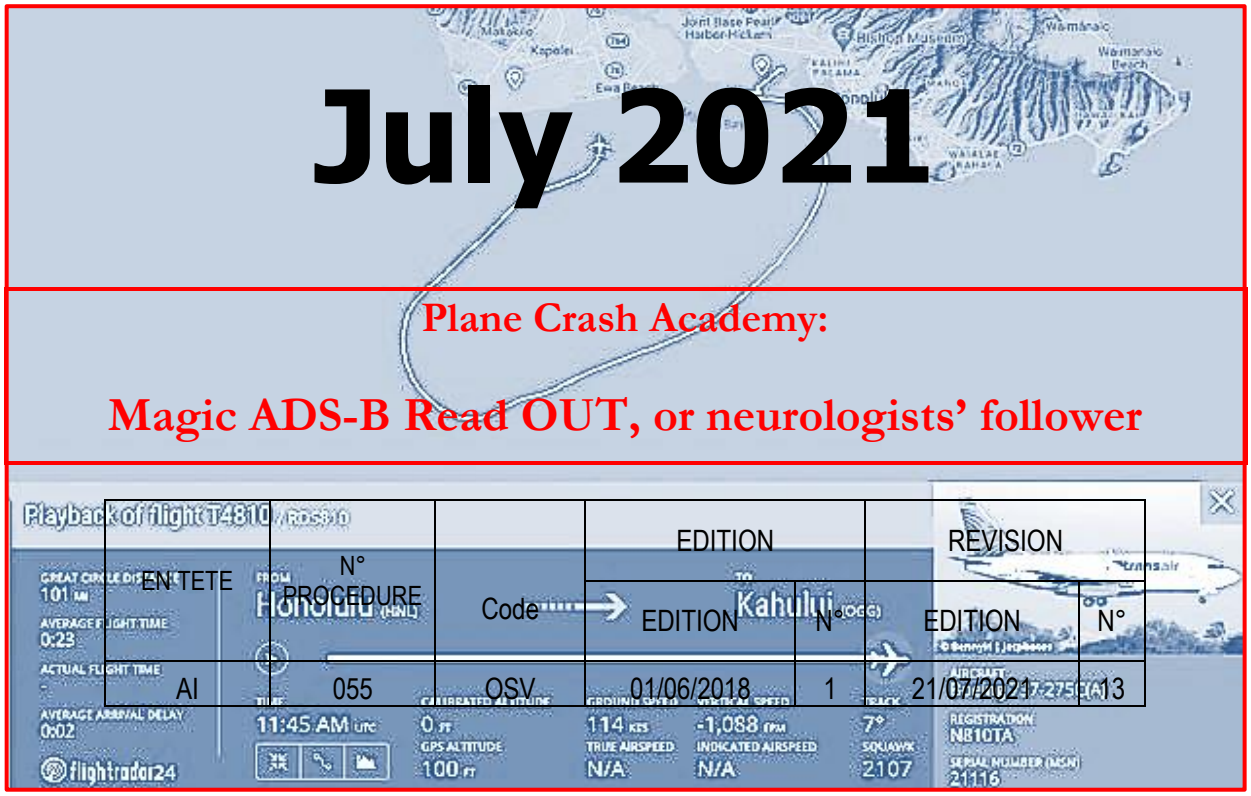
SAFETY BULLETIN

July 2021



Plane Crash Academy:

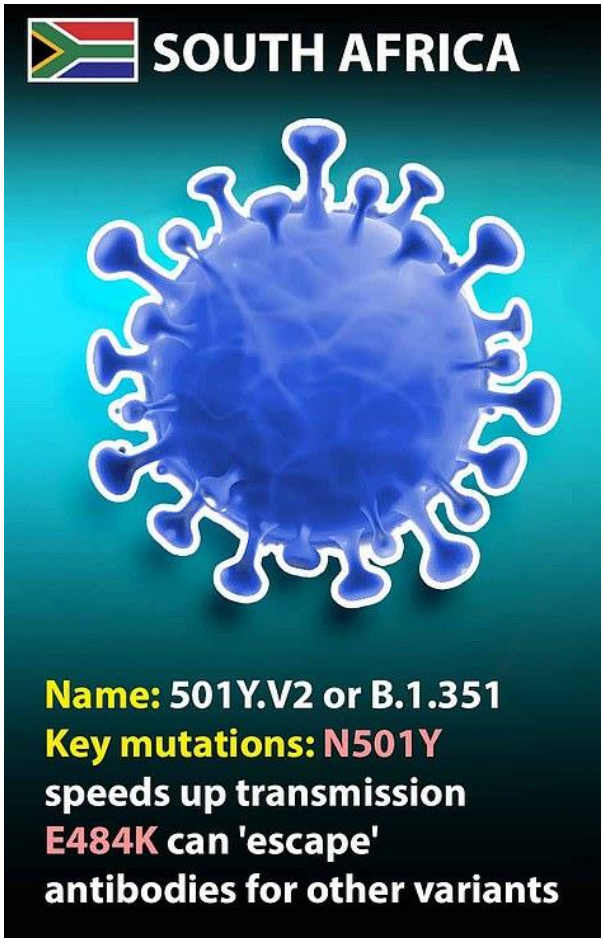
Magic ADS-B Read OUT, or neurologists' follower

EN-TETE	N° PROCEDURE	Code	EDITION		REVISION	
			EDITION	N°	EDITION	N°
AI	055	OSV	01/06/2018	1	21/07/2021	13

News Flash! Read all travel information regarding UK

contact@airflex-ingenierie.fr

AIRFLEX Ingénierie is not responsible for information published by National Authorities - Our goal is to inform persons involved into aeronautics - **This monthly publication is free of charge**



contact@airflex-ingenierie.fr

JULY 2021

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15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

Notre Safety Bulletin est une publication 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 a publication 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.

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

15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

Subjects of the Month:

ICAO and the United Nations Sustainable Development Goals

ICAO's Strategic Objectives are strongly linked to 15 of the 17 United Nations Sustainable Development Goals (SDGs). The Organization is fully committed to work in close cooperation with States and other UN Bodies to support related targets.

ICAO is also an official observer on the *Inter-agency and Expert Group on Sustainable Development Goal Indicators* and is the custodian agency of global indicator 9.1.2 Passenger and Freight Volumes, by Mode of Transport within the 2030 Agenda framework. ICAO continuously contributes to monitoring efforts of the 2030 Agenda and other development frameworks as appropriate.

		ICAO STRATEGIC OBJECTIVE *				
UN SDG		Safety	CAP/EFF	SEC/FAL	ECON DEV	ENV
1	End poverty in all its forms everywhere					
2	End hunger, achieve food security and improved nutrition and promote sustainable agriculture					
3	Ensure healthy lives and promote well-being for all at all ages					
4	Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all					
5	Achieve gender equality and empower all women and girls					
6	Ensure availability and sustainable management of water and sanitation for all					
7	Ensure access to affordable, reliable, sustainable and modern energy for all					
8	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all					

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9	Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation					
10	Reduce inequality within and among countries					
11	Make cities and human settlements inclusive, safe, resilient and sustainable					
12	Ensure sustainable consumption and production patterns					
13	Take urgent action to combat climate change and its impacts					
14	Conserve and sustainably use the oceans, seas and marine resources for sustainable development					
15	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss					
16	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels					
17	Strengthen the means of implementation and revitalize the global partnership for sustainable development					

European Commission publishes 'Fit for 55' legislative package

On July 14, 2021, the European Commission published its much anticipated 'Fit for 55' legislative package.

As part of this legislative package, the European Commission has proposed a legislation to support the uptake of sustainable aviation fuels (SAF): ReFuelEU Aviation.

If this legislative proposal is adopted, the European Union Aviation Safety Agency (EASA) will be mandated with several monitoring and reporting tasks to ensure that aircraft operators and fuel suppliers comply with the ReFuelEU Aviation reporting obligations. Annual reports provided by EASA will give an overview of the state of the market, including price information, and trends in sustainable aviation fuel production in the European Union and consumption at European Union level.

Aircraft operators might report directly to EASA on difficulties in accessing SAF at a given European Union airport for lack of adequate airport infrastructure, which will enable EASA to assess the situation and inform the European Commission on EU airports that do not fulfil their obligations.

The overall goal of the ReFuelEU Aviation initiative is to set out harmonised rules at European Union level, to maintain a competitive level playing field, to increase the uptake of SAF by operators and the increase distribution at Union airports.

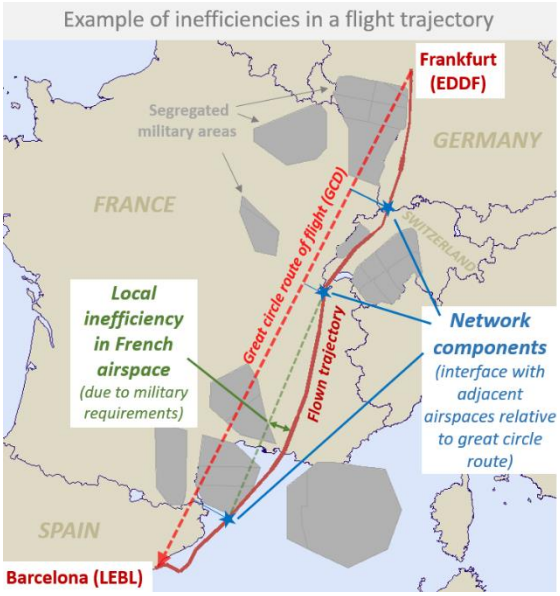
With the vision to make Europe the first climate-neutral continent by 2050 and to reduce emissions by 55% in 2030, the comprehensive package covers a number of initiatives linked to the European Green Deal's climate actions.

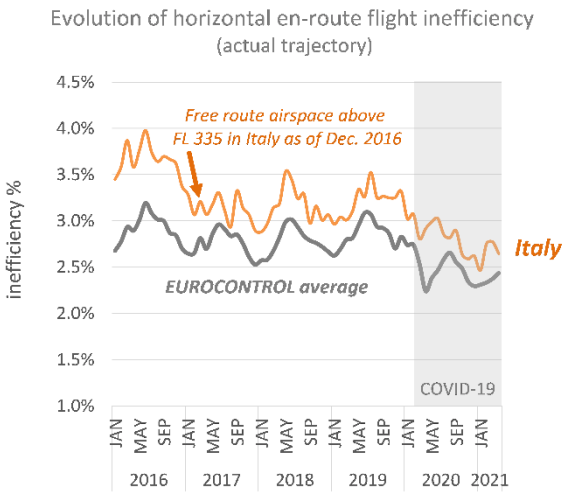
EUROCONTROL Data Snapshot

See attached

Horizontal flight efficiency - why the great circle is relevant - but not necessarily the most fuel-efficient rout - **eurocontrol-data-14-horizontal-flight-efficiency**

The EU Green Deal aims at climate neutrality by 2050 and aviation, including air navigation services, is expected to contribute to reaching this ambitious target. Improved flight efficiency reduces both fuel burn and CO2 emissions, which were already high on the agenda before the COVID-19 crisis and will, without a doubt, remain so during the recovery and beyond.





EUROCONTROL has been a leader in establishing operational efficiency indicators, which are vital tools in understanding and monitoring performance. The indicators usually compare actual performance with a defined reference value, in order to determine the level of inefficiency. For example, the horizontal en-route

flight efficiency (HFE) indicator compares the actual route with the shortest distance between flight origin and destination (great circle distance (GCD)).

As illustrated on the map, the route can be made up of a number of country segments. Even if the flight segment within one country is short and efficient, it may be part of an inefficient route as a result of closure or avoidance of airspace in another country (as currently is the case with Belarus). As a result, the entire route needs to be considered, including both local and network components. Here, cross-border initiatives can help to improve efficiency.

For EUROCONTROL airspace taken as a whole, horizontal en-route flight efficiency remained – with seasonal variations – relatively stable during 2016-2019, and only improved as traffic declined due to the COVID-19 pandemic. Nonetheless, there were notable changes at country level. The example of Italy above shows a marked improvement in horizontal flight efficiency following the implementation of free route airspace in late 2016.

For the interpretation of the HFE indicator results and the setting of targets, it is important to stress the indicator cannot and should not reach zero. This is because some deviations from the great circle are necessary (separation, danger areas, etc.) or even desirable. For example, the wind-optimum route is the most fuel-efficient but not necessarily the shortest route.

While the current, distance-based HFE indicator is still relevant as a stable indicator to monitor trends over time, it has limitations as it does not correspond to the fuel or environmental optimum. To address these shortcomings of the current HFE indicator and hence to help identify new opportunities for improvement, EUROCONTROL is developing complementary indicators, specifically addressing fuel efficiency and environmental performance, in close coordination with industry partners.

AVSEC 2020

The ICAO Global Aviation Security Symposium 2020 (AVSEC2020) has a theme of "Improving Security Culture by Connecting the Dots." This is timely given that 2021 is the ICAO Year of Security Culture. The Symposium highlights the importance of raising security awareness in aviation, especially in the light of COVID-19, with experts sharing best practices and practical advice in developing a strong and effective security culture.

The Symposium reveals the benefits of effective security culture. It provides tips on establishing, changing, and maintaining good security behaviours in the aviation community, where security should be everyone's responsibility. The Symposium also highlights ICAO security culture tools and resources featured on the ICAO Security Culture website.

Aviation under attack: Faced with a rising tide of cybercrime, is our industry resilient enough to cope?

We would like to share with you our latest EUROCONTROL Think Paper, which shows how the European aviation industry is being increasingly exposed to rising levels of risk as cybercriminals look to exploit new vulnerabilities amidst the worst financial crisis aviation has ever experienced.

Using exclusive EUROCONTROL data from the Agency's EATM-CERT (European Air Traffic Management Computer Emergency Response Team) service, our 12th in a series of thought-provoking Think Papers reveals that on top of a "big 3" crimewave of fake websites, data theft and phishing attacks, every week a ransomware attack hits an aviation actor somewhere across the globe, disrupting business continuity and capable of bringing operations to a grinding halt.

Our research shows that airlines continue to be an irresistible target for cybercriminals, targeted by 61% of all detected aviation cyber-attacks in 2020, and losing around $1 billion a year from fraudulent websites alone. Add to that data theft, card fraud, air miles fraud, phishing, fake invoices and more, and you have a perfect storm for a part of the industry that continues to reel from the pandemic.

We also highlight the growing threat posed by state-sponsored or highly organised crime syndicates, malign actors capable of conducting large-scale targeted intrusions that aim at massive disruption as much as financial gain: while no impact on flight safety has yet been reported, there is no grounds for complacency.

Efforts to counter the growing cyber-threat must continue, we conclude, with organisations urged to avoid exposing themselves to additional risk by failing to apply systematically basic IT security controls, and to pay increased attention to new threat vectors. While the European aviation community has upped its detection capabilities and improved its reporting culture, we emphasise how continued cybersecurity advocacy by EUROCONTROL's EATM-CERT service and other partners is key to foiling fraudsters, and will continue to save European aviation stakeholders millions every year.

EUROCONTROL Corporate Communications

READ MORE THINK PAPERS

- EUROCONTROL Think paper issue #12
- EUROCONTROL Think Paper #11 – How can we get the balance right between plane and train?
- EUROCONTROL Think Paper #10 – Flying the 'perfect green flight' – How can we make every journey as environmentally friendly as possible?
- EUROCONTROL Think Paper #9 – Does Radio Frequency Interference to satellite navigation pose an increasing threat to network efficiency, cost-effectiveness and ultimately safety?
- EUROCONTROL Think Paper #8 - Impact of COVID-19 on European Aviation in 2020 and Outlook 2021
- EUROCONTROL Think Paper #7 – Does taxing aviation really reduce emissions?

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15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

- EUROCONTROL Think Paper #6 - Arriving on time: the passenger priority
- EUROCONTROL Think Paper #5 - Effects on the network of extra standby aircraft and Boeing 737 MAX grounding
- EUROCONTROL Think Paper #4 - The aviation network - Decarbonisation issues
- EUROCONTROL Think Paper #3 - Cybersecurity in aviation
- EUROCONTROL Think Paper #2 - Air traffic flow management (ATFM) regulations: a power for good
- EUROCONTROL Think Paper #1 - Fuel tankering in European skies: economic benefits and environmental impact

EASA launches European Aero-Medical Repository (EAMR)

The European Union Aviation Safety Agency (EASA) launched the European Aero-Medical Repository (EAMR), adding an additional tool to enhance flight safety by allowing traceability of commercial pilots' medical certificates. The repository is intended to help aero-medical examiners (AMEs) to fulfil their obligations and provides support to the National authorities with their oversight and administrative work in the field of aviation medicine for commercial aviation.

EAMR
European Aero Medical Repository
Supported by EASA

Following the Germanwings accident both the Germanwings Task Force led by EASA and the French Bureau d'Enquêtes et d'analyses pour la sécurité de l'Aviation civile (BEA) recommended to find a balance between medical confidentiality and public safety and to create a European aeromedical data repository to facilitate the sharing of aeromedical information and tackle the issue of pilot non-declaration.

The EAMR enables aero-medical examiners (AMEs), aero-medical centres (AeMCs) and medical assessors (MAs) of EASA Member States' National Competent Authorities (NCAs) to exchange information regarding the medical certification of commercial pilots.

AMEs, AeMCs and the MAs of the NCAs can access information on commercial pilots' medical certificates and any historical changes to the status of these medical certificates, as well as a minimal set of data to allow positive identification of the applicant, while respecting patient confidentiality and ensuring protection of personal data. In accordance with ARA.MED.160 Exchange of information on medical certificates through

a central repository, the NCAs, AMEs and AeMCs shall use the EAMR to exchange medical certificate information.

Although the EAMR portal was technically ready to go live in early 2020, due to the COVID-19 pandemic not all EU Member States were able to complete the training, as many of the medical assessors and AMEs were involved, as medical doctors, in the management of the COVID-19 pandemic.

The use of the EAMR requires training of the AMEs and AeMCs and a gradual implementation is considered with an envisaged mandatory use of the EAMR by all EASA Member States by October 1, 2021.

European Aero-Medical Repository (EAMR) | EASA (europa.eu)

The launch of the European Aero-Medical Repository (EAMR) stands at the end of a thorough and exhaustive analysis of both causes and preventive measures resulting from the Germanwings accident in 2015.

The EAMR aims to facilitate the sharing of information regarding the medical certification of pilots (class 1 applicants) among Member States (medical assessors of the licensing authority, aeromedical examiners and aeromedical centers), while respecting patient confidentiality and ensuring protection of personal data.

European Aero-Medical Repository (EAMR) - overview

The development of the EAMR was recommended by the Germanwings taskforce as an additional mitigation measure that would ensure the traceability of decrease of medical fitness and mitigate the risk of non-declaration.

The legal framework was put in place in 2019 by means of the Annex II to Commission Implementing Regulation (EU) 2019/27 of 19 December 2018 amending Regulation (EU) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council and the corresponding EASA ED Decision 2019/002/R enabling EASA to develop the EAMR and provide it to the Member States for use.

The system allows the AMEs/AeMCs and the medical assessors of the National Competent Authorities(NCA) to access the information on medical certificate and any historical changes to the status of these medical certificates, as well as a minimal set of data to allow positive identification of the applicant.

Many of the Member States have a national medical certification software allowing them to exchange information at national level and to issue the medical certificate in accordance with the established format.

EAMR does not include any medical data and cannot be used to for the purpose of exchanging medical information or issuing a medical certificate. The EAMR allows international exchange of information regarding the licensing authority of the applicant and the content of the medical certificate as well as tracing the historical changes in the status of the medical certificate. This was identified as an additional tool to enhance the flight safety by allowing traceability of the medical certificates as well as better oversight of the

AMEs and the fulfilment of their obligations when examining foreign applicants, as well as to provide support to the NCA in their oversight and administrative work in the field of aviation medicine for commercial aviation.

The EAMR uses two platforms allowing NCA staff, AMEs/AeMCs and applicants to log in subject to their access rights. One platform, called CRM, is dedicated to the NCA staff allowing more administrative functionalities mirroring processes regarding the management of applicants and of the medical certificates, while the other one, namely the web-based Portal, allows access for the AMEs/AeMCs and applicants.

Access rights & confidentiality

The access to both EAMR platforms is based on individual username and password. The access of the users to data is allowed on a need to know basis in accordance with the tasks required by the Aircrew regulation and in line with the data protection requirements. Consequently, the NCA staff will only be able to access the AME/AeMCs and applicants under their oversight. AMEs and AeMCs will be able to search for applicants only by using criteria which will positively identify only one applicant and they are not allowed to see lists of applicants. Consequently, AME and AeMCs will be able to access any applicant which gives them the EAMR unique ID or the means of identification details and with these their consent to access their file. Nevertheless, if an applicant is already in the system and there is an attempt to create the same applicant again the system will trigger a potential duplicate notification which requires management by the applicable NCA.

Applicants have read-only access right to their data to ensure the correctness of their data in the system. In case errors are being identified, the applicants should contact their licensing authority to ensure any errors are corrected.

The accounts for the NCA staff have been set-up by EASA and the external provider of the tool, while accounts for the AMEs/AeMCs and for the applicants are being set-up by the NCAs. In this regard AMEs/AeMCs and applicants will receive and email notification that their account has been created and they are invited to follow the link to the EAMR portal to complete their registration.

Implementation timeline - October 1, 2021

Although the EAMR portal was technically ready to go live early in 2020, due to COVID-19 pandemic not all Member States were able to participate to the training. Additionally, many of the medical assessors and AMEs were involved, as medical doctors, in the management of the COVID-19 pandemic. Consequently, the EAMR finally went live in June 2021. In accordance with ARA.MED.160 Exchange of information on medical certificates through a central repository, the NCAs, AMEs and AeMCs shall use the EAMR to exchange medical certificate information. As the use of the EAMR requires training of the AMEs and AeMCs, EASA agreed with the Member States to have a gradual implementation that would allow training aiming for the tool to be used by the AMEs and AeMCs as soon as they are properly trained. The envisaged mandatory use of the EAMR by all EASA Member States is targeted for October 1, 2021.

The European Aero-Medical Repository user guide

- EAMR user guide EAMR guide
- Registering to the EAMR
- Navigation panel
- Searching for an existing applicant
- Create a new applicant
- Create and manage a new medical certificate
- Access a medical certificate
- Your feedback and questions
- Additional Training Material

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15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

What about this month:

Date of Report	Included updates
13-July-2021	Updated outlook using latest ADS-B operational data and airlines' schedule filing

See attached

What are the accident investigation provisions in Annex 13 of the Chicago Convention?

To help the public and media better understand the scope and substance of ICAO's involvement in international aircraft accident investigations, we are providing answers to some frequently asked questions below. ICAO does not normally participate in aircraft accident investigations, except when the State or States with due authority under Annex 13— Aircraft Accident and Incident Investigation request our assistance directly. In those exceptional circumstances, assistance normally involves ICAO acting as an official observer and/or clarifying various Annex 13 requirements when requested.

Annex 13 outlines how accident investigation participating States are determined, as well as the process leading to the issuance of an accident investigation Preliminary Report (within 30 days of the event) and Final Report (asap or within 12 months of the event) following completion of the investigation. Final Reports ultimately provide as much official information as possible on an accident investigation's findings,

causes and/or contributing factors, as well as any safety recommendations on how applicable aviation safety frameworks should be amended in the future.

We are sharing Annex 13 in its entirety below. Links to view the publication in ICAO's six official languages are also provided.

What is the international definition of an aircraft accident?

Annex 13 to the Convention on International Civil Aviation, which reflects the Standards and Recommended Practices covering Aircraft Accident and Incident Investigation, defines an accident as an occurrence associated with the operation of an aircraft: – in which a person is fatally or seriously injured; – in which an aircraft sustains damage or structural failure requiring repair; – after which the aircraft in question is classified as being missing.

Which State or States are responsible for conducting an accident investigation, and what other States may participate?

Annex 13 stipulates that the State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation. The State of Occurrence may also

delegate all or part of the investigation's responsibilities to another State, or to a regional accident and incident investigation organization. Besides the State of Occurrence, Annex 13 also identifies the additional States which are entitled to appoint an accredited representative (with or without associated advisers) to take part in an investigation. These include:

- The State of Registry: the State on whose register the aircraft is entered.
- The State of the Operator: the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.
- The State of Design: The State having jurisdiction over the company responsible for the aircraft type design.
- The State of Manufacture: The State having jurisdiction over the company responsible for the final assembly of the aircraft.

Additionally, a State which has a special interest in an accident, for example by virtue of the number of its citizens involved in or impacted by it, is also entitled to appoint an expert to the accident investigation. These special interest State experts are entitled to:

- visit the scene of the accident;
- have access to the factual information released by the State in charge;
- receive a copy of the accident investigation Final Report.

What is the primary objective of an Annex 13 investigation?

The sole objective of an Annex 13 investigation is to generate safety data and information to aid with the prevention of future and similar accidents or incidents. Annex 13 investigations do not concern themselves in any way with the apportioning of blame or liability.

How are Annex 13 accident investigations reported?

According to Annex 13, which is shared in full below, the State conducting the investigation of an accident or incident is expected to produce a Preliminary Report within 30 days of the accident. This Preliminary Report may be public or confidential at the discretion of the State in charge. A publicly available Final Report is encouraged to be produced by the State in charge of the investigation within 12 months of the accident.

Annex 13 is also available in the following languages:

- Arabic
- Chinese
- English
- French
- Russian

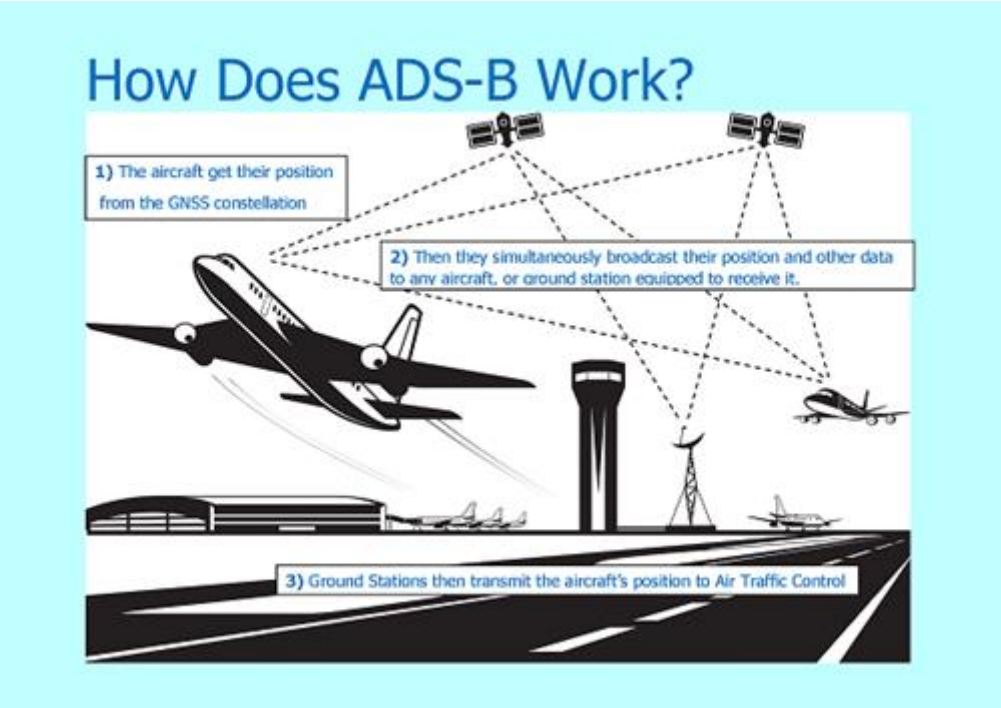
- Spanish

ADS-B OUT

https://www.iomaircraftregistry.com/flight-operations/flight-operations/ads-b-out/

ADS-B OUT is a surveillance technology that allows suitably equipped aircraft to broadcast their identity, precise location and other information derived from the relevant on-board avionics systems (such as GNSS and pressure altimeters) through a ADS-B modified Mode S Transponder to ATC (Air Traffic Control).

Aircraft that are equipped with ADS-B IN will be able to receive this information to provide situational awareness and allow self-separation. ADS-B transponders get their positions from the GNSS constellation (GNSS, i.e. GPS, Galileo). Simultaneously they broadcast their own positions and other data to any aircraft or ground station equipped to receive it. Unlike radar technology, ADS-B accuracy does not degrade with range, atmospheric conditions or target audience. It is also able to update the ATC situation display more frequently than a traditional radar.



ADS-B OUT EXPLAINED

WHAT IT MEANS FOR AIRCRAFT OPERATORS

ADS-B Out Explained (txtav.com)

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Countries around the world are implementing a more accurate way of tracking aircraft. Called Automatic Dependent Surveillance–Broadcast (ADS-B), the technology will eventually replace radar as the primary surveillance method for Air Traffic Control (ATC) monitoring and separation of aircraft worldwide.

The United States and other countries have published regulations mandating ADS-B on aircraft operating in their regions according to differing schedules. Some countries that don't yet require the equipment have designated special routes and airspace to benefit those who voluntarily equip.

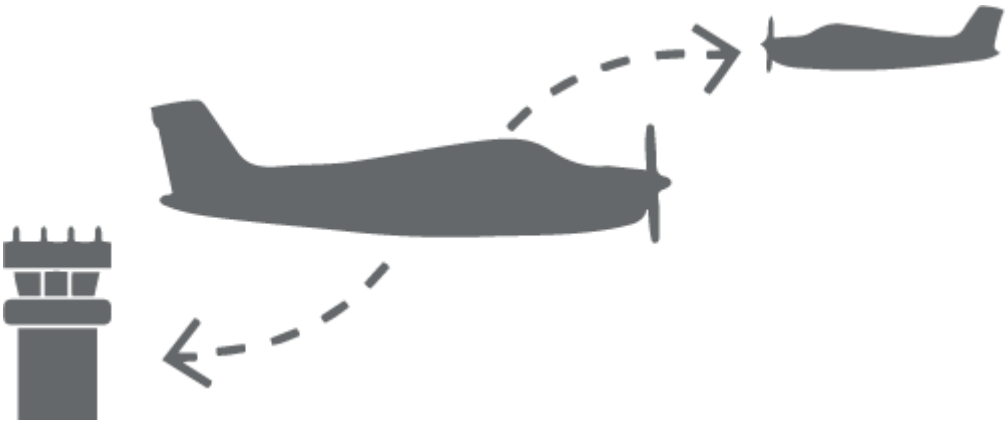
ADS-B allows equipped aircraft and ground vehicles to broadcast their identification, position, altitude and velocity to other aircraft and ATC. This is called ADS-B Out. Being able to receive this information is known as ADS-B In.

"ADS-B Out is an evolutionary step in communication between the aircraft and other airspace consumers. Current transponders enable ATC and other aircraft to know your aircraft's relative position and altitude. ADS-B adds important information to help project and prevent traffic conflicts by estimating intent," explained Jake Biggs, Textron Aviation's aftermarket engineering manager.

ADS-B advantages

- Increase capacity and efficiency of airspace
- Expand ATC surveillance into more areas

ADS-B Out



Broadcasts identification, position, altitude and velocity to other aircraft and ATC.

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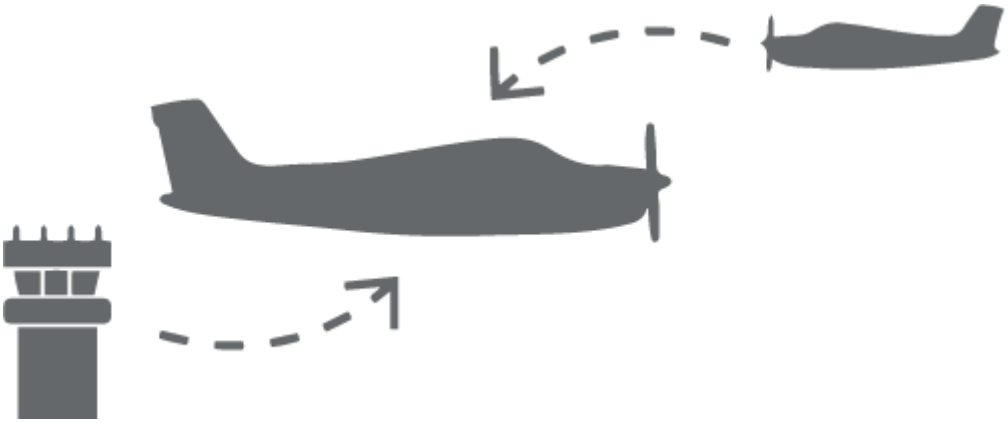


For some aircraft, it receives broadcasted information, including aircraft positioning, weather data and pilot reports.

"ADS-B requires extremely accurate, three-dimensional position reporting to reduce reliance on ground-based radar to allow tighter separation standards. The advantage to all airspace users is an extremely accurate understanding of traffic and where it is going," Biggs said.

How does it work?

In the United States, ADS-B-equipped aircraft and vehicles exchange information on one of two frequencies: 978 MHz or 1090 MHz. Mode A/C and S transponders, as well as Traffic Collision and Avoidance Systems (TCAS), use 1090 MHz. ADS-B extends the message elements of Mode S, adding information about the aircraft and its position. This extended squitter is known as 1090ES. An international technical advisory committee chose 1090ES as the worldwide standard for ADS-B.

"The FAA has been systematically upgrading and deploying the ground networks. In the United States, there are two methods for achieving ADS-B Out. One is using the next generation of transponders operating on the 1090 MHz band. The other is using a new technology called Universal Access Transceiver (UAT)," Biggs said.

UAT operate on 978 MHz and apply to aircraft that fly below 18,000 feet in the United States.

"UAT is only allowed for operations below 18,000 feet. UAT provides free services, such as graphical weather and traffic information for ADS-B In-equipped aircraft. It does not replace the requirement for transponders. The rest of the world is planning for ADS-B to use the 1090 MHz link."

"System deployments were created around an earlier set of requirements–RTCA DO-260A. Aircraft that are equipped for these ADS-B standards will need to update to a newer standard known as RTCA DO-260B to be compliant with mandates in the U.S. and Europe," Biggs said.

The European ADS-B Out mandate requires new aircraft with a maximum takeoff weight of 5,700 kg (12,500 pounds) or greater or a maximum cruise speed of more than 250 knots enter service with ADS-B

Out capability as of Jan. 8, 2016, and that existing aircraft meeting these criteria be equipped as of June 7, 2020.

In the United States, all aircraft must be equipped by Jan. 1, 2020. All new Beechcraft® and Cessna® aircraft will deliver with ADS-B Out in compliance with the mandated European deadline.

What equipment do I need?

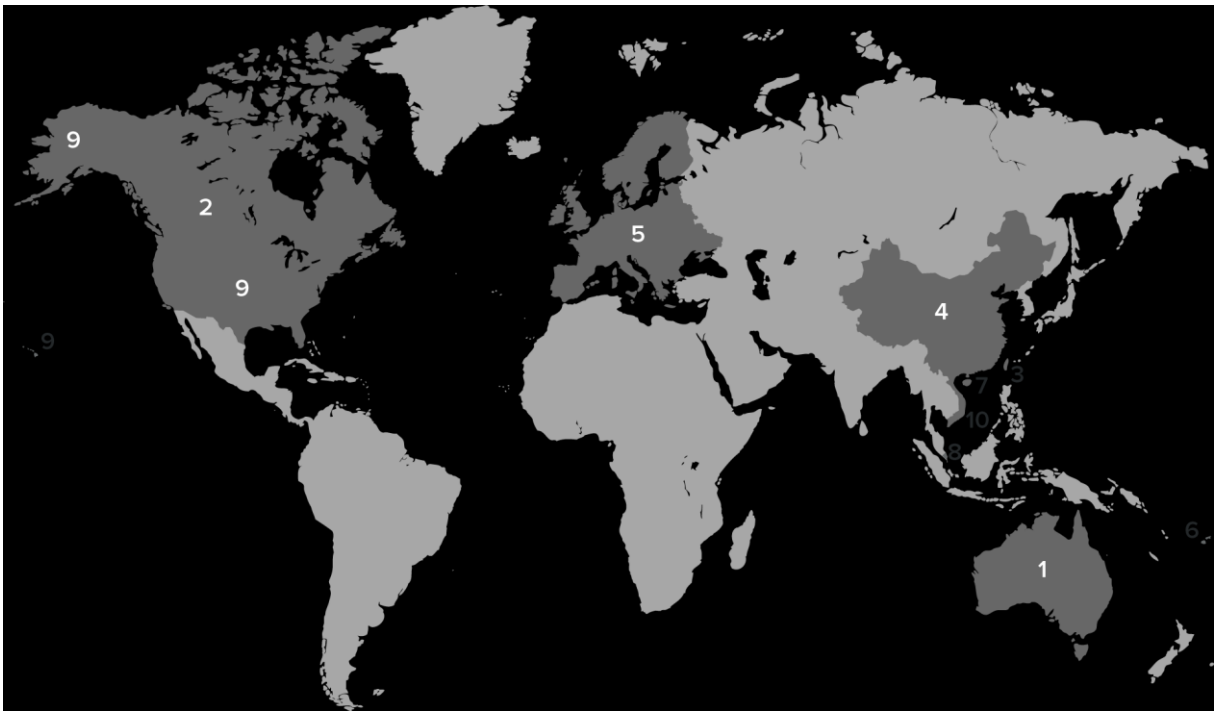
Depending on the vintage of your aircraft, the equipment can be simple or complex. The good news is that you may have some elements already on board your aircraft.

"ADS-B will require at least one Wide Area Augmentation System (WAAS)-capable GPS receiver connected directly to the transponders. The transponders will need to be upgraded to be compliant. If your aircraft is not already compliant with the European requirement for Enhanced Surveillance, then these are the additional steps you need to take," Biggs said.

What you need

- WAAS-capable
- GPS receiver
- Upgraded transponders
- Capability to input flight ID

Where is it required?



1. Australia

Dec. 12, 2013, at or above FL 290.

2. Canada

If requesting operational benefit.

3. China (Taipei)

Required when flying over routes B576 or B591 at or above FL 290 within the Taipei Flight Information Region on and after Dec. 12, 2013.

4. China (Sanya)

Required when flying over performance-based navigation routes L642 or M771 at or above FL 290 within the Sanya FIR on and after Dec. 12, 2013.

5. Europe

Requires equipage in aircraft over 5,700 kg (12,500 lbs.) MTOW or a maximum cruise of more than 250 knots by June 8, 2016, for new aircraft and June 7, 2020, for retrofit.

6. Fiji

Only required for Fiji-registered aircraft operating in controlled airspace.

7. Hong Kong

Required when flying over performance-based navigation routes L642 or M771 at or above FL290 while within the Hong Kong FIR on and after Dec. 12, 2013, and when flying within the entire Hong Kong FIR at or above FL 290 on or after Dec. 31, 2014.

8. Singapore

Required when flying on ATS routes N891, M753, L642, M771, L644 and N892 at FL 290 and above within the Singapore FIR on and after Dec. 12, 2013.

9. United States

Requires most aircraft to be equipped with some form of ADS-B Out by Jan. 1, 2020.

10. Vietnam

Required when flying over ATS routes L625, M771, N892, L642, M765, M768, N500 and L628 at or above FL 290 within the Ho Chi Minh FIR on and after Dec. 12, 2013.

"ADS-B will require at least one Wide Area Augmentation System-capable GPS receiver connected directly to the transponders. The transponders will need to be upgraded to be compliant. If your aircraft is not already compliant with the European requirement for Enhanced Surveillance, then there are additional steps you need to take."

Jake Biggs, Textron Aviation's aftermarket engineering manager

United Airlines jet was seconds from head-on collision

United Airlines jet was seconds from head-on collision with easyJet plane after air traffic controller's slip of the tongue at Charles de Gaulle airport

A United Airlines jet landing at Charles de Gaulle airport with 73 people on board was just seconds away from a head-on collision with an easyJet Airbus after a slip of the tongue by an air traffic controller, it has been revealed.

The easyJet plane was preparing for takeoff on the runway of the Paris airport before pilots saw the United Boeing 787 bearing down on them less than 300ft off the ground, according to an official report by the Bureau of Enquiry and Analysis.

The near-disaster on July 20 last year occurred after the tower controller mistakenly told the United flight from Newark, New Jersey, that it was cleared to land on runway '09 right'.

The United plane was on the approach to runway 09 left and the pilots assumed they were being told to 'sidestep' to the right.

That day, landings were being carried out on runway 09 left while take-offs were departing from runway 09 right.

But shortly before the landing of the United flight, an Air France Boeing 787 had demanded to land on runway 09 right, the longer of the two, because of a technical problem, adding to the controller's confusion.

The pilot asked for confirmation but used the non-standard word 'understand' instead of 'confirm' in an English expression not grasped by the French controller.

They said: 'Understand cleared to land 09 Right, sidestep for 9 Right United 57.'

The report stated that pilots should always ask for reconfirmation of an order rather than repeating what they think they heard.

The controller did not react and at the same time, cleared the easyJet Airbus A320 bound for Malaga to depart from the same runway.

It was only when the easyJet plane was on the runway and started to move that pilots saw the incoming danger, with the Boeing less than a mile away and travelling at 160mph.

The easyJet co-pilot intervened and said on the radio: 'Traffic landing 09 right.'

He also told the Boeing: 'Go around 09 right! Go around!'

The United flight came within 80ft of the ground and was 250ft from the end of the runway before it aborted the landing and redirected its path.

The controller told investigators 'she thought her tongue had slipped because she was focused on runway 09 right with an Air France Boeing 787 that had just landed there', according to the report.

The United pilots were also criticised for not using clearer language in their communications with the controller.

The position of the controller, with no visual on the runways, may have contributed to the mistake, as well as the decrease in traffic due to the Covid pandemic, according to the investigators.

The Differences Between ADS-B Out and ADS-B In

Difference Between ADS-B Out and ADS-B In? (thebalancecareers.com)

BY SARINA HOUSTON

Updated February 18, 2020

Automatic Dependent Surveillance-Broadcast (ADS-B) equipment allows air traffic controllers and participating aircraft to receive extremely accurate information about aircrafts' locations and flight paths, which, in turn, allows for safer operations, more direct flight routes, and cost savings for operators.

ADS-B is an important part of the Federal Aviation Administration's (FAA's) Next Generation Air Transportation System (NextGen). ADS-B uses Global Positioning System (GPS) satellites and is a great improvement over the radar-based air traffic control system that has been in place since 1960.

Two types of ADS-B equipment can be installed on an airplane: ADS-B Out and ADS-B In. Both are valuable, but only ADS-B Out is mandated by the FAA to be installed by January 1, 2020, on all aircraft that currently require a transponder.

ADS-B Out

An aircraft equipped with ADS-B Out equipment will continuously transmit aircraft data such as airspeed, altitude, and location to ADS-B ground stations. Those data are then transmitted to air traffic control stations. To be compliant with the FAA mandate, either a 1090 MHz extended squitter (ES) with a Mode S transponder or a dedicated 978 MHz universal access transceiver (UAT) must be installed. The aircraft also needs a WAAS-enabled Global Positioning System (GPS) receiver.

The 1090 MHz Mode S transponder is required for aircraft that fly at 18,000 feet and higher and is the standard throughout much of the world. The 978 MHz UAT is primarily marketed to general aviation (GA) pilots as it can be used only below 18,000 feet and in the United States.

The cost of purchasing and installing the ADS-B Out equipment starts as low as about $4,000 and runs as high as $200,000, depending on the equipment selected and the type of aircraft involved.

The Aircraft Owners and Pilots Association (AOPA) says ADS-B Out equipment transmits data just about every second, compared with every three to 15 seconds for radar.

That greater timeliness improves the accuracy of information for those conducting search and rescue operations for missing planes.

ADS-B Out will also permit more optimal spacing of planes and will enable better flight paths for planes in areas without radar, including over the Gulf of Mexico and in parts of Colorado and Alaska.

ADS-B In

ADS-B In is the receiver part of the system. It allows properly equipped aircraft to receive and interpret other aircraft's ADS-B Out data on a computer screen or an electronic flight bag (EFB) in the cockpit. (An EFB is a portable electronic device, like a tablet computer, that gets its name from its ability to replace the 38 pounds of paper charts and manuals that pilots had to tote onto every flight.)

The ADS-B In function requires an approved ADS-B Out system and an ADS-B-compatible display interface if pilots want to be able to utilize ADS-B's graphic weather and traffic information.

A study by researchers at airspace systems engineering firm Regulus Group that looked at accident rates for GA planes and air taxis from 2013 through 2017 found that the aircraft were 48-53 percent less likely to have an accident and 88-89 percent less likely to have a fatal accident if they were equipped with ADS-B In. The ranges resulted from two different methods of looking at the data: by fleet and by flight hours.

Traffic and Weather

Traffic Information Service-Broadcast (TIS-B) provides information on the locations of other aircraft, along with their altitudes, direction, and speed vectors. TIS-B works with either the 1090 MHz ES or 978 MHz UAT ADS-B options.

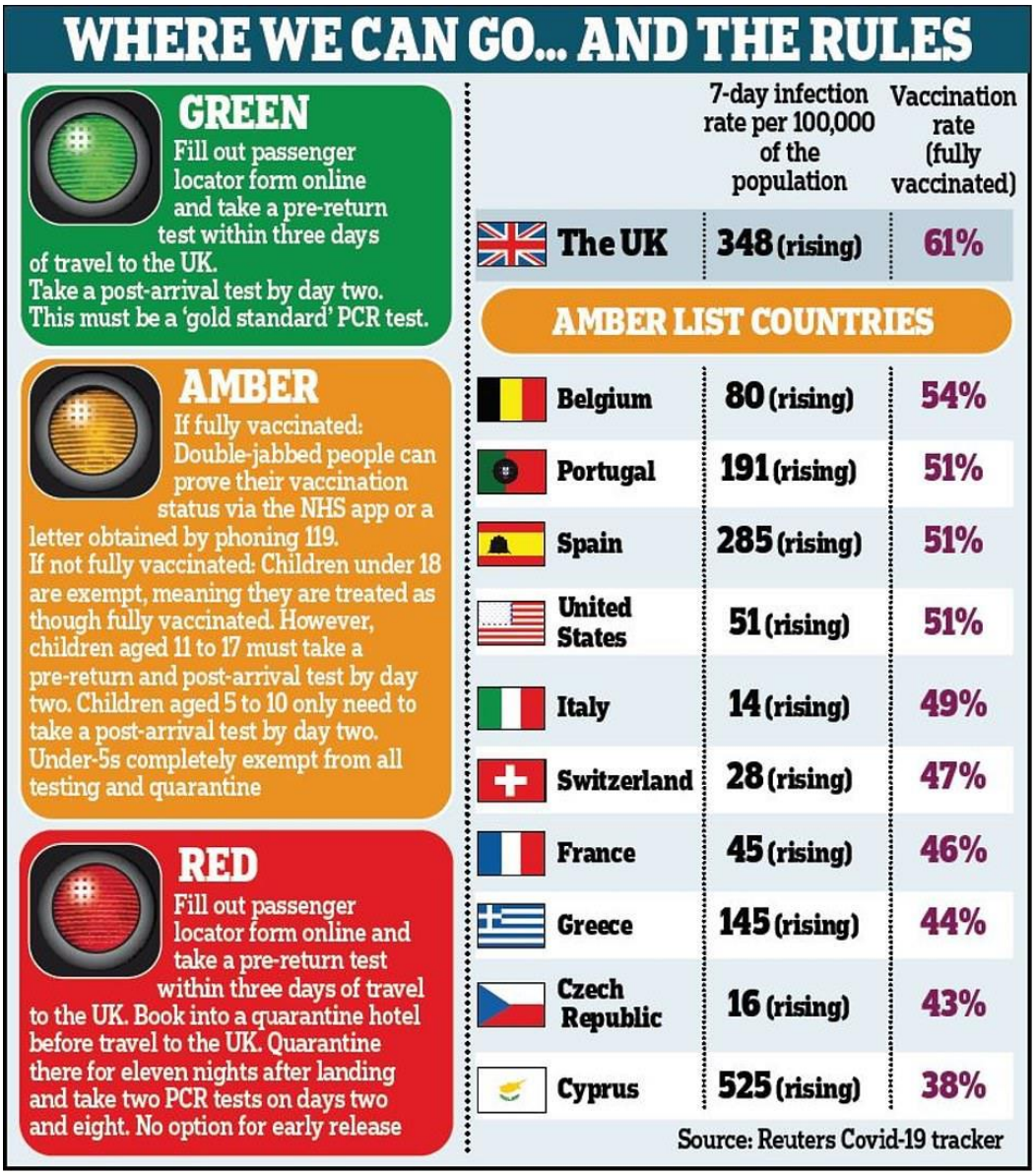
Flight Information Services-Broadcast (FIS-B) provides weather data as well as other important information, such as temporary flight restrictions and Notices to Airmen (NOTAMs). It can be received only through certain compatible UATs; it's not available with the ES option.

The FAA does not charge for either of those services in order to promote the use of ADS-B In.

Travelcare for travelers and crewmembers

2018-SIB-286		FLASH OSAC N°8
Issue Date	SIB Number	Subject
12/07/2021	SD 2021-04	Operational Measures to Prevent the Spread of Coronavirus `SARS-CoV-2` Infection - This SD supersedes EASA SD 2020-03 dated 25 June 2020.
12/07/2021	SD 2021-05	Operational Measures to Prevent the Spread of Coronavirus `SARS-CoV-2` Infection - This SD supersedes EASA SD 2020-04 dated 25 June 2020.

About Iran follow QR Code **and refer to CZIB**



EASA published guidelines for return to service of aircraft from storage in relation to the COVID-19 pandemic

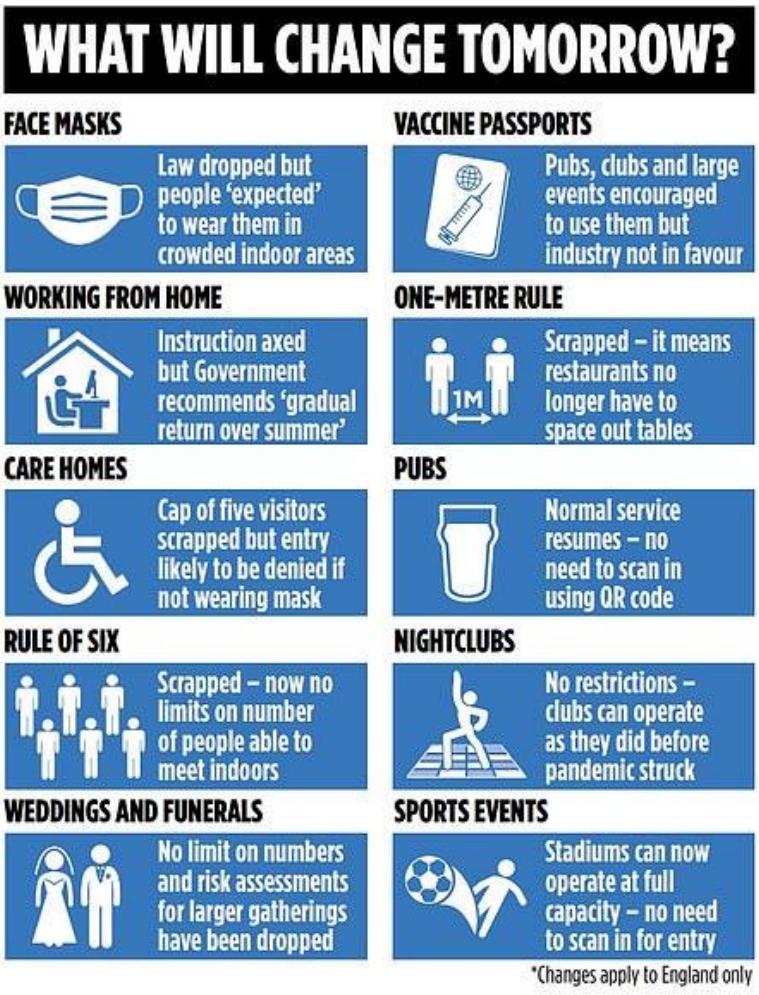
In order to support the safe return to normal operations (RNO) and to supplement the already published FAQs in continuing airworthiness, EASA has developed the guidelines for de-storage aircraft with the support of industry and national competent authorities.

This document raises awareness of possible hazards and suggest mitigations following the potential risks of aircraft returning to service after storage, emphasising the need to consider the particularities of each case and the communication with the relevant organisations and competent authorities.

Issue 3 addresses the additional identified risk of Lavatory Fire Extinguishing Bottles found discharged on aircraft parked/stored for a prolonged period of time in a High-Temperature Environment.

By the way :

On the 17th of July



Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

ICAO or FAA

Disclaimer for COVID-19 Dashboard

All content included in the dashboard is for informative purposes only. Information presented is based on the ADS-B data of FlightAware, and is not the exact actual traffic figure.

Information herein contains both original ADS-B data and estimates, and is subject to update, correction and revision with more information available.

Discrepancies between information contained in this dashboard and other analyses, studies, articles, publications produced by ICAO may exist due to the different timing and methodologies of processing the information in accordance to various purposes. For example, the ICAO Economic Impact Analysis of COVID-19 further analyses the original ADS-B data using other air transport data. Appropriate and reasonable efforts will be continually made to ensure the consistency of the information.

The presentation of information on the map herein is not warranted to be error free and does not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, area or territory or of its authorities, or concerning the delimitation of its borders.

FAA - Novel Coronavirus (COVID-19) Update

FAA Amends Cargo Exemptions

The FAA amended an exemption authorizing airlines to transport cargo that is secured to the seat tracks (PDF) of a passenger aircraft when seats are removed and no passengers are in the cabin. This amendment extends the exemption through December 31, 2021.

The FAA also amended an exemption that allows airlines to secure cargo to passenger seats (PDF) when no passengers are in the cabin. The amendment extends the exemption through December 31, 2021.

See attached (2 doc 185xx).

European Advice **or Why Brexit is really safe for Europe**

Heathrow T5 arrivals queue for 'three hours'

Heathrow T5 arrivals queue for 'three hours' as 'e-gates are closed AGAIN and pingdemic leaves just ONE passport official to man desks': Airport Tube station is SHUT for engineering works on airport's busiest weekend this year

Heathrow arrivals today queued for up to three hours after e-gates broke down and just one official checked hundreds of passports, according to frustrated passengers.

The delays meant some passengers arriving from 'amber list' countries missed their pre-booked taxi or coaches on the airport's busiest weekend of the year.

To make matters worse, London Underground trains from Heathrow terminals are closed over the weekend due to engineering works, meaning already delayed holidaymakers have to take a replacement bus service to Hammersmith.

Earlier this week, holidaymakers arriving at Terminal 5 were left queuing for more than 90 minutes after the Government's 'out-of-date' form resulted in 'confused' passengers filling them out wrong, which led to confusion at the e-gates - because these exemptions must be checked by Border Force officials.

Ryan Marshall, 30, a building site manager who now lives in France and is visiting the UK for a wedding, said it took him three hours to get through passport control this morning.

John Wilson, 53, who works in telecoms and was returning to the UK from Bucharest, described 'snaking' queues that took two hours to get through.

Meanwhile, Easyjet will fly 135,000 lockdown-weary Britons to more than 80 locations today as airports and airlines brace for their busiest weekend of the year so far as thousands escape the 'pingdemic' and storm chaos.

Gatwick Airport said it expects to see around 250 to 260 flights and between 25,000 to 27,000 passengers a day over the weekend - up from a low of just 15 flights a day at the height of the pandemic.

Photographs taken at Heathrow airport this morning showed crowds of holidaymakers eagerly queuing at check-in desks ahead of much anticipated getaways.

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

Thousands of Brits faced 'hours and hours' of queues as staff absences and broken machines were blamed for the 'absolutely dreadful' wait times.

Heathrow CEO, John Holland-Kaye, said this weekend was 'set to be one of the busiest of the year so far', adding: 'We're thrilled to see the terminals coming to life again, with most of the shops and restaurants now reopened.'

He said extra staff had been drafted in to ensure passengers 'have a smooth journey', and added: 'We look forward to welcoming back even more passengers as vaccination rates climb in the UK and abroad.'

But one passenger, Mr Marshall, said those at the back of the passport control were waiting 'hours and hours' because there was only one person at the desk checking passports.

He added: 'I've been in the Alps for 10 years, but I'm here for my mate's wedding. It only got busy after we landed, but the people at the back of the queue were going to be waiting for hours and hours.

'Then the machines at passport control broke and there was only one person on the desk checking everyone's passports.

'My flight landed at 7:30am and it's now 10:00am, so it's taken me almost three hours to come through. I've now missed my coach so have to get the underground into London and then get a train down to Bournemouth.

'That doesn't make any sense to me because I'm supposed to be quarantining. When I booked a day five test in Boots, they said there weren't any available, so come in on day 4 instead - it's ridiculous. I'm supposed to be going back in three weeks' time, but the rules keep changing so I might have to cut it short.

'Going on a stag-do and to a wedding has turned into a month long trip. It's put me off coming back to England again.'

Mr Wilson said there were 'only two people on the desk and the queues were like a fun park, wrapping around and around like a snake'.

He added: 'We were halfway through "the snake" when we started, but by the time we reached the desk it was all the way down the aisle. Our flight landed at 8am and it's now 10:20am, so it's taken us over two hours to get through.

'I had a taxi booked for 9am but he cancelled on me and charged me £35 because I wasn't there. British people seem to just sail through, but for everyone else it was absolutely dreadful.'

Tom O'Connell, 46, a pharmacy owner from Putney, west London, said: 'We've just arrived from Malta which is a green list country. The queues were absolutely ridiculous - it took us over an hour to get from the back to the front of the queue.

'And then there's another massive queue to the person checking your papers. There's just not enough staff and over half the machines - around 10 of them - were boarded off. Most people expect it I guess, but it's just a disappointing way to enter a country. Plus people coming from different countries are queuing together.

'There's a sign for red list countries, but that's it, everyone else is in the same boat. Not that I'm concerned because I'm double vaccinated. But they tell you to disembark in rows to stop everyone pushing up the queue. It seems pointless if you're then shoved in a queue with the rest of the plane and other passengers.'

Sebastian Dossantos, 20, said there 'were just too many people coming through' and passengers 'were starting to get anxious'.

He added: 'I've come from South Africa, but I had to stop in Portugal for 10 days. If I'm honest, it's been an absolute mission to get here. I think that's the longest queue I've ever been in for sure. It took me an hour because there are hundreds of people queuing.'

Brad, 51, a symphony conductor who lives in Toronto, Canada, but has a house in London, said: 'If you're prepared it's just a line, but it did take quite some time.

'We landed at 8:45 and so it took us an hour and 45 minutes to get through passport control. But I think in the next hour or two your going to see people from our flight coming through because those who were slow got stuck at the back. It was just sheer volumes because there were so many people queuing from two or three flights in the same line.'

The most popular foreign destination this weekend is Spain, with between 60 and 70 flights a day, while around 30 planes will depart each day for Greece, Gatwick said.

The airport said flight numbers are still far below the 950 per day at this time of year pre-Covid.

A Gatwick Airport spokesman said it was also expecting its busiest weekend of the year so far, with flights heading out to more than 100 destinations in 30 countries.

They added: 'We will handle over 250 each day, with locations in Spain and Greece particularly popular.

'We've been looking forward to this weekend - the start of the summer holidays - for some time and cannot wait to finally see our passengers enjoying themselves, whether that's indulging in some retail therapy or eating in our restaurants, before jetting off on a well-deserved holiday.'

Luton Airport will deal with 10,000 passengers today, while Manchester Airports Group said it is expecting 958 flights at Manchester Airport from Friday to Monday, 224 at East Midlands Airport and 1,330 at London Stansted.

This is up from the 632, 177 and 735 respectively during the same weekend last year, but still well below the 2,512 at Manchester, 503 at East Midlands and 2,139 at London Stansted in July 2019.

A spokesman said: 'After what has been the most challenging year in our history, it is encouraging finally to start seeing some passengers return to our terminals.

'Allowing fully vaccinated travellers to visit amber list countries without quarantining on return has been an important step forward, opening up many more destinations for a well-deserved summer holiday.

'This increase in passengers is an encouraging but tentative step towards recovery, with volumes still significantly lower than they were before the pandemic.'

Airline easyJet said it is preparing to carry more than 135,000 passengers this weekend from the UK on over 80 routes to green and amber-list destinations across Europe.

In total there will be 251 easyJet flights taking to the skies, with popular destinations including Malta, Madeira, Malaga in Spain, Faro and Lisbon in Portugal, and Corfu and Athens in Greece, the airline added.

Ali Gayward, easyJet's UK country manager, said: 'With schools breaking up for summer, this weekend sees the busiest weekend so far this year and we are looking forward to taking as many people as we can on that long-awaited and well-deserved trip, or to reunite them with their loved ones.'

Tui said it has almost double the number of passengers travelling Friday to Sunday compared to last weekend, with the Balearics and Greece the 'clear favourites' and Palma, Ibiza and Rhodes the most popular destinations.

A spokeswoman said it will be resuming flights to Alicante and Malaga in Spain, the Canary Island of Fuerteventura, Kefalonia and Skiathos in Greece, and Marrakech, Morocco, this weekend.

Since May, quarantine and testing requirements have been determined by whether a person is entering the UK from a green, amber or red list location.

Travellers returning from a green destination are not required to self-isolate, but only a handful of major European summer hotspots are in that tier.

Spain, Italy and Greece are among the countries on the amber list.

Those returning from an amber country must quarantine at home for 10 days unless they have had both doses of a coronavirus vaccine.

Jet2 said it has 170 flights departing to more than 40 destinations over the weekend, up from around 70 to six places the previous weekend.

The spokeswoman added: 'The start of school holidays in many parts of the UK means that this weekend will be the busiest in months and we're very excited about taking people away to enjoy a well-deserved and long-overdue holiday.

12 july 2021 - Freedom (of sorts) but for how long? 'Captain Cautious' Boris Johnson says restrictions WILL end on Monday but move will be reviewed by September 30 at the latest meaning UK could be locked down again within 11 weeks

Boris Johnson last night warned Covid curbs could return in September if new freedoms are abused.

He confirmed most restrictions will be axed on Monday but at a gloomy Downing Street press conference insisted caution was vital.

He added: 'I cannot say this powerfully or emphatically enough – this pandemic is not over. This disease coronavirus continues to carry risks for you and for your family. We cannot simply revert instantly from Monday, July 19, to life as it was before Covid.'

Chief Medical Officer Chris Whitty said families should still 'avoid unnecessary meetings' with other households with normal life returning only 'very slowly'.

Mr Johnson called for continued mask-wearing in busy indoor settings such as trains, supermarkets and cinemas. And he urged firms not to order staff back to their desks despite the lifting of the formal 'work from home guidance'.

The Prime Minister also dropped his claim that the unlocking would be 'irreversible'. Asked whether restrictions could return, he said he hoped they would not but added: 'We must rule nothing out.'

Mark Harper, chairman of the Covid Recovery Group of Tory MPs, said even the limited taste of freedom could prove short-lived.

'Enjoy summer if you can,' he said. 'Winter is coming – and I fear that Covid restrictions will return.'

Nightclubs, which have been closed since the first lockdown in March last year, will be allowed to open their doors but will be encouraged to use certification to minimise the risks.

Other 'large events' will also be encouraged to use vaccine passports, with customers able to prove their status using the NHS app.

The Government will 'expect and recommend' the continued use of face masks in crowded areas and on public transport.

The return of employees to the workplace, seen as key for helping town and city centre businesses which rely on commuters, is not expected to happen overnight, with firms encouraged to take a gradual approach.

Mr Javid also warned there are no guarantees the freedoms will stay for good, saying the Government will 'come down hard at the moment we detect a new variant'.

He reiterated that cases are rising and could reach 100,000 a day later in the summer – with the average number of daily cases currently more than 26,000, which has doubled over the past 11 days.

He said hospital admissions are also rising but said they are lower in this wave compared to a previous wave, noting people over the age of 65 – who are more likely to be double-jabbed – accounted for 31 per cent of Covid admissions last week compared to 61 per cent in January.

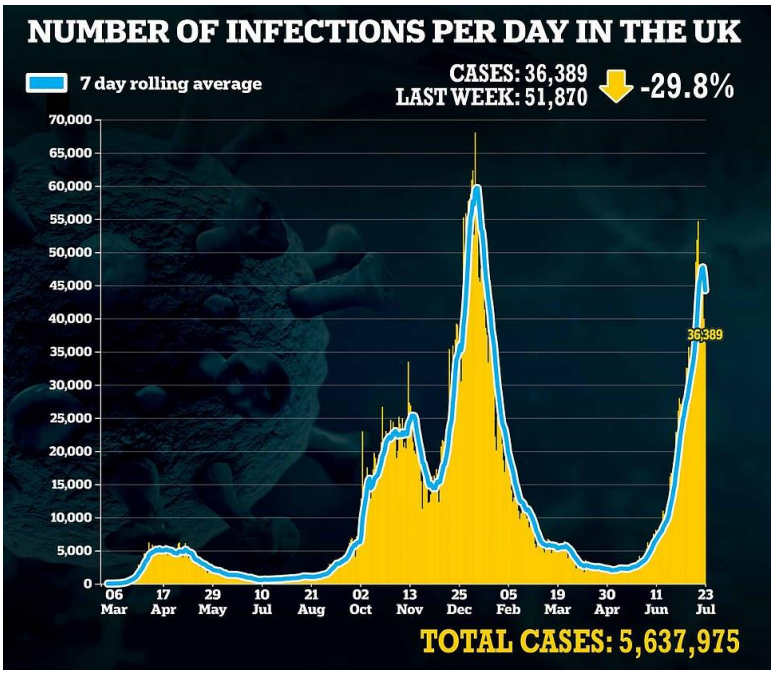
He went on: 'Even as we look to ease restrictions, we will maintain tough measures at the borders and we will expand our capacity for genomic sequencing … so that we can come down hard at the moment we detect a new variant.'

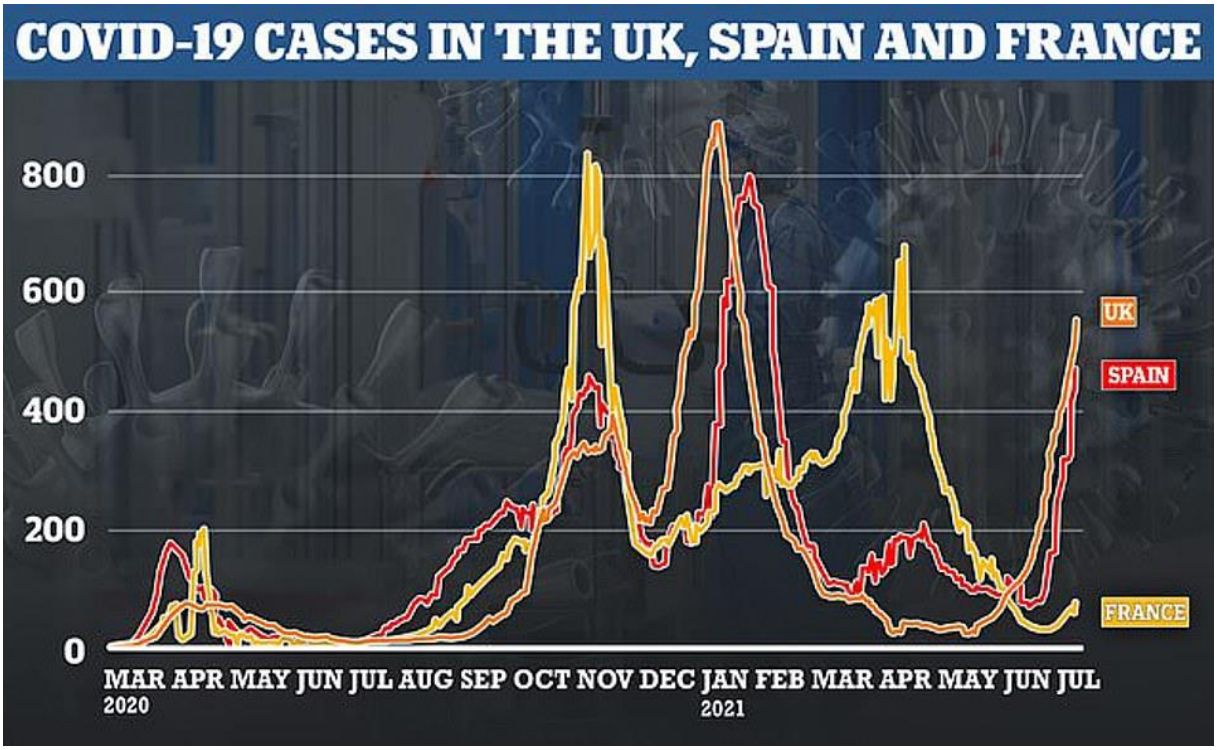
The announcements were broadly welcomed by the stricken hospitality industry.

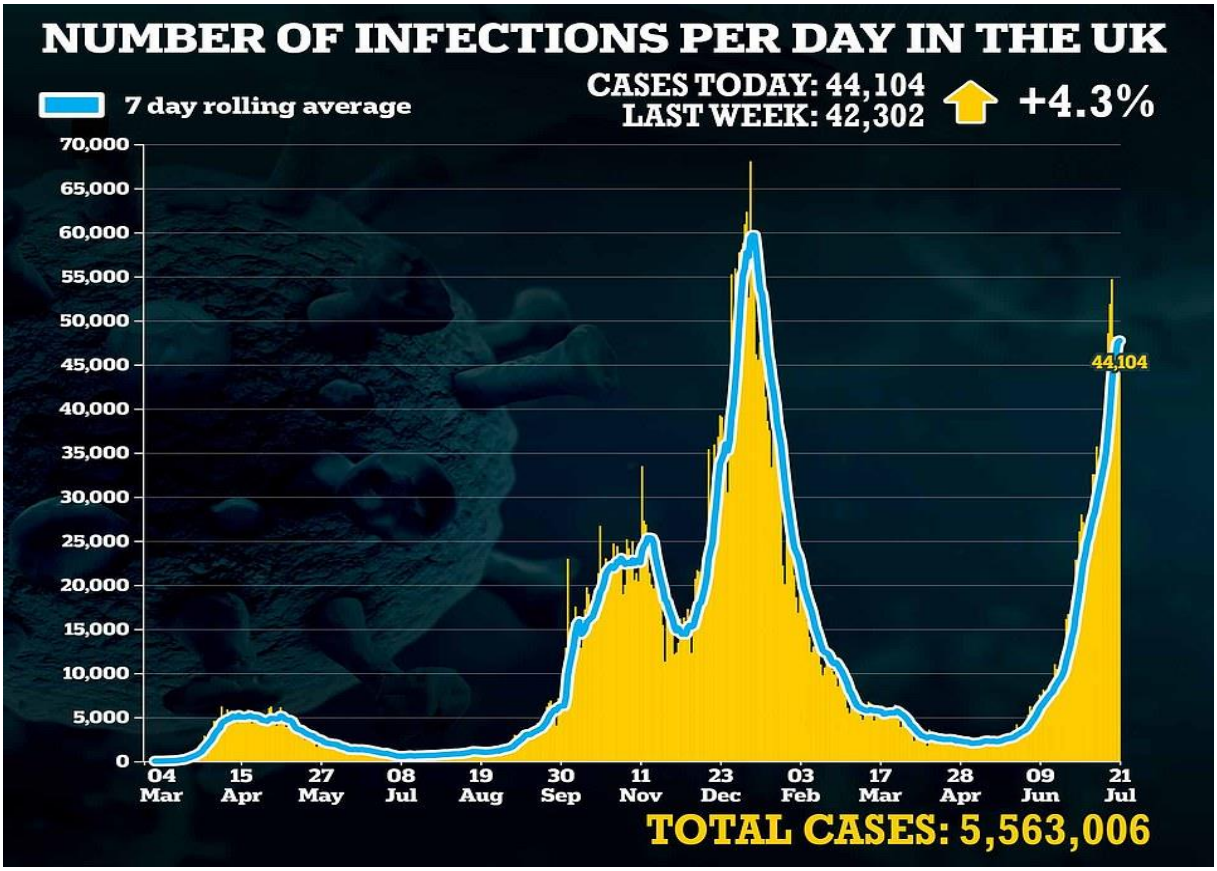
But Labour condemned the Government's 'high risk' and 'fatalistic' approach.

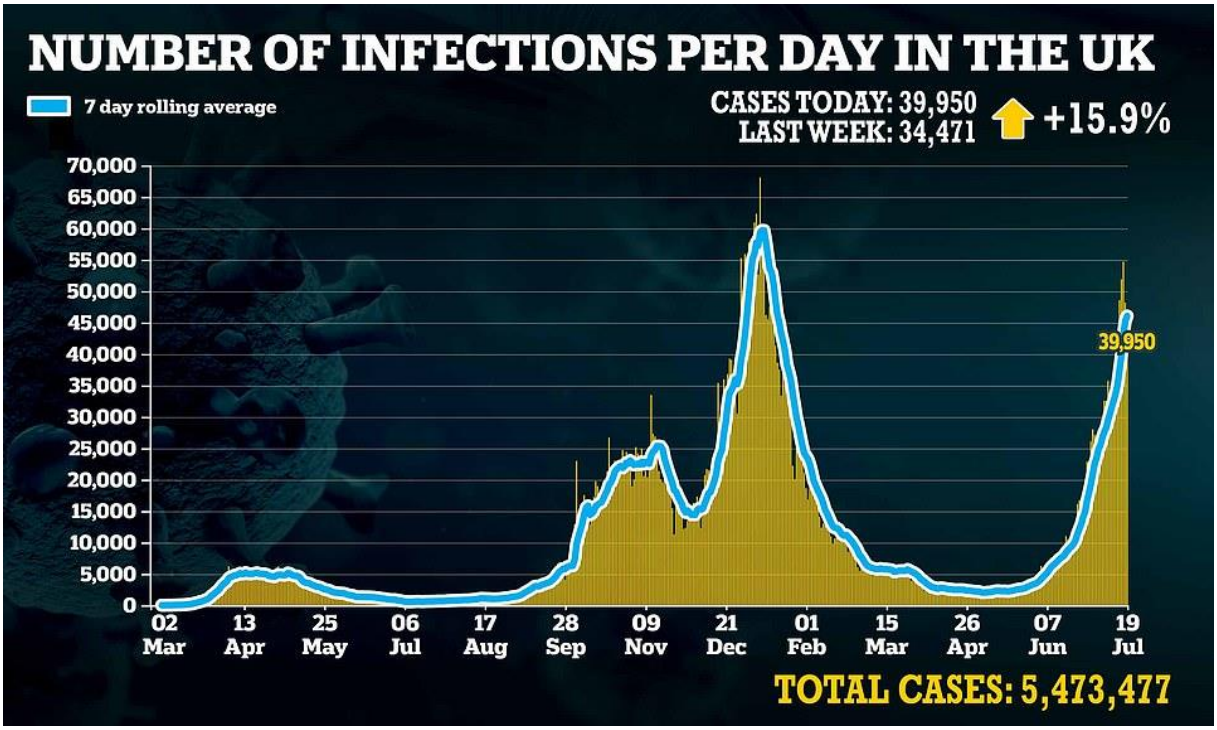
Shadow health secretary Jonathan Ashworth told the Commons the Government's plan to continue with the road map next week could lead to more mutant variants of Covid-19, likening it to the Health Secretary 'putting his foot down on the accelerator while throwing the seat belt off'.

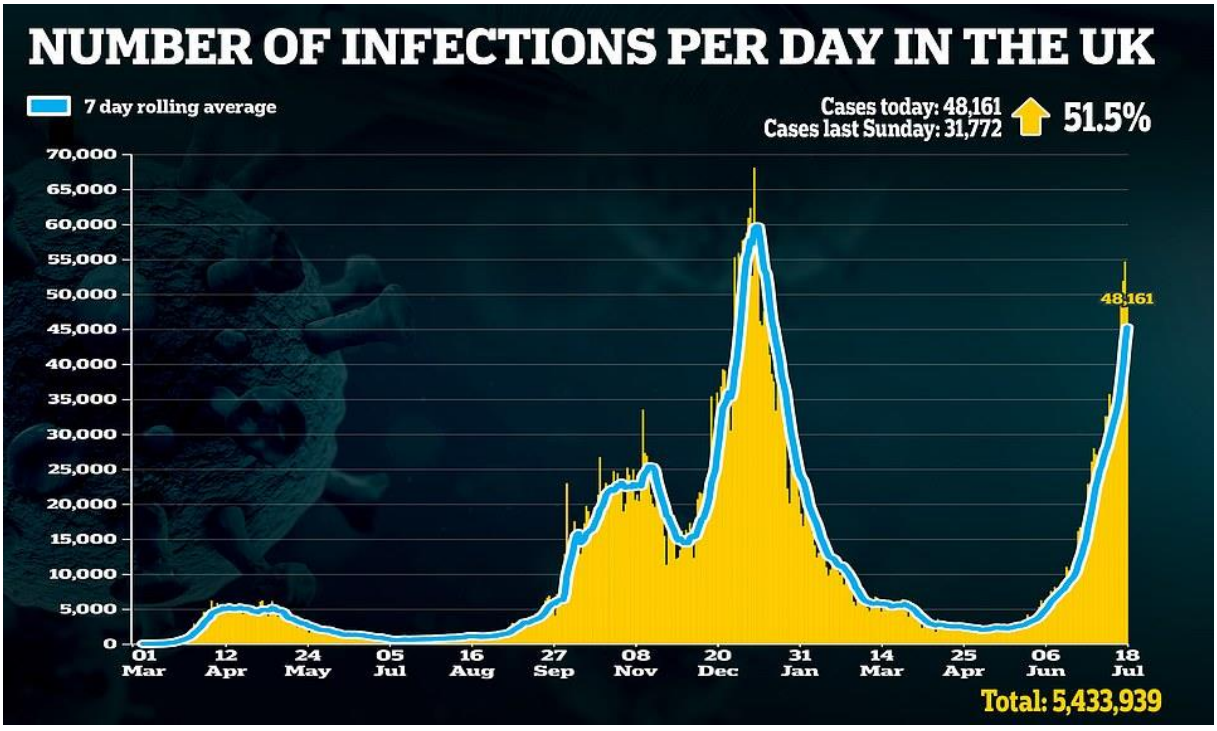
All UK information are issued by: UK Home | Daily Mail Online

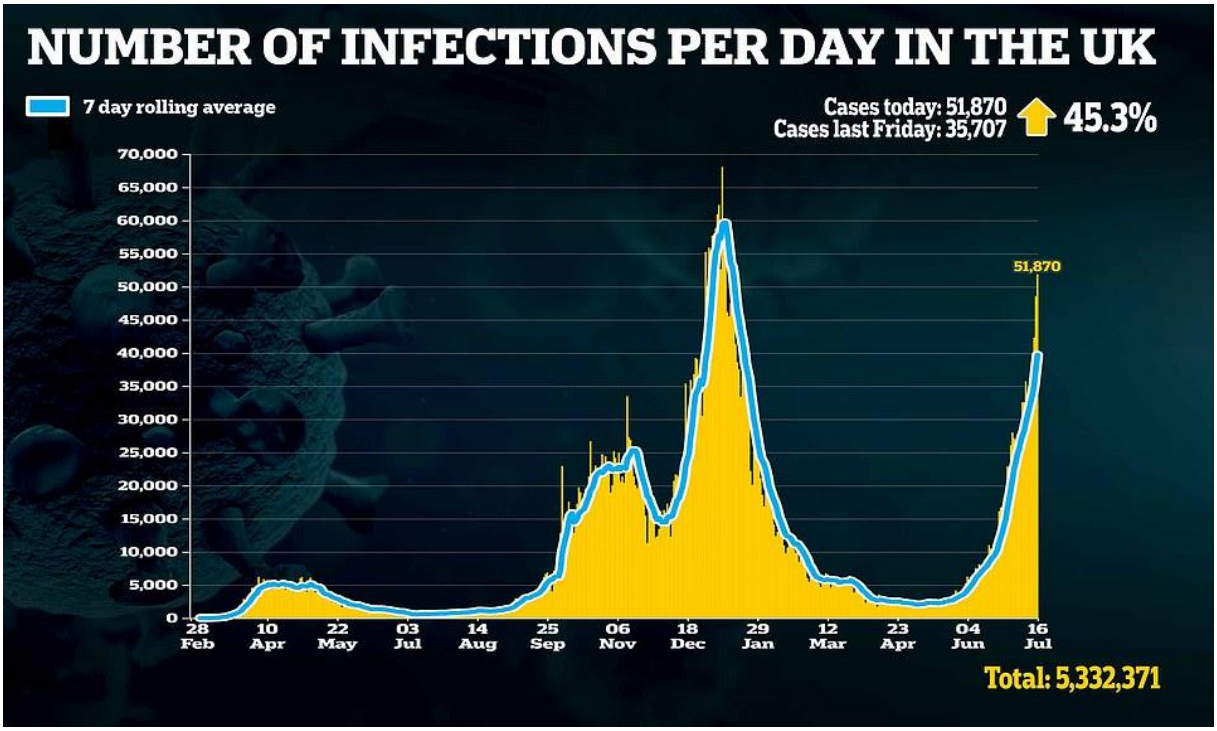


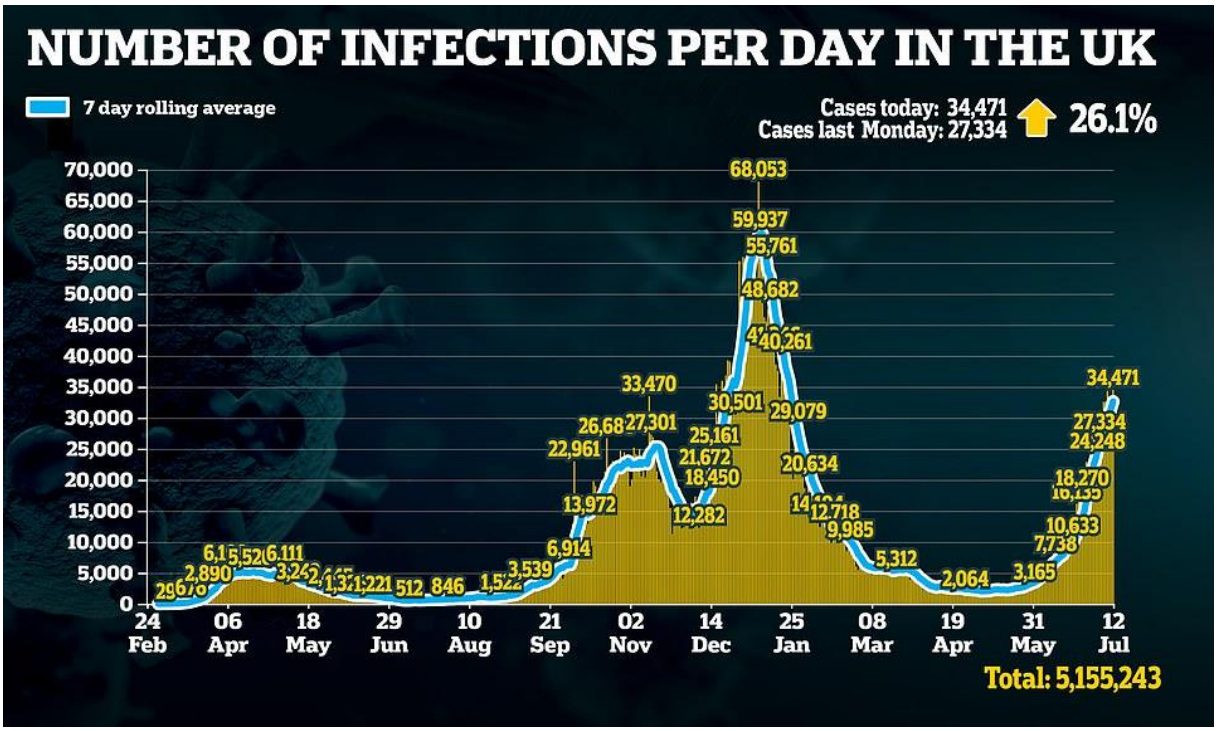


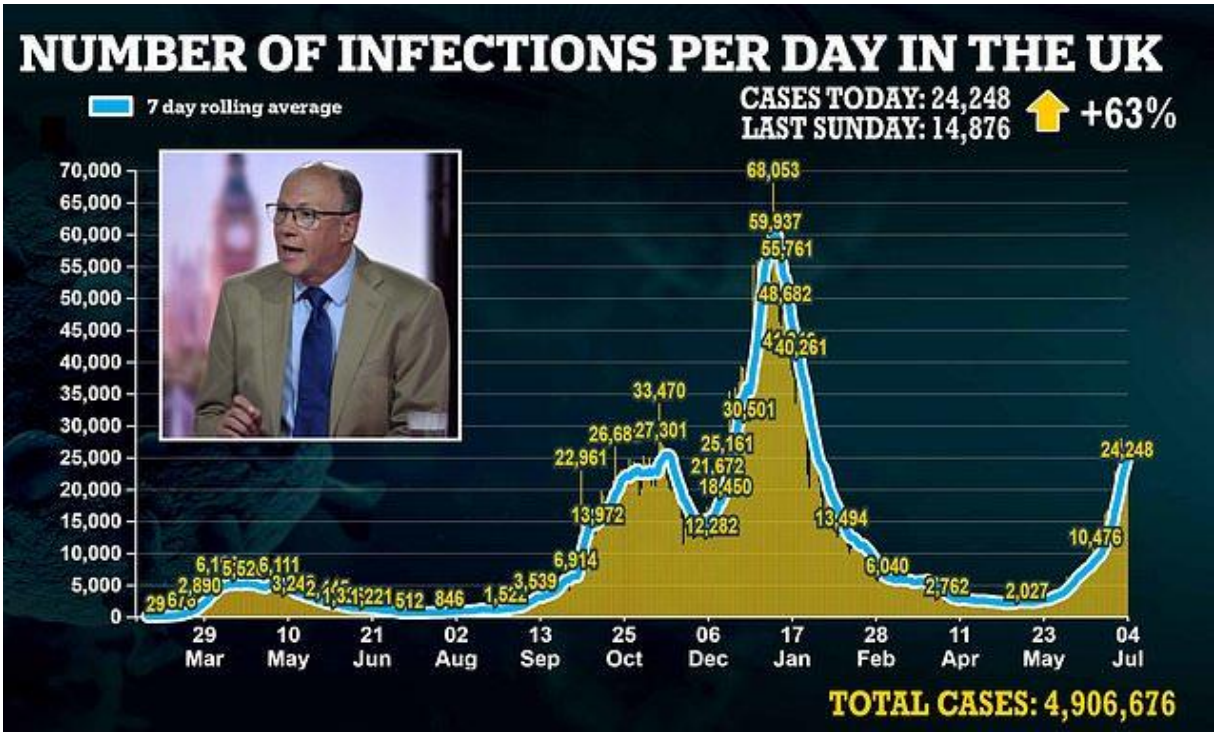


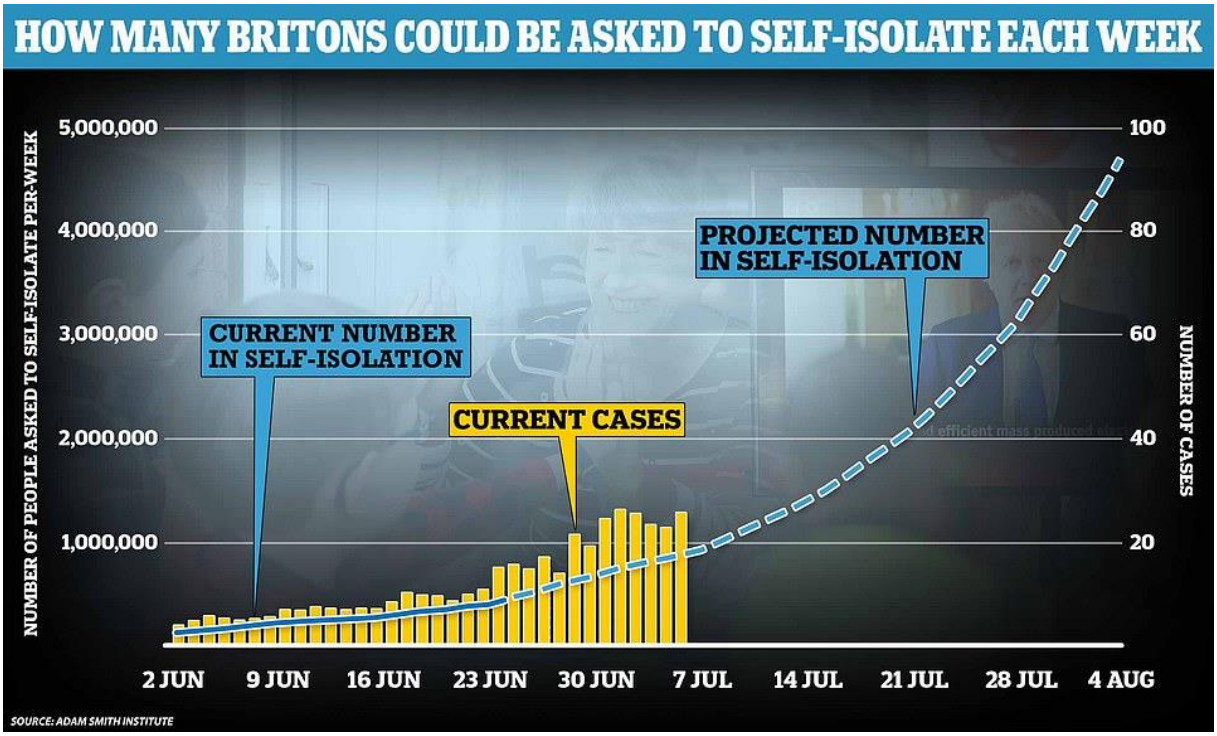


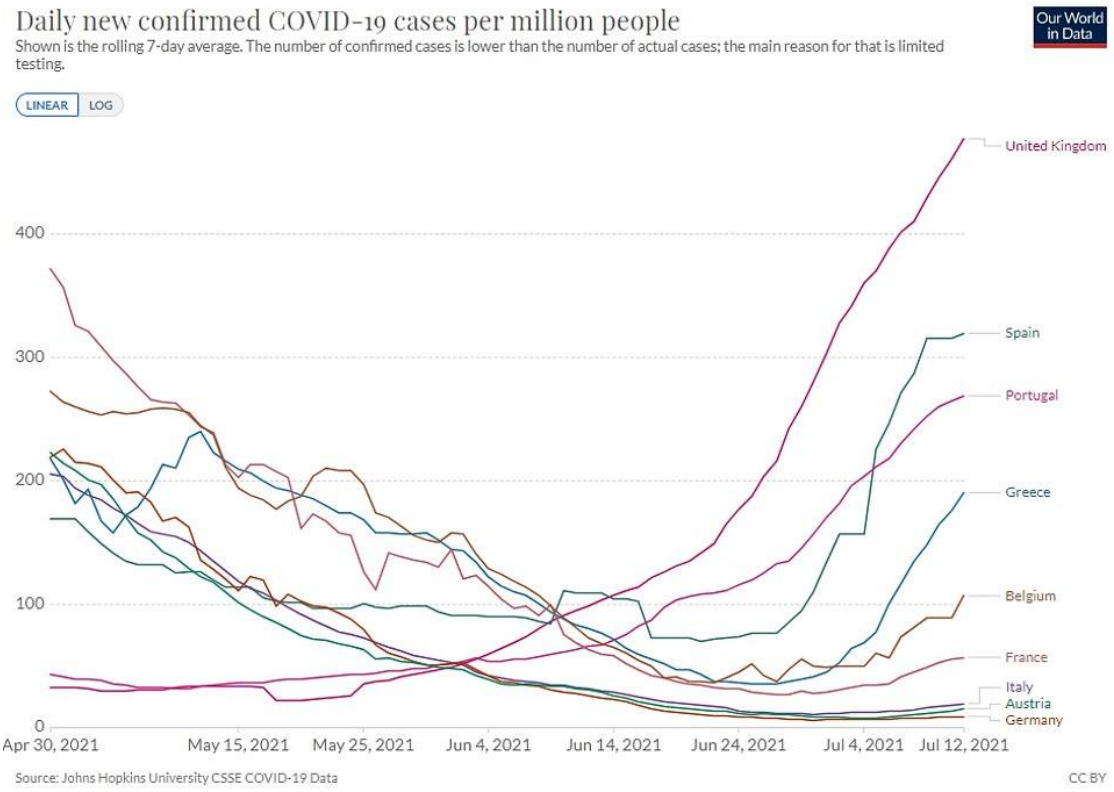


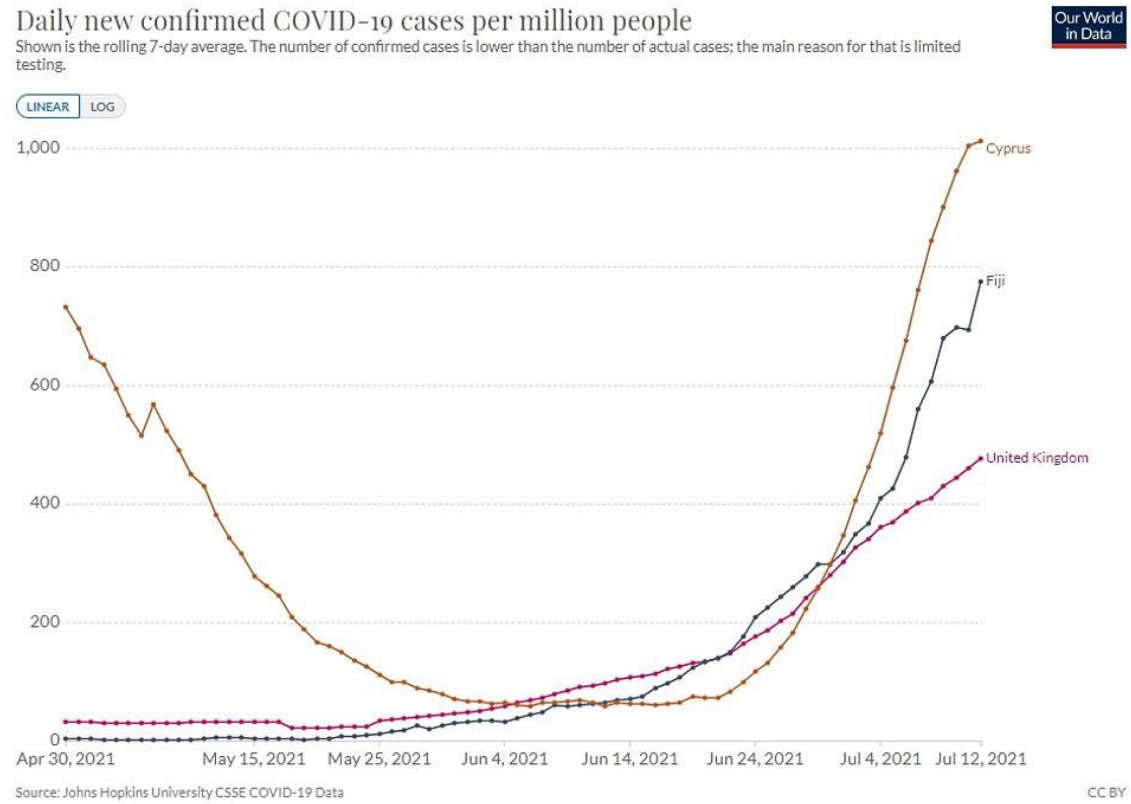












French Advice (in French)

Décret n° 2021-955 du 19 juillet 2021 modifiant le décret n° 2021-699 du 1er juin 2021 prescrivant les mesures générales nécessaires à la gestion de la sortie de crise sanitaire

Iran - JCPoA - Déclaration des ministres des Affaires étrangères de la France, de l'Allemagne et Royaume-Uni (6 juillet 2021)

Nous, Ministres des affaires étrangères de la France, de l'Allemagne et du Royaume-Uni (les E3), prenons note avec une grande préoccupation du dernier rapport de l'AIEA qui confirme que l'Iran a débuté les étapes nécessaires à la production d'uranium métal enrichi. Ceci constitue une violation grave par l'Iran de ses engagements au titre du Plan d'Action Global Commun (JCPoA). L'Iran n'a aucun besoin civil crédible de poursuivre des activités de production ou de R&D sur l'uranium métal, qui constituent une étape clé du développement d'une arme nucléaire.

Ce pas supplémentaire dans l'escalade des violations nucléaires de l'Iran est d'autant plus préoccupant qu'il intervient alors qu'aucune date n'a été fixée pour une reprise des négociations à Vienne en vue d'un retour au JCPoA. Il intervient également dans un contexte où l'Iran a substantiellement réduit les accès de l'Agence internationale de l'énergie atomique (AIEA) en se désengageant des arrangements de vérification et de suivi du JCPoA et en cessant l'application du Protocole additionnel.

Nous appelons fermement l'Iran à mettre un terme sans délai à toutes les activités qu'il poursuit en violation du JCPoA et à reprendre les négociations à Vienne avec l'objectif de parvenir rapidement à leur conclusion. Nous avons souligné à de nombreuses reprises que le temps ne jouait pour personne. Avec ces dernières étapes, l'Iran fait peser un risque sur la possibilité de conclure avec succès les discussions de Vienne, en dépit des progrès réalisés au cours de six sessions de négociations à ce jour.

Other purposes

Environment

Français

Les trois thermomètres de l'action climatique, mode d'emploi

Publié le 02.03.2021 par Christian de Perthuis

Les rejets de CO2 provenant des énergies fossiles et des procédés industriels composent près de 70 % des émissions mondiales de gaz à effet de serre. Pour chaque pays, il existe trois façons de les mesurer : l'empreinte carbone territoriale calcule les rejets de CO2 à l'intérieur des frontières d'un pays ; l'empreinte de consommation, ceux résultant des usages finaux de biens et services ; et l'empreinte d'extraction, ceux issus de l'énergie fossile extraite du pays.

Ces trois empreintes ne s'additionnent pas. Elles constituent trois thermomètres bien distincts, donnant des images qui peuvent être différentes : en 2018, l'empreinte carbone territoriale de la France était, par exemple, de 5,1 tonnes de CO2 par habitant, pour une empreinte de consommation de 6,8 tonnes et une empreinte d'extraction de 0,03 tonne.

La complémentarité des trois thermomètres éclaire les enjeux de la décarbonation des économies. Elle pose également la question de leurs rôles respectifs dans l'établissement et le suivi des objectifs de politique climatique.

L'empreinte territoriale

Le thermomètre communément utilisé pour mesurer les émissions de gaz à effet de serre d'un pays est l'inventaire national, réalisé en France par le Centre interprofessionnel technique de la pollution atmosphérique (Citepa).

Lors des COP, c'est lui qu'on utilise pour négocier les engagements des différents pays. Chaque État est souverain sur son territoire et donc directement responsable de son empreinte territoriale. Un système de « monitoring, reporting, verification » (MRV) qui devrait être renforcé dans le cadre de l'application de l'accord de Paris permet leur suivi.

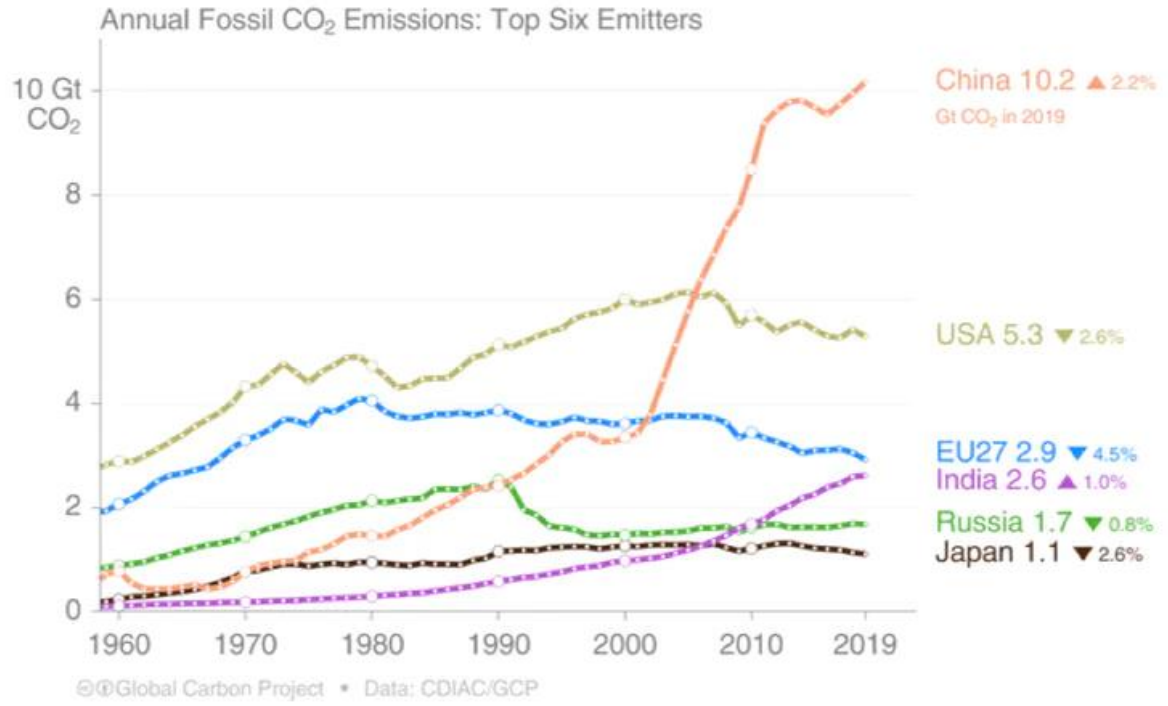
Ces inventaires sont calculés à partir de méthodes harmonisées par le GIEC. La partie la plus robuste est celle concernant le CO2 d'origine énergétique ou résultant de procédés industriels. Les marges d'incertitude sont bien plus élevées pour les émissions et les absorptions liées aux changements d'usage des sols et aux rejets de gaz à effet de serre hors CO2 dont l'agriculture est la première source. Il reste beaucoup de progrès à faire pour fiabiliser et standardiser les méthodes de calcul de cette partie des inventaires.

La récente édition du Global Carbon Budget donne une image complète de ces empreintes territoriales dans le monde jusqu'en 2019. Cette année-là, les rejets de CO2 dans l'atmosphère résultant de l'usage d'énergie fossile et de procédés industriels ont atteint 36,4 gigatonnes de CO2, soit 4,7 tonnes par habitant : ce qu'on

émet en produisant 3 tonnes d'acier ou en roulant 20 000 km dans une voiture de moyenne gamme. Les quatre premiers émetteurs – Chine, États-Unis, Union européenne, Inde – contribuent pour un peu plus de 60 % à ces rejets, mais connaissent des évolutions contrastées.

L'Union européenne (UE) est la première à avoir atteint son pic d'émissions en 1980. Son poids relatif a depuis décliné pour représenter moins de 10 % du total mondial. Les États-Unis l'ont atteint en 2007. On a pu penser que la Chine atteignait à son tour son pic avec la stabilisation de ses émissions entre 2014 et 2016. Un diagnostic contredit par la reprise observée depuis 2016. Malgré un niveau d'émissions par tête de seulement 2 tonnes de CO2, l'Inde est devenue le quatrième émetteur mondial et ne devrait pas tarder à dépasser l'UE.

Depuis 2010, c'est dans le bloc du « reste du monde » que les émissions de CO2 se sont accrues le plus rapidement, avec deux groupes très dynamiques : le Proche-Orient et la Russie, d'une part, les autres économies émergentes d'Asie d'autre part. L'Afrique au sud du Sahara pèse encore très peu, la majorité de la population restante tributaire de la biomasse traditionnelle (hors Afrique du Sud).



Émissions annuelles de CO_2 lié aux énergies fossiles et projections pour 2020.

Carbon Budget (globalcarbonproject.org)

L'empreinte de consommation

Avec la globalisation des économies, les chaînes de valeur se sont allongées. Ceci a pour effet de dissocier le lieu où sont utilisés les biens et services de celui où apparaissent les émissions générées par leur production

: si le véhicule que j'achète est d'origine étrangère, les émissions associées à sa fabrication apparaîtront dans l'inventaire du pays d'origine. S'il est monté en Europe à partir de tôles importées, les émissions se partageront entre pays d'origine pour la fabrication des tôles et le pays européen où se trouve l'usine de montage.

L'empreinte de consommation recense les émissions résultant de l'usage des biens et services dans une économie. Pour la calculer, il convient de corriger les émissions observées sur le territoire des effets du commerce extérieur : celles induites par les importations de biens et services émetteurs de CO2 doivent être ajoutées ; celles incluses dans les exportations doivent être retranchées.

Au niveau micro-économique, l'empreinte de consommation se calcule à partir des bases de données de l'Ademe qui fournissent les facteurs d'émission de l'ensemble des biens et services consommés. Les méthodes pour reconstituer l'empreinte carbone d'un ménage ou d'une organisation sont standardisées et permettent l'établissement de bilans carbone.

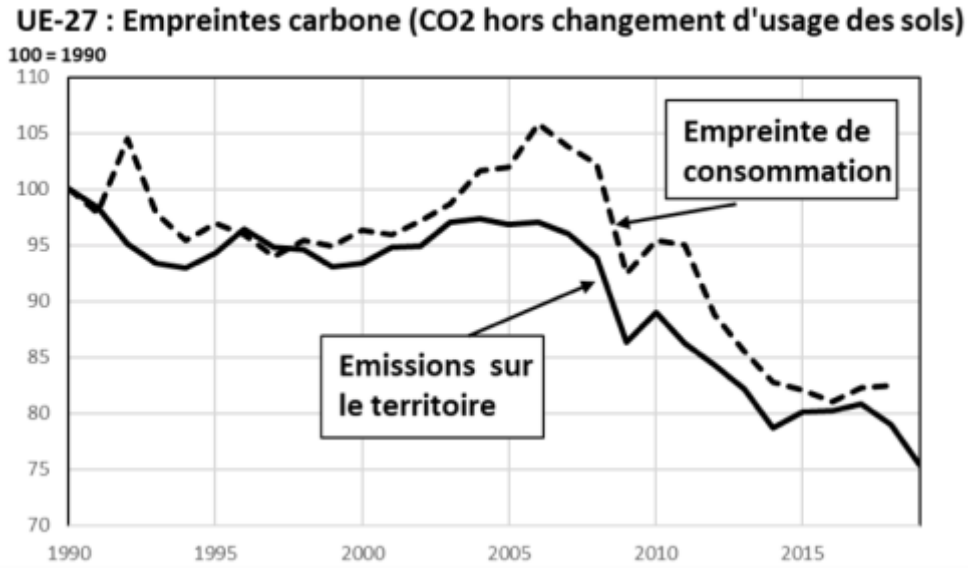
Ces bilans ne peuvent pas s'agréger, car cela conduirait compter plusieurs fois les mêmes émissions. Pour passer à l'échelle macro-économique, les méthodologies sont plus compliquées. On utilise des matrices entrées-sorties issues de la comptabilité nationale, avec des coefficients techniques moyens par secteur réestimés à intervalles périodiques.

Avec l'accélération de la transition énergétique, les hypothèses de fixité de ces coefficients techniques sont hardies. Ce type de méthodologie permet de reconstituer une bonne image du passé plutôt que de se projeter dans l'avenir.

Deux bases de données permettent de comparer l'empreinte territoriale des pays avec leur empreinte de consommation pour le CO2 d'origine énergétique : celle de l'OCDE et celle du Global Carbon Budget que nous utilisons ici. La mondialisation s'est traduite par une relocalisation importante d'industries fortement émettrices dans les pays émergents, notamment en Chine qui est le premier exportateur mondial d'émissions de CO2 incorporées dans les biens manufacturés. Dans ces pays, comme en Inde ou en Russie, l'empreinte de consommation est inférieure à l'empreinte territoriale.

Symétriquement, l'Union européenne est le premier importateur net d'émissions de CO2, avec une empreinte de consommation qui dépasse de 23 % les émissions de son territoire (20 % au Japon et 5 % aux États-Unis). À l'intérieur de l'Europe, les situations restent très hétérogènes, entre le Royaume-Uni et la France, où la désindustrialisation a creusé l'écart entre l'empreinte de consommation et les émissions territoriales, et l'Allemagne et la Pologne où l'industrie a bien mieux résisté à la mondialisation.

Depuis 1990, on peut distinguer deux périodes dans l'évolution de l'empreinte de consommation de l'UE. Entre 1990 et 2006, les ciseaux se sont ouverts entre l'empreinte de consommation qui a progressé de 6 % alors que l'empreinte territoriale reculait de 3 %. Depuis 2006, les deux indicateurs sont à la baisse, l'empreinte de consommation reculant plus vite (-22 %) que les émissions territoriales (-19 %).



L'empreinte d'extraction

Tout à l'amont des chaînes de valeur, l'empreinte carbone d'extraction constitue le miroir de l'empreinte de consommation. Elle calcule les émissions de CO2 qui résulteront de l'extraction des énergies fossiles, que ces énergies soient utilisées dans les pays exploitant les gisements ou à l'étranger. Techniquement, l'empreinte carbone des producteurs d'énergies fossiles est plus facile à calculer que l'empreinte de consommation, car il n'y a que trois produits à considérer dont les facteurs d'émission sont bien connus : le charbon, le pétrole et le gaz d'origine fossile.

Dans son rapport « Production Gap », le programme des Nations unies pour l'environnement (UNEP) a calculé l'empreinte carbone de production pour l'année 2017.

Avec ce troisième thermomètre, se dessine une nouvelle cartographie des émissions mondiales de CO2. De nouveaux entrants apparaissent dans le top-6 des émetteurs de CO2 : l'Arabie saoudite et l'Australie, pays moyennement peuplés, mais gros exportateurs d'énergie fossile. L'Europe et le Japon disparaissent de la liste des principaux émetteurs, car ils importent la plus grande partie de leur énergie fossile.

En Europe de l'Ouest, le pays à l'empreinte d'extraction la plus élevée est la Norvège, devenue le troisième exportateur mondial de gaz naturel. L'Allemagne et la Pologne suivent du fait de leurs productions charbonnières. Le Royaume-Uni, qui fut le premier producteur mondial d'énergie fossile, pointe à la 27e place. Quant à la France, son empreinte d'extraction est devenue symbolique à la suite de la fermeture des houillères et de l'épuisement du gisement de gaz de Lacq.

L'empreinte d'extraction est un indicateur très utile pour les pays exportateurs d'énergie fossile qui peuvent par exemple baisser leurs émissions territoriales tout en alimentant la hausse des émissions à l'extérieur de leurs frontières via ces exportations. Ce n'est pas le cas de l'UE et de la France dont les émissions induites par le commerce extérieur concernent les importations avec le risque dit de « fuites de carbone » qui pourraient résulter de la délocalisation des émissions.

Quel(s) thermomètre(s) utiliser pour les politiques climatiques dans l'UE et en France ?

Pour éviter le risque de fuites de carbone, une première voie serait de changer de thermomètre en substituant l'empreinte de consommation à l'inventaire national. Une telle substitution aurait deux implications indésirables pour les politiques climatiques. Elle déchargerait les entreprises exportatrices de toute responsabilité puisque leurs émissions ne sont pas incluses dans l'empreinte de consommation ; à comportement inchangé, l'UE ou la France bénéficieraient (ou pâtiraient) de tous progrès (ou régression) opérés chez leurs fournisseurs en matière de réduction d'émission de gaz à effet de serre.

Une deuxième voie consisterait à mixer les deux indicateurs en créant une grandeur composite, sorte d'hybride entre l'empreinte territoriale et l'empreinte de consommation. Dans un récent papier académique, Michael Jakob, Hauke Ward et Jan Christoph Steckel proposent une clef de répartition basée sur les gains à l'échange des différentes partenaires commerciaux. De l'aveu même des auteurs, mettre en pratique cette méthode se heurte à nombre de difficultés du fait de l'insuffisance des données disponibles.

La voie suivie par l'UE consiste à conserver le thermomètre de l'inventaire territorial comme instrument central de politique climatique (en incorporant les émissions du transport aérien international), mais à surveiller les risques de « fuites de carbone » par des mécanismes complémentaires.

Le premier, déjà en place, concerne la régulation des importations de bioénergie destinée à prévenir les risques de déforestation induite par le développement des biocarburants. Le second concerne le projet de mécanisme d'ajustement aux frontières consistant à taxer les importations de biens manufacturés au prorata de leur contenu carbone.

En France, la question de l'utilisation de l'empreinte de consommation a fait l'objet d'un rapport très complet du Haut Conseil pour le climat (HCC). Plusieurs questions clefs sont soulevées.

En premier lieu, il apparaît que le premier poste des émissions importées provient de nos échanges avec les partenaires européens. Le déficit commercial avec l'Allemagne compte lourdement dans notre empreinte carbone. Sauf à imaginer une renationalisation des politiques climatiques, il conviendrait d'utiliser un thermomètre ne comprenant que les échanges extra-européens.

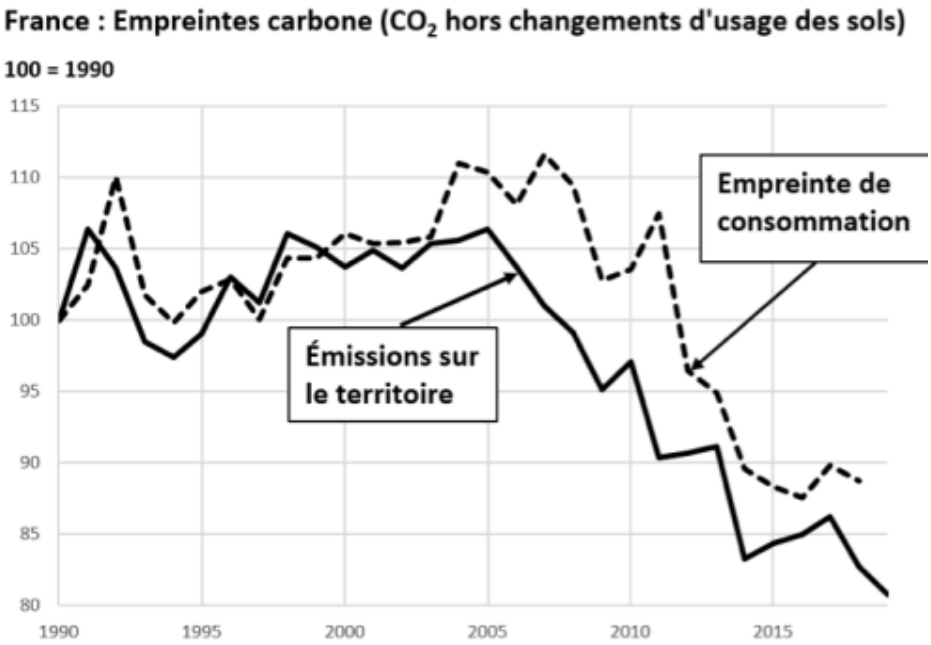
En second lieu, le HCC a passé en revue les émissions indirectes du méthane et de protoxyde d'azote dont la source principale est l'agriculture. Les évaluations de l'empreinte de consommation de ces deux gaz est nettement plus incertaines que celle du CO2. Les incorporer en l'état pourrait s'avérer hasardeux en raison de ces incertitudes statistiques.

Le HCC montre également que la baisse de l'empreinte de consommation est compatible avec la hausse des émissions importées si les émissions domestiques diminuent et/ou les émissions exportées augmentent. Cela a, semble-t-il, été le cas pour la France entre 2005 et 2018.

Enfin, les incertitudes statistiques rendent délicate l'utilisation de l'empreinte de consommation comme outil de suivi des politiques. Ainsi, l'empreinte de consommation était estimée pour l'année 2018 à 11,5 tonnes

par habitant d'équivalent CO2 au moment de la publication du rapport du HCC. Elle a été corrigée par les services statistiques à 9,7 tonnes en décembre dernier. Une prochaine correction devrait la ramener à 9,2 tonnes.

Ces raisons devraient conduire à une certaine prudence dans l'utilisation de l'empreinte de consommation dans la définition et le suivi de la politique d'atténuation nationale. Quand une transition n'est pas assez rapide, ce qui est le cas pour la transition bas carbone, c'est rarement en changeant de thermomètre qu'on peut l'accélérer.



Les deux jambes de la neutralité climatique

https://www.lemondedelenergie.com/ambes-neutralite-climatique/2021/07/02/

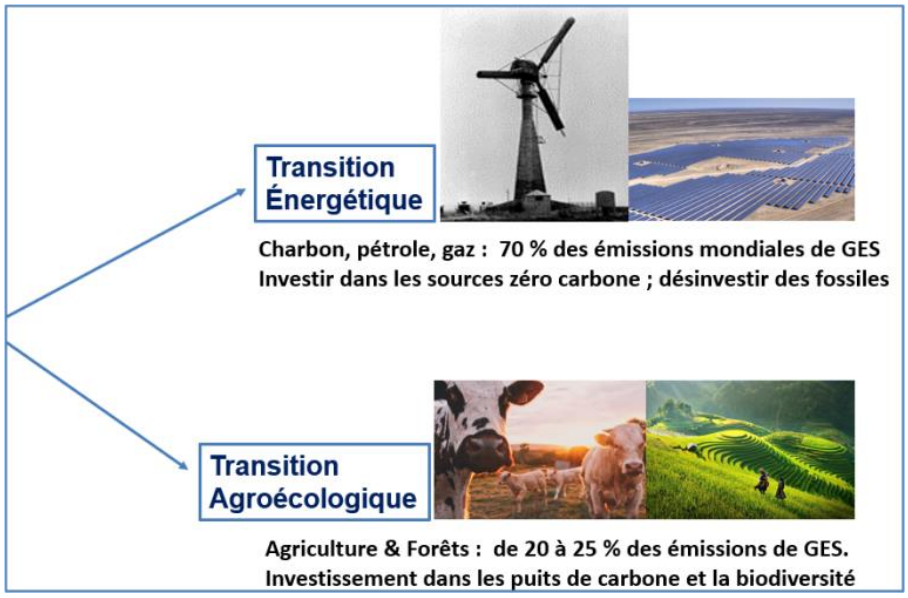
Publié le 02.07.2021 par Christian de Perthuis

Eclairage signé Christian de Perthuis, professeur d'université

Le blog de Christian de Perthuis, c'est ici : https://christiandeperthuis.fr/blog/

L'objectif de neutralité climatique nous oblige à marcher sur deux jambes : la transition énergétique pour le carbone fossile, la transition agroécologique pour le carbone vivant.

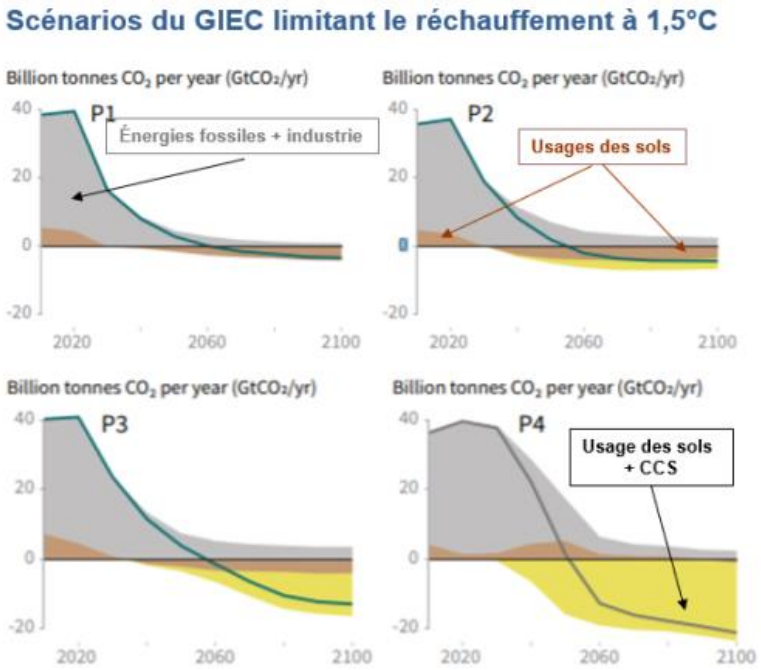
Les conclusions du récent rapport conjoint du GIEC et de l'IPBES montrant qu'on ne peut combattre le réchauffement de la planète sans s'occuper de la biodiversité (et vice versa).



La neutralité carbone dans les scénarios du GIEC

Dans le rapport « Global Warming of 1,5°C » publié en 2019, le GIEC a répertorié les scénarios compatibles avec un réchauffement planétaire limité à 1,5°C. Sa première conclusion est qu'il faut viser la neutralité climatique globale dès 2050, soit vingt ans plus tôt que pour viser une cible de 2°C.

Un grand nombre de scénarios sont envisageables pour viser la neutralité en 2050. Le GIEC les a divisés en quatre familles type, schématiquement représentées sur le graphique.



- Le scénario P1 implique une réduction de 58 % des émissions de CO2 et de 24 % de celles de méthane d'origine agricole entre 1990 et 2030. Grâce à cette baisse très rapide, la neutralité climatique est atteinte en 2050 sans déploiement de nouvelles techniques de captage ;
- Les scénarios P2 et P3 réduisent moins fortement les émissions de CO2 d'ici 2030. Il est alors nécessaire de déployer ces techniques de captage de CO2 qui s'appliquent à des sources fossiles mais aussi à de la bioénergie (surfaces en jaune) pour absorber le trop plein de gaz à effet de serre rejeté en début de période.in de CO2 dans l'atmosphère (émissions « négatives ») ;
- Le scénario P4 réduit plus lentement des émissions de CO2 en début de période, ce qui implique le déploiement à grande échelle de ces techniques pour compenser le dépassement du budget carbone global compatible avec une cible de 1,5°C.

L'une des grandes inconnues des scénarios P2 à P4 concerne le potentiel de bioénergie qu'on peut utiliser sans affaiblir la capacité du milieu naturel à absorber le CO2 : par exemple en étendant les surfaces dédiées à la bioénergie au détriment du couvert forestier.

Implications pour l'action climatique : « marcher sur deux jambes »

Les scénarios visant un monde ZEN convergent sur un point : pour viser la neutralité climatique, il ne suffit pas d'accélérer la transition énergétique pour abattre le plus de CO2 possible.

Il convient de simultanément opérer la transition agroécologique, la deuxième jambe de l'action qui vise deux objectifs : la réduction des émissions de méthane et de protoxyde d'azote de l'agriculture ; le renforcement de la capacité du milieu naturel, notamment les forêts et les sols agricoles, à absorber le CO2 présent dans l'atmosphère.

Une autre façon de le dire est qu'il faut agir sur deux fronts : celui du « carbone mort« , une matière autrefois vivante qui a été transformée dans le sous-sol en énergie fossile durant des millions d'années (et plus !) par l'action du milieu naturel ; celui du « carbone vivant« , issu de la photosynthèse, qui transforme le CO2 de l'atmosphère en matières vivantes, le premier maillon de la chaine du vivant et de ses innombrables interactions constituant la biodiversité.

En reposant sur ses deux jambes, l'action climatique agit ainsi simultanément en faveur du climat et de la biodiversité.

English

ICAO Over 100 States now participate in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation

Over 100 States now participate in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation - Uniting Aviation

15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

Sixteen small island and lesser-developed States have notified ICAO Secretary General Dr. Fang Liu of their decisions to voluntarily participate in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), bringing the total number of participating states to 100 and adding significant momentum in support of ICAO's climate work.

The 16 States are Bahamas, Barbados, Belize, Cook Islands, Gambia, Grenada, Kiribati, Nauru, Oman, Saint Kitts and Nevis, South Sudan, Suriname, Tonga, Trinidad and Tobago, Tuvalu, and Vanuatu.

CORSIA is an important element that complements the basket of measures ICAO is promoting to reduce the climate impact of flying. The other measures being undertaken include technological innovation, operational improvement, and the implementation of sustainable aviation fuels.

While the CORSIA implementation of CO2 monitoring, reporting and verification has been fully on-track, more participating States will bring ICAO States closer to meeting the global aspirational goal of carbon-neutral growth for international aviation. This goal was agreed through ICAO.

For States with a particular interest in eco-tourism, such as island States, their CORSIA participation will provide the additional benefit of greening air transport connections to the rest of the world.

"I highly welcome the announcements and engagement of more States to volunteer to join CORSIA. The increasing number of ICAO Member States' participation in CORSIA sends a strong signal in terms of ICAO's continued commitment to addressing CO2 emissions from international aviation, as recently emphasized by the Council. This timely leadership will help to build the strong momentum for global climate action, in the lead up toward the next ICAO Assembly and beyond," highlighted ICAO Council President Mr. Salvatore Sciacchitano.

ICAO Secretary General Dr. Fang Liu emphasized that "the ICAO Assistance, Capacity-building and Training for CORSIA (ACT-CORSIA) programme has also been well in place, bringing States and aviation industry to partner together for the full implementation of CORSIA. In the best spirit of ICAO's No Country Left Behind initiative, ICAO will continue its efforts to support States and encourage more to join CORSIA."

In the spirit of 2021 as the "make it or break it" year for global climate action to build the strong momentum, ICAO Deputy Director Environment Ms. Jane Hupe added that "Joining CORSIA is a sign from Member States of commitment to climate action in aviation through ICAO. We stand fully behind those States in responding to the climate change challenge, facilitating concrete actions."

FAA regulations

Draft ACs

Advisory Circular

AC 150/5200-28F - Notices to Airmen (NOTAMs) for Airport Operators

AC 20-142 - Eligibility and Evaluation of U.S. Military Surplus Flight Safety Aircraft Parts, Engines, and Propellers

AC 120-68J - Pilot Records Database and Pilot Records Improvement Act

Forms - Orders & Notices

8800.2 - FAA Commercial Space Astronaut Wings Program

8900.588 - Flight Instruction in Aircraft Holding Experimental Category Special Airworthiness Certificates

5370-1 — Construction Progress and Inspection Report

Document Title:	**Order 8260.3E (CHG 1), U.S. Standard for Terminal Instrument Procedures (TERPS)**
Summary:	This change incorporates general design criteria for helicopter instrument approaches and departures, transferring that criteria from Order 8260.42B (Change 2), U.S. Standard for Helicopter Area Navigation. Furthermore, it adds evaluation criteria for climb-in-hold at missed approach point type missed approaches.
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)
Reference:	***Title 14 of the Code of Federal Regulations (14 CFR)*** • Part 95, IFR Altitudes • Part 97, Standard Instrument Procedures
Comments Due:	August 12, 2021

EASA regulations

Approval Data Library | EASA (europa.eu)

Rules

Regulations | EASA (europa.eu)

Commission Implementing Regulation (EU) 2021/1166 of 15 July 2021 amending Implementing Regulation (EU) 2019/947 as regards postponing the date of application for standard scenarios for operations executed in or beyond the visual line of sight

Commission Delegated Regulation (EU) 2021/1087 - Commission Delegated Regulation (EU) 2021/1087 of 7 April 2021 amending Regulation (EU) 2018/1139 of the European Parliament and of the Council, as regards updating the references to the provisions of the Chicago Convention (Text with EEA relevance)

Commission Delegated Regulation (EU) 2021/1088 - Commission Delegated Regulation (EU) 2021/1088 of 7 April 2021 amending Regulation (EU) No 748/2012 as regards updating the references to the environmental protection requirements (Text with EEA relevance)

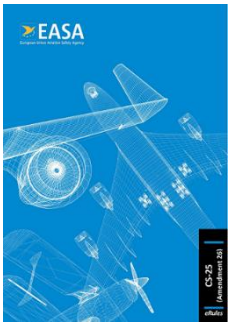
Easy access Rules

EASA releases Easy Access Rules for CS-25 (Amendment 26) as dynamic online publication

EASA has released the Easy Access Rules for CS-25 (Amendment 26) as dynamic online publication. The online publication comes as an addition to the Easy Access Rules already available as PDF.

This new online format was designed for tablets and mobile phones.

To improve navigation, we have mapped all the paragraphs to the relevant regulatory material, which allows you to filter through the material and provide a view tailored to your needs.



Additionally, you can look through the table of contents for quick access to the relevant sections. In the near future, more CS will be converted into the online format.

Please review the online publication on our website:

https://www.easa.europa.eu/document-library/easy-access-rules/online-publications/easy-access-rules-large-aeroplanes-cs-25?page=1

15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

EASA publishes Easy Access Rules for Large Aeroplanes (CS-25) (Amendments: 22, 23, 24, 25, and 26)

The European Union Aviation Safety Agency (EASA) published the Easy Access Rules for Large Aeroplanes (CS-25) (Amendments: 22, 23, 24, 25, and 26).

These consolidated, up-to-date rules are displayed in an easy-to-read format with advanced navigation features through links and bookmarks and are for free download from the EASA website.

As it is generated through the eRules platform, the document will be updated regularly to incorporate further changes and evolutions to its content.

Continuing Airworthiness

Revision from July includes:

- amending Regulation (EU) 2021/700 as regards the maintenance data and the installation of certain aircraft components without an EASA Form 1.
- the related ED Decision 2021/009/R.

Air Operations

These consolidated, up-to-date rules are displayed in an easy-to-read format with advanced navigation features through links and bookmarks and are for free download from the EASA website.

Revision 15 includes:

- Regulation (EU) 2020/745 postponing dates of application of certain measures in the context of the COVID-19 pandemic;
- Regulation (EU) 2020/1176 postponing dates of application of certain measures in the context of the COVID-19 pandemic;
- Regulation (EU) 2020/2036 as regards the requirements for flight crew competence and training methods and postponing dates of application of certain measures in the context of the COVID-19 pandemic;
- ED Decision 2019/025/R issuing the Certification Specifications for Aeroplane Flight Simulation Training Devices, as well as updating the Acceptable Means of Compliance and Guidance Material to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012;
- ED Decision 2020/013/R issuing the Certification Specifications for Aeroplane Flight Simulation Training Devices, as well as updating the Acceptable Means of Compliance and Guidance Material to Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012;
- ED Decision 2021/002/R, which updates of the Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 965/2012 on flight crew competence and training methods in order to facilitate the implementation of the new requirements on evidence-based training;

- ED Decision 2021/005/R which updates of the Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 965/2012 on aeroplane performance, PBCS, oxygen equipment, medical equipment, recorders, technical records, non-ETOPS operations, ground de-icing/anti-icing procedures;
- ED Decision 2021/008/R which updates of the Acceptable Means of Compliance and Guidance Material to Regulation (EU) No 965/2012 on flight recorders and underwater locating devices — Certification specifications, acceptable means of compliance, and guidance material for locating an aircraft in distress.

Agency Decisions

Overview | EASA (europa.eu)

ED Decision 2021/011/R

Implementation of the latest CAEP amendments to ICAO Annex 16 Volumes I, II, and III — CAEP/11

AMC and GM to Part 21, Issue 2, Amendment 13

CS-34 Amendment 4, CS-36 Amendment 6, CS-CO2 Issue 2

Commission Delegated Regulation (EU) 2021/1087 amending Article 9(2) of Regulation (EU) 2018/1139 was adopted on 7 April 2021. This amendment incorporates the latest amendments to Volumes I, II and III of Annex 16 to the Chicago Convention to align the European Union (EU) regulatory framework with the International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs).

Commission Delegated Regulation (EU) 2021/1088, amending Commission Regulation (EU) No 748/2012, was adopted by the European Commission on 7 April 2021. This amendment aligns the certification procedures for environmental protection with Volumes I, II and III of Annex 16 to the Chicago Convention.

The objective of this Decision is to support the application of these two Regulations by also aligning the related acceptable means of compliance (AMC) & guidance material (GM) and certifications specifications (CS) with the latest amended ICAO SARPs in Volumes I, II and III of Annex 16 to the Chicago Convention as well as with the guidance material in the related ICAO Doc 9501 Environmental Technical Manual (ETM).

To achieve the above-mentioned objective, this Decision amends the AMC & GM to Part 21, CS-34, CS-36 and CS-CO2.

The amendments are expected to ensure a high uniform level of environmental protection and to provide a level playing field for all actors in the aviation market.

Notices of Proposed Amendment

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

NPA 2021-09

Regular update of the AMC and GM to Regulation (EU) 2019/947 on the rules and procedures for the operation of unmanned aircraft

The objective of this Notice of Proposed Amendment (NPA) is to maintain a high level of safety for unmanned aircraft system (UAS) operations in the 'open' and 'specific' categories.

This NPA proposes to amend some of the existing, and introduce new, acceptable means of compliance (AMC) and guidance material (GM) to Regulation (EU) 2019/947 on the rules and procedures for the operation of UASs, as follows:

- new AMC and GM for the definition of 'geographical zones';
- revised forms for the application and issue of operational authorisations in the 'specific' category;
- new AMC defining the procedure to be applied by UAS operators and the competent authorities for cross-border operations, including the related forms;
- new AMC and GM for the standard scenarios (STSs);
- new AMC to comply with the mitigations requirements and meet the operational safety objectives (OSOs) that are defined in the specific operations risk assessment (SORA);
- new AMC that provide the syllabus for training modules for remote pilots that operate in the 'specific' category; and
- revision of the AMC following feedback received from national aviation authorities (NAAs) and UAS operators.

In particular, the AMC and GM for the geographical zones are the outcome of the UAS Geographical Zones Task Force (TF) which was established based on the input of the MAB providing procedures and guidelines for Member States (MSs) to create zones in order to protect areas where the safety, security or privacy risk is higher.

Both the amended and the new AMC and GM are expected to maintain safety as regards UAS operations in the 'open' and 'specific' categories, and increase the harmonisation of UAS operations across the European Union by providing a consistent and correct interpretation of the regulatory material.

ASECNA

AIP ASECNA

Regulations

AIC NR 27/A/21GO - July 30, 2021 - GOOO - DAKAR NOF - Check list of aeronautical information circulars - A serie

SUP NR 45/A/21FC - July 30, 2021 - FK - CAMEROON - Update of aeronautical information

SUP NR 78/A/21GO - July 30, 2021 - GOOO - DAKAR NOF - Checklist of valid AIP supplements "A"

SUP NR 05/B/21FM - July 30, 2021 - FMME - (ANTSIRABE) MADAGASCAR - Update of aeronautical data

SUP NR 77/A/21GO - July 29, 2021 - GOOO - DAKAR NOF - Checklist of valid AIP supplements "A"

AIC NR 26/A/21GO - July 29, 2021 - GOOO - DAKAR NOF - Check list of aeronautical information circulars - A serie

AIC NR 07/B/21GO - July 29, 2021 - GOOO - DAKAR NOF - Check list of aeronautical information circulars - B serie

SUP NR 44/A/21FC - July 29, 2021 - FCBB - BRAZZAVILLE/Maya-Maya (CONGO) - Operating condition of Approach Lighting

SUP NR 43/A/21FC - July 29, 2021 - FCBB - BRAZZAVILLE/Maya-Maya (CONGO) - Operating condition of Windsocks lightings

SUP NR 42/A/21FC - July 28, 2021 - FGSL - MALABO (EQUATORIAL GUINEA) - Closure of Taxiway 'Delta'

SUP NR 41/A/21FC - July 28, 2021 - FGAN - ANNOBON/San ANTONIO DE PALE - (EQUATORIAL GUINEA) - Operating condition of Radionavigation Aids

SUP NR 40/A/21FC - July 28, 2021 - FCBB - BRAZZAVILLE/Maya-Maya (CONGO) - Operating condition of Communication Facilities " SELCAL"

SUP NR 39/A/21FC - July 28, 2021 - FCBB - BRAZZAVILLE/Maya-Maya (CONGO) - Operating condition of Communication Facilities " Deported VHF 127.1MHZ "

SUP NR 38/A/21FC - July 23, 2021 - FOOL - LIBREVILLE (GABON) - Update of aeronautical information

SUP NR 37/A/21FC - July 23, 2021 - FOOG - PORT-GENTIL (GABON) - State of operation of Radionavigation Aids

SUP NR 09/A/21FM - July 22, 2021 - FMMM - ANTANANARIVO NOF - Checklist of valid AIP supplements "A"

SUP NR 36/A/21FC - July 22, 2021 - FCCC - BRAZZAVILLE NOF - Checklist of valid AIP supplements "A"

SUP NR 08/B/21FC - July 22, 2021 - FCCC - BRAZZAVILLE NOF - Checklist of valid AIP supplements "B"

SUP NR 04/B/21FM - July 20, 2021 - FM - MADAGASCAR - Aeronautical information of some aerodromes

SUP NR 76/A/21GO - July 19, 2021 - DXXX - LOME (TOGO) - Aerodrome magnetic declination update

SUP NR 75/A/21GO - July 19, 2021 - DXXX - LOME (TOGO) - Birds concentration in the vicinity of aerodrome

SUP NR 35/A/21FC - July 16, 2021 - FC - CONGO - Update of Aeronautical Fixed Services Chart

SUP NR 74/A/21GO - July 16, 2021 - DIAP - ABIDJAN (CÔTE D'IVOIRE) - Status of certification

SUP NR 34/A/21FC - July 13, 2021 - FOON - FRANCEVILLE M'VENGUE (GABON) - State of operation of Radionavigation Aids

SUP AIRAC NR 73/A/21GO - July 12, 2021 - DBBB - COTONOU (BENIN) - New chart APDC

SUP NR 33/A/21FC - July 12, 2021 - FCPP - POINTE-NOIRE (CONGO) - Update of aeronautical information

AMDT 07/2021 - July 12, 2021 - Updating bulletin

SUP NR 32/A/21FC - July 08, 2021 - FG - EQUATORIAL GUINEA - Update of aeronautical information

SUP NR 72/A/21GO - July 08, 2021 - GOOO - DAKAR NOF - Checklist of valid AIP supplements "A"

SUP NR 71/A/21GO - July 08, 2021 - DFFD - OUAGADOUGOU (BURKINA FASO) - ATM contingency plan for ouagadougou ACC

AIC NR 06/B/21GO - July 07, 2021 - GO - SENEGAL - Sommaire des règlements nationaux

AIC NR 05/B/21GO - July 07, 2021 - GO - SENEGAL - Portant adoption et publication de l'amendement n°4 du Règlement Aéronautique du Sénégal n°10 (RAS 10), Edition 1: Télécommunications Aéronautiques, Volume I : Aides radio à la navigation

SUP NR 07/B/21FC - July 07, 2021 - FGMY - MONGOMEYEN (EQUATORIAL GUINEA) - Update of aeronautical information

SUP NR 06/B/21FC - July 07, 2021 - FGBT - BATA (EQUATORIAL GUINEA) - Update of aeronautical information

SUP NR 31/A/21FC - July 07, 2021 - FGSL - MALABO (EQUATORIAL GUINEA) - Update of aeronautical information

SUP NR 30/A/21FC - July 07, 2021 - FEFF - BANGUI M'POKO (CENTRAL AFRICAN REPUBLIC) - Update of aeronautical information

SUP NR 70/A/21GO - July 07, 2021 - DBBB - COTONOU (BENIN) - Relating to the approach lighting system

SUP NR 69/A/21GO - July 06, 2021 - DFER - DFCP - FDES -DFOR - (BURKINA FASO) - Temporary closure of ARLY, PO, SEBBA and KWAME NKRUMAH/ORODARA aerodromes

SUP NR 68/A/21GO - July 06, 2021 - DBBB - Cotonou (BENIN) - Aeronautical informations update

SUP NR 67/A/21GO - July 06, 2021 - DI - COTE D'IVOIRE - Differences between ICAO annex 1 and the aeronautical regulation relating to personnel licensing (RACI 2000)

AIC NR 25/A/21GO - July 05, 2021 - DRZA - AGADEZ (NIGER) - Nouvelles donnees meteorologiques

AIC NR 24/A/21GO - July 05, 2021 - DRZR - ZINDER (NIGER) - Nouvelles donnees meteorologiques

AIC NR 23/A/21GO - July 05, 2021 - DRRN - NIAMEY (NIGER) - Nouvelles donnees meteorologiques

SUP NR 05/B/21FC - July 05, 2021 - FCCC - BRAZZAVILLE NOF - Checklist of valid AIP supplements "B"

AIC NR 09/A/21FM - July 04, 2021 - FMMM - ANTANANARIVO NOF - Checklist of AIC "A"

VALID NOTAM - GO - July 02, 2021 - GOOO - DAKAR NOF - Checklist of valid NOTAM

AIC NR 27/A/21FC - July 02, 2021 - FCCC - BRAZZAVILLE BNI - Checklist of AIC

VALID NOTAM - FM - July 01, 2021 - FM - ANTANANARIVO NOF - Checklist of valid NOTAM

Notam

Consultation NOTAM (asecna.aero)

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

15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

French regulations

JORF

joe_20210731_0176_0002 - Décision n° 2021-822 DC du 30 juillet 2021

joe_20210731_0176_0001 - LOI n° 2021-998 du 30 juillet 2021 relative à la prévention d'actes de terrorisme et au renseignement (1)

joe_20210729_0174_0052 - Arrêté du 23 juillet 2021 modifiant l'arrêté du 1er juillet 2016 relatif à l'exploitation de services de transport aérien par la société Vueling Airlines SA

joe_20210729_0174_0051 - Arrêté du 23 juillet 2021 relatif à la délivrance d'une habilitation en qualité d'organisme de sûreté

joe_20210729_0174_0017 - Arrêté du 22 juillet 2021 relatif à la détermination et au contrôle de l'aptitude médicale du pers- onnel navigant des forces armées et formations rattachées

joe_20210728_0173_0048 - Décret n° 2021-986 du 27 juillet 2021 relatif aux modalités de transfert aux collectivités territoriales ou à leurs groupements d'aérodromes civils appartenant à l'Etat

joe_20210727_0172_0045 - Arrêté du 20 juillet 2021 désignant des opérations de restructuration au sein de la direction générale de l'aviation civile ouvrant droit à divers dispositifs d'accompagnement

joe_20210727_0172_0044 - Arrêté du 8 juillet 2021 modifiant l'arrêté du 11 septembre 2013 relatif aux mesures de sûreté de l'aviation civile

joe_20210725_0171_0036 - Arrêté du 20 juillet 2021 modifiant plusieurs arrêtés relatifs aux règles de circulation aérienne et aux procédures pour les organismes des services de la circulation aérienne

joe_20210721_0167_0045 - Arrêté du 12 juillet 2021 modifiant l'arrêté du 25 septembre 2006 fixant la composition de la délégation française au conseil d'administration de l'aéroport de Bâle-Mulhouse

joe_20210716_0163_0064 - Arrêté du 8 juillet 2021 modifiant l'arrêté du 26 novembre 2003 fixant la liste des astreintes mises en place au sein de la direction générale de l'aviation civile, des établissements publics qui en dépendent et du bureau d'enquêtes et d'analyses pour la sécurité de l'aviation civile

joe_20210714_0162_0051 - Arrêté du 6 juillet 2021 modifiant l'arrêté du 12 juillet 2010 relatif à l'exploitation de services de transport aérien par la société Air Austral

joe_20210714_0162_0050 - Arrêté du 5 juillet 2021 portant pérennisation de l'organisation du service technique du centre en route de la navigation aérienne Sud-Ouest

joe_20210714_0162_0010 - Arrêté du 18 juin 2021 relatif à l'accréditation de la Fédération française de vol en planeur comme entité qualifiée pour l'organisation des examens théoriques de pilote de planeur

j**oe_20210707_0156_0030** - Arrêté du 28 juin 2021 modifiant l'arrêté du 19 décembre 2019 établissant la liste des emplois de conseiller d'administration de l'aviation civile

joe_20210703_0153_0040 - Arrêté du 30 juin 2021 modifiant l'arrêté du 20 février 2020 relatif à l'exploitation de services de transport aérien par la société COMPAGNIE AERIENNE INTER REGIONALE EXPRESS

joe_20210703_0153_0039 - Arrêté du 25 juin 2021 portant pérennisation de l'organisation du service technique du centre en route de la navigation aérienne Nord

joe_20210701_0151_0044 - Décret n° 2021-873 du 29 juin 2021 portant application de l'ordonnance n° 2021-443 du 14 avril 2021 relative au régime de responsabilité pénale applicable en cas de circulation d'un véhicule à délégation de conduite et à ses conditions d'utilisation

joe_20210701_0151_0020 - Arrêté du 30 juin 2021 tirant les conséquences du changement d'appellation de l'armée de l'air et de l'Ecole de l'air sur différentes dispositions réglementaires

joe_20210701_0151_0019 - Décret n° 2021-862 du 30 juin 2021 tirant les conséquences du changement d'appellation de l'armée de l'air et modifiant l'appellation de l'Ecole de l'air

joe_20210701_0151_0017 - Ordonnance n° 2021-860 du 30 juin 2021 portant changement d'appellation de l'armée de l'air

joe_20210701_0151_0016 - Rapport au Président de la République relatif à l'ordonnance n° 2021-860 du 30 juin 2021 portant changement d'appellation de l'armée de l'air

joe_20210701_0151_0002 - Décret n° 2021-854 du 29 juin 2021 relatif à la composition du Conseil national de l'air

OSAC-DSAC

Issue Date	Reference	Révision	Subject
07/07/2021	2020-01	Ed4V2	Mise en œuvre de la PARTIE-M, PARTIE-ML, PARTIE-CAO ET PARTIE-CAMO / REGLEMENT (UE) 2019/1383 ET (UE) 2020/270
07/07/2021	2021-03	0	Serrage des hélices : rappel des règles et bonnes pratiques

See attached

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)

TREA2122103S - décision du 16 juillet 2021 relative aux aérodromes entrant dans le champ d'application du règlement (ue) 2018/1139 du parlement européen et du conseil du 4 juillet 2018 concernant des règles communes dans le domaine de l'aviation civile et instituant une agence de l'union européenne pour la sécurité aérienne.

TRER2112972S - décision du 8 juillet 2021 portant approbation d'une deuxième version de la méthode pour le label « bas-carbone » intitulée « méthode haies ».

TREA2121019S - Décision du 07 juillet 2021 portant création de la commission pour l'analyse des candidatures et des offres relatives à la procédure d'habilitation d'un organisme technique pour l'exercice de contrôles et de vérifications dans le domaine de la sécurité de l'aviation civile.

TRAA2121042S - Décision DSNA/D N° 210 089 en date du 5 juillet 2021 modifiant la décision DSNA/D N°190146 du 10 juillet 2019 portant organisation de la direction des opérations de la direction des services de la navigation aérienne.

TRAA2120475S - Décision du 1er juillet 2021 abrogeant la décision du 9 mars 2017 relative aux conditions et modalités de mise en œuvre du télétravail au sein de la direction générale de l'aviation civile.

TRAA2120257X - Avenant du 29 juin 2021 à la Convention de délégation de gestion SDFI/SNA-S du 9 février 2021 relative au pilotage et à l'exécution budgétaire pluriannuelle des projets d'investissements de la DSNA concernant les projets SYSAT groupe 2 (tranches 1 et 2) et RTC (remote tower center).

TRAA2115640X - Convention de délégation de gestion SDFI/SNA-S du 29 juin 2021 relative au pilotage et à l'exécution budgétaire pluriannuelle des projets d'investissements de la DSNA concernant les projets SYSAT groupe 2 (tranches 1 et 2) et RTC (remote tower center).

European Centre for Cybersecurity in Aviation (ECCSA)

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

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

15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

U.A.S. – Drones

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

joe_20210701_0151_0044 - Décret n° 2021-873 du 29 juin 2021 portant application de l'ordonnance n° 2021-443 du 14 avril 2021 relative au régime de responsabilité pénale applicable en cas de circulation d'un véhicule à délégation de conduite et à ses conditions d'utilisation

NPA 2021-09

Regular update of the AMC and GM to Regulation (EU) 2019/947 on the rules and procedures for the operation of unmanned aircraft

Commission Implementing Regulation (EU) 2021/1166 of 15 July 2021 amending Implementing Regulation (EU) 2019/947 as regards postponing the date of application for standard scenarios for operations executed in or beyond the visual line of sight

FAA and Public Safety experts discuss how Tactical Beyond

Visual Line-of-Sight (BVLOS) helps to save lives

On September 14 and 15, the FAA UAS Symposium is coming to you! We want to connect with YOU—our law enforcement, first responders and public safety partners and colleagues, on the critical and exciting developments of Tactical BVLOS. Join us for a discussion with our panel of experts about how drones help safeguard human lives and enable operations around visual line of sight restrictions. At the FAA UAS Symposium you will have opportunities to interact with FAA experts and your peers during presentations, roundtables and virtual networking to help shape the future of UAS integration.

FAA UAS Symposium – Episode IV

September 14-15, 2021

Key Topics: Remote Identification, Beyond Visual Line of Sight, Low Altitude Authorization and Notification Capability, International.

Register now!

NAT OPS Bulletin

NAT OPS Bulletins - All Documents (icao.int)

Serial Number: 2017-002_Revision 03

The purpose of North Atlantic Operations Bulletin 2017-002_Revision 03 is to promulgate the Oceanic Errors Safety Bulletin (OESB).

See attached

Serial **N°**	Effective date	Subject
2020_002	08/07/2020	Surveillance Service in the NAT / Flight Crew Operating Procedures
2020_001	06/04/2020	ACARS Data Link Oceanic Clearance Flight
2019_003	30/06/2021	Data Link performance improvement options- **Revision 3**
2019_001	09/07/2019	Operations Without an Assigned Fixed Speed in the NAT (OWAFS) Special Emphasis Items (SEI)
2018_004	28/03/2019	Implementation of Performance Based Separation Minima-Expanded Publication of PBCS OTS
2018_003	23/02/2021	Waypoint Insertion / Verification Special Emphasis Items – **Revision 1**
2017_005	07/12/2017	Revised Sample Oceanic Checklists
2017_004	23/02/2021	NAT Data Link Special Emphasis Items – **Revision 1**
2017_002	29/01/2021	Oceanic Errors - **Revision 03**

_NAT OPS Bulletin CurrentListYear_updtd_30Jun2021.pdf

See attached

IOSA

IATA - IOSA

Serial N°	Effective date	Subject
Alert 8	04/01/2018	Auditing Effectiveness of Implementation
Alert 3	19/01/2018	IOSA Standards Manual in XML Format
Alert 4	01/02/2018	IOSA General Presentation for Operators
Alert 9	15/03/2019	Suspension of the B737MAX
Alert 10	01/05/2019	Auditing Effectiveness
Alert 11	09/08/2019	Conformance Report vs Interanl auditing
Alert 12	18/03/2020	IOSA and COVID-19
Alert 13	20/03/2020	COVID-19 Measures under IOSA
Alert 14	28/04/2020	Introducing ICAO Annex 6 Amendment 44 regarding COVID
ed 2	01/07/2020	IOSA Support Program (pdf)
ISM Ed 13	01/07/2020	Remote Audit - Revision 1 (pdf)
Alert 16	14/07/2020	This IOSA Operator Alert replaces Alert 15 as it contains a clarification in paragraph 1.2 to align with the IPM Temporary Appendix.
Alert 17	24/08/2020	IOSA Questionnaire Submission
Alert 18	22/02/2021	The following changes to the IOSA Program are being introduced to support Operators' continuing needs during the COVID-19 outbreak and drive Program improvements
Alert 19	03/03/2021	B737MAX Return to Service
ed 5	05/05/2021	IOSA Guidance for Safety Monitoring under COVID-19 Ed. 5 (pdf)
IPM Ed 12	17/05/2021	Temporary Appendix - Revision 2 (pdf)
Alert # 20	04/06/2021	This alert is to inform IOSA operators about changes in the IOSA Support Program related to regulatory exemptions.
IAH P&G Ed 11	11/06/2021	Temporary Appendix Revision 1(pdf)
MNT ASET	15/06/2021	MNT Aircraft Systems Equipment Table (Table 4.11 and 4.14)
ISM 14	06/07/2021	MS Word Checklist ISM Ed14

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

Safety Alerts

ffected Product(s)	Effective Date	Subject and Additional Information
28-Day NASR Subscriber File, PFR.txt File	August 12, 2021	The pfr.txt file contains three errors. See the 21-09 NASR Safety Alert (PDF) for complete information.
28-Day NASR Subscriber File, FIX.txt File	August 12, 2021	The fix.txt file contains a coordinate error for PAMME. See the 21-08 NASR Safety Alert (PDF) for complete information.
56-Day NASR Subscriber File, FIX.txt File	August 12, 2021	The fix.txt file contains a coordinate error for GAMVE. See the 21-07 NASR Safety Alert (PDF) for complete information.
digital-Terminal Procedures Publication Metafile XML	August 12, 2021	Change state_fullname field value to uppercase letters. See the 21-01 TERM Charting Notice (PDF) for complete information.
Chart Supplement Publications South Central (SC) and Southwest (SW)	August 12, 2021	Specific entries within the Special Notices section will be removed. See the 21-01 CS Charting Notice (PDF) for complete information.

Federal Aviation Administration

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

SAFO 21003, Inspection of Lavatory Fire Extinguishing Bottles on Aircraft Parked or Stored for a Prolonged Period of Time in a High-Temperature Environment, is now published.

This SAFO serves to inform operators about the importance of inspecting lavatory fire extinguishing bottles as part of their return-to-service maintenance checks on aircraft that have been parked or stored for a prolonged period in a high-temperature environment (i.e. any environment where temperatures in the aircraft cabin are likely to reach levels that could trigger lavatory fire extinguishing bottles to discharge). This information applies to Title 14 of the Code of Federal Regulations (14 CFR) Part 91 K, Part 121, Part 125, and Part 135 operators.

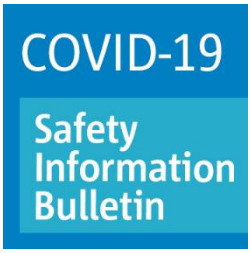
Issue Date	SAIB Number	Make / Company	Subject
21/07/2021	SAFO 21003		Inspection of Lavatory Fire Extinguishing Bottles on Aircraft Parked or Stored for a Prolonged Period of Time in a High-Temperature Environment.
22/07/2021	AIR-21-11	Robinson Helicopter Company	ROTORCRAFT SERVO SYSTEM (JASC 6730)
23/07/2021	SAFO-21005		Air Traffic Control (ATC) Notification and Pilot Awareness When Conducting an Instrument Landing System (ILS) Autoland Procedure.
28/07/2021	SAFO-21004		Air Traffic Control Notification and Pilot Awareness When Conducting an Instrument Landing System Autoland Procedure
28/07/2021	SAFO-21003		Inspection of Lavatory Fire Extinguishing Bottles on Aircraft Parked or Stored for a Prolonged Period of Time in a High-Temperature Environment

EASA

EASA Safety Publications Tool (europa.eu)

2018-SIB-286		FLASH OSAC N°8
Issue Date	SIB Number	Subject
01/07/2021	2021-14	Hand-operated Fire Extinguishers – Removal from Service / Umlaut Engineering GmbH (formerly P3 Engineering GmbH) Vendor Service Bulletin (VSB) P3VSB000003 original issue dated 10 May 2021.
19/07/2021	AIR-21-10	Wing, Attach Fittings (JASC 5740)
22/07/2021	2020-14 R1	Contamination of Air Data Systems During Aircraft Parking and / or Storage due to the COVID-19 Pandemic
28/07/2021	SAFO-21004	Air Traffic Control Notification and Pilot Awareness When Conducting an Instrument Landing System Autoland Procedure
28/07/2021	SAFO-21003	Inspection of Lavatory Fire Extinguishing Bottles on Aircraft Parked or Stored for a Prolonged Period of Time in a High-Temperature Environment
29/07/2021	AIR-21-11	ROTORCRAFT SERVO SYSTEM (JASC 6730)

EASA updates Safety Information Bulletin in relation to aircraft stored due to the COVID-19 pandemic

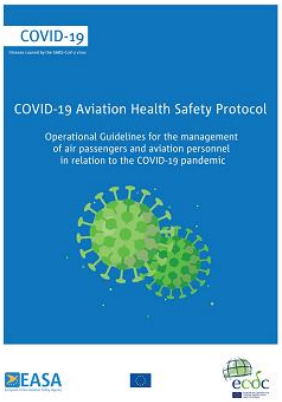


EASA updated Safety Information Bulletin SIB 2020-14 which is addressed to continuing airworthiness management organisations (CAMOs), maintenance organisations (MOs), and competent national airworthiness authorities (NAAs) in relation to aircraft that have been stored due to the COVID-19 pandemic.

The SIB provides recommendations for cleaning and inspecting the pitot static system during the return back to service of aircraft, along with recommendations for oversight. It should be read in conjunction with the EASA Guidance on 'Return to service of aircraft from storage in relation to the COVID-19 pandemic'.

https://ad.easa.europa.eu/ad/2020-14R1

EASA ECDC COVID-19 Aviation Health Safety Protocol



The European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) issued a joint document defining measures to assure the health safety of air travellers and aviation personnel once airlines resume regular flight schedules following the severe disruption caused by COVID-19.

The guidelines place paramount importance on health safety at every stage of the end-to-end passenger journey. Recognising that airports, airlines and aircraft are different, it takes a pragmatic approach in implementation – highlighting and giving guidance on the ways in which individual locations and situations can best be re-engineered to meet the new health safety standards.

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

Conflict zone information bulletin

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

Airspace of Iran - CZIB-2020-01R2 UPDATED

STATUS ACTIVE

Issued date

16/07/2021

Revision

16/07/2021 - This CZIB is revised to extend the validity period and to amend reference publications

Referenced publication(s):

- Special Federal Aviation Regulation (SFAR) 117 – Prohibition Against Certain Flights in the Tehran Flight Information Region (FIR) (OIIX) and KICZ A0050/20 issued 29 October 2020 (see Appendix 1)
- Canada AIC 16/21 issued 22 April 2021 (see Appendix 2)
- United Kingdom AIP ENR 1.1 issued 22 April 2021 (see Appendix 3)
- German AIC 10/21 issued 20 May 2021 (see Appendix 4)
- AIC France Circular A 07/21 issued 20 May 2021 (see Appendix 5)
- India DGCA Notice issued 22 June 2019 (see Appendix 6)
- UAE Safety Decision 2020-01 issued 08 January 2020 (see Appendix 7)
- Swedish Transport Agency AIC A2/2020 issued 30 January 2020 (see Appendix 8)

Affected Airspace

Iran airspace at altitudes below Flight Level (FL) 250.

Affected Countries

Iran

Applicability Applies to operators

Description

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the hazardous security situation, and poor coordination between civil aviation and military operations, there is a risk of misidentification of civil aircraft.

Due to the presence of various advanced air-defence systems, it is advised to be cautious with the risk associated to civil aviation. The risk to operations is assessed to be HIGH for Flight Levels below 250.

Additionally, the Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.

Recommendation(s)

Operators should take this information and any other relevant information into account in their own risk assessments, alongside any available guidance or directions from their national authority as appropriate. 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).

Valid until

30/09/2021

Appendix 1

Special Federal Aviation Regulation (SFAR) 117 – Prohibition Against Certain Flights in the Tehran Flight Information Region (FIR) (OIIX)

This action prohibits certain flight operations in the Tehran Flight Information Region (FIR) (OIIX) by all: U.S. air carriers; U.S. commercial operators; persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating U.S.-registered aircraft for a foreign air carrier; and operators of U.S.-registered civil aircraft, except when the operator of such aircraft is a foreign air carrier. The FAA finds this action to be necessary to address hazards to persons and aircraft engaged in such flight operations due to heightened military activities and increased political tensions in the Middle East, which present an inadvertent risk to U.S. civil aviation operations due to the potential for miscalculation or misidentification. This action incorporates the flight prohibition contained in Notice to Airmen (NOTAM) KICZ A0002/20 into the Code of Federal Regulations (CFR). This action also sets forth the approval process and exemption information for this Special Federal Aviation Regulation (SFAR), consistent with other recently published flight prohibition SFARs.

KICZ NOTAM A0050/20 – Security – Iran Pointer NOTAM (pdf)

See attached

14 CFR 91.1617 SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 117 — PROHIBITION AGAINST CERTAIN FLIGHTS IN THE TEHRAN FLIGHT INFORMATION REGION (FIR) (OIIX) WAS PUBLISHED IN THE FEDERAL REGISTER AND EFFECTIVE ON 29 OCT 2020. ADDITIONAL INFORMATION IS PROVIDED AT:

HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/ SFC - UNL, 29 OCT 10:40 2020 UNTIL 31 OCT 23:59 2022. CREATED: 29 OCT 10:38 2020

Appendix 2

Source: Canada AIC 16/21

Iran – Level 2

As of January 10, 2020, and until further notice, Canadian Air Operators and owners of aircraft registered in Canada are advised not to enter the airspace of Iran (Tehran FIR (OIIX)), due to the potential risk from heightened military activity and dedicated anti-aviation weaponry in Iran.

Appendix 3

Source: United Kingdom AIP ENR 1.1

United Kingdom Aeronautical Information Service

Hazardous Situation in Iran

Potential risk to aviation overflying this area at less than 25,000 FT above ground level (AGL) from dedicated anti-aviation weaponry.

Operators are advised to avoid operating at less than 25,000 FT above ground level (AGL) in the Tehran Flight Information Region.

Contact UK Department for Transport +44 (0)207-944 6322 or +44 (0)207-944 5999 out of hours.

Appendix 4

Source: German AIC 10/21

Hazardous situation in Iran

Civil German air operators are advised to take potential risk into account in their risk assessment and routing decisions within FIR TEHRAN (OIIX) including landing, taxiing, parking and take off. Potential risk to aviation from anti-aviation weaponry.

Appendix 5

Source: AIC France Circular A 07/21

From 09/04/2020 and until further notice, pilots in command of aircraft performing air services mentioned in paragraph 1.1 are requested not to penetrate in the part of the TEHRAN FIR (OIIX) located west of the 54th meridian and to ensure that their aircraft maintain at all times a flight level above or equal to FL320 in the part of the TEHRAN FIR (OIIX) located east of the 54th meridian.

Appendix 6

Source: India DGCA Notice 22Jun19 (validity ongoing)

FROM DGCA INDIA: ALL INDIAN OPERATORS IN CONSULTATION WITH DGCA HAVE DECIDED TO AVOID THE AFFECTED PART OF IRANIAN AIRSPACE TO ENSURE SAFE TRAVEL FOR THE PASSENGERS. THEY WILL RE-ROUTE FLIGHTS SUITABLY.

Appendix 7

Source: UAE SAFETY DECISION 2020-01 (validity ongoing)

SUBJECT:

OPERATIONAL RISK IN BAGHDAD FIR (ORBB), TEHRAN FIR (OIIX) AND AIRSPACE ABOVE THE ARABIAN GULF AND GULF OF OMAN

REFERENCE PUBLICATIONS:

FAA KICZ NOTAMS IRAQ, IRAN, GULF REGION

German NOTAM – IRAQ B0007/20

GCAA Safety Decision 2017-04 dated 13th Oct 2019

ICAO Doc10084

REASON:

The heightened military activities and increased political tensions in the Middle East may present a risk to UAE Air Operators. Since there may be an unintentional risk to UAE Air Operators operating in the referenced airspace, all UAE Air Operators are requested to review and adopt the recommendations listed below.

RECOMMENDATIONS:

All UAE Air operators should:

1. Continuously monitor the security and safety situation in the mentioned FIRs, routes/airways and airports within the airspace;

2. Monitor and apply the relevant NOTAMs pertaining to their intended flight;

3. Continuously conduct Risk Assessments in line with the organizational Safety Management Systems (SMS)

4. Ensure that the provision of Air Traffic Services is applied throughout the flight in compliance with international standards.

ICAO Doc 10084 may be used for the purpose of conducting risk assessment for flying over or near these zones.

The GCAA will continue monitoring the situation and will issue further instruction when needed.

CONTACT:

fops [at] gcaa.gov.ae">fops@gcaa.gov.ae

Appendix 8

Source: Swedish Transport Agency AIC A2/2020

The Swedish Transport Agency revised recommendation regarding flying in the Airspace of Iran and Iraq as following:

The European Union Aviation Safety Agency (EASA) issued a security information regarding the situation in Iran and Iraq after the accident on 8 January 2020, with an aircraft, Boeing B737 owned by Ukraine International Airlines, after departure from Tehran International airport. With reference to a new recommendation by EASA regarding the use of the airspace of Iran, the Swedish Transport Agency has decided to base its revised recommendation on the CZIB-2020-01R0 for Iran and the CZIB-2017-04R5 for Iraq, both issued by EASA, and recommends all Swedish air operators regarding the use of airspace of Iran and Iraq as below:

- do not enter the airspace of Iran (including Tehran OIIX FIR) below FL 250
- do not enter the airspace of Iraq (including Baghdad ORBB FIR) at all flight levels with the exception of airways UL602 (to ALPET), UM860 and UM688 when operating above FL 250.

Effective as from 30 January 2020 (replaces AIC A 1/2020)

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

- Equivalent Safety Finding to CS 29.1587(a)(6): Alternative Category A continued take-off and balked landing procedures - Issue 01

Don't forget to update your SGS strategy and adapt your internal survey process (Grid, data and schedule)

- Proposed Equivalent Safety Finding to CS 29.807(c) - Use of flight crew emergency exits for passenger evacuation with the rotorcraft on its side - Issue 01
- Proposed Special Condition ref. SC-C25.561-01 Issue 01 on "Cabin Attendant Seat mounted on movable interior monument" - Issue 01
- Proposed Equivalent Safety Finding ref. ESF-F25.1563-01 on Alternative to CS 25.1563 Airspeed Placard - Issue 01
- Proposed Deviation: Collins Aerospace "Population 2" Hoist System Installation - Issue 01
- Final Deviation ref. DEV-D25.775-01 on "Installation of single glass pane observation windows in the pressurized cabin of Large Aeroplanes" - Issue 01
- Deviation Request ETSO-C145eA1#1 Airborne Navigation Sensors Using the GPS Augmented by the SBAS (ETSO-C145eA1)
- Deviation Request ETSO-C146eA1#1 for Stand-Alone Airborne Navigation Equipment Using the GPS Augmented by the SBAS
- Proposed ESF ref. ESF-D25.812-01 on Photoluminescent Symbolic Exit Signs - Issue 01
- Proposed Special Condition ref. SC-D25.785-01 on "Expandable Pelvic Restraint" - Issue 01
- Proposed Certification Memorandum CM-S-015 - Required material properties and structural residual strength for Fireproof / Fire-resistance compliance demonstration - Issue 01
- Proposed Special Condition ref. SC-C25.561-01 Issue 01 on "Cabin Attendant Seat mounted on movable interior monument" - Issue 01
- Final Special Condition SC-O23-div-08 "AWO – CAT II in CS-23" - Issue 01
- Final Certification Memorandum CM-SA-001 - Net Safety Benefit - Issue 01

Deviation Request ETSO-C145eA1#1 Airborne Navigation Sensors Using the GPS Augmented by the SBAS (ETSO-C145eA1)

Deviates from ETSO-C145eA1 to use IS-GPS-200H instead of IS-GPS-200D, for the demodulation of GPS signals and signal processing, provided that some key features of IS-GPS-200H listed in this deviation request and only these are used.

Deviates from ETSO-C145eA1 §3.1, DO-229E and ETSO-C145eA1 Appendix 4, to use IS-GPS-200H instead of IS-GPS-200D for the demodulation of GPS signals and signal processing, provided that the following features of IS-GPS-200H and only these are used:

- Signal tracking and data demodulation limited to GPS L1C/A signals from GPS PRN 1 to 32 and to Legacy NAV (LNAV) of Block II, Block IIA, Block IIR, Block IIR-M, Block IIF and GPS III satellites.
- Data demodulation restricted to Legacy NAV (LNAV) data defined in IS-GPS-200H appendix II and to the use of the following bit fields and associated requirements:
    - Default navigation pattern
    - Null navigation pattern
    - bit 25 to 30 of all GPS words: parity
    - bit 1 to 8 of all GPS subframes: preamble
    - bit 23 of all GPS sub frames: Integrity Status Flag (optional provided Note 1 is fulfilled)
    - bit 31 to 48 of all GPS subframes: time of week, alert flag
    - bit 50 to 52 of all GPS subframe: subframe ID
    - bit 61 to 70 of GPS Subframe 1: week number
    - bit 73 to 84 of GPS Subframe 1: URA, Health, IODC MSB
    - bit 197 to 204 of GPS Subframe 1: TGD
    - bit 211 to 234 of GPS Subframe 1: IODC LSB, TOC
    - bit 241 to 264 of GPS Subframe 1: Ephem Af2, Af1
    - bit 271 to 292 of GPS Subframe 1: Ephem Af0
    - bit 61 to 84 of GPS Subframe 2: IODE, Ephem CRS
    - bit 91 to 114 of GPS Subframe 2: Ephem DeltaN, Ephem M0 MSB
    - bit 121 to 144 of GPS Subframe 2: Ephem M0 LSB
    - bit 151 to 174 of GPS Subframe 2: Ephem CUC, Ephem e MSB
    - bit 181 to 204 of GPS Subframe 2: Ephem e LSB
    - bit 211 to 234 of GPS Subframe 2: Ephem CUS, Ephem SqrtA MSB
    - bit 241 to 264 of GPS Subframe 2: Ephem SqrtA LSB
    - bit 271 to 287 of GPS Subframe 2: Ephem TOE, Ephem Fit interval flag
    - bit 61 to 84 of GPS Subframe 3: Ephem CIC, Ephem Omega0 MSB
    - bit 91 to 114 of GPS Subframe 3: Ephem Omega0 LSB
    - bit 121 to 144 of GPS Subframe 3: Ephem CIS, Ephem I0 MSB

- bit 151 to 174 of GPS subframe 3: Ephem I0 LSB
- bit 181 to 204 of GPS subframe 3: Ephem CRC, Ephem Omega MSB
- bit 211 to 234 of GPS subframe 3: Ephem Omega LSB
- bit 241 to 264 of GPS subframe 3: Ephem Omega dot
- bit 271 to 292 of GPS subframe 3: Ephem IODE, Ephem Idot
- bit 60 to 61 of GPS sub frame 4 and 5: Data ID Number
- bit 63 to 68 of GPS subframe 4 and 5: SV ID
- bit 69 to 84 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm e
- bit 91 to 114 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm TOA, Alm DeltaI
- bit 121 to 136 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm OmegaDot
- bit 151 to 174 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm SqrtA
- bit 181 to 204 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm Omega0
- bit 211 to 234 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm Omega
- bit 241 to 264 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm M0
- bit 69 to 84 of GPS subframe 4 with SV ID = 56: Iono Alpha0, Iono Alpha1
- bit 91 to 114 of GPS subframe 4 with SV ID = 56: Iono Alpha2, Iono Alpha3, Iono Beta0
- bit 121 to 144 of GPS subframe 4 with SV ID = 56: Iono Beta1, Iono Beta2, Iono Beta3
- bit 151 to 174 of GPS subframe 4 with SV ID = 56: UTC A1
- bit 181 to 204 of GPS subframe 4 with SV ID = 56: UTC A0 MSB
- bit 211 to 234 of GPS subframe 4 with SV ID = 56: UTC A0 LSB, UTC TOT, UTC WNT
- bit 241 to 264 of GPS subframe 4 with SV ID = 56: UTC DTLS, UTC WNLSF, UTC DN
- bit 271 to 278 of GPS subframe 4 with SV ID = 56: UTC DTLSF

Note 1: As the new definition in IS-GPS-200H is a superset of the definition in IS-GPS-200D, it is accepted to not decode this Integrity Status Flag bit if only the IS-GPS-200D definition is used i.e. the probability of the URE exceeding 4.42 times URA for more than 5.2 seconds, without an accompanying alert, is less than 1E-5 per hour. In this context, an "alert" is defined as any indication or characteristic of the conveying signal.

Deviation Request ETSO-C146eA1#1 for Stand-Alone Airborne Navigation Equipment Using the GPS Augmented by the SBAS

Deviates from ETSO-C146eA1 to use IS-GPS-200H instead of IS-GPS-200D, for the demodulation of GPS signals and signal processing, provided that some key features of IS-GPS-200H listed in this deviation request and only these are used.

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  - bit 31 to 48 of all GPS subframes: time of week, alert flag
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  - bit 241 to 264 of GPS Subframe 1: Ephem Af2, Af1
  - bit 271 to 292 of GPS Subframe 1: Ephem Af0
  - bit 61 to 84 of GPS Subframe 2: IODE, Ephem CRS
  - bit 91 to 114 of GPS Subframe 2: Ephem DeltaN, Ephem M0 MSB
  - bit 121 to 144 of GPS Subframe 2: Ephem M0 LSB
  - bit 151 to 174 of GPS Subframe 2: Ephem CUC, Ephem e MSB
  - bit 181 to 204 of GPS Subframe 2: Ephem e LSB
  - bit 211 to 234 of GPS Subframe 2: Ephem CUS, Ephem SqrtA MSB
  - bit 241 to 264 of GPS Subframe 2: Ephem SqrtA LSB
  - bit 271 to 287 of GPS Subframe 2: Ephem TOE, Ephem Fit interval flag
  - bit 61 to 84 of GPS Subframe 3: Ephem CIC, Ephem Omega0 MSB
  - bit 91 to 114 of GPS Subframe 3: Ephem Omega0 LSB
  - bit 121 to 144 of GPS Subframe 3: Ephem CIS, Ephem I0 MSB
  - bit 151 to 174 of GPS subframe 3: Ephem I0 LSB
  - bit 181 to 204 of GPS subframe 3: Ephem CRC, Ephem Omega MSB
  - bit 211 to 234 of GPS subframe 3: Ephem Omega LSB
  - bit 241 to 264 of GPS subframe 3: Ephem Omega dot
  - bit 271 to 292 of GPS subframe 3: Ephem IODE, Ephem Idot
  - bit 60 to 61 of GPS sub frame 4 and 5: Data ID Number
  - bit 63 to 68 of GPS subframe 4 and 5: SV ID
  - bit 69 to 84 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm e
  - bit 91 to 114 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm TOA, Alm DeltaI
  - bit 121 to 136 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm OmegaDot
  - bit 151 to 174 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm SqrtA
  - bit 181 to 204 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm Omega0

- bit 211 to 234 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm Omega
- bit 241 to 264 of GPS subframe 4 and 5 with SV ID = 1 to 32: Alm M0
- bit 69 to 84 of GPS subframe 4 with SV ID = 56: Iono Alpha0, Iono Alpha1
- bit 91 to 114 of GPS subframe 4 with SV ID = 56: Iono Alpha2, Iono Alpha3, Iono Beta0
- bit 121 to 144 of GPS subframe 4 with SV ID = 56: Iono Beta1, Iono Beta2, Iono Beta3
- bit 151 to 174 of GPS subframe 4 with SV ID = 56: UTC A1
- bit 181 to 204 of GPS subframe 4 with SV ID = 56: UTC A0 MSB
- bit 211 to 234 of GPS subframe 4 with SV ID = 56: UTC A0 LSB, UTC TOT, UTC WNT
- bit 241 to 264 of GPS subframe 4 with SV ID = 56: UTC DTLS, UTC WNLSF, UTC DN
- bit 271 to 278 of GPS subframe 4 with SV ID = 56: UTC DTLSF
- Note 1: As the new definition in IS-GPS-200H is a superset of the definition in IS-GPS-200D, it is accepted to
- not decode this Integrity Status Flag bit if only the IS-GPS-200D definition is used i.e. the probability of the
- URE exceeding 4.42 times URA for more than 5.2 seconds, without an accompanying alert, is less than 1E-5
- per hour. In this context, an "alert" is defined as any indication or characteristic of the conveying signal.

Master MEL-OSD

MMEL

Document Title:	MMEL DO-328-300 Rev 2, 328 Support Services GmbH, Dornier Model 328-300
Summary:	Outlines the Master Minimum Equipment requirements and procedures for DO-328-300 series aircraft. 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-25, MMEL and MEL Definitions MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, FAR Part 91 MEL Approval & Preamble.

Document Title:	MMEL EC-120B Rev 2, Airbus Helicopters, EC120B (R0001RD)
Summary:	Outlines the Master Minimum Equipment requirements and procedures for Airbus rotorcraft model EC120B. 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-25, MMEL and MEL Definitions MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, FAR Part 91 MEL Approval & Preamble.

Document Title:	MMEL PC-24 Rev 3, Pilatus Aircraft Ltd., PC-24
Summary:	Outlines the Master Minimum Equipment requirements and procedures for Pilatus aircraft model PC-24. 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-25, MMEL and MEL Definitions MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, FAR Part 91 MEL Approval & Preamble.

Document Title:	MMEL P-3 Rev 1, Lockheed Martin Corporation, P-3
Summary:	Outlines the Master Minimum Equipment requirements and procedures for Lockheed Martin Corporation P-3 aircraft. 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, FAR Part 91 MEL Approval & Preamble.

Document Title:	Airbus, A318/A319/A320/A321
Document for Download:	Final Comment Log (PDF)
Comments:	**Not Required. This report is being made available for information purposes only**

Document Title:	Airbus Canada Limited Partnership, BD-500-1A10, BD-500-1A11
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)

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

FAA Safety Briefing

Stabilized Approach and Landing

Focusing on establishing and maintaining a stabilized approach and landing is a great way to avoid experiencing a loss of control. A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues, and depends on the maintenance of a constant final descent airspeed and configuration.

Maintain a Stabilized Approach

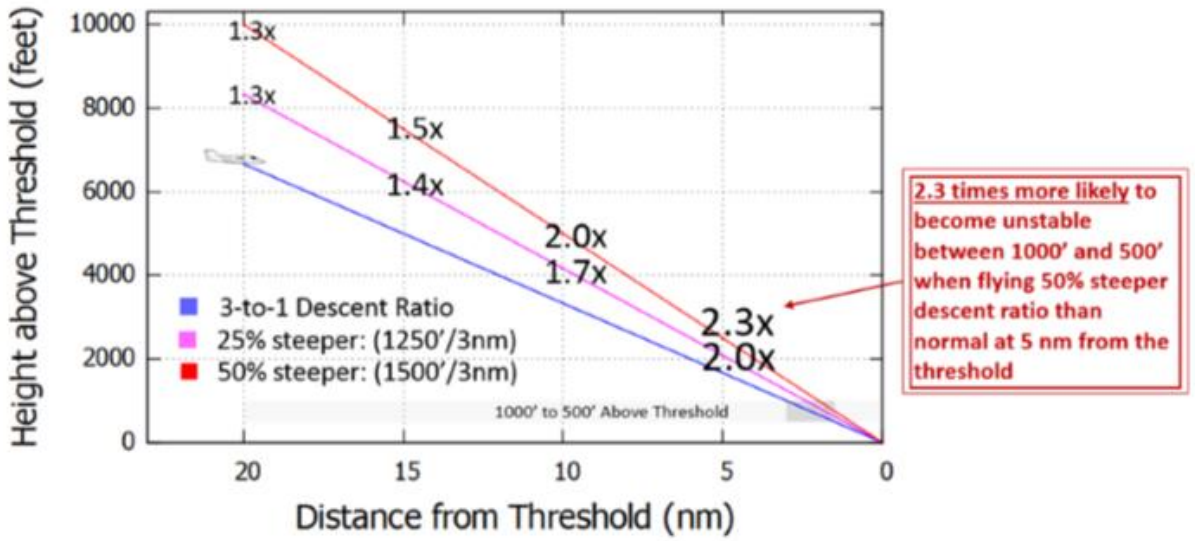
Have you heard these words before? Well, it's not just a buzz term in aviation safety. It's a critical lifesaving way to approach every flight. A pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced optimum glidepath follows the 3:1 principle. The principle, also seen as a descent ratio, means that for every 3 nautical miles (nm) flown over the ground, the aircraft should descend 1,000 feet. This flightpath profile simulates a 3° glideslope.

Data Discourse

The Aviation Safety Information Analysis and Sharing (ASIAS) program, a collaborative government and industry initiative, recently completed a high-energy approach analysis by comparing actual stable and unstable approaches of business aviation operators to the common "3:1" descent ratio. The study looked at this relationship from four distinct distances from the runway: 20, 15, 10 and 5 nautical miles from touchdown. The study highlights the importance of being aware of how you manage the aircraft's total

energy — kinetic (velocity) plus potential (altitude) — as you begin to fly the approach. Flights that were above the 3:1 descent ratio, and not stable, often had high rates of descent and high approach speeds.

A deeper look at the analysis shows that, even at 20 nautical miles from touchdown, when a flight is above the optimum "3:1" descent ratio, the approach is more at risk of being unstable when closer to the runway (i.e., 500 feet to 1000 feet height above touchdown (HAT)).



Moreover, the probability of being unstable can DOUBLE as you increasingly fly above a 3:1 flight path profile.

In addition, the data shows that at each of the distances (20, 15, 10, 5) when flying a 3:1 descent ratio, there is generally a 50/50 chance of being stable when reaching 500 to 1,000 HAT. Why 50/50? This is because your descent ratio is only one of many factors (such as aircraft configuration) that determine whether your approach will be stable or not.

Similarly, it's important to recognize high kinetic energy states close-in to airports or near a final approach fix. Similar to descent ratios, the data demonstrates an increased risk potential if speeds during final vectors or approaches are not managed appropriately.

Bottom line: Be mindful of how you are flying an approach before you commence the approach, not just when you are close to the runway. Remember, one of the most effective ways to prevent becoming a statistic is to GO AROUND if something is not right at any time. If you choose to continue with an unstabilized approach, you risk landing too high, too fast, out of alignment with the runway centerline, or otherwise being unprepared for landing. These situations can result in loss of control of your aircraft or a runway excursion.

Important Tip: The further from the runway that you establish a 3:1 flight path profile, the greater your probability of successfully flying a stable approach. NOTE: Every runway is unique and the published glidepath should be flown when available.

https://youtu.be/sSnuzXhEf6s?list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS

Tips for Staying Stable

• A method to estimate the appropriate descent rate in feet/minute to maintain a 3° glidepath is to multiply the groundspeed in knots by 5.

When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.

Increase your knowledge on stabilized approaches. Some resources include the GAJSC website, Chapter 8 of the FAA Pilot's Handbook of Aeronautical Knowledge, Advisory Circular 91–79A, and a recent FAA FlySafe notice.

FAASTeam Events

- A Better Approach — Stabilized Approaches
  July 15, 2021, 1830 EDT

- Stability Ability and Engine Reliability
  July 20, 2021, 1900 EDT

- Stabilized Approach and Go-Around
  July 28, 2021, 1900 EDT

Pictured: Scorched clifftop hit by passenger plane that exploded after crashing on Russia's east coast, killing all 28 on board, as it tried to land in poor visibility

This is the sight that greeted rescuers searching for a passenger plane that disappeared in eastern Russia today - a scorched clifftop strewn with wreckage of the aircraft.

The Antonov An-26 plane, carrying 22 passengers and six crew, had been on its descent into the village of Palana around 3pm Tuesday when it suddenly lost radio contact with ground crews.

Rescue teams were scrambled before discovering this scene on cliffs around 10 miles south of the airport several hours later.

It is thought the plane, which was operated by Kamchatka Aviation Enterprise, struck the top of the cliff amid low-lying cloud and broke apart. There were no survivors.

This is the scene of a plane crash in eastern Russia which is thought to have killed all 28 passengers on board after the aircraft hit a clifftop while coming in for landing

The plane had taken off from Petropavlovsk-Kamchatsky airport around 1pm and was descending into Palana around 3pm when it suddenly lost radio contact with the ground

Part of the plane's stabiliser was found on top of the cliff, Russian media reported, while sections of its tail were found on rocks that drop down into the Sea of Okhotsk.

Other parts of the wreckage were found floating in the ocean including the plane's radio distress beacon, which is what naval crews tracked to find the crash site.

Several senior officials from Palana village are said to have been on board the flight, including mayor Olga Mokhireva, 42, head of the mobilization department Alexander Andreikin, and his wife Olga Andreikina, who heads the financial department.

The pilot was named as Dmitry Nikiforov, and the co-pilot Alexander Anisimov, 27.

An investigation into the crash is underway, as inspectors say the 39-year-old plane had a certificate of airworthiness and passed pre-flight checks when it took off from Petropavlovsk-Kamchatsky airport two hours before the crash.

The pilots had not reported any faults during the flight.

Aleksey Khrabrov, the head of Kamchatka Aviation Enterprise, confirmed the wreckage had been found but would not give more details.

A near-identical crash happened on the same section of cliffs back in 2012, when an An-28 plane carrying 14 people from Petropavlovsk-Kamchatsky to Palana hit treetops on the cliffs in poor visibility and crashed.

Ten people, including both pilots, were killed in the wreck which happened around 10 miles south of Palana.

It was later discovered that both pilots had alcohol in their blood, they had approached the airfield too low and along the wrong flight path, and had given false position readings to ground control crews.

Regional deputy transport minister Anatoly Bannikov, said: '[The plane] was supposed to arrive at the Palana airport at 15:05 (local time).

It is thought the An-26 plane (file image) hit the clifftop in low-lying cloud before breaking apart, with parts of the wreck dropping into the sea.

'The plane did not arrive at the appointed time.

'According to updated data, there were 28 people on board... six crew members and 22 passengers, including one child born in 2014.'

Russian prime minister Mikhail Mishustin ordered a special commission to find out what had happened.

A criminal case was also launched into its fate, a normal measure when a plane goes missing or crashes in Russia.

Russia, once notorious for plane accidents, has improved its air traffic safety record in recent years.

But poor aircraft maintenance and lax safety standards still persist, and the country has seen several deadly air accidents in recent years.

The last major air accident took place in May 2019, when a Sukhoi Superjet belonging to the flag carrier airline Aeroflot crash-landed and caught fire on the runway of a Moscow airport, killing 41 people.

In February 2018, a Saratov Airlines An-148 aircraft crashed near Moscow shortly after take-off, killing all 71 people on board. An investigation later concluded that the accident was caused by human error.

Flying in Russia can also be dangerous in the vast country's isolated regions with difficult weather conditions such as the Arctic and the Far East.

The vanished plane was produced in 1982 and was owned by Kamchatka Aviation Enterprise, said local transport officials.

It has a valid certificate of airworthiness, they said.

The Soviet-era workhorse planes are widely used in remote areas of Russia.

In 2012, an An-28 plane crashed near Palana, killing ten.

The pilots were eventually found guilty, as they had alcohol in their blood.

Passenger plane crashes into the sea after 'losing contact' while flying over eastern Russia - 6 July 2021

A passenger plane carrying at least 27 people has crashed into the ocean in far eastern Russia.

The Antonov An-26 plane, operated by Kamchatka Aviation Enterprise, departed from Petropavlovsk-Kamchatsky airport shortly before 1pm Tuesday and was preparing to land at Palana when it dropped out of radio contact around 3pm.

Two helicopters, a plane and naval vessels were dispatched to try and find the aircraft, before discovering the crash site in the Sea of Okhotsk as night fell.

Six crew and at least 21 passengers - including a child under 12 - were on board, according to Russian reports. Some put the number of passengers as high as 23, including a second child.

Regional deputy transport minister Anatoly Bannikov, said: 'It was supposed to arrive at the Palana airport at 15:05 (local time).

'The plane did not arrive at the appointed time.

'According to updated data, there were 28 people on board... six crew members and 22 passengers, including one child born in 2014.'

The head of the Palana village administration, Olga Mokhireva, 42, Is reported to have been on board.

The pilot was named as Dmitry Nikiforov, and the co-pilot Alexander Anisimov, 27.

The Kamchatka peninsula is currently beset by wildfires, but visibility was thought to be good along the plane's route - with only low cloud and light winds.

Dmitry Chernykh, general director of the Vityaz-Aero airline which is involved in the search, said rescue efforts will continue until dark.

Once the sun has set, the helicopters will be recalled and sent out again the following day, he added.

Russian prime minister Mikhail Mishustin ordered a special commission to find out what had happened to the plane.

A criminal case was also launched into its fate, a normal measure when a plane goes missing or crashes in Russia.

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A Climate for Change

Embracing the Environment

JUMPSEAT an executive policy perspective

A Climate for Change. Embracing the Environment | by FAA Safety Briefing | Cleared for Takeoff | Jun, 2021 | Medium

By Rick Domingo, FAA Flight Standards Service Executive Director

It's a common human characteristic to avoid choices that require us to change. We tend to put our activities on autopilot and turn our attention to other things, often not noticing the changing circumstances that would compel us to change course. It may sound like I'm setting the stage for another essay on VFR-into-IMC accidents but the topic this time is the increasingly urgent need to address the causes of climate change.

No matter where you live, you've probably experienced some impact of climate change. You might have found yourself close to the unprecedented wildfires making headlines last summer. If you live in Texas, you might have shivered through the worst freeze in memory. I could go on, but you get the idea.

Sustaining Our Future

Because of its reliance on fossil fuels, the transportation sector, including aviation, has played a role in bringing us to the present challenge. But that also means that the transportation sector can — and must — play a role in finding and implementing solutions. To that end, earlier this year, President Biden announced a new target for the United States to reduce greenhouse gas pollution by 50–52% of 2005 levels by 2030. This target calls for cutting carbon pollution from the transportation sector in a number of ways, to include working toward very low carbon, new-generation renewable fuels for aviation.

On that subject, you have probably heard about the long and continuing work to find a replacement for the 100LL fuel that powers much of the existing GA fleet. We'll provide an update on this work, known officially as the Piston Aviation Fuels Initiative (PAFI). But we will also take a look at exciting new technologies like electric aircraft. It's likely to be awhile before you can board a commercial airliner with electric propulsion. Happily, though, the size and diversity of the GA sector enables it to serve as both a seedbed and a testbed for all kinds of innovative ideas and technologies that eventually find their way into larger applications.

Beyond their benefit in carbon reduction, technologies like some electric aircraft can contribute to the environment through noise reduction. Technology has lowered the source noise of aircraft over the years. In Washington DC, where Reagan National Airport is conveniently close to the city, I can remember a time when the noise of departing (or arriving) aircraft forced every outdoor conversation into a stop-and-start staccato rhythm. It's a lot better now but noise concerns are also among the biggest threats to the viability

of our nation's airports. We need to do better. You might not have ready access to a whisper-quiet electric GA airplane, but we'll review some of the ways you can lessen the noise for airport neighbors.

We can't consider aviation and the environment without mentioning wildlife. Right from the start, pilots learn that there are rules against flying too low over certain parks and wildlife areas. But you may be more familiar with the risk of wildlife encounters of a different nature. Even with airport fencing, deer and other animals can create collision hazards for pilots operating at GA airports. Aerial collisions between our metal birds and our feathered friends are not uncommon either. To refresh your knowledge, this issue of FAA Safety Briefing will review risk mitigation measures and reporting protocols for wildlife encounters.

Respecting Mother Nature

Those who fly, whether as passengers or pilots, are privileged to see our planet with no boundaries. We see its beauty, and we can also see the damage we do to the environment. Now more than ever, the FAA seeks to advance aviation in an environmentally responsible and energy efficient manner. You have a role to play too, and you will find plenty of information in this issue on specific steps you can use to make your own aerial activities environmentally friendly.

Publications

Recherche : NEWS (icao.int)

News & Updates (faa.gov)

Newsroom & Events | EASA (europa.eu)

Limited time offer of ICAO's flagship publication

Get your copy now USD 99 (reg. USD 150)

This must-have publication reviews the state of the aviation industry through the lens of diverse global aviation experts. This 4th volume covers the coordinated actions undertaken by ICAO and the international aviation community to help countries respond and initiate their pandemic recovery strategies.

ICAO Global Aviation Security Symposium 2021 (AVSEC2021)

Date: 8 - 10 September 2021

Location: Virtual/Online

Venue: Virtual/Online

AVSEC: BUSINESS NOT AS USUAL

Since last year, civil aviation has been severely impacted by the COVID-19 pandemic and has had to adapt to a broad array of challenges to keep employees and passengers safe, mitigate the spread of the virus, and respond to dramatic shifts in air travel demand. In parallel, appropriate levels of security need to be maintained, while facing the new challenges of a reduced workforce and financial constraints. As such, the theme of this year's Symposium will be "AVSEC: Business NOT as usual".

Please visit the Commemoration of the 20th anniversary of the 9/11 attacks page for more details on the sessions that will be presented on 10 September.

Sunny Swift: Flying should be fun - Issue 32

FAA Posts Sierra Space Dream Chaser Proposed Project Information

The Federal Aviation Administration (FAA) developed a project website for the public to learn more about Sierra Space Corporation's proposed plan to land its Dream Chaser reentry vehicle at the Space Florida Shuttle Landing Facility in Titusville, Florida.

People interested in the project can subscribe to receive project updates and information about opportunities for public involvement.

The Dream Chaser is a reusable reentry vehicle and would be launched as payload on a United Launch Alliance Atlas V rocket from a different site. Sierra Space has a contract with NASA to carry supplies to and from the International Space Station.

This proposed project is currently in the pre-application consultation phase. Once the FAA receives Sierra Space's license application, the agency will begin its license evaluation process.

This includes reviews on safety, environmental impacts, airspace integration, policy, payload and financial responsibility in accordance with FAA regulations and the National Environmental Policy Act. The FAA will make a license determination only after it completes all reviews.

Space Florida is the state-chartered spaceport authority and received an FAA-issued Launch and Reentry Site Operator License for the SLF in January 2021.

To learn more about the FAA's role in commercial space transportation, click https://www.faa.gov/space/

FAA Launches Campaign to Encourage Air Traffic Controller Applications from Women, Minorities

WASHINGTON – Ahead of an upcoming open application window to become an air traffic control specialist, the U.S. Department of Transportation's Federal Aviation Administration has launched a week-long campaign to encourage more applications from women, minorities, and individuals from underrepresented communities. The campaign will feature current air traffic controllers and FAA leaders sharing their stories in media interviews, on social media, during Instagram Live conversations, and on other platforms. The FAA will also engage with diverse organizations to get the word out and has created a digital toolkit for groups to use.

"I have the greatest job in the world, and there is absolutely nothing else in the world I would rather be doing. Since I was 17, I wanted to be an air traffic controller. I am surrounded by so many people who have a similar passion for aviation and service to our country and who make even the toughest days rewarding," said Jeffrey Vincent, who began his career at the FAA as an air traffic controller and now serves as the vice president of Air Traffic Services. "I hope sharing my story during this campaign will encourage others to know that they can achieve what I have achieved, and I strongly encourage them to apply during this period."

"Being an air traffic controller is not only important, but it's also an interesting and dynamic career," said Teri L. Bristol, the chief operating officer of the FAA's Air Traffic Organization. "Air travelers and the public rely on these safety professionals to oversee thousands of aircraft that travel in our national airspace system every day. Air traffic control becomes more exciting every day as innovative uses for airspace, such as drones and commercial space vehicles, become ever more prevalent."

Each year, the FAA has a short window for any eligible U.S. citizen to apply to the open announcement located on http://www.faa.gov/levelup.

The FAA's controller workforce reached 14,242 in fiscal 2020. The FAA hired 920 new controllers in fiscal year 2020, and the FAA plans to hire more than 4,300 controllers over the next five years. The FAA provides a robust training program to new controllers that includes air traffic basic training and training at the FAA Academy in Oklahoma City, Okla. Following graduation from the FAA Academy, and based on staffing needs, air traffic control trainees are assigned to an FAA facility for additional training. A certified professional controller can attain a six-figure salary and receive a comprehensive federal benefits package.

"Having individuals with diverse backgrounds helps us find ways to continue enhancing aviation safety and efficiency. I hope more people will pursue the opportunity to become an air traffic controller as a result of this effort," said FAA Administrator Steve Dickson.

"When it comes to achieving the FAA's safety mission, diversity is critical. Having people with varied backgrounds and different perspectives makes us more innovative, stronger, and safer as an agency," said Deputy FAA Administrator Bradley Mims. "I encourage people to apply so we can achieve our goal."

The application window is open to all eligible U.S. citizens July 30–Aug. 2, 2021. Interested individuals can learn more about eligibility requirements and application instructions on http://www.faa.gov/levelup.

Members of the media wishing to interview FAA leaders or current air traffic controllers about their careers should email their request to pressoffice@faa.gov.

FAA Issues Decision on LaGuardia AirTrain Environmental Review

The Federal Aviation Administration (FAA) today issued its decision on the environmental review for the proposed construction of the LaGuardia Airport (LGA) AirTrain. This final step, referred to as the Record of Decision, allows the Port Authority of New York and New Jersey to proceed with its proposal to construct a rail system to provide a reliable transit option for air travelers and employees at LGA. The Port Authority will now be able to submit a future application for funding under the Passenger Facility Charge program.

Port Authority has planned the AirTrain to connect LGA to the New York City Transit Subway 7 Line and the Long Island Rail Road Port Washington Branch at Mets-Willets Point. There will also be passenger walkways connecting to the LGA Central Hall, a parking garage connector, public transportation and ground transportation facilities.

The FAA held two virtual public workshops and three virtual public hearings in September 2020 on the draft environmental review. The meetings had a combined viewership of over 18,000 people, and the public provided over 4,200 comments. Participants were able to request interpreters for a variety of languages for all these meetings. The Final Environmental Impact Statement (FEIS) was released on March 19, 2021 and contained responses to the comments received.

Eighteen different federal, state and local agencies have provided input throughout the Environmental Impact Statement (EIS) process based on their expertise and authorities.

The FAA prepared the environmental review because the Port Authority plans to request funding for the AirTrain through the Passenger Facility Charge program. The program allows for the collection of fees added to passenger tickets. Those proceeds can be used on certain qualifying airport projects, subject to FAA approval.

The FAA prepared the FEIS in accordance with the National Environmental Policy Act of 1969 (NEPA), which requires the FAA to analyze alternatives and identify and disclose the potential environmental impacts of the proposed project. During the NEPA process, the FAA looked at 47 alternatives, more than half of which were identified by the public during the scoping process. These options were evaluated to see if they met the purpose and need of the proposed action and if they would be reasonable to construct and operate.

Final EIS Document — LGA Access Improvement Project EIS (lgaaccesseis.com)

Zero Tolerance for Unruly and Dangerous Behavior Toolkit

The FAA has seen a disturbing increase in incidents where airline passengers have disrupted flights with threatening or violent behavior.

On January 13, 2021, FAA Administrator Steve Dickson signed an order directing a stricter legal enforcement policy against unruly airline passengers in the wake of recent, troubling incidents.

Historically, the agency has addressed unruly-passenger incidents using a variety of methods ranging from warnings and counseling to civil penalties. Under the new zero tolerance policy, FAA will not address these cases with warnings or counseling. The agency will pursue legal enforcement action against any passenger who assaults, threatens, intimidates, or interferes with airline crew members.

In an effort to promote safe and responsible passenger behavior and bring awareness to the zero tolerance policy, FAA encourages the widest dissemination of the following digital products.

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

What are ICAO State Safety Programme Implementation Assessments?

Overview of the development, evolution, and maturation

The State Safety Programme Implementation Assessment (SSPIA) is a performance-based activity that falls under the framework of the Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA). Through the programme, ICAO assesses the level of maturity of a State Safety Programme (SSP) by conducting a systematic and objective review of the State's implementation and maintenance of its SSP.

This activity follows six years of continuous efforts in evolving the approach used to better suit the nature of SSP implementation. Since 2015, while many States were progressing in SSP implementation, ICAO has been developing and maturing its methodology, processes and tools to conduct SSPIAs. To support these efforts, in 2018, the Monitoring and Oversight (MO) office recruited a Standards and Procedure Officer (SPO) to be responsible for the area of Safety Management within the USOAP CMA.

SSPIA roll-out and major milestones

Phase 0 of SSPIAs:

Initially, ICAO had planned to "audit" SSP implementation beginning in 2015, using a set of protocol questions (referred to as "SSP PQs") that were introduced for this purpose in the 2014 edition of the PQs. In early 2015, it was recognized, however, that the "satisfactory vs. non-satisfactory" approach used in the legacy USOAP CMA activities (such as audits) was not adapted for evaluating States' progress in implementing SSPs, given that implementation was "performance-based" in nature.

Considering the best practices in assessing safety management implementation, including the experience gathered in some States and regions when assessing the implementation of Safety Management Systems (SMS), it was decided to adjust the approach and conduct assessments, rather than audits, of SSP implementation with a few States, on a voluntary and confidential basis. This approach would benefit States (by providing them with feedback on their progress and achievements as well as opportunities for further enhancement of their SSP), USOAP (by progressively building a specific methodology for this new type of activity), and ICAO (by providing additional feedback on the challenges faced by States in SSP implementation).

During Phase O, five States received an SSPIA, in which the approach was changed from an audit to an "assessment", using the SSP PQs contained in the 2014 edition of the PQs. The assessments reviewed the States' progress and highlighted achievements and opportunities for enhancement. The approach was purely qualitative. No score was given to the States following the completion of the activity and the activity had no impact on the States' "Effective Implementation" (EI) values.

At the same time, MO started to progressively develop new, more relevant "SSP-related PQs". In 2018, MO provided feedback to the ICAO Secretariat, the Safety Management Panel and ICAO's governing bodies on the performance of these activities, as well as the observed challenges faced by States in SSP implementation. Based on the experience accumulated and lessons learned from these missions, it was decided to amend the SSP PQs in a manner that would better suit this new type of activity, including the performance-based environment in which SSP is implemented.

The development of amended SSP-related PQs:

In 2018, MO started developing an amended set of SSP PQs, which were more performance-based and did not call for a "satisfactory vs. non-satisfactory assessment". Each PQ was linked to one of the four SSP components (i.e. State Safety Policy and Objectives, State Safety Risk Management, State Safety Assurance, and State Safety Promotion), rather than the eight Critical Elements associated with the legacy USOAP CMA activities.

The "technical areas" for SSPIAs became distinct from those in USOAP legacy activities. In the 2018 edition of the SSP-related PQs, the LEG and ORG areas were removed and two new areas were introduced, namely "General Aspects" (SSP.GEN) and "Safety Data Analysis" (SSP.SDA), in addition to the sector-specific areas (SSP.PEL, SSP.OPS, SSP.AIR, SSP.ANS, SSP.AGA and SSP.AIG).

Phase 1 of SSPIAs:

In 2018, Phase 1 of the SSPIAs was officially launched under the USOAP framework, in which the SSPIAs were still conducted on a voluntary basis but were no longer confidential. Under Phase 1, the SSPIA report focused primarily on two aspects: the State's achievements (which were shared with all States following completion of the SSPIA process) and "Opportunities for Enhancement" (which were only shared with the assessed State and highlighted aspects in which the State could make further progress).

Three States (Finland, Spain and the United Arab Emirates) received an SSPIA under Phase 1. The "achievements" part of their SSPIA reports were posted on the USOAP Online Framework (OLF) to inform all States of the outcomes of the SSPIAs and enable them to further explore any good practices observed in the assessed States.

The development of maturity levels assessment tool:

In 2020, ICAO established an SSPIA group of experts, comprised of eight experts from seven States (Australia, Canada, Finland, Singapore, the United Arab Emirates, the United States and Spain) and one regional safety oversight organization (European Union Aviation Safety Agency or EASA). They support MO in finalizing the SSPIA maturity level assessment tool and its related guidance material as well as in identifying additional areas of improvements for the proposed tool and associated guidance material. The outcome of this work was shared with the Safety Management Panel members and internally within ICAO, and a very positive feedback was received, along with proposed opportunities for enhancement. Upon reviewing the comments received, the maturity levels matrices were amended and the SSPIA assessment tool was finalized and posted on the OLF in December 2020.

As part of the assessment tool, five maturity levels were determined and criteria were developed for levels 2 and 3 for each PQ. The five determining maturity levels are:

0: Not present and not planned;

1: Not present but being worked on;

2: Present;

3: Present and effective; and

4: Present and effective for years and in continuous improvement.

Phase 2 of SSPIAs:

Following the inception of Phase 2 which will no longer be voluntary nor confidential, the SSPIA becomes a more integral and coherent part of USOAP and will provide ICAO with a picture of how States are progressing in implementing and maintaining their SSPs. This phase, which would be quantitative, will be reflected in terms of maturity level for each assessed PQ by utilizing the newly developed assessment tool.

In 2021, MO reported to ICAO's governing bodies on its preparedness to deploy Phase 2 of the SSPIAs, with its first mission to be launched once health, safety and travel restrictions are lifted.

Envisaged future steps:

Phase 3 of the SSPIAs:

In accordance with the concept of continuous improvement, MO will revisit the methodology, processes and tools of Phase 2 upon completion of the current three-year phase and will take action, as necessary, to refine them based on lessons learned and new development that will need to be reflected in the assessments.

- What does MO do to support States' preparation and readiness to undergo an SSPIA?
- In support of States' preparation for an SSPIA, MO has initiated two main measures:

SSPIA Workshop – Similar to the USOAP CMA workshops, the SSPIA workshop aims to provide valuable information to States on how the SSPIA is conducted, including its methodologies, processes and tools.

SSPIA Q&A Sheet – The Q&A sheet aims to provide brief answers to the most common queries that MO receives from States and this will be posted on the OLF shortly.

ICAO A more coordinated use of aviation in disaster response

A more coordinated use of aviation in disaster response - Uniting Aviation

In the aftermath of a disaster, aviation constitutes an essential lifeline for the people affected. The efficient arrival of life-saving equipment, supplies, and humanitarian experts is critical in the first hours and until the start of the recovery phase which takes place one to three weeks after the event strikes. For the third consecutive year, ICAO participated in the Humanitarian and Partnerships Week (HNPW) that was held virtually from 19 April to 7 May 2021 and co-hosted by the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) and by the Swiss Agency for Development and Cooperation (SDC).

This year's edition of the HNPW involved 232 sessions organized by networks of humanitarian partners dealing with various aspects of humanitarian response, including the Humanitarian Assistance and Disaster Response in Aviation (HADRA) Expert Group, chaired by ICAO. The HADRA Expert Group focused its attention on discussing key challenges and agreeing to develop new cooperative strategies to respond effectively and efficiently after disaster strikes.

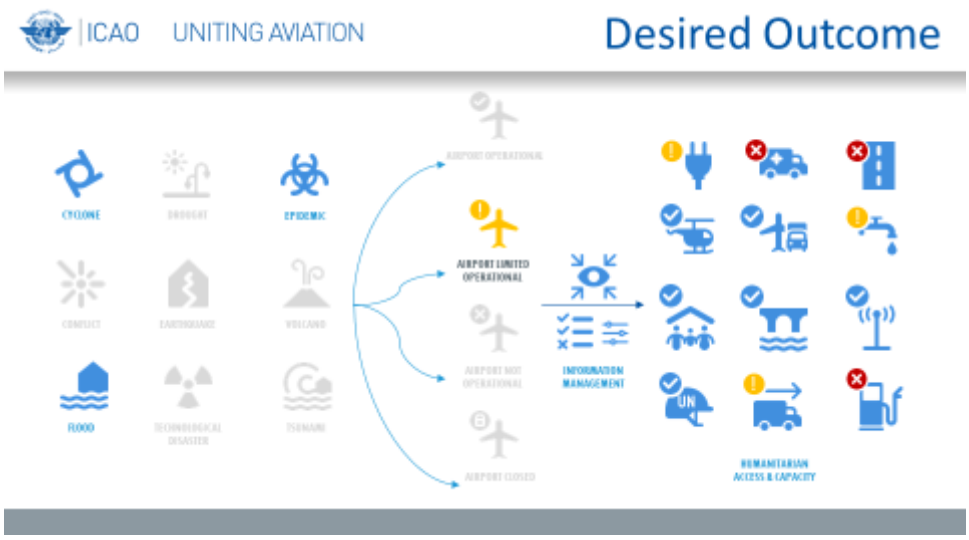
Responding effectively to disasters

During crisis response, the high volume of air traffic can quickly overwhelm an airport's capacity and push its infrastructure to the limits. In many disaster scenarios, air traffic control systems may be degraded, thereby limiting the ability to receive the necessary humanitarian relief items and teams. An airport operator may have to accommodate aircraft types that do not normally operate at the airport, and it may also have to handle mixed traffic (commercial, military and humanitarian), which poses questions of how to allocate scare physical and human resources, as well as essential services, such as ground handling, refueling, and aircraft maintenance.

The large influx of stakeholders responding to an event, sometimes with differing mandates, and unscheduled flights bringing non-prioritized or unwanted items, can lead to a degradation of coordination and communication that can severely affect the effectiveness and efficiency of the humanitarian response. Current Humanitarian guidance recommends the establishment of coordination mechanisms (e.g. on-site Operations Coordination Center), whose nature and functions may not be well understood by all aviation stakeholders.

As illustrated during the COVID-19 pandemic, new challenges affecting the provision of relief operations stem from public health concerns: aircraft operating restrictions, new arrival protocols, quarantines, and other health protocols can impact humanitarian response to a crisis. All of these challenges were raised and then discussed by the HADRA Expert Group.

ICAO serves as the chair of the HADRA Experts Group. Since February 2021, the group has been working alongside the technology firm Block Aero to implement a blockchain technology tool that will allow the humanitarian and aviation stakeholders to have access to timely and reliable information critical to crisis planning and response. Such information is typically disseminated by OCHA to its partners (see the chart to the left). This communication tool may also have the effect of prompting a discussion among the various entities and relevant agencies involved in the implementation of emergency response plans at the national level.



The objective of the HADRA is to enhance the preparedness and response capabilities of States, aviation stakeholders, and humanitarian stakeholders in the event of a disaster. The activities the group undertakes are intended to incentivize the integration of airport preparedness in countries' disaster preparedness planning and other sectoral programs of relevance. It also contributes to the 2030 agenda for Sustainable Development (SDGs 1, 2, 3, 4, 6, 9 and 11), to the Sendai Framework for Disaster Risk Reduction, to the SAMOA Pathway and to the UN Common Agenda. This work is fully aligned with ICAO Assembly Resolution A39-24, Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation, and with the ICAO Crisis Response Policy adopted in 2017.

A key lesson from the 2021 HNPW: the importance of partnerships

The HADRA Expert Group membership is comprised of ICAO, Airports Council International (ACI), Civil Air Navigation Services Organization (CANSO), Deutsche Post DHL (DP-DHL), Global Logistics Cluster (GCL), International Air Transport Association (IATA), OCHA, United Nations Development Programme (UNDP) and the World Food Programme (WFP).

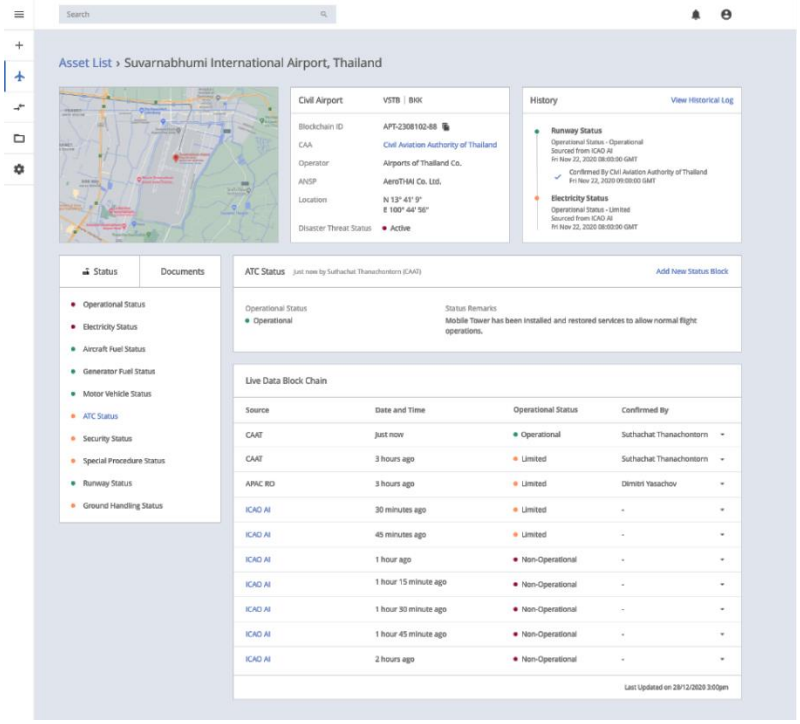
All members bring their perspectives on the challenges faced during disaster response operations. The diversity of expertise in the group increases mutual understanding and throws light on not yet unveiled constraints, which was evidenced during the HADRA session at the HNPW, when ACI, IATA and DP-DHL were invited to share their perspectives.

One of the key messages from the 2021 HNPW session of HADRA was the need for creating the right environment to collaborate, given that it would enable the understanding of your/your partners' respective roles. Though planning should result from this collaboration, effective planning cannot be considered without actual implementation training. This training component is all the more important given how the operating environment in the aftermath of disasters grows in complexity. Last but not least, a strong emphasis was put on the fact that aviation is a system and one of the keys to enhanced response involves the enhanced resilience of the aviation system as a whole. In that, the training programme "Get Airports

Ready for Disaster" managed by DP-DHL and supported by UNDP provides a concrete opportunity to gather major stakeholders around the table at each airport and to assess their strengths and vulnerabilities to work towards an effective response plan.

The way forward

The HADRA Expert Group will continue to implement its work plan, which will incorporate the development and implementation of the blockchain tool and associated guidance material, by the end of 2021. In the coming weeks, the blockchain tool will be tested in the ICAO Regional Office for Latin America and the Caribbean and we are looking forward to collecting the lessons learned (mock-up view of the Airport Status Information Tool shared below).



The Air Transport Monthly Monitor for June 2021

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

he 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, aviation industry, tourism and other stakeholders can:

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

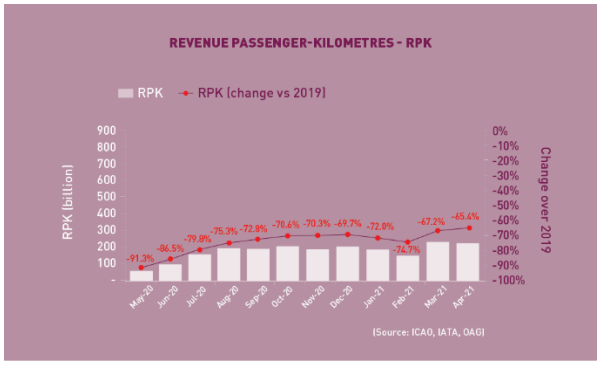
The UN recognized ICAO as the central agency responsible for the collection, analysis, publication, standardization, improvement and dissemination of statistics pertaining to civil aviation. Because of its status as a UN specialized agency, ICAO remains independent from outside influences and is committed 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.

ECONOMIC DEVELOPMENT – June 2021

World Results and Analyses for April 2021

Total Scheduled Services (Domestic and International)

Passenger traffic



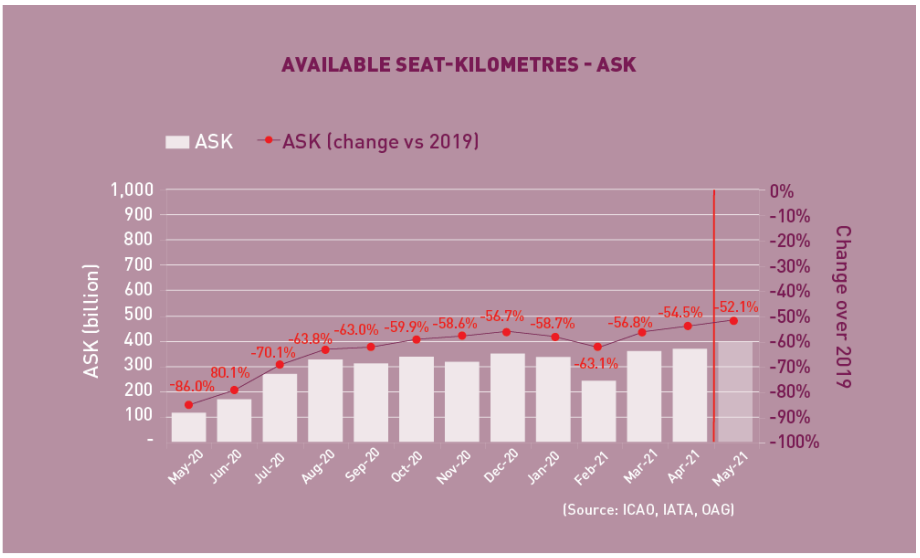
Revenue Passenger-Kilometres – RPK

World passenger traffic fell by -65.4% in April 2021 (compared to 2019), +1.8 percentage points up from the decline in the previous month. Recovery in air travel continued alongside the decline in new COVID-19 cases at the global level. Nevertheless, wide disparities exist between regions as a result of the varying pandemic situation and travel restrictions, particularly the emergence of new variants in certain parts of the world. Domestic travel remained the driving force for recovery with both domestic traffic of China and the Russian Federation surpassing the 2019 levels.

International Traffic vs. Tourist Arrivals

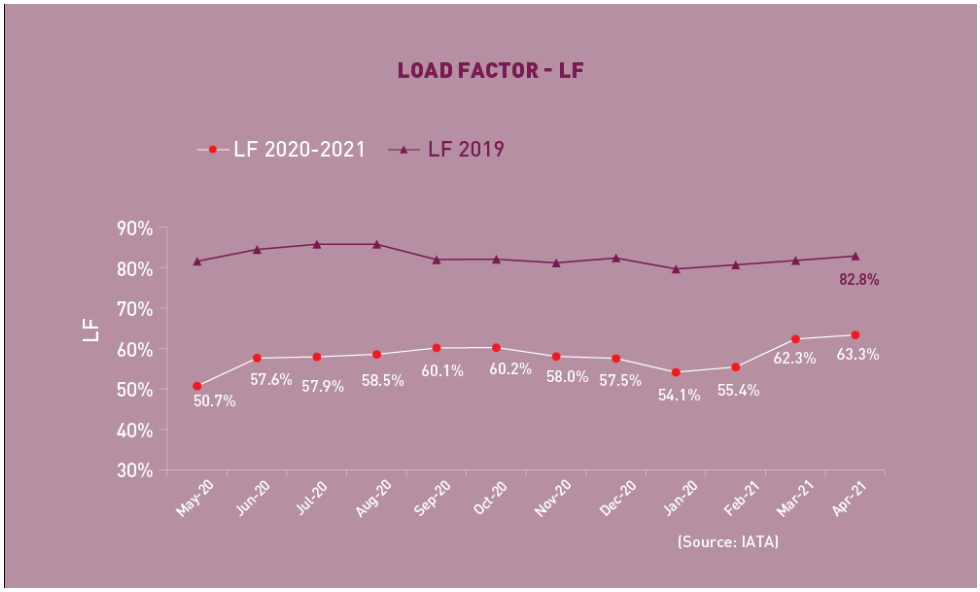
International passenger numbers fell by -86.8% in April 2021 (compared to 2019), +0.3 percentage point up from the decline in the previous month. International travel remained unchanged with strict border restrictions due to the concern of surging new variants. Asia/Pacific and Europe were the slowest recovering regions. The international tourist arrivals also remained stagnant and followed a similar trend as international passenger traffic.

Capacity



Available Seat-Kilometres – ASK

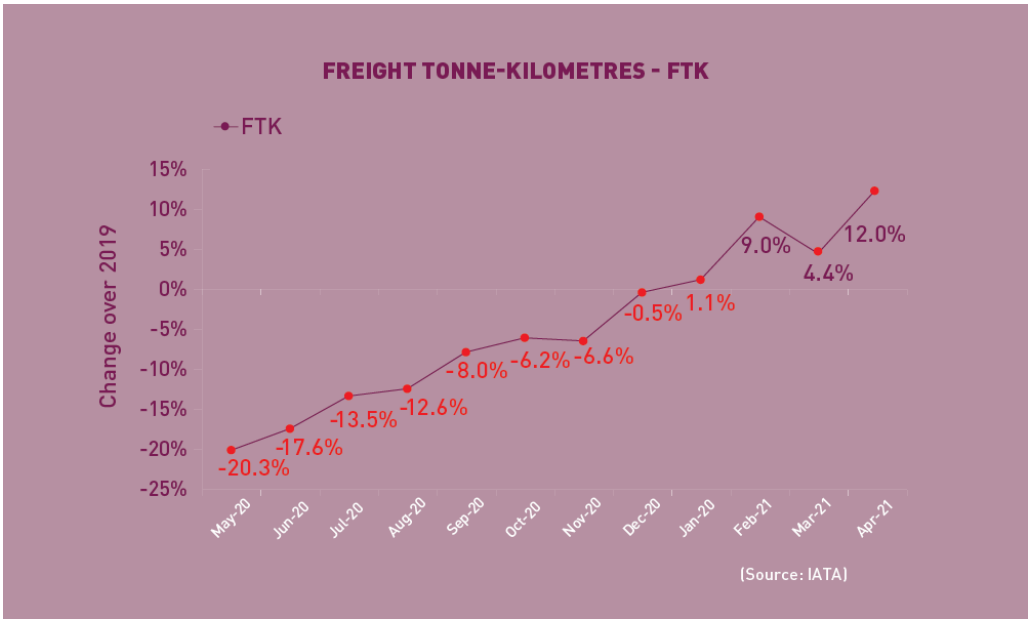
Capacity worldwide fell by -54.5% in April 2021 (compared to 2019), +2.3 percentage points up from the decline in the previous month (-56.8%). With the ongoing improvements, capacity is expected to increase in May 2021 to -52.1% down from the 2019 level.



Load Factor

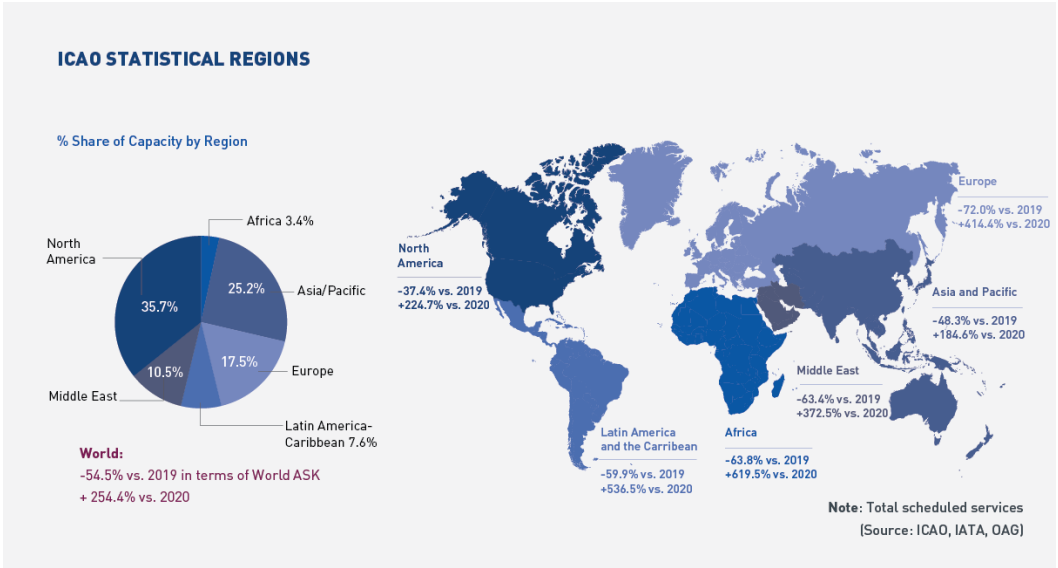
The passenger Load Factor reached 63.3% in April 2021, +1.0 percentage point higher than the previous month. The domestic load factor picked up notably and reached above 70%. As air travel demand fell faster than capacity, the April LF was -19.5 percentage points lower than the rate in the same period of 2019.

Freight Traffic



Freight Tonne-Kilometres – FTK

World freight traffic reported a growth of +12.0% in April 2021 (compared to 2019), +7.6 percentage points higher than the growth in the previous month. After one month of moderation, freight traffic rose sharply with double-digit growth. Several factors have been contributing to the strong air cargo demand such as the strengthening in global economic activity, trade, and rise in consumer spending including e-commerce. All regions showed improvements in freight traffic, except for Latin America/Caribbean which was the only region that remained below 2019 levels and further deteriorated in April. Africa and North America continued to lead the growth chart, expanding at over +30% and +20%, respectively.



Worldwide capacity contracted by -54.5% in April 2021, compared to 2019. All regions saw slight improvements in capacity compared to the previous month, except for Africa and Latin America/Caribbean

which experienced larger declines. Capacity offered in North America and Asia/Pacific showed the smallest decline from 2019 levels, while Europe continued to record the slowest capacity recovery.

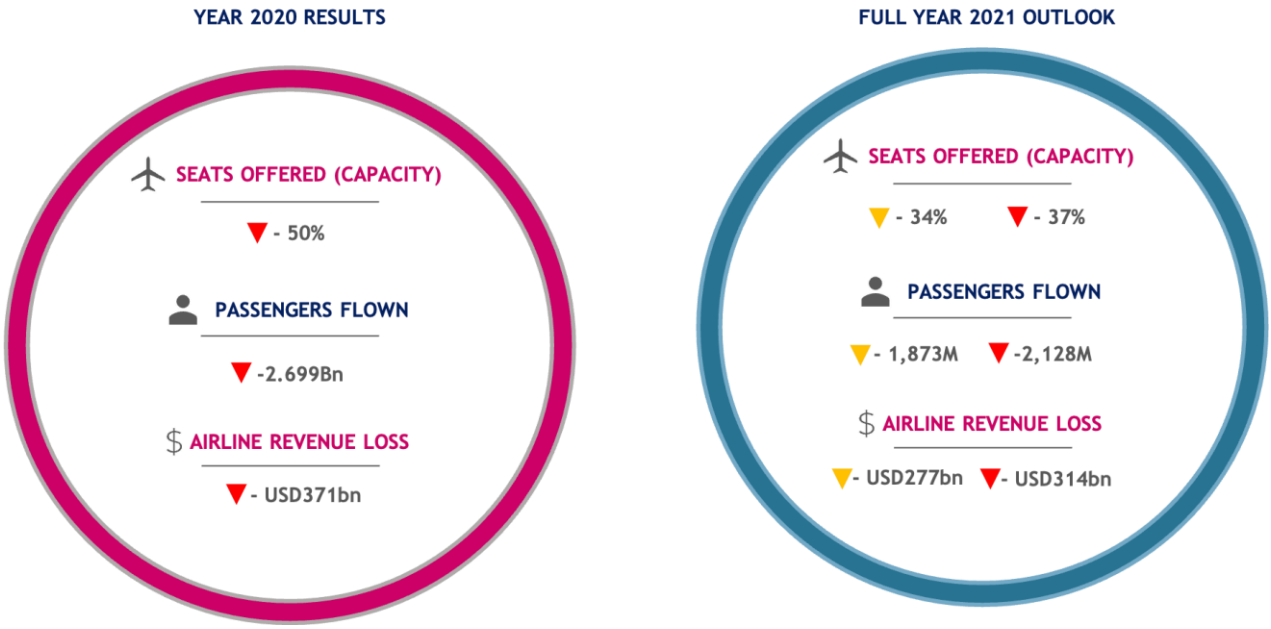
See attached for the Monthly Monitor June PDF version.

Economic Impacts of COVID-19 on Civil Aviation

In light of the rapidly spreading disease named as COVID-19, the International Civil Aviation Organization (ICAO) actively monitors its economic impacts on civil aviation and regularly publishes updated reports and adjusted forecasts. The latest version can be viewed here and all full reports are available further below.

The analytical timeframe has now been extended to Dec 2021 and therefore covers the full year of 2021.

ICAO has also worked alongside the DGCA of Turkey to develop interactive dashboards to monitor four key aspects of the impact of COVID-19 on civil aviation - operational impacts, economic impacts, aircraft utilizations and impacts on country-pair traffic.



Impacts of COVID-19 across industries

The COVID-19 virus has spread worldwide without acknowledging borders. It has impacted all industries, all sectors and all aspects of our lives with devastating economic and financial losses and significant uncertainties.

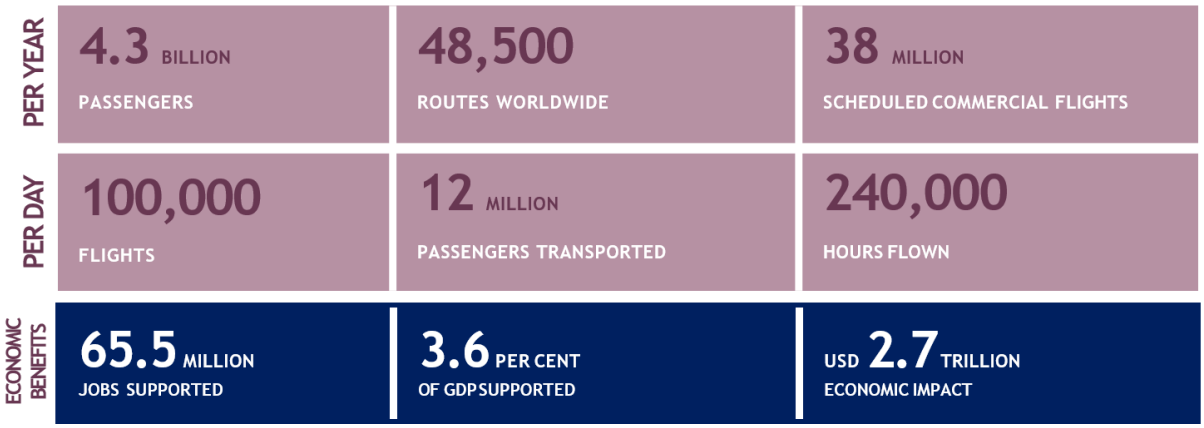
Within the spirit of collaboration, the below chart gathers information from international organizations representing the impacted industries. This information is subject to frequent change and you are invited to visit the official website of each organization for most up-to-date figures.

Figures are sourced from the International Civil Aviation Organization (ICAO), the International Air Transport Association (IATA), the Airports Council International (ACI), the UN World Tourism Organization (UNWTO), the World Trade Organization (WTO) and the International Monetary Fund (IMF). All figures are in comparison to 2019 data, except for figures marked with an asterix (*) which are compared to 2020 baseline.

ICAO is working alongside the Airport Council International (ACI) in monitoring the developments and to leverage their expertise and analysis conducted on the economic impacts of COVID-19 on airports.

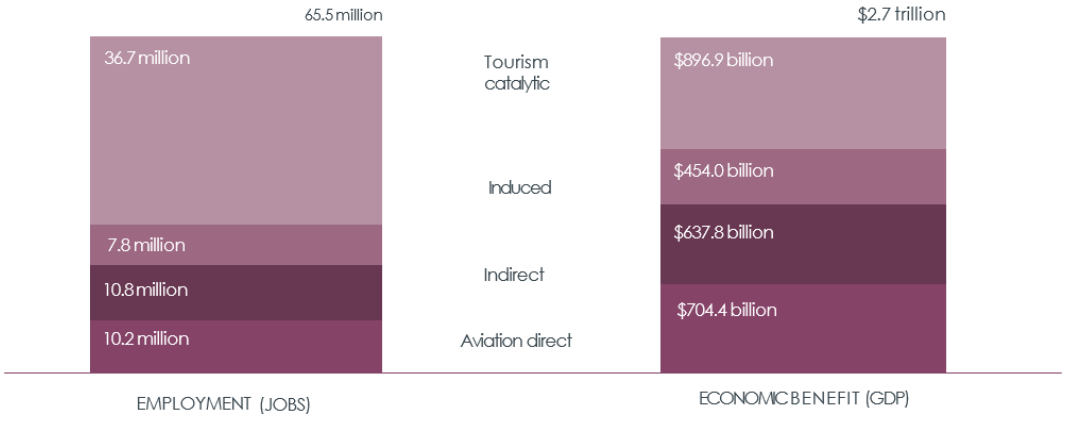
Economic Context for Civil Aviation

Aviation provides the only rapid worldwide transportation network, which makes it essential for global business. It generates economic growth, creates jobs, and facilitates international trade and tourism.



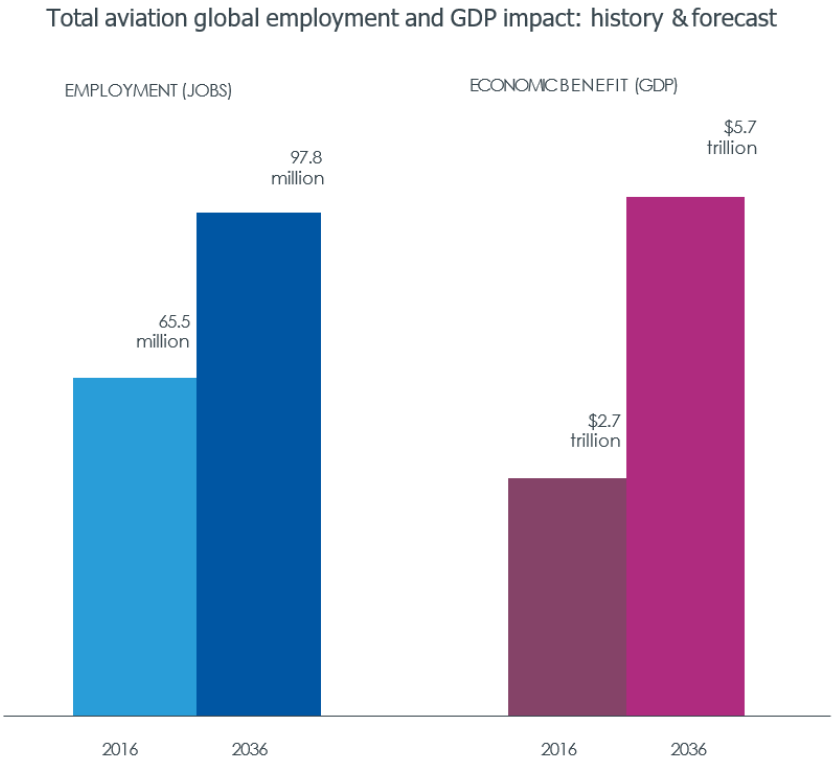
The air transport industry supports a total of 65.5 million jobs globally. It provides 10.2 million direct jobs. Airlines, air navigation service providers and airports directly employs around three and a half million people. The civil aerospace sector (the manufacture of aircraft, systems and engines) employs 1.2 million people. A further 5.6 million people work in other on-airport positions. Another 55.3 million indirect, induced and tourism-related jobs are supported by aviation.

Aviation's global employment and GDP impact[4]



One of the industries that relies most heavily on aviation is tourism. By facilitating tourism, air transport helps generate economic growth and alleviate poverty. Currently, approximately 1.4 billion tourists are crossing borders every year, over half of whom travelled to their destinations by air. In 2016, aviation supported almost 37 million jobs within the tourism sector, contributing roughly USD 897 billion a year to global GDP.

Both air passenger traffic and air freight traffic are expected to more than double in the next two decades. Forecasts indicate that in 2036, aviation will provide 98 million jobs and generate USD 5.7 trillion in GDP - i.e. a 110% increase from 2016.



FAA Opens Houston Space Safety Office to Increase Oversight of Texas and New Mexico Operations

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) opened a safety field office in Houston to increase its oversight of commercial space operations in Texas and New Mexico.

From this location, FAA inspectors will be able to more effectively and efficiently monitor the ongoing testing programs and commercial space tourism operations of SpaceX and Blue Origin in Texas and Virgin Galactic in New Mexico, along with others in the region.

"Keeping the public safe as the pace of commercial space operations increases requires the FAA to adapt, be agile, and remain vigilant," said Wayne Monteith, the FAA's associate administrator of commercial space transportation. "The Houston field office will help us achieve these important goals."

This is the latest action the FAA is taking to keep pace with the increasing frequency of commercial space launch and reentry activities. The FAA Office of Commercial Space Transportation also is increasing its safety inspection staff, reorganized the office to improve efficiency and accountability, and established an Office of Spaceports.

The FAA also streamlined and modernized its commercial space launch and reentry licensing regulations to allow the agency to spend more time on safety oversight and less on paperwork.

Last month, the FAA activated the Space Data Integrator capability that can track a space launch or reentry vehicle in near-real time as it travels through the National Airspace System. This new capability increases safety for all airspace users and assists the FAA in efficiently managing air traffic during space operations.

In 2020, the FAA licensed 41 commercial space launches and reentries, and safely managed 45 commercial, civil, and Department of Defense space operations into the National Airspace System. For 2021, those numbers could exceed 60 and 70, respectively.

A Russian passenger plane that disappeared in Siberia has been located with all 19 people aboard still alive

- An Antonov-28 plane, operated by regional airline SiLA, has been found after making an emergency landing in Siberia.
- All 19 passengers on board are alive and are being evacuated.
- A source told Interfax that the flight "stopped communicating" mid-flight and had disappeared off radar.

A Russian plane that disappeared off radar near the Tomsk region of Siberia has been located - and all 19 passengers on board are alive, local officials told Sky News.

The Antonov-28 plane, operated by regional airline SiLA, had made an emergency landing after both engines failed, officials said.

The plane extended its landing gear, but flipped after it made the hard landing, the Associated Press reported. The pilot of the plane suffered a broken leg, but no other passengers were seriously injured, officials said.

The plane was flying from the town of Kedrovy in the Tomsk region to the city of Tomsk when it made the landing, RIA Novosti reported.

A source told Interfax that the flight "stopped communicating" mid-flight and an emergency beacon was later recorded.

The regional branch of the Russian Emergencies Ministry told Sky News that two helicopters were dispatched to locate the plane, and all 19 passengers were being evacuated.

Russian passenger plane with 17 people on board crash-lands in Siberia

Russian passenger plane with 17 people on board crash-lands in Siberia | Daily Mail Online

A Russian passenger plane with 17 people on board has crash-landed in Siberia.

The Antonov An-28 aircraft had gone missing during a flight to the city of Tomsk but reports said the plane had been located from the air and there were survivors at the crash site.

The regional branch of the Russian Emergencies Ministry said the small plane had disappeared on Friday in the Tomsk region in western Siberia.

The emergencies office said the plane was carrying 14 passengers, including four children, and three crew members.

Three emergency Mi-8 helicopters were scrambled to search for the plane which was later found, reports said. There was no smoke at the crash site, said rescuers.

The An-28 is a small, short-range, Soviet-designed turboprop used by many small carriers across Russia and some other countries.

The plane belonged to the local Sila airline and was flying from the town of Kedrovoye to the city of Tomsk in a journey which usually takes one hour 20 minutes.

The flight crew had not reported any problems before the plane disappeared, officials said, but the plane's emergency beacon activated, signalling that it had a forced landing or crashed.

'Communication was lost to the An-28 plane from the company Siberian Light Aviation,' said an emergency services spokesman.

The disappearance comes 10 days after another Russian plane crashed while preparing to land in bad weather on the Kamchatka Peninsula in Russia's Far East, killing all 28 people on board.

The investigation into the crash of the An-26 plane is ongoing.

FAA to Host Northern California Airspace Workshops

The Federal Aviation Administration (FAA) will host two virtual public workshops next week about the airspace in Northern California.

The workshops will be via Zoom and livestream on social media on Tuesday, July 20, and Wednesday, July 21. FAA representatives will explain how air traffic operates in one of the busiest and most complex segments of airspace in the U.S. We also will discuss our work to address key recommendations from the Select Committee on South Bay Arrivals and local community noise roundtables.

The workshops will include video and slide presentations followed by a live Q&A session, during which representatives from the FAA, airlines and airports will answer the public's questions.

The July 20 workshop will run from 6 to 8 p.m. Pacific Time. The July 21 workshop will run from 1 to 3 p.m. Pacific Time.

You must register to attend the Zoom workshops. To register, and to get more information about the workshops, please visit this website. The FAA also will livestream the workshops on Facebook, Twitter and YouTube without a requirement to register.

FAA Activates System to Track Space Launch, Reentry Vehicles

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) can now track a space launch or reentry vehicle in near-real time as it travels through the National Airspace System. This new capability increases safety for all airspace users and assists the FAA in efficiently managing air traffic during space operations.

The Space Data Integrator (SDI) prototype automates the delivery of vehicle-related telemetry data to the FAA Air Traffic Control System Command Center. This vastly improves the FAA's situational awareness of where the vehicle is as it travels to space or as it returns to the Earth. In addition to existing tools, the FAA also can use SDI to manage air traffic more efficiently as a space operation progresses and address contingencies in the event of an anomaly during a mission.

The SDI capability recently became operational and was first used with the June 30 SpaceX Transponder 2 launch from Cape Canaveral Space Force Station in Florida. It will next be used with the upcoming reentry of the SpaceX CRS-22 Dragon vehicle carrying cargo on its return trip from the International Space Station.

"This is a critical tool as the number of users of our already busy airspace increases," said FAA Administrator Steve Dickson. "With this capability, we will be able to safely reopen the airspace more quickly and reduce the number of aircraft and other airspace users affected by a launch or reentry."

Currently, the FAA has to close airspace for extended periods of time when a launch or reentry vehicle travels through the National Airspace System. SDI will allow the FAA to more dynamically manage airspace and minimize the impact on other airspace users.

Telemetry data provided via SDI includes vehicle position, altitude, speed, and if it deviates from its expected flight path. It also displays tracking for the vehicle during its full flight and allows the FAA to monitor whether the vehicle is performing as planned. In addition, the SDI capability is able to display and share aircraft hazard areas that may potentially contain falling debris from a launch or reentry vehicle.

Space operators share the telemetry data on a voluntary basis. SpaceX is the first company to participate and has provided data to the FAA since 2016 in the early stages of the SDI concept research and development. Other partners include Blue Origin, Firefly, and the Alaska Aerospace Corporation.

The FAA also recently began using time-based procedures and dynamic windows as tools to more efficiently manage launch or reentry operations in the National Airspace System. Both offer great promise showing the FAA reduced the length of airspace closures from an average of more than four hours per launch to just more than two hours. As the SDI capability evolves, it will help the FAA reopen the airspace even more quickly.

In 2020, the FAA safely managed 45 space launches and reentries into the National Airspace System, the most in the agency's history. For 2021, that number could exceed 70.

Check out our Space Operations in the NAS video and our Shared Data is a Game Changer for Space Operations blog to learn more.

Document Authentication by Regula

Regula was established in 1992 by two engineers working in the field of forensic science. Since then, Regula has expanded to nine offices worldwide, becoming a leading developer and manufacturer of hi-tech security equipment and software designed for automated and reliable

FAA Press Release – 6 OF JUY 2021

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) released a new public service announcement and levied $119,000 in civil penalties against passengers for alleged violations of federal regulations as part of its Zero Tolerance efforts against unruly behavior.

As part of the FAA's Zero Tolerance campaign, the web video features children explaining how to behave on a plane and expressing their disgust about increased unruly passenger behavior.

Today's cases propose civil penalties against nine passengers ranging from $7,500 to $21,500 for allegedly interfering with flight attendants who instructed passengers to obey cabin crew instructions and various federal regulations. The cases involve assaulting the flight crew and other passengers, drinking alcohol brought aboard the plane and refusing to wear facemasks.

Since Jan. 1, 2021, the FAA has received approximately 3,271 reports of unruly behavior by passengers, including about 2,475 reports of passengers refusing to comply with the federal facemask mandate. We have identified potential violations in 540 cases and have initiated enforcement action in 83 cases. During the same timeframe, the FAA has proposed more than $682,000 in fines against unruly passengers, including today's cases.

The cases are as follows:

- $21,500 against a passenger on a Dec. 27, 2020, Frontier Airlines flight from Nashville, Tenn., to Orlando, Fla. The FAA alleges the passenger drank alcohol that Frontier did not serve, which is against FAA regulations. He refused to comply with a flight attendant's instruction to stop drinking the alcohol and wear a facemask. The FAA further alleges the passenger began fighting with the flight attendant and nearby passengers about the facemask policy. The flight attendant issued the passenger a "red card" for failing to comply with the facemask instructions, but he continued to argue with nearby passengers, ultimately striking the passenger next to him on the head. The flight attendant reseated him in another row, notified the captain of the disturbance, and requested law enforcement to meet him at the gate upon arrival.
- $18,500 against a passenger on a Feb. 19, 2021, Republic Airlines flight from Indianapolis, Ind., to Philadelphia, Penn. The FAA alleges that flight attendants repeatedly told the passenger to wear her facemask properly prior to boarding and during the boarding process. The passenger and members of her travel party were also playing loud, obscene music and refusing to wear their masks during the preflight safety announcements. During a flight attendant's cabin check,

she instructed the passenger to wear her seatbelt and facemask. During taxi from the gate, the passenger threatened the passenger in front of her when they closed the window shade. A flight attendant again instructed the party to settle down and wear their facemasks, but they did not comply. They continued to play loud, obscene music and use obscene language against the flight attendants and other passengers. The crew notified the captain, and the plane returned to the gate for law enforcement to meet the passenger. When the captain left the cockpit to notify the passenger that she was being removed from the flight, she began to argue and use obscene language with the captain. As she stood up to leave the aircraft, she punched the female passenger who was seated in front of her, holding a small infant, in the back of the head.

- $17,000 against a passenger on a Jan. 25, 2021, Frontier Airlines flight from St. Louis, Mo., to Las Vegas, Nev. The FAA alleges the passenger refused to wear his facemask during the boarding process despite direct instruction from flight attendants to do so. Furthermore, the flight attendant had to pause the preflight safety demonstration twice to tell him to hang up his phone, put it on airplane mode, and wear his mask. During the flight, a flight attendant instructed him a second time to wear his mask. During the final descent, the passenger unbuckled his seatbelt, stood up, and moved to a different seat closer to the front of the aircraft. He ignored crew instructions that it was unsafe to be unbuckled and move about the cabin at that time.
- $13,000 against a passenger on a Jan. 29, 2021, Frontier Airlines flight from San Diego, Calif., to Las Vegas, Nev. The FAA alleges the passenger repeatedly removed her facemask and ignored crew instruction to wear it properly. The FAA further alleges that the passenger drank alcohol that Frontier didn't serve, which is against FAA regulation.
- $10,500 against a passenger on a Feb. 27, 2021, Allegiant Air flight from Provo, Utah, to Mesa, Ariz. The FAA alleges the passenger refused to wear his facemask over his mouth and nose throughout the flight. Flight attendants instructed him seven separate times to wear his facemask properly, and each time he moved it off of his nose after the flight attendant walked away. When told that he needed to cooperate and provide information to fill out a passenger disturbance report, he argued with the flight attendant, refused to provide his identification, said he would continue to pull his facemask down, and claimed that it was fine just over his mouth. After the plane landed, he approached a flight attendant from behind as she prepared to open the cabin door and touched her. He stated that she was being aggressive about the facemask policy and got very close to her while complaining about her enforcement of the policy. This behavior intimidated the flight attendant and caused her to cry.
- $10,500 against a passenger on a Jan. 23, 2021, Alaska Airlines flight from Seattle, Wash., to Ketchikan, Alaska. The FAA alleges that as the flight was preparing to depart from the gate, the passenger made a 911 call reporting that the aircraft was being hijacked. He told the 911 dispatcher that a man was holding up a flight attendant at knifepoint near the front of the aircraft and repeatedly asked the dispatcher to stop the flight. While the aircraft was taxiing to the runway, he left his seat twice to enter the lavatory despite flight attendant instructions to stay seated. Due to the 911 calls, the pilots taxied the aircraft to a cargo ramp where law enforcement met the flight. Law enforcement boarded the aircraft armed with rifles and

evacuated passengers and crew. While at the cargo ramp, the passenger called the FBI and made mention of a bomb. The aircraft was temporarily taken out of service for bomb screening. Law enforcement also screened all passengers and crew as a result of the passenger's comments. All of the passenger's claims were false and resulted in a multi-hour delay of the flight.

- $10,500 against a passenger on a Dec. 19, 2020, Allegiant Air flight from Syracuse, N.Y., to Punta Gorda, Fla. The FAA alleges that while the fasten-seatbelt sign was on during a period of moderate turbulence, the passenger got out of his seat to use the lavatory. When flight attendants told him it was unsafe to do so, he argued that he was drinking at the airport for five hours prior to the flight. Flight attendants allowed him to use the lavatory, but upon exiting, he nearly fell on the flight attendants three times and argued with them about being allowed out of his seat. He was not wearing his facemask, and flight attendants reminded him to wear it several times. After flight attendants got him in his seat, he began vaping despite flight attendant instructions to stop. Throughout the rest of the flight he continued to vape, not wear his facemask, and get out of his seat. The captain called for law enforcement to meet the passenger at the gate.
- $10,000 against a passenger on a Feb. 19, 2021, Republic Airlines flight from Indianapolis, Ind., to Philadelphia, Penn. The FAA alleges that during the boarding process, flight attendants twice asked the passenger to wear her facemask. The FAA further alleges that the passenger and her party refused to wear their facemasks, played loud music, and spoke loudly during the safety announcements. During the cabin check, a flight attendant asked her to buckle her seatbelt and wear her facemask, but she did not comply. The passenger continued to play loud, obscene music and used obscene language about the flight attendants and other passengers. Flight attendants notified the captain, who returned the flight to the gate, where law enforcement met the passenger. When the captain told the passenger that she and her party would be removed from the aircraft, she began arguing with the captain and used obscene language. This passenger was a member of the party mentioned in the second case listed in this release.
- $7,500 against a passenger on a Feb. 25 2021, Southwest Airlines flight from Denver, Colo., to Los Angeles, Calif. The FAA alleges that upon boarding, flight attendants instructed the passenger twice to wear his facemask properly. He moved it below his nose and mouth both times. A Southwest Airlines customer service supervisor boarded the aircraft to speak with him about his non-compliance and provided him a facemask that would fit properly after he told flight attendants that his mask was broken. As the supervisor left, he again pulled his facemask below his nose and mouth. The supervisor returned and asked him to get off the aircraft, but the passenger refused. As a result, the airline had every passenger deplane. The non-compliant passenger was not allowed to reboard. His actions caused the flight to be delayed by 38 minutes.

The Centers for Disease Control and Prevention (CDC), the Transportation Security Administration (TSA), and the U.S. Department of Transportation (DOT) reminded the traveling public on May 14 that if you travel, you are still required to wear a mask on planes, buses, trains, and other forms of public transportation traveling into, within, or out of the United States. Masks are also required in U.S. transportation hubs such as airports and stations.

Federal law prohibits interfering with aircraft crew or physically assaulting or threatening to physically assault aircraft crew or anyone else on an aircraft. Passengers are subject to civil penalties for such misconduct, which can threaten the safety of the flight by disrupting or distracting cabin crew from their safety duties. Additionally, federal law provides for criminal fines and imprisonment of passengers who interfere with the performance of a crewmember's duties by assaulting or intimidating that crewmember.

The FAA is strictly enforcing a zero-tolerance policy toward passengers who cause disturbances on flights, fail to obey flight crew instructions in violation of the FAA's regulations, or engage in conduct proscribed by federal law.

The passengers have 30 days after receiving the FAA's enforcement letter to respond to the agency. The FAA does not identify individuals against whom it proposes civil penalties.

Air cargo company that ditched plane off Hawaii is grounded

The cargo airline whose plane ditched into the ocean off Hawaii this month is being grounded by safety regulators

A cargo airline whose plane ditched into the ocean off Hawaii has been grounded after investigators looked into the company's safety practices before the accident.

The Federal Aviation Administration said Friday that it will bar Rhoades Aviation of Honolulu from flying or doing maintenance inspections until it meets FAA regulations.

BREAKING NEWS: Two people are rescued from Boeing 737 cargo plane which crashed off Honolulu after 'experiencing engine trouble'

Two pilots were rescued after their Boeing 737 cargo plane crashed on Friday morning in the water off Honolulu.

The plane went down off West Oahu, about 2 miles off Kalaeloa Airport, at around 2.06am local time after experiencing engine trouble.

ABC News' Alex Stone tweeted that both crew members were alive after the splashdown.

One of the two pilots who were rescued after a Boeing 737 cargo plane that crashed in the water off Honolulu on Friday is pictured being taken to a hospital

Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*

It's been reported that a 50-year-old pilot suffered a head injury and was in a serious condition. It is unclear from the photo which of the pilots is pictured being pushed in a wheelchair

Two pilots were rescued after their Boeing 737 cargo plane crashed on Friday morning in the water off Honolulu

This map from FlightAware.com shows Transair Flight 810 landing in the water 33 minutes after takeoff

The Department of Transportation said the US Coast Guard airlifted one of the pilots to the Queen's Medical Center, while a rescue boat was transporting the other pilot to shore.

BNO News described the pilot who was hospitalized as a 50-year-old man who suffered a head injury and multiple lacerations, and was in a serious condition.

The condition of his colleague was not immediately disclosed.

Transair Flight 810 departed from the Daniel K. Inouye International Airport in Honolulu and was heading to Kahului, Maui, reported Hawaii News Now.

'The pilots had reported engine trouble and were attempting to return to Honolulu when they were forced to land the aircraft in the water,' the Federal Aviation Administration stated. 'The FAA and National Transportation Safety Board will investigate.'

Transair bills itself as Hawaii's largest air cargo providers, boasting a fleet of five Boeing 737 and five Bombardier SD3-60-300 planes that fly daily to all major islands. The company has been in operation since 1982.

DailyMail.com reached out to Transair for comment on the crash and was awaiting a response.

FAA Awards Nearly $845M to Build More Accessible, Environmentally Friendly and Modern Airports

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) awarded more than $845 million in grants for projects that will mitigate environmental impacts, increase accessibility, and expand capacity at airports across the United States. The funding from the fourth round of FY 2021 Airport Improvement Program grants will pay for projects at 388 airports in 49 states plus the District of Columbia.

"We don't want to just build our airports back to the way things were before the pandemic. We want our airports to be better than ever–accessible to all, delivering maximum benefit to their communities, and helping directly and indirectly create jobs for millions of Americans," said U.S. Transportation Secretary Pete Buttigieg.

The projects announced today will not have to pay the usual local match thanks to nearly $100 million in American Rescue Plan Act funding announced last week.

Today's grants include:

Increase Safety, Capacity and Jobs:

- Savannah International, Savannah, Ga.: $11.6 million to expand the apron area where aircraft park. This project will support cargo operations that will create permanent jobs and aid the local economy.
- Thief River Falls Regional, Thief River Falls, Minn.: $7.4 million part of which is to build a new cargo apron to support a new cargo hangar that will accommodate a 20 percent increase in cargo operations by 2025. The increased operations will create permanent jobs and boost the economy.

- Tucson International, Tucson, Ariz.: $22.4 million to reconfigure Runway 11R/29L to support the airport's safety enhancement program. The safety enhancement program will enhance airfield safety by reducing potential runway incursions.
- New Regional Airport, Pella, Iowa: $3.2 million to build a new airport to replace Pella Municipal and Oskaloosa Municipal airports. The existing airports are unable to meet current or forecasted aviation needs for the communities they serve. The replacement airport will meet the current and future aviation needs while creating jobs and helping the local economy.
- Franklin County State Airport, Swanton, Vt.: $650,000 to replace Runway 1/19 pavement to ensure the continued safe operation of the airport.
- Philadelphia International Airport, Philadelphia, Pa.: $18 million to shift Taxiway P from its current airfield location from the existing 400 feet to 500 feet from Runway 9L-27R to meet FAA design standards. This project is a key infrastructure investment project that repairs existing taxiway pavement and upgrades it to meet FAA standards.
- Lehigh Valley International Airport, Allentown, Pa: $12.6 million to rehabilitate and construct a taxiway. This project rehabilitates Runway 6/24 and shifts Taxiway G to meet FAA design standards. This project is expected to support increased cargo operations at an accompanying cargo facility, which will generate permanent jobs in the local economy.

Mitigate Environmental Impacts, including noise:

- Baltimore Washington International Thurgood Marshall in Baltimore, Md.: $3.3 million for noise-mitigation measures for homes near the airport.This project will pay for designing sound-insulation projects for 72 single-family and 204 multi-family residences.
- Monroe Regional in Monroe, La.: $8.8 million to improve 8,000 feet of the airport's existing drainage system to eliminate ponding on airfield surfaces, which can create hazards to aircraft operations. This project will repair existing subsurface drainage, shape existing ditches and make other improvements to allow the airfield to drain properly.
- Monterey Regional Airport in Monterey, Calif.: $2.9 million to construct a new 80,000 square yard terminal apron, which is approximately the size of 12 ½ football fields, to accommodate increased use of the general aviation facilities. The terminal building associated with this project will allow the airport to pursue an Envision rating and Leadership in Energy and Environmental Design (LEED) certification to implement an environmentally sustainable process and final build out.
- Orange Municipal Airport in Orange, Mass.: $1 million to rehabilitate the existing Runway 14/32 lighting system to improve safe airfield operations during low-visibility conditions. This project will replace incandescent runway lighting with more energy efficient LED lighting.
- Increase Accessibility for Remote Communities:
- Standing Rock in Fort Yates, N.D.: $498,000 to build a new terminal and improve the airfield paving and lighting. The improvements will reduce passenger delays and sustain airport capacity. The airport is operated by the Standing Rock Sioux Tribe.

- Togiak, Togiak, Alaska: $12.1 million to rebuild the airport's runways and taxiways, and replace equipment. These projects are critical to the residents of the Yupik village who depend on the airport for year-round transportation of people, goods, and services.

Increase Accessibility for Individuals with Disabilities:

- Watertown Regional, Watertown, S.D.: $9 million to reconstruct the existing terminal building to allow for the efficient movement of passengers and baggage. The terminal reconstruction includes upgrades to meet Americans with Disabilities Act requirements to enhance airport accessibility for disabled passengers traveling in and out of the terminal and access to restroom facilities on the secure side of the terminal.
- Glacier Park International, Kalispell, Mont.: $8.5 million to expand the terminal building to accommodate an increased number of passengers and baggage. Increasing the size and improving the configuration of the terminal will meet Americans with Disabilities Act requirements and better serve the traveling public.
- Southwest Wyoming Regional Airport, Rock Springs, Wyo.: $7.9 million to rehabilitate the terminal building passenger holding and baggage handling areas to improve the flow of passengers and baggage. The existing terminal is over 40 years old and is undersized for current passenger traffic. The rehabilitation and expansion of the terminal building brings the entire facility into compliance with Americans with Disabilities Act requirements.

The Airport Improvement Program receives approximately $3.2 billion in funding each year. The FAA plans to award more than 1,500 grants in 2021. A complete listing of grants (PDF) and AIP Grants Data by State is on the FAA website.

Please do not reply to this message. See our Contact FAA page for contact information.

Airport Improvement Program AIP Funding-July 2021 | Tableau Public

FAA, European Commission Reaffirm Commitment to

Build Safer, More Sustainable Aviation System

The U.S. Department of Transportation's Federal Aviation Administration (FAA) and the European Commission's Directorate-General for Mobility and Transport (DG MOVE) affirmed their commitment to increasing aviation safety and building a more sustainable industry during a virtual meeting today with senior officials from both continents.

"We've proven we can accomplish more, with better results, when we work together," said FAA Administrator Steve Dickson. "President Biden made this clear on his trip to Europe earlier this month. He reaffirmed the primacy of the U.S.-European alliance. The bonds we have forged through NATO and countless other areas continue to serve the interests of both sides. And nowhere is that more true than our relationship in aviation safety and sustainability."

"The EU-U.S. aviation partnership is a cornerstone of international aviation and has proven to be very beneficial for both sides over the years," said Henrik Hololei, Director General of DG MOVE. "However, it is important to look ahead and continue to build on this strong, mutually beneficial, and future-oriented partnership. Today, we jointly confirmed our very close cooperation on aviation safety. Importantly, we also agreed that the reduction of emissions is the licence to grow for the aviation sector and shared our commitment for the decarbonization of air transport. Together, we will help the sector build back better."

Officials discussed a wide range of initiatives during the U.S.-European Union (EU) Safe and Sustainable Aviation webinar. These included areas for further future safety cooperation, sustainable aviation fuels, more efficient operations, air traffic management modernization, quieter, more efficient aircraft and engine designs, and exploring breakthrough airframe and propulsion technologies that could accelerate the path to decarbonization.

The FAA and the European Commission are committed to their ongoing partnership under the U.S.-EU Safety Agreement as well as advancing a shared priority to address climate change through closer collaboration on sustainability efforts. The resulting high-level dialogue through this webinar will further strengthen the bilateral safety cooperation and foster collaboration to address aviation's environmental impact. Safety and sustainability are the pillars that both the FAA and the EU proudly use to guide future cooperation. This allows the aviation sector to progress despite the challenges.

Speakers included Ali Bahrami, FAA Associate Administrator for Safety; Filip Cornelis, DG MOVE Director for Aviation; Henrik Hololei; Steve Dickson; Patrick Ky, Executive Director of the European Union Aviation Safety Agency (EASA); and Carol A. (Annie) Petsonk, U.S. Department of Transportation, Principal Deputy Assistant Secretary for Aviation.

The webinar also included two panels. The first panel, titled "Key Areas of Current and Future Aviation Safety Cooperation," focused on the current U.S.-EU Safety Agreement and new ways to achieve future cooperation. The second panel, titled "Sustainable Aviation: U.S. – EU Priorities and the Path to Greening Aviation," addressed ways to make aviation greener. The Sustainability Panel was a continuation of the cooperative dialogue between the U.S. and EU on sustainability at the U.S.-EU Transatlantic Summit held on June 15 in Brussels.

A recording of the U.S.-EU Safe and Sustainable Aviation Webinar is available here.

Sites de surveillance

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

https://aviation-safety.net

http://www.skybrary.aero

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

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Cabinet d'Expertise en Aéronautique - Inscrit près la cour d'appel d'Amiens – Indépendant de l'EASA
15, le souguehain – Sénécourt – 60140 BAILLEVAL - tél : +33 (0)6 13 66 05 99 - mail : *philippe.julienne.aeroprojet@live.fr*