

# SAFETY BULLETIN May 2021

EASA THIRD COUNTRY OPERATOR AUTHORISATION

	N°		EDITION		REVISION		
	PROCEDURE	Code	EDITION	N°	EDITION	N°	
AI	055	OSV	01/06/2018	1	31/01/2021	11	

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

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

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

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

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

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

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# Subject of the Month:

#### EASA publishes guidance on AloSP, Safety Performance Management and Safety Assurance

The European Union Aviation Safety Agency published guidance on the Acceptable Level of Safety Performance (ALoSP), Safety Performance Management and Safety Assurance.

ICAO Annex 19 requires the ICAO contracting states to establish the acceptable level of safety performance (ALoSP) to be achieved through their aviation State Safety Programmes (SSP). This ALoSP can be achieved through the implementation and maintenance of the SSP as well as safety performance indicators and targets showing that safety is effectively managed.

States that have embarked on the SSP implementation have encountered challenges with implementing ALoSP. In addition, in Europe, the context must consider the overall objectives set out in the European Plan for Aviation Safety (EPAS) stemming from Regulation (EU) 1139/2018, which focuses on a level of safety performance to be achieved at Union level.

This paper thus provides guidelines on the (acceptable) level of safety performance and its implementation at national level within the European context. It primarily addresses the Member States, but it further elaborates on the relationship between the State and the Organisations, to collaboratively achieve defined safety objectives. Greater clarity on the concept of Safety Performance management (SPM) and Safety Assurance is given, particularly on how it should be implemented in practice at State and Industry level.

At the end of each chapter of the document, the reader can find some key messages to consider for the establishment and maintenance of the ALoSP, SPM and Safety Assurance, as well as for the oversight in a performance-based environment.

#### FAA Completes Rule Establishing Pilot Records

Database to Increase Safety

WASHINGTON – A new rule from the Federal Aviation Administration (FAA) will enable the sharing of pilot records among employers in an electronic database maintained by the agency. The final rule (PDF) for the Pilot Records Database requires air carriers and certain other operators to report pilots' employment history, training, and qualifications to the database. The rule also requires air carriers and certain operators to review records contained in the database when considering pilots for employment.

"It has been a long journey for the families of Colgan Flight 3407, but their tireless advocacy and continued engagement with the FAA has made this database a reality. With it, employers will be able to quickly and thoroughly make informed hiring decisions to keep our skies safe," said FAA Administrator Steve Dickson.

The rule will update the current records reporting process to meet information-sharing requirements in the Airline Safety and Federal Aviation Administration Extension Act passed by Congress in 2010. Once the

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transition period is complete, the database will serve as the repository for pilot records from the FAA and records reported by current and previous employers.

The database will include the following information:

- FAA pilot certificate information, such as certificates and ratings;
- FAA summaries of unsatisfactory pilot applications for new certificates or ratings;
- FAA records of accidents, incidents, and enforcement actions;
- Records from employers on pilot training, qualification, and proficiency;
- Pilot drug and alcohol records;
- Employers' final disciplinary action records;
- Pilot records concerning separation of employment; and
- Verification of pilot motor vehicle driving record.
- The final rule (PDF) takes effect 60 days after it is published in the Federal Register. Additional actions and timelines to support implementation of the rule include:
- Six months after the rule is published, operators must begin reviewing FAA records electronically in the database instead of submitting a form requesting records;
- One year after the rule is published, operators will begin to report and review records to the database; and
- Operators will have three years and 90 days to transition and fully comply with the rule.

The FAA will publish an advisory circular to accompany the final rule and will offer additional resources to support industry adoption and use of the database. The rule has been thoroughly debated and incorporates feedback from all aviation stakeholders.

#### Boeing to Pay at Least \$17 Million to Settle Enforcement Cases on 737

WASHINGTON — The Boeing Company will pay at least \$17 million in penalties and undertake multiple corrective actions with its production under a settlement agreement with the Federal Aviation Administration (FAA).

The FAA found that the Chicago-based manufacturer installed equipment on 759 Boeing 737 MAX and NG aircraft containing sensors that were not approved for that equipment; submitted approximately 178 Boeing 737 MAX aircraft for airworthiness certification when the aircraft potentially had nonconforming slat tracks installed; and improperly marked those slat tracks.

"Keeping the flying public safe is our primary responsibility. That is not negotiable, and the FAA will hold Boeing and the aviation industry accountable to keep our skies safe," said FAA Administrator Steve Dickson.

Boeing will pay the \$17 million penalty within 30 days after signing the agreement. If Boeing does not complete certain corrective actions within specific timeframes, the FAA will levy up to \$10.1 million in additional penalties. The corrective actions include but are not limited to:

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SAFETY

Edition 1

31.01.2021

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- Strengthening procedures to ensure that it does not install on aircraft any parts that fail to conform to their approved design.
- Performing Safety Risk Management analyses to determine whether its supply-chain oversight processes are appropriate and whether the company is ready to safely increase the Boeing 737 production rate.
- Revising its production procedures to enable the FAA to observe production rate readiness assessments, the data on which the company bases the assessments, and the results of the assessments.
- Taking steps to reduce the chance that it presents to the FAA aircraft with nonconforming parts for airworthiness certification or a Certificate of Export.
- Enhancing processes to improve its oversight of parts suppliers.

The FAA will continue its oversight of Boeing's engineering and production activities and is actively implementing oversight provisions from the 2020 Aircraft Certification, Safety, and Accountability Act.

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

#### FAA Seeks Applications for Grants to Reduce Airports' Environmental Impacts

#### see attached

2021-09856 - The Federal Aviation Administration (FAA) is accepting pre-applications from airports for the Environmental Mitigation Pilot Program. The program will fund up to six projects that will measurably reduce or mitigate aviation impacts on noise, air quality or water quality at an airport or within five miles of the airport.

Public-use airport operators have until July 9, 2021, to submit a pre-application to the FAA. Projects submitted must be carried out by a joint team consisting of at least two of the following organizations:

- private sector business;
- public or private educational or research organization;
- state or local government entities; or federal laboratories.
- business must be incorporated in the U.S.; educational or research organizations and governments must be located in the U.S.

The pre-application must contain the scope of the project, describe the new environmental mitigation techniques or technologies that have been proven in laboratory demonstrations, and describe the roles and responsibilities of each entity involved in the program.

After reviewing all applications, the FAA will fund up to six projects in 2022 and 2023 that provide the greatest environmental benefits. The cost of each project cannot exceed \$2.5 million. The federal share of the project cost is 50 percent with the selected airports providing the other 50 percent. Airports must complete projects within 24 months of receiving the grants.

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Section 190 of the Reauthorization Act of 2018 (PDF) required the FAA to create a pilot program for environmental mitigation. Grants are made from the noise and environmental set-aside of the Airport Improvement Program.

#### Federal Aviation Administration Adopts Stricter Unruly Passenger Policy

January 13, 2021

Contact: pressoffice@faa.gov

WASHINGTON – FAA Administrator Steve Dickson today signed an order (PDF) directing a stricter legal enforcement policy against unruly airline passengers in the wake of recent, troubling incidents.

The FAA has seen a disturbing increase in incidents where airline passengers have disrupted flights with threatening or violent behavior. These incidents have stemmed both from passengers' refusals to wear masks and from recent violence at the U.S. Capitol.

"Flying is the safest mode of transportation and I signed this order to keep it that way," Administrator Dickson said.

Historically, the agency has addressed unruly-passenger incidents using a variety of methods ranging from warnings and counseling to civil penalties. Effective immediately, however, the 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. This policy will be in effect through March 30, 2021.

Passengers who interfere with, physically assault, or threaten to physically assault aircraft crew or anyone else on an aircraft face stiff penalties, including fines of up to \$35,000 and imprisonment. This dangerous behavior can distract, disrupt, and threaten crewmembers' safety functions.

The FAA has initiated more than 1,300 enforcement actions against unruly passengers during the past 10 years, including recent cases for allegedly interfering with and assaulting flight attendants who instructed them to wear masks.

While the FAA does not have regulatory authority over aviation security or no-fly lists, the agency works closely with federal law enforcement and national security partners on any reported security threats that may impact aviation safety.

Watch a video message from Administrator Dickson on Zero Tolerance for Disruptive Passengers.

#### Date: May 24, 2021

Contact: pressoffice@faa.gov



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You are subscribed to News updates for the Federal Aviation Administration. A new Press Release is now available. We've included a copy of the release in this email.

WASHINGTON – The U.S. Department of Transportation's Federal Aviation Administration (FAA) has proposed civil penalties ranging from \$9,000 to \$15,000 against five airline passengers for allegedly interfering with and, in two cases, assaulting flight attendants who instructed them to obey cabin crew instructions and various federal regulations.

The enforcement actions announced today are part of the FAA's zero-tolerance policy for unruly and dangerous behavior by passengers. Since Jan. 1, 2021, the FAA has received approximately 2,500 reports of unruly behavior by passengers, including about 1,900 reports of passengers refusing to comply with the federal facemask mandate.

The cases are as follows:

- \$15,000 against a passenger on a Feb. 22, 2021, jetBlue Airlines flight from Miami, Fla., to Los Angeles, Calif. The passenger was seated in the main cabin. The FAA alleges another passenger brought her a glass of champagne, headset and food from the first-class section. A flight attendant noticed the main-cabin passenger had those items, picked them up, and carried them back to the first-class section. The main-cabin passenger yelled obscenities at the flight attendant and followed him to the first-class section, then assaulted the flight attendant by hitting him with her body and almost pushing him into the lavatory. As a result of her actions, the captain diverted the plane to Austin, Texas, where the main-cabin passenger was removed from the aircraft.
- \$15,000 against a passenger on a Jan. 10, 2021, jetBlue Airlines flight from Ft. Lauderdale, Fla., to Los Angeles, Calif. The FAA alleges the passenger twice drank his own alcohol after flight attendants told him it was prohibited. The passenger also talked on his cell phone during the flight. After the flight attendant again told him those activities were not allowed, he repeatedly yelled at the flight attendant. Flight attendants notified the pilots about the passenger's behavior, which distracted them from performing their duties.
- \$15,000 against a passenger on a Jan. 7, 2021, Alaska Airlines flight from Washington-Dulles International Airport to Seattle-Tacoma International Airport. The FAA alleges the passenger pushed and/or shoved a flight attendant when flight attendants walked down the aisle to document which passengers were not wearing facemasks.
- \$10,500 against a passenger on a March 17, 2021, jetBlue Airlines flight from Orlando, Fla., to New York City. The FAA alleges that after the boarding door had closed and following multiple announcements about the requirement to wear facemasks, the passenger was not wearing his facemask or not wearing it so it covered his mouth and nose. Flight attendants repeatedly instructed him to wear his facemask properly. Each time, he failed to comply with the instructions and used profanity. A flight attendant knelt down next to him, quietly asked him to lower his voice, and reminded him of the facemask requirement. He refused to comply and continued to yell and use profanity. Flight attendants notified the captain, who called for a station agent and ground security coordinator to board the aircraft. When they arrived and asked the passenger to get off the plane,

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he became combative and irate and loudly refused to get off. The captain then called for law enforcement. After law enforcement arrived, the passenger continued to be combative and irate and initially refused to get off the aircraft. When he gathered his belongings to leave the plane, he started screaming at a flight attendant. The passenger's actions delayed the flight's departure by 28 minutes.

\$9,000 against a passenger on a Feb. 20, 2021, Southwest Airlines flight from Oakland, Calif., to Houston, Texas. The FAA alleges a flight attendant asked the passenger to pull his facemask up so it covered his nose. The passenger refused to comply with the instruction. The flight attendant then gave the passenger a mask, and he threw it on the floor, saying he would not wear it. The flight attendant explained the CDC and TSA mask requirement again and asked the passenger to acknowledge what she was saying. He said he would not comply with the policy and that facemaskwearing would not be enforced in Texas. The cabin crew alerted the captain about the passenger's behavior, and the captain arranged for law enforcement to meet the aircraft when it arrived in Houston.

The Centers for Disease Control and Prevention (CDC), the Transportation Security Administration (TSA), and the U.S. Department of Transportation (DOT) on May 14 reminded the traveling public that at this time, 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, and 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 or 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.

#### FO.TCO.00160

Application for Third Country Operator Authorisation (TCO Authorisation)

#### How to apply

The preferred way to receive this application is by email to tco.applications@easa.europa.eu.



Please support the paperless management of applications by submitting applications to us electronically only.

#### Additional documents

Together with the application form, there are additional documents that are mandatory for enabling EASA to assess eligibility of your application. Therefore you will need to submit:

- Certificate of Incorporation (COI) of the entity
- AOC/ACC
- Operations Specifications (OPS SPECS)

Specific technical documents shall be provided after registration via the TCO web interface, for which you will be provided with an account by the TCO Department.

Particularly large files can be uploaded using the EASA file box.





#### Good to know

TCO web-interface: In a separate e-mail you will receive instructions on how to access to the TCO web-interface (https://tco.easa.europa.eu/).

Please log on to the system without delay when you have your credentials. The TCO web-interface is used for all correspondence in the TCO application process. Please ensure that you react on any notification triggered by the system. We encourage you to use the user module, to nominate a secondary staff user in order to ensure that the information received from EASA will be read when you are absent.

Once you have your credentials, you have to fill an online questionnaire, the so-called Basic Operator Data form. Please fill this questionnaire within 7 days from having access to the system. Regarding the data



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submitted via the TCO web-interface, please ensure that they are always current, in particular with respect to fleet and contact information.

#### Fees and Charges:

For the vast majority of Third Country Operators (TCOs), the process to obtain and maintain an EASA TCO Authorisation remains free of charge according to Commission Implementing Regulation (EU) 2019/2153.

However, the revised Regulation introduces flat fees for some specific activities performed in the context of the initial authorisation and continuous monitoring of TCOs. In accordance with Table 7 of Part I of the Annex to this Regulation, as of 1st January 2020 EASA will charge:

- 10.000 Euro (flat fee) for technical meetings with the third country operator, requested by EASA and held at EASA's headquarters in Cologne, and
- 19.000 Euro (flat fee) plus staff travel costs for on-site visits/audits of third country operators. Travel costs are not included and will be charged in accordance with Article 6 of the above referenced Regulation. Travel costs are composed of transport costs outside the EU, per diems (including accommodation) and a compensation for travel time, charged at the hourly rate set out in Part II of the Annex to this Regulation. A calculator is available at the EASA website to provide a cost estimate for a concrete operator.

EASA requests technical meetings and on-site visits/audits only when deemed necessary. The criteria are set in the TCO Regulation (Regulation (EU) No. 452/2014) and follow a risk-based approach that takes into account the safety performance of the operator involved, the safety information available for the State of Operator and the State of Registry, and the level of exposure to European citizens. The fees described above will apply to all meetings and on-site visits/audits agreed from 1st January 2020 onwards; those already scheduled and confirmed before this date will not be charged.

Applicant Eligibility/Capability: Eligibility is based on current AOC, operations specifications and business registration. After having checked the eligibility you will receive a notification confirming the acceptance of your application.

#### **Applicant Services**

You will find extensive information and instructions under the TCO FAQs.

Please also consult the instructions in the application form completion instructions, which are embedded in the application form (Application Form).

Should you have any further question or suggestion, please contact the Certificate Delivery Team: tco.applications@easa.europa.eu

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#### Synthetic Fuels for Aviation

#### Description

Clean energies are key to enable the decarbonisation of aviation. Sustainable Aviation Fuels are one of the main pathways being explored and used today by the aviation community to reduce its impact on the global climate. Drop-in alternative fuels represents a major opportunity to reduce today's aviation carbon emissions and synthetic fuels are amongst these promising options. Also called power-to-liquid (PtL) or e-fuels, synthetic fuels are often considered a sustainable option in the long term, due to their low lifecycle emissions and other environmental impacts. Initiatives and uses have multiplied in recent years. However, they still represent a niche fuel type and major challenges need to be overcome in order to ensure their large scale development and deployment. These challenges include renewables energy production scaled-up, cost competitiveness and infrastructure widespread support.



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#### Travelcare for travelers and crewmembers

#### EASA Advice

# EASA and EUROCONTROL publish joint guideline on vaccinations of air traffic controllers and operational staff

The European Union Aviation Safety Agency (EASA) and EUROCONTROL jointly published guidelines containing operational recommendations related to the COVID-19 vaccination of air traffic controllers (ATCOs) and operational staff.

The World Health Organisation (WHO) recommends prioritising transport workers, which include ATCOs, in phase 3 of the vaccination programme, unless they have additional risk factors, in which case they would be prioritised on an individual basis. Several States have already included the ATCOs among their priority lists for phase 1 and/or phase 2.

In the documentation provided by the European Medicines Agency as part of the assessment process of the vaccine, as well as in other published studies regarding the vaccines approved for use in Europe, it is noted that some side-effects and adverse reactions could result from the vaccination, although this does not in any way call into question the overall safety of the vaccines. Although the vast majority of side effects reported so far are mild, they could be relevant in the safety context of the ATCO tasks. ANSPs should perform a risk assessment in accordance with their safety management system to identify whether the recommendation made in the EASA-EUROCONTROL guidelines should also be extended to their operational personnel on shift undertaking safety related tasks.

As these vaccines are new pharmacological products, EASA and EUROCONTROL are providing recommendations for the National Competent Authorities (NCAs), Air Navigation Service Providers (ANSPs) and ATCOs to ensure that these side effects do not interfere with the execution of any of their safety related tasks.

#### French Advice (in French)

**joe\_20210601\_0125\_0001** - LOI n° 2021-689 du 31 mai 2021 relative à la gestion de la sortie de crise sanitaire (1)

**joe\_20210519\_0115\_0009** - Décret n° 2021-606 du 18 mai 2021 modifiant les décrets n° 2020-1262 du 16 octobre 2020 et n° 2020-1310 du 29 octobre 2020 prescrivant les mesures générales nécessaires pour faire face à l'épidémie de covid-19 dans le cadre de l'état d'urgence sanitaire



#### What about this month:

#### Ramp-Up – Be Ready, Stay Safe Campaign

#### Ramp-Up - Be Ready, Stay Safe | EASA Community (europa.eu)

The European Union Aviation Safety Agency is pleased to launch its "BE READY and STAY SAFE" campaign, which has been developed with a range of industry partners to support a coordinated and collaborative approach to ensure that we can "BE READY and STAY SAFE" as aviation traffic ramps up again in the coming months.

The interconnected nature of aviation relies on organisations working together seamlessly. The more we can align our start-up strategies, the better we can ensure the safe delivery of services by focussing on the important actions and behaviours.

At the heart of the campaign are a set of key safety messages for organisations to consider during the rampup. We have developed a package for each of the operational domains; ATM/ANS Providers, Air Operators, Cabin Safety, Aerodromes and Maintenance. This provides a concise summary of ramp-up resources and information on the most important safety issues for each domain as well as specific actions that organisations can take. This package is provided with no branding, so that you can add your own logos and use it easily within your organisation – find out more and download the materials from the "BE READY and STAY SAFE" Campaign pages on the EASA Air Ops Community Site.

Over the coming weeks, EASA will host two key events that will support our industry in these challenging times. On June 8-10, 2021 the EASA SAFE360 conference will focus on the most important safety issues, discussing the challenges we face together as an industry and identifying practical solutions. This will be followed on June 21-24, 2021 with Ramp-Up Safety Week where we will turn our attention to the actions we can take to manage safely over the coming months, as we return to skies in greater numbers.

Use the campaign materials along with the discussions at the upcoming events to hold positive safety conversations across your organisation.

#### LinkedIn Post

EASA is pleased to launch the Ramp-Up #BeReadyStaySafe campaign to support a coordinated and collaborative approach to the challenges the aviation industry will face over the coming months. The more we can align our start-up strategies, the better we can ensure the safe delivery of services by focussing on the key actions and behaviours. Learn More on the Air Ops Community Site.

#### Twitter

EASA is pleased to launch the Ramp-Up #BeReadyStaySafe campaign to support a coordinated and collaborative approach to the challenges the aviation industry will face over the coming months. Learn More on the Air Ops Community Site.



#### FAA Issues Policy on Solar Projects on Airports

The Federal Aviation Administration (FAA) published a final policy aimed at ensuring that airport solar projects don't create hazardous glare. The policy requires airports to measure the visual impact of such projects on pilots and air traffic control personnel.

The policy applies to proposed solar energy systems at federally obligated airports with control towers. Federally obligated airports are public airports that have accepted federal assistance either in the form of grants of property conveyances

As more airports invests in this technology for environmental and economic benefits, the FAA wants to make sure that the reflection from the systems' glass surfaces do not create a glare that poses a safety hazard for pilots and air traffic controllers.

Under the final policy, airports are no longer required to submit the results of an ocular analysis to FAA. Instead, the airport must file a Notice of Proposed Construction or Alteration Form 7460-1 that includes a statement that the project will not cause any visual impact. The airport submits the form to the FAA for review and approval.

The FAA relies on the airport to confirm via the form that it has sufficiently analyzed the potential for glint and glare and determined there is no potential for ocular impact to the airport traffic control tower cab. If any impacts are discovered after construction, the airport must mitigate the impact at its expense. The airport may also face compliance action for failure to address visual impacts that create aviation safety hazards. As such, the agency encourages an airport to conduct sufficient analysis before installing a solar energy system.

The FAA is also withdrawing the recommended tool for measuring the ocular impact of potential glint and glare effects on pilots and air traffic controllers.

This final policy supersedes the interim policy published in 2013.

#### Laser strikes on aircraft remain a serious threat to aviation safety

Last year, there were nearly 7,000 reported laser strikes against pilots—and those are just the ones that were reported. In fact, laser strikes increased during 2020 despite a lower number of air traffic operations. Laser lights can pose a serious safety risk to pilots flying aircraft, and pointing a laser at an aircraft is a federal crime.

Listen to the episode on FAA.gov, Apple Podcasts, Stitcher, or Google Podcasts!

Learn what a laser strike is, what impact they have on pilots, and how the FAA partners with law enforcement to stop them on this episode of The Air Up There.

Find out more about laser strikes on our website, and read this blog post for tips on using a laser safely. Want to report a laser strike? You can do so on our website.

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#### EUROCONTROL

EUROCONTROL has issued a new forecast looking at the possible evolution of domestic and international air traffic in Europe over the coming four years taking into account the expected evolution of the COVID-19 pandemic. The report's key finding is that traffic is not expected to reach 2019 levels until 2024 at the earliest.



Eamonn Brennan, Director General EUROCONTROL said "The situation remains very challenging for European aviation. We're heading into summer 2021 and most restrictions are still in place despite encouraging progress on the vaccination front. So while we are anticipating an uptick in summer traffic, our most likely medium term scenario envisages a coordinated lifting of restrictions by Q1 2022 between regions, which facilitates more long-haul travel. We'll probably have around 50% of 2019 traffic for all of 2021 (5.5 million flights). By the end of next year, traffic will only have recovered to 72% of 2019 levels, and will only get back to close to where we were pre-pandemic by 2025."

The first scenario foresees traffic returning to 2019 levels by 2024, assuming widespread vaccination takeup across the European network by summer 2021 coupled with a coordinated easing of travel restraints, and the resumption of a few long-haul flows. This scenario is aligned with the airlines' plans for the summer months built on the pent-up demand effect, particularly for the VFR (Visiting Friends and Relatives) market. However, this first scenario is considered optimistic given the current state of vaccine rollout progress, with a coordinated approach across States less likely to be reached in the coming months.

The second scenario remains most likely, whereby 2024 traffic recovers to 95% of the 2019 figure based on widespread vaccination take-up across Europe and coordinated easing of travel restraints being reached by Q1 2022 between global regions, with more long-haul flows starting to return.

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The third, most pessimistic scenario assumes traffic in 2024 will only reach 74% of the 2019 figure, with a full recovery not before 2029. This scenario envisages persistent restrictions over the coming years owing to patchy vaccine uptakes and/or renewed outbreaks of new virus strains, with passenger confidence negatively impacted.

"The pace of recovery will be driven by vaccine progress and by States adopting consistent and coherent measures to support the aviation industry and ensure that passengers feel safe to fly again. In this regard, there is an urgent need for a commonly accepted approach like the proposed EU "Digital Green Certificate", one that can provide passengers, airlines and airports alike with the certainty they need to resume travel," Eamonn Brennan added.

This forecast updates the previous version, which was issued in November 2020, with new information related to the expected evolution of the COVID-19 pandemic.

For more, please consult our forecast document, its region definition annex and a statistical table, which includes data by individual State.

#### see attached



#### Post COVID-19 Ramp-Up – Be Ready, Stay Safe EASA Safety Week

# Ramp-Up Safety Week - 21 to 24 June 2021

Help prepare for the Ramp-Up by joining our safety week webinars where industry experts will discuss how they are managing the key Safety Issues in their operations.

#### Date & time

21-24/06/2021 - Various Times as below



#### Description

As we look hopefully towards the Ramp-Up of operations, the safety of aviation relies on resilient management systems and the whole aviation community working together. EASA have partnered with organisations from across the aviation community to develop the COVID-19 Ramp-Up – Be Ready, Stay Safe Campaign to help align basic actions and principles on the risks to mitigate.

As part of the campaign, EASA will host a Safety Week from June 21-24, 2021. Throughout this week EASA will host a series of general and domain specific events for the industry and authorities to discuss the most important safety issues faced by the industry during the Ramp-Up.

The main focus of the domain sessions will be on "effective safety management" as well as "skills and knowledge degradation" during COVID times.

The list of sessions is shown below, you can register free of charge for each session via the links below. The intended audience is primarily accountable managers, operational managers and coordinators, safety managers, NAA representatives.

Each session is limited to 1,000 people – priority will be given to EASA Member State organisations operating in the relevant domain of the session until one week before the event after which participants will be accepted on a first come, first served basis.

Should you be unable to join any of the sessions, they will all be recorded and posted within 24 hours of each session on the EASA Website Safety Week Event Page and also on the Air Ops Community for anyone to access.

In case you have any further questions regarding COVID-19 Ramp-Up Safety Week, please send them to: <a href="mailto:safetypromotion@easa.europa.eu">safetypromotion@easa.europa.eu</a>

Date	Time	Topics - session	Registration	
21/06/2021	14:00-	1- COVID-19 Safety Issues	<u>Register</u>	
	15:30	(General)	<u>here</u>	
22/06/2021	10:00-	2- ATM/ANS Providers	<u>Register</u>	
	11:30		<u>here</u>	
	14:00-	3- Aerodrome Operators	<u>Register</u>	
	15:30		<u>here</u>	
23/06/2021	10:00-	4- Training Organisations	<u>Register</u>	
	11:30		<u>here</u>	
	14:00-	5- Air Operators	<u>Register</u>	
	15:30		<u>here</u>	

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24/06/2021	10:00-	6- Maintenance Organisations Register		ster
	11:30		here	
	14:00-	7- "Be Ready, Stay Safe"	Regis	<u>ster</u>
	15:30	Safety Leadership and	<u>here</u>	
		Summary		

#### Information session on EASA Electrical & Hybrid Propulsion System (EHPS)

#### Date & time

22/06/2021, 09:00 - 11:00 CET (UTC +2) and 15:00 - 17:00 CET (UTC +2)

Note: The two sessions are expected to be identical (see description)

#### Description

The objective of this information session is to present to our external stakeholders (Airworthiness authorities and Industry) the Special Condition E 19 for EHPS published on 13/04/2021. Furthermore, we will present the proposed EASA strategy on how to certify an EHPS and we will leave time for exchanges and questions.

Due to pandemic restrictions, the meeting will be held virtual via Webex. The meeting invitation will follow once you register below.

In order to ensure worldwide coverage we have set-up 2 identical sessions (morning and afternoon). Your registration needs to be specific to the desired session (morning or afternoon).

We thank you in advance for your interest and look forward to your participation.

#### Registration

The registration is now open and free of charge.

To register to the conference, click the button and proceed with the registration as per the steps listed in the online form.

In case the form is not displayed correctly, please kindly try again using another browser (e.g. Google Chrome, Mozilla Firefox, Microsoft Edge, Opera, Safari).

#### EASA Certification & DOA Workshop 2021 - Free Registration Now Open!

Certification & DOA Workshop 2021 | EASA (europa.eu)



The Certification & DOA Workshop combines the former STC and DOA workshops offering its audience an important update on a wide range of topics, covering Rulemaking, International activities, STC & product certification, remote test witnessing and remote auditing, EPAS, DOA and technical matters.

Join us live on November 30, 2021 to enjoy the core workshop with targeted live sessions on a range of important topics. Two weeks prior to the event we will post a set of pre-recorded technical presentations on the EASA website to enable you to learn more about a range of other useful subjects and pose your questions to the EASA experts.



First Virtual EASA GA Season Opener - videos now available

The first virtual EASA GA Season Opener was successfully organized from April 28-29, 2021. With the cancellation of the regular AERO exhibition for 2021, this virtual format allowed EASA to connect and reach out to the GA community despite the challenges of COVID-19.

A wide variety of topics were covered - from restarting safely, to coping with weather to airworthiness and maintenance. The video recordings of the event are now available on the dedicated event website.

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General Aviation | EASA Community (europa.eu)

GA ROADMAP 2.0 - Update 2020: Making GA Safer and Cheaper | EASA (europa.eu)

EASA certifies electric aircraft, first type certification for fully electric plane world-wide | EASA (europa.eu)

EASA announces winners of first GA Safety Award | EASA (europa.eu)

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#### **FAA regulations**

Draft ACs

**Advisory Circular** 

Forms - Orders & Notices

JO 7210.3CC - Facility Operation and Administration

JO 7110.10BB - Flight Services

JO 7340.641 - ICAO THREE LETTER DESIGNATOR (3LD) "WZM" AND ASSOCIATED CALL SIGN "MATILDA"

JO 7340.640 - ICAO THREE LETTER DESIGNATOR (3LD) "BKE" AND ASSOCIATED CALL SIGN "AIR BROCK"

JO 7400.2N - Procedures for Handling Airspace Matters

VS 3900.77 - Aviation Safety (AVS) Confined Space (CS) Entry Program

JO 7340.639 - ICAO THREE LETTER DESIGNATOR (3LD) "JYA" AND ASSOCIATED CALL SIGN "SUN BIZ"

JO 7340.637 - ICAO THREE LETTER DESIGNATOR (3LD) "MMU" AND ASSOCIATED CALL SIGN "SKY TOUR"

JO 7340.637 - ICAO THREE LETTER DESIGNATOR (3LD) "MMU" AND ASSOCIATED CALL SIGN "SKY TOUR"

JO 7340.638 - Foreign ICAO 3LD Additions, Deletions, and Modifications (excluding U.S.)

JO 7110.65Z - Air Traffic Control

JO 6080.1 - Using Facility Power Panel Schedule (FPPS)

JO 3120.153 - OS/STMC Instructional Program Guide



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Approval Data Library | EASA (europa.eu)

Opinion No 02/2021

see specific folder OPS

#### Related NPA(s)

- NPA 2018-06
- NPA 2019-09
- NPA 2020-02
- NPA 2019-08

#### All-weather operations and review of crew training requirements

The objective of this Opinion is to modernise the European Union (EU) aviation regulatory framework applicable to all-weather operations (AWOs) and flight crew training to ensure the highest level of safety while enabling efficiency gains based on the latest technological advancements.

As regards AWOs, this proposal follows a performance- and risk-based approach. It sets the appropriate balance between performance-based and prescriptive principles depending on the type of air operations. The rules are not technology-dependent and may accommodate future changes.

It addresses all relevant disciplines and proposes to update the AWO-relevant rules in the domains of air operations, aircrew and aerodromes, in a coordinated manner. In this context, the proposal:

allows for a better integration and use of new, advanced technology as well as new operational procedures to support AWOs;

ensures the availability of aerodrome infrastructure (including meteorological equipment), information and procedures to support AWOs;

allows for the use of enhanced flight vision systems (EFVS) to the maximum extent possible (e.g. EFVS to land) and includes 'light operational credits' for EFVS 200 operations, not requiring the use of specific low-visibility procedures (LVPs); and

allows for safe helicopter flights under instrument flight rules (IFR), using of point-in-space (PinS) approaches and departures.

As regards flight crew training, this proposal improves the existing mandatory crew training and checking requirements for air operators. It addresses initial and recurrent training and checking, the conditions for

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the operation on more than one aircraft type or variant, the acceptance of previous training and checking by non-commercial operators, and multi-pilot operations of single-pilot certified helicopters.

Certain changes to crew training are expected to increase safety in a cost-effective way. The other changes are expected to maintain safety, reduce the regulatory burden, increase cost-effectiveness, improve harmonisation regarding AWOs (e.g. with the Federal Aviation Administration (FAA)), and transpose as much as feasible the Standards and Recommended Practices (SARPs) of the International Civil Aviation Organization (ICAO).

#### Rules

#### EASA and UK CAA agree on Technical Implementation Procedures

On 24 December 2020, the EU and UK negotiators agreed on a Trade and Cooperation Agreement.

The Agreement applies provisionally from 1 January 2021, pending the finalisation of the ratification process (Article FINPROV.11).

Aviation Safety is covered by Part Two, Heading Two, Title II of the Agreement. The application of the agreement is currently limited to airworthiness and environment certification, covered by Annex AVSAF-1 to the Agreement.

- Official Journal publication: EU UK Trade and Cooperation Agreement
- European Commission: The EU-UK Trade and Cooperation Agreement
- European Commission press release: EU-UK Trade and Cooperation Agreement: protecting European interests, ensuring fair competition, and continued cooperation in areas of mutual interest
- EASA page: Brexit

The EU-UK Trade and Cooperation Agreement, including its aviation safety part, does not apply to the EFTA States (Norway, Iceland, Switzerland and Liechtenstein). Those States may however conclude corresponding agreements on aviation safety with the UK. Pending the conclusion of such agreements, the EFTA States may also, based on their agreements with the EU, unilaterally accept UK certificates where those certificates are accepted under the EU-UK Trade and Cooperation Agreement. For further details please contact the competent national aviation authorities of the respective EFTA States.

Decision of the Norwegian authorities on the acceptance of certain aviation safety certificates of the United Kingdom

Working Arrangement between the Federal Office of Civil Aviation of Switzerland and the Civil Aviation Authority of the United Kingdom for the Promotion of Aviation Safety

Regulations | EASA (europa.eu)



#### FO.TCO.00168 - Third Country Operator One-off notification

FO.TCO.00160 - Application for Third Country Operator Authorisation (TCO Authorisation)

Easy access Rules

**Agency Decisions** 

Overview | EASA (europa.eu)

Notices of Proposed Amendment

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

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### ASECNA

AIP ASECNA

Regulations

Notam

Consultation NOTAM (asecna.aero)

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# **French regulations**

#### JORF

**joe\_20210601\_0125\_0001** - LOI n° 2021-689 du 31 mai 2021 relative à la gestion de la sortie de crise sanitaire (1)

joe\_20210530\_0124\_0014 - Arrêté du 26 mai 2021 modifiant l'arrêté du 4 avril 1990 relatif à l'utilisation des parachutes

joe\_20210530\_0124\_0047 - Arrêté du 27 mai 2021 modifiant l'arrêté du 9 juillet 2007 relatif à l'exploitation de services de transport aérien par la société Transavia France

joe\_20210530\_0124\_0048 - Arrêté du 28 mai 2021 modifiant l'arrêté du 2 novembre 2011 relatif à l'exploitation de services de transport aérien par la société ASL Airlines France SA

joe\_20210529\_0123\_0008 - Arrêté du 25 mai 2021 portant création d'une zone réservée temporairement identifiée LF-TRA 10 en France métropolitaine

joe\_20210529\_0123\_0009 - Arrêté du 25 mai 2021 portant création d'une zone réservée temporairement identifiée LF-TRA 22 en France métropolitaine

joe\_20210529\_0123\_0010 - Arrêté du 25 mai 2021 portant création d'une zone réservée temporairement identifiée LF-TRA 42 en France métropolitaine

**joe\_20210529\_0123\_0029** - Arrêté du 17 mai 2021 fixant le tarif de la contribution prévue au VII de l'article 302 bis K du code général des impôts

**joe\_20210528\_0122\_0011** - Arrêté du 12 mai 2021 portant création d'une zone interdite identifiée SO-P 4 Roura dans la région de Roura (Guyane), dans la région d'information de vol de Cayenne

joe\_20210527\_0121\_0065 - Arrêté du 26 mai 2021 portant création d'une zone interdite temporaire dans la région de Saint-Pierre-en-Port (Seine-Maritime), identifiée Saint-Pierre-en-Port, dans la région d'information de vol de Paris

joe\_20210522\_0118\_0040 - Arrêté du 17 mai 2021 modifiant l'arrêté du 6 février 2019 relatif à la mise en service et à l'exploitation des aides radio à la navigation

joe\_20210521\_0117\_0009 - Décision du 18 mai 2021 consécutive au débat public portant sur les projets d'éoliennes flottantes au sud de la Bretagne et leur raccordement

joe\_20210513\_0111\_0061 - Arrêté du 3 mai 2021 modifiant l'arrêté du 22 février 2017 désignant COHOR comme coordonnateur ou facilitateur d'horaires sur certains aérodromes



joe\_20210513\_0111\_0060 - Arrêté du 3 mai 2021 qualifiant d'aéroport à facilitation d'horaires l'aéroport de Lyon-Saint-Exupéry

joe\_20210513\_0111\_0058 - Arrêté du 31 mars 2021 modifiant l'arrêté du 26 décembre 2016 fixant la liste des sites ou services de la direction générale de l'aviation civile en application de l'arrêté du 26 décembre 2016

**joe\_20210508\_0108\_0003** - Arrêté du 3 mai 2021 modifiant l'arrêté du 10 octobre 2018 relatif à l'application du règlement (UE) n° 1178/2011 de la Commission du 3 novembre 2011 modifié déterminant les exigences techniques et les procédures administratives applicables au personnel navigant de l'aviation civile conformément au règlement (CE) n° 216/2008 du Parlement européen et du Conseil

joe\_20210502\_0103\_0075 - Arrêté du 21 avril 2021 modifiant l'arrêté du 19 octobre 1999 modifié qualifiant d'aéroports coordonnés les aéroports de Paris - Orly et Paris - Charles-de-Gaulle

**joe\_20210502\_0103\_0026** - Arrêté du 29 avril 2021 portant création d'une zone dangereuse identifiée SO-D 11 Royale au large de Kourou (Guyane), dans la région d'information de vol de Cayenne

**joe\_20210502\_0103\_0025** - Arrêté du 29 avril 2021 portant création d'une zone dangereuse identifiée SO-D 10 Connétable au large de Cayenne (Guyane), dans la région d'information de vol de Cayenne

**joe\_20210502\_0103\_0024** - Arrêté du 29 avril 2021 portant création d'une zone interdite identifiée SO-P 4 Roura dans la région de Roura (Guyane), dans la région d'information de vol de Cayenne

#### OSAC-DSAC

#### Annuaire des Agréments Valides au 12\_05\_2021

Une nouvelle version du guide des Facteurs Humains dans le cadre du maintien de la navigabilité vient d'être publiée sous la référence **G-45-04**.

Ce guide remplace le précédent guide publié sous la référence P-54-45 Ed. 1- Rév. 1 de décembre 2004.

Cette nouvelle version intègre des retours d'expériences liés aux Facteurs Humains dans le domaine de l'activité d'entretien des organismes Part 145 et les Facteurs Humains dans le domaine de l'activité de gestion du maintien de la navigabilité des organismes Part CAMO.

#### Bulletin officiel de la DGAC

**TREA2115420S** - DÉCISION DU 25 MAI 2021 RELATIVE AUX CONSIGNES PARTICULIÈRES DE CIRCULATION AÉRIENNE DE L'AÉRODROME DE TOUSSUS-LE-NOBLE.

**TRAA2111615S** - DÉCISION DU 3 MAI 2021 ÉTABLISSANT, EN APPLICATION DE L'ARTICLE 14.1 DU RÈGLEMENT (CEE) N°95/93 MODIFIÉ, UNE PROCÉDURE DE SUSPENSION



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MANUELLE DES PLANS DE VOL SANS CRÉNEAUX HORAIRES SUR L'AÉROPORTS DE NICE-CÔTE D'AZUR.

TRAA2115035S - DÉCISION DU 19 MAI 2021 PORTANT DÉLÉGATION DE L'ORGANISATION DES SERVICES AÉRIENS ENTRE TARBES ET PARIS (ORLY) AU SYNDICAT MIXTE DE LA ZONE AÉROPORTUAIRE DE TARBES-LOURDES-PYRÉNÉES « PYRÉNIA ».

TREA2113412S - DÉCISION DU 28 AVRIL 2021 PORTANT ORGANISATION DE LA DIRECTION DE LA SÉCURITÉ DE L'AVIATION CIVILE SUD-OUEST.

TREA2113416S - DÉCISION DU 28 AVRIL 2021 PORTANT DÉLÉGATION DE SIGNATURE (DIRECTION DE LA SÉCURITÉ DE L'AVIATION CIVILE SUD).

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**SAFETY BULLETIN** 

# **European Centre for Cybersecurity in Aviation (ECCSA)**

See : <u>https://www.easa.europa.eu/eccsa</u>

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# **U.A.S. – Drones**

See : <u>https://www.easa.europa.eu/eccsa</u>

#### DRONE ENABLE Symposium - ICAO TV

#### Attend the FAA UAS Symposium and follow the

Commercial Drone Operations Track

The FAA UAS Symposium is coming to you this summer through two remote episodes: June 9-10 and September 14-15. We want to connect with YOU, commercial drone operators, on what's trending for commercial operations, challenges and successes and how the new rules affect your business. Engage with FAA experts and your colleagues during presentations, roundtables and virtual networking to help shape the future of UAS Integration.

FAA UAS Symposium – Episode III

June 9-10, 2021

Key Topics: Public Safety, STEM, Recreational Community, Commercial Operations and International

FAA UAS Symposium - Episode IV

September 14-15, 2021

Key Topics: Coming Soon!

Register Now and follow us on social media for updates. We hope you will join us for Episodes III & IV!

#### EASA's virtual Drone event for professional users operating in the specific category

EASA will host a virtual Drone event for the professional users operating in the specific category on May 7, 2021 from 10:00 - 11:30 AM (UTC+2). Join us to learn more and ask your questions about the recently published guideline: "The new design verification process for authorising drone operations in the 'specific' category - SAIL III and IV".

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For the 'specific' drone category, an operational authorisation issued by the competent authority of the Member State of registration is required, unless the operation is covered by a standard scenario. This operational authorisation will be based on the outcome of the risk assessment conducted in accordance with Specific Operational Risk Assessment (SORA) (see AMC1 to Article 11 Regulation (EU) 2019/947). The guidelines on "The new design verification process for authorising drone operations in the 'specific' category - SAIL III and IV" provide indications on the process applied by EASA for the design verification of drones used in these operations.

Without going into too much technical detail, we will focus on the roles, responsibilities, the request and approval process for the authorisation of the operation, clarify the technical terms and specify also the follow-on requirements for continuing airworthiness. This is a good opportunity for each stakeholder to know the role the others play in the process.

The session will also address the many requests EASA has received from National Aviation Authorities, commercial drone operators and manufacturers on how to request and issue an operational authorisation for this drone segment in the 'specific' category.

Join us on May 7, 2021 at 10:00 (UTC+2). Check out the event site for details and updates.



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# **NAT OPS Bulletin**

NAT OPS Bulletins - All Documents (icao.int)

No changes

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#### IOSA

#### <u>IATA - IOSA</u>

#### Latest up dates :

- IOSA Support Program (pdf)
- IOSA Guidance for Safety Monitoring under COVID-19 Ed. 4 (pdf)
- IPM Ed 12 Temporary Appendix Revision 1 (pdf)
- ISM Ed 13 Remote Audit Revision 1 (pdf)
- IAH P&G Ed 11 Temporary Appendix (pdf)
- IOSA Operator Alert 18 IPM IAH updates (pdf)

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# **Safety Alerts**

Affected Product(s)	Effective Date	Subject and Additional Information
Aeronautical Data Delivery Service (ADDS)	May 25, 2021	Update to Website Functionality. See the <u>21-01</u> <u>ADDS Charting Notice</u> (PDF) for complete information.
UAS Data Delivery System (UDDS)	May 25, 2021	Update to Website Functionality. See the <u>21-01</u> <u>UDDS Charting Notice</u> (PDF) for complete information.

#### EASA issues Safety Information Bulletin on operations in Belarus airspace

The European Union Aviation Safety Agency (EASA) issued a Safety Information Bulletin (SIB) with respect to operations in Belarus airspace, following the incident involving Ryanair flight FR4978 on May 23, 2021.

The SIB recommends that operators with their principal place of business in one of the EASA member states should avoid operations in FIR Minsk, unless such operations are deemed necessary for safe operations in unforeseen circumstances.

Third Country Operators authorised by EASA are also advised, when conducting operations to, from and within the EU, to avoid operations in that airspace unless such operations are deemed necessary for safe operations in unforeseen circumstances.

EASA had contacted the national aviation authorities of the member states on Sunday to raise awareness of the situation. The national authorities were recommended to pass this information on to their airlines, for inclusion in each airline's own risk assessment process.

#### EASA

Final Equivalent Safety Finding ref. ESF-B25.143-01 on "Electronic Flight Control Systems – Normal Load Factor Limiting System" - Issue 02

<u>Final Equivalent Safety Finding ref. ESF-B25.143-01 on "Electronic Flight Control Systems – Normal Load</u> <u>Factor Limiting System" - Issue 02 | EASA (europa.eu)</u>

Title	Product	Part name	Part Number	Serial Number
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Forged Form 1	EASA	LET L410	Vertical Speed Indicator	LUN 1140.02-8	8927017
Forged Form 1	EASA	LET L410	Altimeter	LUN 1124.12-8	9122025
Forged Form 1	EASA	LET L410	Speed Derivative Module	LUN 5223-8	JF 0007
Forged Form 1	EASA	LET L410	Terminal Switch	LUN 3170-7	1090-332
Forged Form 1	<u>EASA</u>	LET L410	Terminal Switch	LUN 3170-7	1087-566
Forged Form 1	EASA	LET L410	Hydraulic Thermoswitch	LUN 3192-8	HH 0003
Forged Form 1	EASA	LET L410	Voltage Regulator	LUN 2167.03-8	522117
Forged Form 1	EASA	LET L410	Converter	LUN 2460-8	IE 0002
Forged Form 1	EASA	LET L410	Compass Illumination	LUN 2880.3-8	0704308
Forged Form 1	EASA	LET L410	Altimeter	LUN 1124.12-8	9023047

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#### 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

Issue Date	SAIB Number	Subject
25/05/2021	SAFO20009 UD	COVID-19: Updated Interim Occupational Health and Safety Guidance for Air Carriers and Crews.

#### EASA

#### EASA Safety Publications Tool (europa.eu)

Issue Date	SIB Number	Subject
03/05/2021	SAFO21002	Piper PA-28 and PA-32 aeroplanes - Verification of Correct Washers used with Wing Spar Attach Bolts
07/05/2021	2021-08	Re-Entry into Earth's Atmosphere of Space Debris Object CZ-5B R/B (2021-035B)
08/05/2021	2021-08 R1	Re-Entry into Earth's Atmosphere of Space Debris Object CZ-5B R/B (2021-035B)
11/05/2021	2021-09	Lockable Gascolator Drain Valves
25/05/2021	2021-10	Operations in Belarus Airspace
27/05/2021	2021-11	Content of Aeronautical Information Publication – Assessment and Reporting of Runway Surface Conditions (GRF)

**SAFO 21002**, Fraudulent or Intentionally False Reproduction and/or Alteration of a Genuine Certificate of Flammability Test

On March 09, 2021 the Federal Aviation Administration (FAA) has published a SAFO (Safety Alert for Operators) 21002.

This SAFO alerts aircraft owners, operators, air agencies, and maintenance technicians of fraudulent or intentionally false entries in airworthiness records of parts that may be used on type certificated products by Big Wings Interiors, Inc. Commonly known as "Big Wings," this non-certificated interior shop performed work on parts to be installed in aircraft interiors for operators certificated to operate under Title 14 of the Code of Federal Regulations (14 CFR) part 135 and for persons operating aircraft under part 91.

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Big Wings used a fraudulent or intentionally false reproduction and/or alteration of a record of airworthiness for Certificate of Flammability Testing in its approval for return to service of cabin seats after reconditioning.

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#### Conflict zone information bulletin

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

No changes

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#### **Certification Up date**

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

#### EASA

- 2021-21: Notice of intent to revoke EASA Type Certificate No.
  EASA.A.563 for the SKYCAR aircraft model issued to OMA SUD SKY
  TECHNOLOGIES SPA due to non-compliance with Commission
  Implementing Regulation (EU) No. 2019/2153 on the fees and
  charges levied by EASA
- <u>2021-20: Transfer of Supplemental Type Certificates from Aerospace</u> Engineering Solutions Limited to DOA AESGLOBAL Ltd.
- Proposed Deviation ref. DEV-D25.775-01 on "Installation of single glass pane observation windows in the pressurized cabin of Large Aeroplanes" Issue 01
- Final Special Condition SC E-20 Turbine Engines Rotor Integrity Critical Overspeed resulting from Failure Conditions Margin for Rotor Growth Assessment Issue 01
- Special Condition for VTOL and Means of Compliance
- Proposed Deviation ref. DEV-D25.775-01 on "Installation of single glass pane observation windows in the pressurized cabin of Large Aeroplanes" Issue 01
- Proposed Special Condition SC-O23-div-08 "AWO CAT II in CS-23" Issue 01
- Final Certification Memorandum CM-21.A-CS-001 Issue 02 on "Classification of design changes to cabin interiors of Large Aeroplanes"
- Final Certification Memorandum ref. CM-S-008 Issue 3 on "Additive Manufacturing"

#### EASA completes first CO2 Emissions Certification for Airbus A330-900

COLOGNE, May 26, 2021 – The European Union Aviation Safety Agency (EASA) has for the first time certified an aircraft for CO2 emissions, applying a new process and methodology and so progressing towards its vision for an ever safer and greener civil aviation.

The new certification process provides an assessment of an aircraft's fuel efficiency and therefore of the CO2 it emits while in operation. In precise terms, the fuel efficiency in cruise flight is certified, which is influenced by the engines, but also by the aircraft's aerodynamic characteristics and weight. This certification is a key milestone on EASA's roadmap to establish, by 2022, an environmental label for aviation. Amongst other values the label will use CO2 emissions data to provide a comprehensive assessment of the environmental performance of an aircraft.



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"This is a new and important factor for environmental certification in light of the global efforts to decarbonise the aviation industry," said EASA Executive Director Patrick Ky. "There is a long way still to go to reach this goal, but every step is important in demonstrating that aviation is moving determinedly towards that objective."

Airbus voluntarily applied for the CO2 certification of the A330-900 following a call from EASA in late 2019. The CO2 standard was finalised by ICAO CAEP in February 2016, adopted by the ICAO Council in March 2017 and implemented into the EASA Basic Regulation in July 2018. Airbus will be the first manufacturer to apply this certification requirement and its experience will contribute to improving and further developing the standards set by ICAO which will benefit the entire industry.

In comparison to the CO2 measurement for cars (e.g. fuel consumption in Litres fuel per 100km), the CO2 certification for aircraft is complex, due to the way in which an aircraft is operated. Fuel consumption depends not only on speed, but also on the flight altitude and on the weight of the aircraft, which is higher in the beginning of the cruise phase than towards the end of it, as fuel is burned during the flight.

The certification requirements therefore set out to evaluate the technological performance of the aircraft with respect to fuel efficiency and CO2 emissions, which is compared to a limit defined by the ICAO Aeroplane CO2 Emissions Standard contained in ICAO Annex 16 Volume III.

Based on various expressions of interest to date, EASA anticipates that more manufacturers will be seeking early CO2 certification in the immediate future.

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#### **Master MEL-OSD**

#### MMEL

MMEL update for A318/A319/A320/A321, Rev. 29 Date -- 5/18/2021

MMEL CH-47D Rev 1, Tandem Rotor, LLC, CH-47D, (R0014DE)

MMEL GVI Rev 4, Gulfstream Aerospace GVI (G650), GVI (G650ER)

#### OSD – FSBR

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

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#### **FAA Safety Briefing**

See April

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#### **Publications**

Page d'accueil (icao.int)

Sunny Swift: Be aware of TMZ + | EASA (europa.eu)

Aerodrome Design Manual - Runways (Doc 9157- Part 1) - ICAO TV

**Doc 9924** - Aeronautical Surveillance Manual - 3rd Edition, 2020 - Available in English, Arabic, Chinese, Russian, Spanish

#### FAA Press Release

Date: May 25, 2021

**WASHINGTON** – The U.S. Department of Transportation's Federal Aviation Administration (FAA) today announced that the Government of Mexico does not meet International Civil Aviation Organization (ICAO) safety standards. Based on a reassessment of Mexico's civil aviation authority, the FAA has downgraded Mexico's rating to Category 2 from Category 1.

While the new rating allows Mexican air carriers to continue existing service to the United States, it prohibits any new service and routes. U.S. airlines will no longer be able to market and sell tickets with their names and designator codes on Mexican-operated flights. The FAA will increase its scrutiny of Mexican airline flights to the United States.

The FAA is fully committed to helping the Mexican aviation authority improve its safety oversight system to a level that meets ICAO standards. To achieve this, the FAA is ready to provide expertise and resources in support of AFAC's ongoing efforts to resolve the issues identified in the International Aviation Safety Assessment (IASA) process. Both AFAC and FAA share a commitment to civil aviation safety. Sustained progress can help AFAC regain Category 1.

During its reassessment of the Agencia Federal de Aviacion Civil (AFAC) from October 2020 to February 2021, the FAA identified several areas of non-compliance with minimum ICAO safety standards. A Category 2 rating means that the country's laws or regulations lack the necessary requirements to oversee the country's air carriers in accordance with minimum international safety standards, or the civil aviation authority is lacking in one or more areas such as technical expertise, trained personnel, record keeping, inspection procedures, or resolution of safety concerns.

Under the IASA program, the FAA assesses the civil aviation authorities of all countries with air carriers that have applied to fly to the United States, currently conduct operations to the United States, or participate in code-sharing arrangements with U.S. partner airlines. The assessments determine whether international civil aviation authorities meet minimum ICAO safety standards, not FAA regulations.

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To obtain and maintain a Category 1 rating, a country must adhere to the safety standards of ICAO, the United Nations' technical agency for aviation. ICAO establishes international standards and recommended practices for aircraft operations and maintenance

#### FAA Milestone: 400 Licensed Commercial Space Launches and Counting

Today's Virgin Galactic SpaceShipTwo flight from Spaceport America in New Mexico marks the 400th launch that the Federal Aviation Administration (FAA) has licensed. This achievement is made possible by the U.S. commercial space industry's ingenuity and the FAA's commitment to public safety.

Date	Payload	Vehicle	Company	Site
May 15, 2021	Starlink v1.0-26	Falcon 9	Space Exploration Technologies Corporation	FL
May 15, 2021	F20 "Running out of Toes"	Electron	Rocket Lab Global	NZ
May 9, 2021	Starlink v1.0-27	Falcon 9	Space Exploration Technologies Corporation	FL
May 5, 2021	Suborbital Flight 5 (SN15)	Starship Prototype	Space Exploration Technologies Corporation	ТХ
May 4, 2021	Starlink v1.0-25	Falcon 9	Space Exploration Technologies Corporation	FL

FAA licensing is a critical step in protecting public safety during commercial space operations. An FAA license is required to conduct any commercial space launch or reentry, the operation of any launch or reentry site by U.S. citizens anywhere in the world, or by any individual or entity within the United States.

The FAA works with operators to make sure they are meeting the requirements to conduct launches. This includes having FAA safety inspectors monitor all phases of licensed activities. The agency also works with the industry to safely and efficiently integrate commercial space operations in the National Airspace System.

There have been no fatalities, serious injuries or significant property damage to members of the public during any FAA-licensed launch. The FAA is committed to maintaining this safety record as the pace of commercial space operations quickens.

The number of FAA-licensed commercial space launches has dramatically accelerated from only one in 2011 to a record 39 in 2020. The growth is expected to continue as the industry looks towards space tourism in the coming years.

The first licensed launch occurred in New Mexico, when a Space Services Starfire launched from White Sands Missile Range in 1989.



The subsequent launches included suborbital and orbital flights and missions that delivered payloads to the Earth's orbit and moon as well as interplanetary space. The missions had diverse goals such as carrying supplies and crew to the International Space Station, advancing scientific and medical research, and testing space capsules and rocket systems. They also involved deploying satellites for commercial use and for supporting the national interests of the United States.

The launches occurred in seven U.S. states, four foreign countries and the international waters of the Pacific Ocean. They were launched from traditional land-based sites, ocean platforms and while airborne using carrier aircraft.

#### EASA publishes results of first EU study on citizens' acceptance of Urban Air Mobility

COLOGNE, May 19, 2021 - The European Union Aviation Safety Agency (EASA) published results of the first study conducted in the European Union on Urban Air Mobility, showing that the majority of those questioned broadly welcome the prospect of services such as air taxis, air ambulances and drone deliveries but have concerns about potential issues such as safety, security, noise and the impact on wildlife.



Urban Air Mobility is a new air transportation system for passengers and cargo in and around urban environments. It is enabled by developments such as the enhancement of battery technologies and electric propulsion for vertical take-off and landing. It is expected to be deployed in Europe within three to five years, offering the potential to make urban mobility faster and greener.

"As a result of this study, for the first time, EASA and the EU have insights into what the general public in Europe thinks about this entirely new development in the field of aviation," said EASA Executive Director



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Patrick Ky. "For EASA as a regulator this information is crucial. It will allow us to set up the rules and regulations for this area in a way that is aligned with the expectations and perceptions of citizens."

The comprehensive study was based on targeted research, a literature review, market analysis, surveys and interviews. The on-line quantitative survey polled 4,000 citizens in six European urban areas. This was complemented by more than 40 qualitative interviews, as well as a noise simulation test.

The cities chosen for the online survey were Barcelona, Budapest, Hamburg, Milan, Öresund (Danish-Swedish cross-border area) and Paris, with a minimum of 600 people from each location invited to respond. These cities were selected via a standard market analysis and the survey recipients selected to be representative of a cross-section of the local population of each city.

"The fact that the results were homogeneous across the various cities is a good starting point, given that we are looking to create a single regulatory playing field at EU level," Ky said.

The survey showed that 83% of respondents have a positive initial attitude towards UAM, with 71% ready to try out UAM services. Cases in the common interest, such in emergencies or for medical transportation received strong support.

More details on the study and its results, including a breakdown of the results per city and an overview of the top findings can be found on the EASA website (www.easa.europa.eu/UAM).

EASA will use the study results to prepare an impact assessment and regulatory proposal for Urban Air Mobility in Europe in 2022.

#### EASA awarded contract for technical cooperation with North Asia

EASA has been awarded a contract for technical cooperation with North Asia under the EU financed Partnership Instrument.

This programme will allow continued and intensified cooperation with China under the EU-China Aviation Partnership Project and aims to establish new technical cooperation initiatives with the Republic of Korea and Japan.

The objective is to promote EU aviation interests with these important aviation countries. The programme will run for three years, from April 2021 to 2024.

Managed by EASA, the project will work with European industry, EU level organisations and EU National Aviation Authorities, all contributing European aviation expertise to the cooperation, while at the same time keeping abreast of and exchanging information on latest aviation trends and technologies with the partner countries.

For more information on the EU - China APP, please visit our website:



#### (2nd) EU – China APP (Aviation Partnership Project)

Introduction

FPI (the European Commission's Service for Foreign Policy Instruments) has tasked EASA through a new Contribution Agreement to set-up aviation partnership projects to strengthen cooperation with North Asia partner countries. The overall programme budget is €7,000,000.

China has one of the fastest growing aviation sectors in the world. It is also a major economic partner for the EU.

This project allows to continue and intensify cooperation with China as previously implemented through the first EU-China Aviation Partnership Project (APP). It has a duration of 3 years, started in April 2021 and will end in 2024. Managed by EASA, the project will work with European industry, EU level organisations and EU National Aviation Authorities all contributing with European aviation expertise to the cooperation, while at the same time keeping abreast of and exchange on latest aviation trends and technologies.

Cooperation will increase focus on certain topics within the domains covered during the first EU-China APP, and explore new possible areas of exchange, all with the main objectives of:

- Strengthening institutional relations, deepen dialogue and cooperation between aviation authorities, encourage regional cooperation and support implementation of aviation agreements;
- Increasing mutual awareness of aviation safety best practices, promote EU standards, raise environmental protection efforts and encourage climate action; and
- Facilitating access for EU industry to one of the biggest growth markets.

Technical Cooperation Project Details

China

04/2021 to 03/2024

Project Manager: frederic.chambon@easa.europa.eu

Operational Manager: ante.lazeta@easa.europa.eu

Project Assistant: andrea.grommes@easa.europa.eu

#### EU-China APP website



SAFETY

Edition 1

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#### Sites de surveillance

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

https://aviation-safety.net

http://www.skybrary.aero

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

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

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

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

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

http://www.bea.aero/

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

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

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

Accueil (defense.gouv.fr)

ECCSA - Technology Watch | EASA (europa.eu)

Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

**FOR FURTHER INFORMATION CONTACT:** A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050,

Washington, DC 20416, (202) 205–6734. **SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the President's major disaster declaration on 05/04/2021, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Adams, Attala, Choctaw, Claiborne, Copiah, Covington, Franklin, Grenada, Hinds, Jasper, Jefferson, Jefferson Davis, Kemper, Lafayette, Lauderdale, Lawrence, Leake, Lincoln, Neshoba, Newton, Noxubee, Pike, Rankin, Scott, Simpson, Smith, Tallahatchie, Walthall, Warren, Winston, Yazoo and the Mississippi Band of Choctaw Indians.

The Interest Rates are:

	Percent
For Physical Damage:	
Non-Profit Organizations with	
Credit Available Elsewhere	2.000
Non-Profit Organizations with-	
out Credit Available Else-	
where	2.000
For Economic Injury:	
Non-Profit Organizations with-	
out Credit Available Else-	
where	2.000

The number assigned to this disaster for physical damage is 16955 7 and for economic injury is 16956 0.

(Catalog of Federal Domestic Assistance Number 59008)

#### James Rivera,

Associate Administrator for Disaster Assistance.

[FR Doc. 2021–09857 Filed 5–7–21; 8:45 am] BILLING CODE 8026–03–P

#### SMALL BUSINESS ADMINISTRATION

[Disaster Declaration #16957 and #16958; OREGON Disaster Number OR-00119]

#### Presidential Declaration of a Major Disaster for Public Assistance Only for the State of Oregon

**AGENCY:** U.S. Small Business Administration.

ACTION: Notice.

**SUMMARY:** This is a Notice of the Presidential declaration of a major disaster for Public Assistance Only for the State of OREGON (FEMA–4599–DR), dated 05/04/2021.

Incident: Severe Winter Storm. Incident Period: 02/11/2021 through 02/15/2021.

DATES: Issued on 05/04/2021. Physical Loan Application Deadline Date: 07/06/2021.

*Economic Injury (EIDL) Loan Application Deadline Date:* 02/04/2022.

**ADDRESSES:** Submit completed loan applications to: U.S. Small Business Administration, Processing and Disbursement Center, 14925 Kingsport Road, Fort Worth, TX 76155.

FOR FURTHER INFORMATION CONTACT: A. Escobar, Office of Disaster Assistance, U.S. Small Business Administration, 409 3rd Street SW, Suite 6050, Washington, DC 20416, (202) 205–6734.

**SUPPLEMENTARY INFORMATION:** Notice is hereby given that as a result of the President's major disaster declaration on 05/04/2021, Private Non-Profit organizations that provide essential services of a governmental nature may file disaster loan applications at the address listed above or other locally announced locations.

The following areas have been determined to be adversely affected by the disaster:

Primary Counties: Benton, Clackamas, Linn, Marion, Polk, Yamhill and the Confederated Tribes of Grand Ronde.

The Interest Rates are:

	Percent
For Physical Damage:	
Non-Profit Organizations with	
Credit Available Elsewhere	2.000
Non-Profit Organizations with-	
out Credit Available Else-	
where	2.000
For Economic Injury:	
Non-Profit Organizations with-	
out Credit Available Else-	
where	2.000

The number assigned to this disaster for physical damage is 16957 7 and for economic injury is 16958 0.

(Catalog of Federal Domestic Assistance Number 59008)

#### James Rivera,

Associate Administrator for Disaster Assistance.

[FR Doc. 2021–09858 Filed 5–7–21; 8:45 am] BILLING CODE 8026–03–P

#### **DEPARTMENT OF TRANSPORTATION**

#### **Federal Aviation Administration**

#### Notice of Funding Opportunity for Environmental Mitigation Pilot Program

**AGENCY:** Federal Aviation Administration, DOT. **ACTION:** Notice of funding opportunity.

SUMMARY: Section 190 of the FAA Reauthorization Act of 2018 authorizes the Federal Aviation Administration (FAA) to carry out an Airport **Environmental Mitigation Pilot** Program. This program provides grants to sponsors of public-use airports. The pilot program is open to environmental mitigation projects that will measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within five miles of the airport. FAA may fund up to six projects at public-use airports. The purpose of this notice is to solicit pre-applications from eligible airports and consortia.

**DATES:** Pre-applications must be submitted by 5:00 p.m. EST on July 9, 2021.

**ADDRESSES:** You can obtain an electronic copy of this Policy and all other documents in this docket using the internet by:

(1) Searching the Federal eRulemaking portal (*http://www.faa.gov/regulations/search*);

(2) Visiting FAA's Regulations and Policies web page at (*http:// www.faa.gov/regulations policies*); or

(3) Accessing the Government
 Printing Office's web page at (*http://*

www.gpoaccess.gov).

You can also obtain a copy by sending a request to FAA, Airport Planning and Environmental Division, 800 Independence Ave. SW, Washington, DC 20591, or by calling (202) 267–3263. Make sure to identify the docket number, notice number or amendment number of this proceeding.

FOR FURTHER INFORMATION CONTACT: Ms. Jaclyn M. Johnson, Environmental Protection Specialist, Federal Aviation Administration, 800 Independence Avenue, Washington, DC 20591; email *jaclyn.johnson@faa.gov*, phone 202– 267–9596.

**SUPPLEMENTARY INFORMATION:** Each section of this notice contains information and instructions relevant to the pre-application process for these environmental mitigation pilot program grants. Applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

#### **Table of Contents**

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Pre-Application and Submission Information
- E. Pre-Application Review Information F. Grant Award Notice

#### A. Program Description

Section 190 of the FAA Reauthorization Act of 2018 (Pub. L. 115–254) creates a pilot program for environmental mitigation projects. The environmental mitigation projects should introduce new environmental mitigation techniques or technologies that have been proven in laboratory demonstrations. These projects should propose methods for efficient adaptation or integration of new concepts into airport operations. In addition, these projects must measurably reduce or mitigate aviation impacts on noise, air quality, or water quality at the airport or within five miles of the airport, and demonstrate whether new techniques or new technologies are practical to implement at or near public-use airports.

FAA may establish and publish information identifying best practices for reducing or mitigating aviation impacts on noise, air quality, and water quality at airports or in the vicinity of airports based on the projects carried out under the program. The program shall terminate five years after FAA makes the first grant under the program.

#### **B. Federal Award Information**

Per Section 190(a), FAA may fund up to six projects at public use airports. Per Section 190(k), additional projects may be carried out at a site previously, but not currently, managed by the Department of Defense (DOD) if the DOD provides funds to the FAA for funding such projects.

FAA may make grants from the Airport Improvement Program's noise and environmental set-aside (49 U.S.C. 47117(e)(1)(A)). Each project is limited to not more than \$2,500,000 in federal funding. The federal share of the cost of the project carried out under the program is 50 percent, and requires 50 percent in airport matching funds.

#### C. Eligibility Information

The law specifies that projects must be carried out by an eligible consortium consisting of two or more of the following entities:

• Businesses incorporated in the U.S.

• Public or private educational or research organizations located in the U.S.

• Entities of state or local governments in the U.S.

• Federal laboratories.

#### D. Pre-Application and Submission Information

Airport Sponsors should submit a preapplication to their local FAA Airports District Office that includes a project title and location, and identifies the entities that will carry out the project. The pre-application should include a description of the roles and responsibilities of each entity and must be signed by each entity. The preapplication should include a project description that discusses the project and anticipated benefits, the roles and responsibilities of each entity involved in the program, and how the project meets the program's goals of funding mitigation that is not widely available at airports; and could introduce a novel, applicable mitigation opportunity for airport development operations.

The pre-application should also describe how environmental benefits will be measured and include a draft scope of work that describes how the entity will implement the environmental mitigation project. In addition, the pre-application should include a schedule for completion of the project within 24 months of grant award and feature quarterly reporting to the airport sponsor's Regional or Airport District Office. Last, the pre-application should include a preliminary SF-424, with estimated project cost broken out by federal and local share.

In short, the pre-application should include the information necessary for FAA to determine that the project satisfies project requirements as described in Section A and C and to assess the selection criteria specified in Section E. The pre-application should be prepared with standard formatting preferences including a single-spaced document, using standard 12-point font such as Times New Roman, with 1-inch margins. The pre-application may not exceed 25 pages in length, including any attachments or appendices. If the pre-application includes information the applicant considers to be trade secret or confidential commercial or financial information, the applicant should note on the front cover that the submission "Contains Confidential Business Information" and mark each affected page. DOT protects such information from disclosure to the extent allowed under applicable law.

Pre-applications should be submitted by the airport sponsor, not the consortium, to the sponsor's local Regional or Airports District Office. A listing of FAA Regional Airports Divisions and Airports District Offices by State is located at *https://*  www.faa.gov/about/office\_org/ headquarters\_offices/arp/regional\_ offices/. Any questions on the program and pre-application materials should also be directed to the Regional or Airports District Office.

#### **E. Pre-Application Review Information**

FAA will give priority consideration to projects that will achieve the greatest reductions in aircraft noise, airport emissions, or airport water quality impacts either on an absolute basis or on a per dollar of funds expended basis, and will be implemented by an eligible consortium.

#### F. Grant Award Notice

Following the evaluation outlined in Section E, FAA will notify candidates about grant awards. If selected through the pre-application process, the local FAA Regional or Airports District Office will commence a conventional grant process (including standard application materials).

This policy does not have the force and effect of law and is not meant to bind the public in any way, it is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Issued in Washington, DC.

#### Robert John Craven,

Director, Airport Planning and Programming. [FR Doc. 2021–09856 Filed 5–7–21; 8:45 am] BILLING CODE 4910–13–P

#### DEPARTMENT OF TRANSPORTATION

#### Pipeline and Hazardous Materials Safety Administration

#### Hazardous Materials: Notice of Actions on Special Permits

**AGENCY:** Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

**ACTION:** Notice of actions on special permit applications.

**SUMMARY:** In accordance with the procedures governing the application for, and the processing of, special permits from the Department of Transportation's Hazardous Material Regulations, notice is hereby given that the Office of Hazardous Materials Safety has received the application described herein.

**DATES:** Comments must be received on or before June 9, 2021.

**ADDRESSES:** Record Center, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington, DC 20590.



## EUROCONTROL Forecast Update 2021-2024 European Flight Movements and Service Units Three Scenarios for Recovery from COVID-19

STATFOR - May 2021



Supporting

European

Aviation





# The May 2021 forecast is a 4-year forecast that covers the horizon 2021-2024

The May 2021 forecast takes into account the following updated inputs:

- Traffic trends: Current traffic flows still strongly impacted by COVID-19.
- Economic growth: Latest revision of the economic forecast (Oxford Economics March 2021 release).
- Update of the existing three scenarios accounting for COVID-19 impact and timing of recovery.

This forecast replaces the November 2020 forecast.



## **Traffic Trends**

There were 65% fewer flights in January-April 2021 than in the same period of 2019, between Sc2 and Sc3 of the latest forecast (Nov20)



EUROCONTROL Four-Year Forecast Update 2021-2024 Document Confidentiality Classification: White



### **Economic Growth in Europe** The GDP baseline forecast for 2021 has been revised downward

GDP Growth (%) Zone = Euro Area 5.0 -5.0 2.5 -2.5 0.0 -0.0 -2.5 --2.5 -5.0 --5.0 -7.5 --7.5 OE Mar21 OE Oct20 Actua

Downward revision following weakness in the early part of 2021 against a backdrop of a slow start of the vaccination roll-out and the extension of public health restrictions.

Source: Oxford Economics, Release: March 2021



## **Economic Growth in Europe** Various scenarios are considered with greater or lesser long-term economic damage



#### Economic Scenarios

Rapid upturn: Longer-term economic scars are avoided as the successful roll-out of vaccine programmes and additional fiscal stimulus cement recovery. Baseline: Output remains subdued in the early part of 2021, before accelerating from Q2 as restrictions ease.

Limited vaccine effectiveness: The global economy stagnates, accompanied by market falls.

## Scenario COVID-19 recovery



We reviewed the scenarios from Nov20 forecast to consider all possible risks and their relative impacts

### In updating the scenarios, we took into account the following dimensions:

- $\mathbf{X}$  Effectiveness of vaccine against new virus variants
- Speed of deployment of vaccine amongst population, reaching herd immunity  $(\pm 70\%)$
- $\mathbf{X}$  Strength of domestic aviation markets
- Coordinated European approach facilitating a safe free movement inside EU (Digital green certificate)
- $\mathbf{X}$  Possible differences in state aid and risks of bankruptcies in aviation industry
- Savings glut and pent-up demand effect, particularly the VFR (Visiting Friends and Relatives) market
- Reduction in demand to fly for business travellers (i.e. increased uptake of video conference,...) but also of leisure travelers (e.g. Effect of travel shaming and achievement of the global climate ambitions)
- ★ Variation of long-haul recovery: e.g. North-Atlantic flows recovering faster



## Scenario Update COVID-19 recovery

Optimistic and pessimistic scenarios are explored

## **Scenario 1**

Vaccine Summer 2021

Easing of travel constraints as of Summer 2021

Recovery to 2019 level in 2024

#### From mid-2021:

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Vaccine roll-out progressing within Europe and globally. Effective test & trace programme. Relatively good passenger confidence. Coordinated interregional approach. Savings glut/Pent-up demand. Lingering hit to business travel.

**S** 

Airlines, especially LCCs, reasonably well able to invest and re-hire once demand returns.



Some long-haul flows restarting quicker than others (e.g. North Atlantic, Oceania and Asia).

## **Scenario 2**

Vaccine Summer 2022

Easing of travel constraints as of Q1 2022

Recovery to 2019 level in ~2025

#### From late-2021:



\*s>

Vaccine roll-out reaching herd immunity levels within Europe. Effective test & trace programme. Relatively good passenger confidence. Coordinated European approach. Savings glut/Pent-up demand. Permanent lingering hit to business travel.

Airlines, especially LCCs, reasonably well able to invest and re-hire once demand returns.

A few long-haul flows restarting quicker than others (e.g. North-Atlantic first).

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## Scenario 3

**Lingering infection** 

Lingering infection and low passenger confidence

Recovery to 2019 level in ~2029

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Persistent restrictions due to vaccine not effective against new and more transmissible coronavirus variants. Patchy uptake of vaccine.



Difficult for airlines to operate as pre-COVID-19: some regions are experiencing renewed outbreak phases, not at the same time, not with the same severity.



Demand is bouncing back for 60-70% of travelers but reluctance to fly for rest (fear and/or alternatives); permanent drop in propensity to fly.

EUROCONTROL Four-Year Forecast Update 2021-2024

Updates since Nov20 forecast indicated in orange/red 7



# EUROCONTROL STATFOR 4-year forecast for \*Europe 2021-2024

Actual and future IFR movements, % traffic compared to 2019



EUROCONTROL Four-Year Forecast Update 2021-2024

Document Confidentiality Classification: White

# EUROCONTROL STATFOR 4-year forecast for \*Europe 2021-2024

IFR movements, comparison with Nov20 forecast



EUROCONTROL Four-Year Forecast Update 2021-2024

EUROCONTROL



## Flight Forecast Summary of flight forecast for Europe (ECAC)

ECAC*		2014	2015	2016	2017	2018	2019	2020**	2021	2022	2023	2024**
IFR Flight Movements (Thousands)	Scenario 1: Vaccine 2021								6,253	9,286	10,763	11,650
	Scenario 2: Vaccine 2022	9,770	9,923	10,197	10,604	11,002	11,085	4,979	5,492	8,024	9,355	10,534
	Scenario 3: Lingering infection								4,731	6,539	7,350	8,177
Annual Growth	Scenario 1: Vaccine 2021								26%	49%	16%	8%
	Scenario 2: Vaccine 2022	1.7%	1.6%	2.8%	4.0%	3.8%	0.8%	-55%	10%	46%	17%	13%
	Scenario 3: Lingering infection								-5%	38%	12%	11%

\* ECAC is the European Civil Aviation Conference

\*\* Leap year

Source: EUROCONTROL

# EUROCONTROL STATFOR 4-year forecast for \*Europe 2021-2024

Actual and future total en-route service units



EUROCONTROL Four-Year Forecast Update 2021-2024



# EUROCONTROL STATFOR 4-year forecast for \*Europe 2021-2024

Total en-route service units, comparison with Nov20 forecast



EUROCONTROL Four-Year Forecast Update 2021-2024

EUROCONTROL



# Summary of total service units forecast

Total Service Units (thousands)		2014	2015	2016	2017	2018	2019	2020***	2021	2022	2023	2024***
	Scenario 1: Vaccine 2021								86,382	136,918	163,464	179,833
CRCO States*	Scenario 2: Vaccine 2022	132,920	138,505	144,274	153,194	162,512	167,000	70,828	73,496	115,383	138,997	159,587
	Scenario 3: Lingering Infection								61,933	91,152	105,737	120,433
RP2 Region **	Scenario 1: Vaccine 2021								70,147	114,100	135,710	148,941
	Scenario 2: Vaccine 2022	111,670	115,063	120,208	126,928	134,016	137,800	57,694	59,558	95,605	115,244	132,256
	Scenario 3: Lingering Infection								49,991	74,978	86,833	98,651
Annual Growth (compared to pro	evious year)	2014	2015	2016	2017	2018	2019	2020***	2021	2022	2023	2024***
	Scenario 1: Vaccine 2021								22%	59%	19%	10%
CRCO States*	Scenario 2: Vaccine 2022	5.8%	4.2%	4.2%	6.2%	6.1%	2.8%	-58%	4%	57%	21%	15%
	Scenario 3: Lingering Infection								-13%	47%	16%	14%
RP2 Region **	Scenario 1: Vaccine 2021								22%	63%	19%	10%
	Scenario 2: Vaccine 2022	4.4%	3.0%	4.5%	5.6%	5.6%	2.8%	-58%	3%	61%	21%	15%
	Scenario 3: Lingering Infection								-13%	50%	16%	14%

\* CRCO States refers to the EUROCONTROL Member States currently participating to the Multilateral Route Charges System.

\*\* RP2 Region stands for the sum over all the 30 States that are involved in the EU-wide performance target setting for the second period, namely: 27 EU Member States plus Norway plus Switzerland plus UK.

\*\*\* Leap year

Source: EUROCONTROL

## **Additional Risks**



The risk behind **Brexit**: We have assumed that continued transport connectivity will be ensured. Businesses and individuals operating in the UK should therefore see no change to existing conditions after the transition period.



Future **airspace and network changes** (e.g. unexpected closures, new routes) and **airlines' changing choice of routes** are not modelled by the forecast.\*



The **economic recovery** remains fragile. Current forecast includes different economic forecasts (Sc1: Rapid upturn, Sc2: Baseline, Sc3: Limited Vaccine Effectiveness) but a further deterioration of the economic situation (eg financial crisis) is a downside risk.



The **volatility in oil and fuel prices**: A surge in oil prices could lead in an increase of fuel cost, hence an increase of the ticket prices which is a downside risk.



**Terrorist attacks**, **bans of one country on another one**, **wars and natural disasters**. These are impossible to predict. Their impact on air traffic could however be a temporary one, or more significant.

\* Overflights are calculated from routes used over the Sep19 to Aug20 period; this is more significant for individual countries than for all ECAC

### **Useful links**





A presentation of the geographical definitions can be found in Annex - Traffic Region Definitions



# **FATFOR Interactive**



## **Connect to the** Aviation Intelligence Dashboard



## The forecast per state can be found in

### Annex - Detailed Traffic Forecast

For further info, please contact the forecasting team statfor.info@eurocontrol.int

EUROCONTROL Four-Year Forecast Update 2021-2024

Document Confidentiality Classification: White

STATFOR Ref. DOC682

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## **SUPPORTING EUROPEAN AVIATION**



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EUROCONTROL Four-Year Forecast Update 2021-2024



#### GLOBAL AVIATION TRAINING TRAINAIR PLUS



## ICAO's Course Schedule May - August 2021

	AERODROMES	AIR NAVIGA	TION SERVICES	
AIR TRANSPORT	AVIATION LAW	AVIATION	MANAGEMENT	ENVIRONMENT
FLIGHT SAFETY AND SAFETY MANAGEMENT		NAGEMENT	SECURITY & FACILITATION	
TRAINING COMPETENCY DEVELOPMENT				

This course schedule has been updated as of 3 May 2021.

Course dates are subject to change. Visit the desired course web page regularly to view the latest course delivery schedule at <u>www.icao.int/training</u>.

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SECURITY & FACILITATION	7
TRAINING COMPETENCY DEVELOPMENT	8 - 9
ONLINE COURSES	10

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		AERODROMES		
Delivery	Course Title	Host Training Institution	From	То
	Emergency Response Tabletop Exercises	ASI Institute, A Division of Aviation Strategies	17-May-2021	21-May-2021
	Management: Virtual Classroom	International	2-Aug-2021	6-Aug-2021
<b>.</b>	Aerodrome Obstacles Evaluation	United for Aviation Technology Services (United ATS)	23-May-2021	27-May-2021
	ICAO-ACI Implementing Annex 14:	International Civil Aviation Organization	24-May-2021	28-May-2021
-	Advanced Aerodrome Design and Operations (AADO) - Virtual Classroom		14-Jun-2021	18-Jun-2021
	Gestión de ejercicios de mesa para	ASI Institute, A Division of Aviation Strategies International	24-May-2021	28-May-2021
-	emergencias - Impartición virtual		9-Aug-2021	13-Aug-2021
<b>E</b>	ICAO-ACI Aerodrome Certification: Virtual Classroom	International Civil Aviation Organization	31-May-2021	4-Jun-2021
	Establecimiento de un Manual de Aeródromo Para la Certificación de un Aeródromo	ASI Institute, A Division of Aviation Strategies International	21-Jun-2021	18-Jul-2021
	Establishment of an Aerodrome Manual Toward Airport Certification	ASI Institute, A Division of Aviation Strategies International	21-Jun-2021	18-Jul-2021
	Airfield Pavement Markings	Indian Aviation Academy	23-Aug-2021	27-Aug-2021
	Curso de operador de vehículos ARFF	Centro de Instrucción, Perfeccionamiento y Experimentación (CIPE) ANAC	23-Aug-2021	27-Aug-2021

### AIR NAVIGATION SERVICES

Delivery	Course Title	Host Training Institution	From	То
	Approach Control Procedural Refresher	Tanzania Civil Aviation Training Centre - Tanzania	17-May-2021	28-May-2021
	Application of Integrated Database within Design of Flight Procedures and Charts	Republican State-owned Enterprise "Kazaeronavigatsia"	17-May-2021	21-May-2021
	Air Navigation Services ATM Inspector	East African School of Aviation (EASA)	24-May-2021	28-May-2021
	ATC Facility Chief	Global Air Navigation Services LLC (GANS)	30-May-2021	4-Jun-2021
	Air Navigation Services AIS Inspector	East African School of Aviation (EASA)	31-May-2021	4-Jun-2021
	ATS Provision Awareness for Pilots	Global Air Navigation Services LLC (GANS)	31-May-2021	2-Jun-2021
	ATM Incident Investigation Techniques	Global Air Navigation Services LLC (GANS)	6-Jun-2021	10-Jun-2021
	Competency and Licensing of UAS Remote Pilots (European Categories): Virtual Classroom	Joint Aviation Authorities Training Organisation (JAA TO)	7-Jun-2021	9-Jun-2021
<b>K</b>	Air Traffic Services Supervisor: Virtual Classroom	Global Air Navigation Services LLC (GANS)	13-Jun-2021	16-Jun-2021
	<u>Gestion du Trafic Aérien sur un</u> <u>Aérodrome AFIS</u>	Ecole Régionale de la Navigation Aérienne et de Management (ERNAM)	20-Jun-2021	2-Jul-2021
	ATSEP - Communication Equipment Maintenance	Nigerian College of Aviation Technology (NCAT)	9-Aug-2021	20-Aug-2021
111	Human Factors: The TEM and TRM Interface	Global Air Navigation Services LLC (GANS)	15-Aug-2021	17-Aug-2021
<b>;</b>	ATSEP - Airport Power Systems and Facilities Maintenance	Nigerian College of Aviation Technology (NCAT)	16-Aug-2021	27-Aug-2021
	ATSEP - Surveillance Equipment Maintenance	Nigerian College of Aviation Technology (NCAT)	16-Aug-2021	27-Aug-2021
	ATSEP Navigation Aids Equipment Maintenance	Nigerian College of Aviation Technology (NCAT)	16-Aug-2021	27-Aug-2021
i.	ATSEP Pre-On-the-Job Training Course	Nigerian College of Aviation Technology (NCAT)	16-Aug-2021	19-Aug-2021

AVIATION LAW				
Delivery	Course Title	Host Training Institution	From	То
	International Air Law Course	International Civil Aviation Organization	15-May-2021	19-May-2021
	International Air Law: Virtual Classroom	International Civil Aviation Organization	24-May-2021	28-May-2021
-		Loumed Cabin Crew Training Center (LCCTC)	7-Jun-2021	11-Jun-2021
		Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	7-Jun-2021	11-Jun-2021
		International Civil Aviation Organization	5-Jul-2021	9-Jul-2021
		Prince Sultan Aviation Academy	25-Jul-2021	29-Jul-2021
		Ghana Civil Aviation Training Academy	9-Aug-2021	13-Aug-2021
Ę	<u>Cours de Droit Aérien International:</u> <u>Classe Virtuelle</u>	International Civil Aviation Organization	5-Jul-2021	9-Jul-2021
<b>2</b>	Derecho Aeronáutico Internacional: Impartición Virtual	International Civil Aviation Organization	5-Jul-2021	9-Jul-2021
	Cours de Droit Aérien International	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	26-Jul-2021	30-Jul-2021

AVIATION MANAGEMENT					
Delivery	Course Title	Host Training Institution	From	То	
	Gestión de Selección y Desarrollo del Personal Aeronáutico	Corporación Educativa Indoamericana (CEI)	17-May-2021	21-May-2021	
	Managing Compliance with ICAO SARPs	Civil Aviation Training Centre Thailand	24-May-2021	28-May-2021	
	(MCIS): Virtual Classroom	Ghana Civil Aviation Training Academy	14-Jun-2021	18-Jun-2021	
		International Civil Aviation Organization	21-Jun-2021	25-Jun-2021	
	Auditoría Interna de Calidad de los Procesos Aeronáuticos	Corporación Educativa Indoamericana (CEI)	24-May-2021	28-May-2021	
	Gestion de la conformité aux SARPs de	Loumed Cabin Crew Training Center (LCCTC)	7-Jun-2021	11-Jun-2021	
	<u>l'OACI (MCIS): Classe Virtuelle</u>	Ecole Régionale de la Navigation Aérienne et de Management (ERNAM)	21-Jun-2021	25-Jun-2021	
	Gestión del cumplimiento de los SARPS de la OACI (MCIS): Impartición Virtual	International Civil Aviation Organization	21-Jun-2021	25-Jun-2021	
	Gerencia de la confiabilidad aeronáutica	Corporación Educativa Indoamericana (CEI)	21-Jun-2021	25-Jun-2021	
	Auditoría Interna de Calidad de los Procesos Aeronáuticos	Corporación Educativa Indoamericana (CEI)	21-Jun-2021	25-Jun-2021	
	Gerencia en mantenimiento aeronáutico	Corporación Educativa Indoamericana (CEI)	21-Jun-2021	25-Jun-2021	
	<u>Gestion efficace du Processus Lettres</u> <u>OACI aux États</u>	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	5-Jul-2021	9-Jul-2021	
	Flight Permission Officer	Queen Noor Civil Aviation Technical College (QNCATC)	1-Aug-2021	5-Aug-2021	
	Managing Compliance with ICAO SARPs [MCIS]	Ethiopian Aviation Academy	2-Aug-2021	6-Aug-2021	
	ENVIRONMENT				
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Delivery	Course Title	Host Training Institution	From	То	
	Curso Sobre Verificaciones en el CORSIA: Impartición Virtual	International Civil Aviation Organization	21-Jun-2021	24-Jun-2021	
	CORSIA Verification: Virtual Classroom	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	22-Jun-2021	25-Jun-2021	
		L'Ecole de Formation (EFO) of the Cameroon Civil Aviation Authority	6-Jul-2021	9-Jul-2021	
		Civil Aviation Training Centre Thailand	3-Aug-2021	6-Aug-2021	
		Ethiopian Aviation Academy	9-Aug-2021	12-Aug-2021	
		International Civil Aviation Organization	23-Aug-2021	26-Aug-2021	

# FLIGHT SAFETY AND SAFETY MANAGEMENT

Delivery	Course Title	Host Training Institution	From	То
Ę	Aviation Data-driven Decision Making	International Civil Aviation Organization	17-May-2021	21-May-2021
	(AD3M): VITUAL CLASSFOOM	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	14-Jun-2021	18-Jun-2021
		Hong Kong International Aviation Academy (HKIAA)	5-Jul-2021	9-Jul-2021
		Ethiopian Aviation Academy	2-Aug-2021	6-Aug-2021
		Ghana Civil Aviation Training Academy	16-Aug-2021	20-Aug-2021
L <u>i</u>	Safety Risk Management Fundamentals:	International Civil Aviation Organization	18-May-2021	18-May-2021
	<u>virtual classroom</u>		24-Jun-2021	24-Jun-2021
			28-Jul-2021	28-Jul-2021
		Loumed Cabin Crew Training Center (LCCTC)	31-May-2021	31-May-2021
<b>*</b>	Dangerous Goods – Using the Technical	Loumed Cabin Crew Training Center (LCCTC)	24-May-2021	28-May-2021
<u>Instructions for t</u> <u>Dangerous Good</u>	Dangerous Goods by Air	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	31-May-2021	4-Jun-2021
		Nigerian College of Aviation Technology (NCAT)	21-Jun-2021	25-Jun-2021
		Ethiopian Aviation Academy	16-Aug-2021	20-Aug-2021
i ka	Gestión Práctica de la Seguridad Operacional (SMxP): Impartición Virtual	International Civil Aviation Organization	24-May-2021	31-May-2021
	ICAO English Language Proficiency Interlocutor/Rater Initial Training	Ethiopian Aviation Academy	24-May-2021	28-May-2021
	ICAO Government Safety Inspector	Ethiopian Aviation Academy	24-May-2021	28-May-2021
(GSI-AC-18	(GSI-AC-18702) Virtual Classroom	Ghana Civil Aviation Training Academy	31-May-2021	4-Jun-2021
		Loumed Cabin Crew Training Center (LCCTC)	28-Jun-2021	2-Jul-2021
		Singapore Aviation Academy	16-Aug-2021	20-Aug-2021
<b>E</b>	ICAO Government Safety Inspector	International Civil Aviation Organization	24-May-2021	11-Jun-2021
	(GSI-OPS-18700) Virtual Classroom	Loumed Cabin Crew Training Center (LCCTC)	5-Jul-2021	23-Jul-2021

	FLIGHT SAFETY AND SAFETY MANAGEMENT				
Delivery	Course Title	Host Training Institution	From	То	
Ę	ICAO Health Safety Protocols for	International Civil Aviation Organization	24-May-2021	27-May-2021	
	Practitioners (HSPXP): Virtual Classroom		1-Jun-2021	4-Jun-2021	
			5-Jul-2021	8-Jul-2021	
			3-Aug-2021	6-Aug-2021	
			30-Aug-2021	2-Sep-2021	
	Inspección de Pintura y Recubrimiento Aeronáutico	Corporación Educativa Indoamericana (CEI)	24-May-2021	28-May-2021	
	Pintura Aeronáutica - PAINTAIR	Corporación Educativa Indoamericana (CEI)	24-May-2021	28-May-2021	
	Procedimientos avanzados en la investigación de campo de accidentes aéreos	Corporación Educativa Indoamericana (CEI)	24-May-2021	28-May-2021	
<u>i</u>	COVID-19 Aviation Safety Risk	International Civil Aviation Organization	26-May-2021	26-May-2021	
	Classroom		28-Jun-2021	28-Jun-2021	
			28-Jul-2021	28-Jul-2021	
			25-Aug-2021	25-Aug-2021	
		Ghana Civil Aviation Training Academy	26-Jul-2021	26-Jul-2021	
	ECCAIRS - European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) End User	Loumed Cabin Crew Training Center (LCCTC)	31-May-2021	4-Jun-2021	
	ICAO Government Safety Inspector	Loumed Cabin Crew Training Center (LCCTC)	31-May-2021	18-Jun-2021	
An worthiness – An Operator and Approved Maintenance Organization Certification (GSI-AIR-18701)	East African School of Aviation (EASA)	7-Jun-2021	25-Jun-2021		
	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	2-Aug-2021	20-Aug-2021		
	Initial Cabin Crew Safety and Emergency Procedures Training	Loumed Cabin Crew Training Center (LCCTC)	31-May-2021	11-Jun-2021	
	Safety Management for Practitioners	Loumed Cabin Crew Training Center (LCCTC)	31-May-2021	7-Jun-2021	
			21-Jun-2021	28-Jun-2021	
			5-Jul-2021	12-Jul-2021	
		Ethiopian Aviation Academy	7-Jun-2021	14-Jun-2021	
		International Civil Aviation Organization	21-Jun-2021	28-Jun-2021	
		Civil Aviation Training Centre Thailand	5-Jul-2021	10-Jul-2021	
		Civil Aviation Authority Training Institute (CAATI)	5-Jul-2021	12-Jul-2021	
		Nigerian College of Aviation Technology (NCAT)	9-Aug-2021	16-Aug-2021	
		Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	24-Aug-2021	31-Aug-2021	
	Oversight of Aircraft Leasing Operations	Loumed Cabin Crew Training Center (LCCTC)	31-May-2021	4-Jun-2021	
		Singapore Aviation Academy	2-Aug-2021	6-Aug-2021	

	FLIGHT SAFETY AND SAFETY MANAGEMENT				
Delivery	Course Title	Host Training Institution	From	То	
	ICAO Government Safety Inspector Operations – Air Operator Certification (GSI-OPS-18700)	Ethiopian Aviation Academy	1-Jun-2021	18-Jun-2021	
		Loumed Cabin Crew Training Center (LCCTC)	21-Jun-2021	8-Jul-2021	
	<u>Servicio a Bordo, Estándares y</u> Protocolos para la Excelencia	Corporación Educativa Indoamericana (CEI)	7-Jun-2021	11-Jun-2021	
	ICAO English Language Proficiency Interlocutor/Rater Recurrent Training	Ethiopian Aviation Academy	8-Jun-2021	11-Jun-2021	
<b>K</b>	<u>Air Cargo Safety Management: Virtual</u> <u>Classroom</u>	Ethiopian Aviation Academy	14-Jun-2021	18-Jun-2021	
	ICAO English Language Proficiency Interlocutor/Rater Initial Training: Virtual Classroom	Ethiopian Aviation Academy	14-Jun-2021	18-Jun-2021	
	ICAO Government Safety Inspector – Personnel Licensing (GSI-PEL-18710)	Ethiopian Aviation Academy	14-Jun-2021	2-Jul-2021	
	,	Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	14-Jun-2021	2-Jul-2021	
		East African School of Aviation (EASA)	16-Aug-2021	3-Sep-2021	
	<u>Técnico de mantenimiento en sistema de</u> interconexión de cableado eléctrico de aeronaves	Corporación Educativa Indoamericana (CEI)	14-Jun-2021	18-Jun-2021	
Leo Contraction of the second se	ICAO-TIACA Safe Supply Chain: Virtual	The International Air Cargo Association	15-Jun-2021	18-Jun-2021	
			17-Aug-2021	20-Aug-2021	
Ş	CAA Approval of Training Organizations: Virtual Classroom	East African School of Aviation (EASA)	28-Jun-2021	2-Jul-2021	
i,	Aircraft Systems Troubleshooting	Ethiopian Aviation Academy	19-Jul-2021	23-Jul-2021	
i.	Personnel Licensing System	Singapore Aviation Academy	26-Jul-2021	30-Jul-2021	
		Loumed Cabin Crew Training Center (LCCTC)	2-Aug-2021	6-Aug-2021	
	Weight and Balance for Wide Body Aircraft (B767, B777, B787 and A350)	Ethiopian Aviation Academy	9-Aug-2021	12-Aug-2021	

# SECURITY AND FACILITATION

Delivery	Course Title	Host Training Institution	From	То
	ICAO-ACI Management of Airport Security	International Civil Aviation Organization	21-Jun-2021	25-Jun-2021
i.	Airport Facilitation	Queen Noor Civil Aviation Technical College (QNCATC)	18-Jul-2021	23-Jul-2021
<b>2</b>	Assessing Threat through Behaviour Detection: Virtual Classroom	Hong Kong International Aviation Academy (HKIAA)	9-Aug-2021	13-Aug-2021

	TRAINING COMPETENCY DEVELOPMENT				
Delivery	Course Title	Host Training Institution	From	То	
	<u>Training Developers Course (TDC):</u> <u>Virtual Classroom</u>	Gulf Center for Aviation Studies (GCAS)	16-May-2021	27-May-2021	
		Global Air Navigation Services LLC (GANS)	16-May-2021	27-May-2021	
		Loumed Cabin Crew Training Center (LCCTC)	17-May-2021	28-May-2021	
		Joint Aviation Authorities Training Organisation (JAA TO)	21-Jun-2021	2-Jul-2021	
		Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	7-Jun-2021	18-Jun-2021	
		Ghana Civil Aviation Training Academy	5-Jul-2021	16-Jul-2021	
		International Civil Aviation Organization	26-Jul-2021	6-Aug-2021	
	Cours de Directeur de Formation (TMC FR): Classe Virtuelle	Loumed Cabin Crew Training Center (LCCTC)	17-May-2021	21-May-2021	
			6-Jul-2021	10-Jul-2021	
	<u>Cours de formation instructeurs</u>	International Civil Aviation Organization	19-May-2021	28-May-2021	
		Loumed Cabin Crew Training Center (LCCTC)	2-Jun-2021	11-Jun-2021	
			21-Jun-2021	30-Jun-2021	
			5-Jul-2021	14-Jul-2021	
		L'Ecole de Formation (EFO) of the Cameroon Civil Aviation Authority	21-Jun-2021	30-Jun-2021	
	Virtual Classroom Instruction (VCI): Virtual Classroom	Loumed Cabin Crew Training Center (LCCTC)	24-May-2021	24-May-2021	
		International Civil Aviation Organization	26-May-2021	26-May-2021	
		Prince Sultan Aviation Academy	27-May-2021	27-May-2021	
		Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	28-May-2021	28-May-2021	
		Ghana Civil Aviation Training Academy	25-Jun-2021	25-Jun-2021	
		Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	23-Jul-2021	23-Jul-2021	
		Hong Kong International Aviation Academy (HKIAA)	2-Aug-2021	2-Aug-2021	
	Curso de Formación de Instructores (CFI)	Centro Internacional de Instruccion de Aeropuertos y Servicios Auxiliares (CIIASA) - Ingeniero Roberto Kobeh González	24-May-2021	2-Jun-2021	
	Post-Training Evaluation (PTE): Virtual Classroom	International Civil Aviation Organization	24-May-2021	28-May-2021	
		Joint Aviation Authorities Training Organisation (JAA TO)	5-Jul-2021	9-Jul-2021	

	TRAINING COMPETENCY DEVELOPMENT				
Delivery	Course Title	Host Training Institution	From	То	
	Training Instructors Course (TIC) Part 2	Nigerian College of Aviation Technology (NCAT)	24-May-2021	28-May-2021	
			5-Jul-2021	9-Jul-2021	
		Ghana Civil Aviation Training Academy	31-May-2021	4-Jun-2021	
		Gulf Center for Aviation Studies (GCAS)	6-Jun-2021	10-Jun-2021	
		Prince Sultan Aviation Academy	20-Jun-2021	24-Jun-2021	
	Training Managers Course (TMC): Virtual Classroom	Loumed Cabin Crew Training Center (LCCTC)	7-Jun-2021	11-Jun-2021	
			Z-AUG-ZUZ I	6-Aug-2021	
	Formation de concepteur de cours (TDC FR)	L'Ecole de Formation (EFO) of the Cameroon Civil Aviation Authority	7-Jun-2021	18-Jun-2021	
		Loumed Cabin Crew Training Center (LCCTC)	16-Aug-2021	27-Aug-2021	
	Managing Aviation Training Intelligence [MATI]	Qatar Aeronautical Academy (QAA)	20-Jun-2021	24-Jun-2021	
<u>i</u>	<u>Curso de preparadores de instrucción</u> (TDC SP): Impartición virtual	Instituto Centroamericano de Capacitación Aeronáutica - ICCAE	21-Jun-2021	2-Jul-2021	
<u>k</u>	Training Managers Course (TMC): Virtual Classroom	Joint Aviation Authorities Training Organisation (JAA TO)	5-Jul-2021	9-Jul-2021	
		Académie Tunisienne de Formation en Sûreté de l'Aviation Civile (AFSAC)	9-Aug-2021	13-Aug-2021	
	Training Developers Course (TDC)	Tanzania Civil Aviation Training Centre - Tanzania	12-Jul-2021	23-Jul-2021	
	Managing Aviation Training Intelligence [MATI]: Virtual Classroom	Singapore Aviation Academy	12-Jul-2021	16-Jul-2021	
	Validating Competency-based Training [VCT]: Virtual Classroom	Joint Aviation Authorities Training Organisation (JAA TO)	19-Jul-2021	23-Jul-2021	
	Post-Training Evaluation (PTE): Virtual Classroom	Loumed Cabin Crew Training Center (LCCTC)	9-Aug-2021	13-Aug-2021	
	Training Developers Course (TDC)	Nigerian College of Aviation Technology (NCAT)	9-Aug-2021	20-Aug-2021	
		Gulf Center for Aviation Studies (GCAS)	15-Aug-2021	26-Aug-2021	
		Ethiopian Aviation Academy	2-Aug-2021	13-Aug-2021	
		Eritrean School of Aviation	16-Aug-2021	27-Aug-2021	
		Queen Noor Civil Aviation Technical College (QNCATC)	22-Aug-2021	3-Sep-2021	

# **ONLINE COURSES**

Delivery	Training Area	Course Title	Duration
×	Aerodromes	Aerodrome Restart: Online	5 Hours
×	Aerodromes	ICAO-ACI Global Reporting Format (GRF) - online course	3 Hours
x	Aerodromes	Introduction to the Global Reporting Format (GRF) for Runway Surface Conditions – Online Course for Aircraft Operators and Flight Crew	3 Hours
×	Air Navigation Services	Performance-Based Navigation (PBN) Airspace Design: Online	5 Hours
×	Air Navigation Services	Performance-Based Navigation (PBN) for Air Traffic Controllers: Online	5 Hours
×	Air Navigation Services	Performance-Based Navigation (PBN) for Pilots: Online	5 Hours
×	Air Navigation Services	Performance-Based Navigation (PBN) Operations Approval: Online	5 Hours
×	Air Navigation Services	Performance-Based Navigation (PBN) Overview: Online	5 Hours
×	Air Navigation Services	Overview of Unmanned Aviation Fundamentals: Online	2 hours
×	Air Transport	Aviation Fundamentals	20 Hours
×	Aviation Law	Essential Elements of Criminal Air Law for Aviation Professionals	18 Hours
×	Aviation Management	Digital Transformation in Aviation: Online	2 Hours
×	Flight Safety and Safety Management	Aviation Data-driven Decision Making (AD3M) - Part 1: Online	13 Hours
×	Flight Safety and Safety Management	Conducting a Technical Assistance Visit to CAPSCA Member States and Airports: Online	32 Hours
×	Flight Safety and Safety Management	Gestión de la Seguridad Operacional: en línea	13 Hours
×	Flight Safety and Safety Management	Personnel Licensing (PEL) System Part 1: Online	15 Hours
×	Flight Safety and Safety Management	Public Health Corridor: Online	2 Hours
×	Flight Safety and Safety Management	Repurposing Aircraft Passenger Cabin for Transport of Cargo: Online	2 Hours
×	Flight Safety and Safety Management	Safety Management: Online	13 Hours
×	Flight Safety and Safety Management	Toma de decisiones en aviación basados en datos (AD3M) - Parte 1: en línea	13 Hours
×	Training Competency Development	Training Instructors Course (TIC) Part 1 - Instructional Competencies: Online	30 Hours





# Vaccination of air traffic controllers (ATCOs)operational recommendations

Guidelines in relation to the COVID-19 pandemic

Issue no.:	01		
(valid until further notice)	(valid until further notice)		
Date:	12.05.2021		
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## Contents

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## **Revision record**

Issue	Date of issue	Summary of changes	
01	12.05.2021	Initial issue	







## **1.** Purpose of these Guidelines

This document provides guidance for National Competent Authorities (NCAs), Air Navigation Service Providers (ANSPs) and Air traffic controllers.

## 2. Abreviations

- AeMC Aero-medical centre
- AME Aero-medical examiner
- ANSP Air Naviagation Service Provider
- ATCO Air traffic controller
- EASA European Union Aviation Safety Agency
- ECDC European Centre for Disease Prevention and Control
- EMA European Medicines Agency
- ICAO International Civil Aviation Organisation
- NCA National Competent Authority
- SMS Safety Management System
- WHO World Health Organisation

#### 3. Background

Following the evolution of the SARS-CoV-2 outbreak causing COVID-19 disease, on March 11, 2020 the WHO assessed the current SARS-CoV-2 as a pandemic. Since December 2020, the first vaccines were authorised for emergency use in Europe following the assessment of the EMA, and other vaccines are pending assessment. Starting on December 27, 2020, the European States started their vaccination campaigns with the priority groups based on the WHO recommendations and the national assessment.

The WHO recommends to prioritise transport workers, which include ATCOs and other operational aeronautical personnel, in phase 3 of the vaccination campaigns, unless they have additional risk factors, in which case they would be prioritised on an individual basis. Nevertheless, several States have included among their priority lists for phase 1 and/or phase 2 the aviation personnel, some of whom may have already received one dose of vaccine prior to the issuance of these Guidelines.

In the documentation provided by the EMA, as part of the assessment process of the vaccine, as well as other published studies regarding the vaccines approved for use in Europe, it can be noticed that some adverse reactions can result following the vaccination. These side effects are generally mild and usually common to any type of vaccine (e.g. headache, mild fever, nausea, pain at the site of injection, dizziness, gastrointestinal disorders, lymphadenopathy, thromboembolic events, etc.). These side effects have shown to be more frequent between 12 and 48 hours following the vaccination and, in isolated cases, with a potential extended duration of up to 7 days. Severe side effects are extremely rare and were cited to be more frequent among persons with multiple allergies and tend to appear immediately, in the first 30 minutes following the vaccination. Side effects were also reported more frequently and with a slightly







increased severity following the second dose of the ARNm type COVID-19 vaccines, while for adenovirus vectored vaccines such side effects seem to be more frequent following the first dose

Recently thromboembolic events have been described in relation with the vaccines using adenovirus as a vector, mostly in patients below the age of 60. Several EU Member States decided to adjust their national vaccination strategies to make use of these vaccines only for individuals within certain age groups. Although these events are very rare compared with the number of doses administered and have not been linked with any particular risk factor, attention should be given to the association of additional risk factors for thromboembolic events such as smoking, sedentarism and birth control medication.

EASA is closely monitoring developments related to the SARS-CoV-2 outbreak and the development and roll-out of vaccines, and is actively engaged with the WHO, ICAO, and the European Commission (EC), in particular the EC Directorate General for Health and Food Safety and EC Directorate General Mobility and Transport. Accordingly, the latest guidance and recommendations issued by EASA, WHO, ECDC, EMA and ICAO should be considered in the context of this document.

Although the vast majority of side effects reported so far are mild and do not put into question in any way the safety of the approved vaccines, they may influence the ability of operational staff such as ATCOs to perform their safety tasks in a safe manner.

At this time, no evidence is available regarding the impact of working conditions on the severity of the side effects, nor on the resulting impact on the performance of the ATCOs during their safety related tasks. For these reasons, taking into account that these vaccines are new pharmacological products, and in order to ensure that the side effects described above do not interfere with the completion of any safety related tasks, EASA and EUROCONTROL issued these recommendations to draw the aviation community's attention to information and guidelines provided by EASA, WHO, EMA, ECDC and ICAO on vaccination of ATCOs.

## 4. Recommendations:

EASA and EUROCONTROL recommend the following:

1. Due to their safety relevant functions, it is recommended that ATCOs, as essential workers, receive the COVID-19 vaccine as soon as it becomes available in accordance with the national COVID-19 vaccine roll-out plan.

2. ATCOs and the ANSPs should consider a waiting period of 48 hours after each dose of COVID-19 vaccine, before the ATCO should be engaged in any operational related tasks in accordance with the privileges of their licence.

3. ATCOs are advised to consult with their AME or AeMC in case side effects persist for more than 48 hours following the vaccination and, in consultation with the AME or AeMC, extend the waiting period until the time when the side effects completely disappear.

4. ATCOs are reminded to give proper consideration to the requirements of ATCO.MED.A.020(a)-Decrease in medical fitness and the corresponding GM1 ATCO.MED.A.020.

5. AMEs and AeMCs performing medical examinations of ATCOs should encourage consultation regarding the indication and side effects of vaccination.







6. NCAs and ANSPs should avoid implementing different waiting periods between ATCO vaccination and operational duties, unless duly justified by medical publications regarding the COVID-19 vaccines' adverse reactions from EMA, WHO, ECDC or EASA. Furthermore, in such cases NCAs should consult EASA prior to the implementation of different waiting periods.

7. NCAs are advised to consider the above-mentioned recommendations in the context of their oversight activities.

## What can you do as an ANSP?

- ANSPs should be prepared to enable flexibility in the management of the ATCO rostering to accommodate such cases, in order to prevent operational negative effects e.g.:
  - Organise shift patterns with a sufficient break, which would allow ATCOs to take sufficient rest, as much as possible without disclosing information on vaccination
- Implement a reporting system for ATCOs not only to AMEs to address vaccination issues (restriction due to medical aspect of being vaccinated). This would allow tactical rostering in case of being vaccinated or received an invitation for a vaccination. The content of the report should be treated in line with medical confidentiality requirements.
- Review and adjust, if needed, the procedure required by ATCO.A.015 (d) regarding provisional inability to ensure it is fit for purpose
- ANSPs should perform a risk assessment in accordance with their SMS to identify whether the recommendation made in this document should also be extended to their operational personnel on shift undertaking safety related tasks as per SMS of the ANSP

## What can you do as an ATCO?

1. It is recommended to provide certain information (e.g. scheduled for a vaccination) to the ANSP to allow a proper rostering

2. Use the established process within the ANSP (e.g.: provisional inability) in case of encountering any issues with vaccination

3. Consult with your AME/AeMC if you are suffering from vaccination side effects for more than 48 hours.







## 5. Reference

- ECDC: Overview of the implementation of COVID-19 vaccination strategies and vaccine deployment plans in the EU/EEA.
- ECDC: <u>COVID-19 vaccination and prioritisation strategies in the EU/EEA.</u>
- EMA: <u>Comirnaty EPAR -public assessment report.</u>
- EMA <u>Comirnaty Procedural steps taken and scientific information after the</u> <u>authorisation.</u>
- EMA: <u>COVID-19 vaccine Moderna- EPAR-public assessment report.</u>
- EMA: <u>COVID-19 vaccine AstraZeneca EPAR-public assessment report.</u>
- WHO: <u>Guidance on developing a national deployment and vaccination plan for COVID-</u><u>19 vaccines.</u>
- WHO: COVID-19 vaccines technical documents
- EASA: <u>Guidelines for Aero-Medical Centres and Aeromedical Examiners regarding the</u> <u>examination and assessment of applicants</u>
- Research Square: <u>Towards Understanding ChAdOx1 nCov-19 Vaccine-induced Immune</u> <u>Thrombotic Thrombocytopenia (VITT)</u>



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Please send your comments and ideas to: generalaviation@easa.europa.eu

Join the GA Community! www.easa.europa.eu/community/ga I KNOW THAT IN TMZ, I NEED TO OPERATE TRANSPONDERS WITH ALTITUDE. BUT ARE THERE ADDITIONAL REQUIREMENTS?

> THIS TMZ IN GERMANY REQUIRES OPERATION OF A SPECIFIC TRANSPONDER CODE, TO INDICATE TO AIR TRAFFIC SERVICE (ATS) THAT THE CREW IS MONITORING THE PRESCRIBED FREQUENCY.

YOU MAY NOT NOTICE THIS WHEN FLYING IFR, BECAUSE YOU HAVE CONTINUOUS CONTACT WITH ATS, AND YOU TRANSMIT A FLIGHT-SPECIFIC TRANSPONDER CODE. BUT WHEN FLYING VFR, IT IS UP TO THE PILOT ONLY TO DETECT THE TMZ AND COMPLY WITH ITS RULES \*\*



\*\* SEE ALSO SUNNY SWIFT: "TURN IT ON"

NO WORRIES, YOU CAN SOLVE IT BY GOOD FLIGHT PREPARATION\*\*\* BASED ON INFORMATION FROM AIPS AND OTHER VERIFIED SOURCES SUCH AS NOTAMS, AIP SUP OR AIC.

I ALSO RECOMMEND USING A NAVIGATION APP OR ELECTRONIC CHARTS DURING THE FLIGHT. THEY WILL HELP YOU TO MANAGE THE WORKLOAD AND TO ACCESS THE NECESSARY INFORMATION WHEN NEEDED.



\*\*\* SEE ALSO: SUNNY SWIFT: AIRSPACE COMPLEXITY - PARTS 1 AND 2 SKYCLIP - AIRSPACE INFRINGEMENT AND AERONAUTICAL INFORMATION

You can find links to:

- The SERA regulation
- Sunny Swift "Turn it ON", Issue 5
- Sunny Swift "Airspace Complexity Parts 1 & 2", Issue 19 & 20
- SKYclip Airspace Infringement and Aeronautical Information

in the "Related Content" section



U.S. Department of Transportation Federal Aviation Administration



SAFO 20009 DATE: 05/25/21

Flight Standards Service Washington, DC

#### http://www.faa.gov/other\_visit/aviation\_industry/airline\_operators/airline\_safety/safo

A SAFO contains important safety information and may include recommended action. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

**Subject:** COVID-19: Updated Interim Occupational Health and Safety Guidance for Air Carriers and Crews.

**Purpose:** This SAFO updates SAFO 20009 and provides updated interim occupational health and safety guidance by the Centers for Disease Control and Prevention (CDC) and the Federal Aviation Administration (FAA) for air carriers and crewmembers regarding <u>Coronavirus Disease 2019 (COVID-19</u>). The CDC and FAA are providing this additional occupational health and safety guidance for air carriers and their crews to reduce crewmembers' risk of exposure to COVID-19, decrease the risk of transmission of COVID-19 on board aircraft and to destination communities through air travel, and provide guidance for fully vaccinated<sup>1</sup> crewmembers.

**Background:** SARS-CoV-2, the virus that causes COVID-19, has spread throughout the world and to all States and territories of the United States (U.S.). Air carriers and crews conducting flight operations having a nexus to the United States, including both U.S. and foreign air carriers, should follow CDC's occupational health and safety guidance, as outlined in the Appendix below.

**Discussion:** On January 30, 2020, the World Health Organization (WHO) declared that the outbreak of COVID-19 constituted a Public Health Emergency of International Concern. On January 31, 2020, the Secretary of Health and Human Services declared COVID-19 to be a public health emergency in the United States under section 319 of the Public Health Service Act.<sup>2</sup> On March 11, 2020, WHO characterized the outbreak of COVID-19 as a pandemic. On March 13, 2020, the President declared a national emergency concerning the COVID-19 outbreak.

<sup>&</sup>lt;sup>1</sup> People are considered fully vaccinated for COVID-19 two weeks after they have received the second dose in a 2-dose series, or two weeks after they have received a single-dose vaccine. <u>CDC's guidance</u> applies to COVID-19 vaccines currently authorized for emergency use by the FDA: Pfizer-BioNTech, Moderna, and Johnson and Johnson (J&J)/Janssen COVID-19 vaccines. CDC's guidance can also be applied to COVID-19 vaccines that have been authorized for emergency use by WHO (e.g. AstraZeneca/Oxford).

<sup>&</sup>lt;sup>2</sup> This <u>public health emergency</u> has been renewed several times since January 31, 2020, most recently on April 15, 2021.

Because air travel remains essential, including transportation of personnel and supplies necessary to support COVID-19 response and recovery efforts, it is critical to protect the health and safety of crews while ensuring that essential flight operations can continue. The FAA and CDC recommend that air carriers and crewmembers take precautions to avoid exposure of crewmembers to SARS-CoV-2. Crewmembers should not work while symptomatic with fever, cough, or shortness of breath, or other symptoms of COVID-19 or after having tested positive for SARS-CoV-2. They may return to work only after they are no longer considered infectious according to CDC's criteria for Discontinuation of Isolation for Persons with COVID-19 Not in Healthcare Settings.

The CDC continues to recommend a 14-day quarantine for individuals with known exposure to COVID-19; however, <u>shorter quarantine periods</u> may be considered. Crewmembers with known exposure should not work on aircraft until they meet CDC's criteria for <u>release from quarantine</u>. The CDC has issued guidance for exposed workers in critical infrastructure who might need to return to work before these criteria are met, available in <u>COVID-19</u> Critical Infrastructure Sector Response <u>Planning</u>. While air travel is a vital economic activity, CDC does not recommend allowing crewmembers with known exposures to continue to work until they have met criteria for release from quarantine, even if asymptomatic, because of the inability of crewmembers to remove themselves from the workplace if they develop symptoms during a flight and the challenges involved in effectively isolating a symptomatic person on board an aircraft. Crewmembers who are <u>fully vaccinated against</u> <u>COVID-19</u> or who recovered from COVID-19 in the past 3 months do not need to quarantine, be tested, or be excluded from work following an exposure unless they have <u>symptoms of COVID-19</u>. However, they should still self-monitor for <u>symptoms of COVID-19</u> until 14 days after their last known exposure. Those who develop symptoms should self-isolate and be tested, regardless of vaccination status or previous recovery from COVID-19.

<u>COVID-19 vaccines authorized for emergency use</u> by the U.S. Food and Drug Administration (FDA) are available across the United States, and everyone 16 years of age and older is eligible to <u>get a</u> <u>COVID-19 vaccination</u>. These vaccines are effective against COVID-19, including severe disease, and a growing body of evidence suggests that fully vaccinated people are less likely to have asymptomatic infection or to transmit SARS-CoV-2 to others, although further investigation is ongoing. Wide-spread vaccinated as soon as possible and in compliance with FAA direction on flight duties after vaccination.

**Recent CDC Actions:** In order to slow the worldwide spread of SARS-CoV-2 and its highly contagious variants, on January 12, 2021, CDC issued an <u>Order</u> requiring all air passengers, including those who are fully vaccinated, traveling to the United States from a foreign country to present a negative result of a SARS-CoV-2 test or documentation of recovery from COVID-19 before boarding their flight. While the Order includes a limited exemption for crewmembers under the conditions outlined in CDC's <u>Frequently Asked Questions</u>, CDC and FAA recommend that air carriers consider implementing routine testing of crewmembers to minimize the likelihood of crewmembers working on aircraft while asymptomatically or pre-symptomatically infected with SARS-CoV-2. It is also recommended that fully vaccinated people with no COVID-19-like symptoms and no known exposure should be exempt from routine screening

testing programs, if feasible.<sup>3</sup> Crewmembers who recovered from COVID-19 in the past 3 months should also be exempt.<sup>4</sup>

To further slow the spread of the virus, the CDC issued an <u>Order</u> effective February 2, 2021, requiring the use of masks on public conveyances (including aircraft) traveling into, within, or out of the United States, and in U.S. transportation hubs including airports. <u>Wearing masks</u> helps people who may have COVID-19 avoid transmitting the virus to others. Masks also provide some protection to the wearer. While the wearing of masks on aircraft is required, the <u>Order</u> includes an exemption if wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulations. See CDC's <u>Guidance and Frequently Asked Questions</u> for the most up-to-date information about the mask requirement. Air carriers and crewmembers should be mindful of the regulations regarding the use of oxygen masks where the operation requires an oxygen mask to be rapidly placed on the face, properly secured, sealed, and supplying oxygen upon demand.<sup>5</sup> CDC's Order does not apply if wearing of oxygen masks is needed on an aircraft when a loss of cabin pressure or other event affecting aircraft ventilation occurs. Air carriers should complete a safety risk assessment and provide guidance to their crewmembers on procedures for the use of masks as they may affect the donning of oxygen masks or conducting other safety functions on the flight deck or in the cabin.

**Recommended Action:** The FAA and CDC recommend and expect that all U.S.-based air carriers and crewmembers, all non-U.S.-based air carriers operating flights with a U.S. nexus, and all non-U.S.-based crewmembers on flights with a U.S. nexus implement and use their company-developed COVID-19 preparedness plans and procedures in conjunction with the FAA and CDC occupational health and safety guidance in the attached appendix regarding practices for limiting the spread of COVID-19. The FAA and CDC will update or supplement this SAFO as more information becomes available. Air carriers and crewmembers should also review and incorporate into their COVID-19 preparedness plans and procedures, CDC's <u>Updated Interim Guidance for Airlines and Airline Crew: Coronavirus Disease</u> 2019 (COVID-19).

CDC has additionally provided <u>fact sheets for the transportation industry</u> and a <u>communications</u> <u>toolkit for airlines</u>.

**Contact:** Questions or comments regarding this SAFO should be directed to the Air Transportation Division, at 202-267-8166. Urgent questions pertaining to the Appendix below should be directed to the CDC Emergency Operations Center at 770-488-7100. Non-urgent questions or comments may be directed to 800-CDC-INFO (800-232-4636.

<sup>5</sup> See e.g., 14 C.F.R. § 121.333.

<sup>&</sup>lt;sup>3</sup> See CDC guidance for <u>fully vaccinated people with no COVID-19-like symptoms and no known exposure to someone with suspected or confirmed COVID-19</u>

<sup>&</sup>lt;sup>4</sup> People who have recovered from COVID-19 may continue to test positive for three months or more without being contagious to others. For this reason, crewmembers who tested positive for SARS-CoV-2 in the past 3 months should be tested only if they develop new symptoms of possible COVID-19. Getting tested again should be discussed with a healthcare provider, especially if the crewmember has been in close contact with another person who has tested positive for COVID-19 in the last 14 days. The healthcare provider may work with <u>an infectious</u> disease expert at the local health department to determine when the crewmember can be around others.

#### APPENDIX

COVID-19: Updated Interim Occupational Health and Safety Guidance for Air Carriers and Crews from the Federal Aviation Administration and the Centers for Disease Control and Prevention, May 25, 2021

#### Guidance for U.S.-based Air Crews and Air Crews Based in Other Countries while Located in the United States

As CDC guidance is updated regularly, please access the links provided below to CDC's website for the most up-to-date information.

#### **COVID-19 Vaccinations**

- Crewmembers are encouraged to get a COVID-19 vaccine. Those who hold an FAA-issued airman medical certificate must comply with any applicable medical requirements following vaccination.<sup>6</sup>
- Crewmembers are encouraged to share their vaccine status with their employer's occupational health program.
- Crewmembers who are fully vaccinated:<sup>7</sup>
  - Should follow <u>CDC guidance for fully vaccinated people</u>.
  - Should continue to monitor themselves for <u>symptoms of COVID-19</u> and self-isolate if they get sick.
  - Do not need to quarantine, be tested, or be excluded from work following an exposure unless they have <u>symptoms of COVID-19</u>; however, they should still self-monitor for symptoms of COVID-19 until 14 days after their last known exposure. Those who develop symptoms should self-isolate and be tested.
  - $\circ~$  Are still required to wear a mask on aircraft and other conveyances and in U.S. transportation hubs.
  - Are still subject to <u>CDC's Order</u>: Requirement for Proof of Negative COVID-19 Test Result or Recovery from COVID-19 for All Airline Passengers Arriving into the United States, if they are not eligible for the crew exemption.
  - May be excluded from their air carrier's routine testing programs for COVID-19, if feasible.

## **Health Monitoring**

- Crewmembers should monitor themselves for fever (feeling feverish or a measured temperature of 100.4°F [38°C] or higher), cough, or shortness of breath, or other <u>symptoms of COVID-19</u>.
   o Crewmembers should take their temperature any time they feel sick.
- Crewmembers should stay home or in their hotel room, notify their employer's occupational

<sup>&</sup>lt;sup>6</sup> Air crewmembers required to have an FAA Airman Medical Certificate to perform their duties may not exercise the privileges of their FAA airman certificates for a minimum of 48 hours following injection and until side effects have resolved for Pfizer-BioNTech, Moderna, and Johnson and Johnson (J&J)/Janssen COVID-19 vaccines. Waiting periods for new vaccines will be evaluated by the FAA Federal Air Surgeon as they receive FDA Emergency Use Authorization. For more information, please see https://www.faa.gov/coronavirus/guidance resources/vaccine faq/.

<sup>&</sup>lt;sup>7</sup> People are considered fully vaccinated for COVID-19 two weeks after they have received the second dose in a 2-dose series, or two weeks after they have received a single-dose vaccine. <u>CDC's guidance</u> applies to COVID-19 vaccines currently authorized for emergency use by the FDA: Pfizer-BioNTech, Moderna, and Johnson and Johnson (J&J)/Janssen COVID-19 vaccines. CDC's guidance can also be applied to COVID-19 vaccines that have been authorized for emergency use by WHO (e.g. AstraZeneca/Oxford). Note, only certain COVID-19 vaccines are cleared by the FAA for use by U.S. aircrew as described in footnote 6. Crewmembers who are partially vaccinated should continue to follow recommendations for unvaccinated people.

health program, and not report to work if they meet any of the following conditions:

- o Develop fever, cough, shortness of breath, or other <u>symptoms of COVID-19</u>, even if mild. This recommendation also applies to fully vaccinated crewmembers and those who have previously recovered from COVID-19.
- o Test positive for SARS-CoV-2, even if no symptoms are present or crewmember is fully vaccinated; or
- Are exposed to a person with suspected or confirmed COVID-19. Crewmembers who are fully vaccinated against COVID-19 or who recovered from COVID-19 in the past 3 months do not need to quarantine, be tested, or be excluded from work/travel after being exposed to a person with COVID-19 as long as they have no symptoms of COVID-19. However, they should notify their employer of the exposure, monitor their health until 14 days after their last known exposure and if they develop symptoms of COVID-19, self-isolate and be tested.
- Exposures of concern include:
  - Being within 6 feet (2 meters) for a prolonged period of time (i.e., a cumulative total of 15 minutes or longer within a 24-hour period) of a person (including co-workers and passengers) who has tested positive for SARS-CoV-2 (see CDC definition of close contact for more information);<sup>8</sup>
  - Close contact with a sick person such as a household member unless the sick person has tested negative for SARS-CoV-2 and been determined not to have COVID-19 by a licensed medical provider or public health official; or
  - Extended face-to-face exposure<sup>9</sup> to a sick person with <u>symptoms of COVID-19</u> on an aircraft;
- Crewmembers who are symptomatic, test positive for COVID-19, or have been exposed to a person with COVID-19 should not return to work until cleared to do so by their employer's occupational health program, a licensed medical provider, or a public health official, following CDC's guidance for release from <u>isolation</u> or <u>quarantine</u>.
  - o Those who are symptomatic, test positive for COVID-19, or are caring for a sick person should follow public health guidance: If You Are Sick or Caring for Someone
  - o Those who are exposed should <u>quarantine</u> unless they are fully vaccinated or have recovered from COVID-19 in the past 3 months.
- Crewmembers should notify their supervisor if they are awaiting a SARS-CoV-2 test results and inform them of the reason for taking the test (e.g., symptoms or potential exposure).
- Crewmembers should be aware of the <u>requirement</u> for all air passengers to show a negative SARS-CoV-2 test result or documentation of recovery from COVID-19 before boarding a flight from a foreign country to the United States. Crewmembers traveling by air to the United States for reasons other than those covered by <u>CDC's exemption</u> will need to meet this requirement.
- Crewmembers (unless they are fully vaccinated and asymptomatic) should avoid working or traveling on an aircraft while a SARS-CoV-2 test result is pending.

<sup>&</sup>lt;sup>8</sup> In the context of crewmembers working on an aircraft, CDC generally interprets" within 6 feet" as a cumulative of direct face-to-face interactions, such as extended time spent with an ill passenger or other passenger requiring special attention, or being seated within 6 feet of an infected person for more than 15 minutes. CDC does not include time spent passing through aircraft aisles or other very brief periods of time within 6 feet that might add up to 15 minutes over the duration of a flight as contributing to exposure duration and classification as a close contact.

<sup>&</sup>lt;sup>9</sup> In general, 15 cumulative minutes of exposure at a distance of 6 feet or less can be used as an operational definition for considering a person potentially exposed to COVID-19. However, exposures of shorter duration may be considered significant if there is likelihood of generating respiratory aerosols, for example if a sick person coughs directly in the face of the crewmember.

- o If a crewmember's test comes back positive while at destination, the infected crewmember will need to self-isolate at destination and other members of the crew will need to quarantine.
- o The infected crewmember and, unless they are fully vaccinated or recovered from COVID-19 in the previous 3 months, exposed co-workers will not be able to return by a commercial passenger flight until they are cleared for travel by their employer's occupational health program, a licensed medical provider, or a public health official. Employer movement of an infected or exposed crewmember must be conducted in accordance with CDC's <u>Interim Guidance</u> for Transporting or Arranging Transportation by Air into, from, or within the United States of People with COVID-19 or COVID-19 Exposure.
- If a crewmember develops symptoms during a flight, the crewmember should stop working as soon as practicable, don or continue wearing a surgical or <u>cloth mask</u> (unless crewmember is vomiting or otherwise cannot tolerate wearing a face mask), notify the Lead Flight Attendant or Purser, and maintain a distance of 6 feet (2 meters) from others to the extent possible.

## **Health Protection**

To protect their health and the health of others, including co-workers and passengers, crewmembers should:

- Maintain a distance of 6 feet (2 meters) from others to the extent possible, including:
  - While working on aircraft, e.g., while seated in jump seats during take-off or landing or working in galley areas, etc. Certain FAA regulations may be implicated in implementing this guidance (e.g., 14 CFR § 121.391(d)); crewmembers may wish to verify that the air carrier has sought relief.<sup>10</sup>
  - o During ground transport.
  - o While in public places.
- Stay in their hotel rooms to the extent possible during layovers.
  - o Limit activities in public to essential errands, such as getting food, and to the extent possible, eat in their hotel rooms.
  - Follow any additional recommendations or requirements of national, state, or local authorities. In the United States see: <u>CDC Travel Planner</u>
- Wash their hands frequently with soap and water, for at least 20 seconds and thoroughly drying hands, or use an alcohol-based <u>hand sanitizer</u> with at least 60% alcohol, particularly after assisting sick travelers or touching body fluids or surfaces likely to be contaminated with body fluids; after coughing, sneezing, or blowing their nose; after using the restroom; before eating; and before preparing or serving food or beverages; and after removing any personal protective equipment (PPE), including gloves.
- Avoid touching their eyes, nose, or mouth with unwashed hands, and wash hands after touching their eyes, nose, or mouth.
- <u>Wear a mask</u> while on an aircraft, in airports, on ground transportation (unless traveling only with members of their household), and in other situations around other people, especially in

<sup>&</sup>lt;sup>10</sup> FAA Exemption No. 18522 (and subsequent extensions of that exemption) allows flight attendants to relocate from the seats they would normally occupy so they can observe social distancing. It also excuses them from having to demonstrate the use of certain emergency equipment including life preservers and oxygen masks, allowing for alternative methods to inform passengers regarding the use of such equipment. Individual carriers must submit a Letter of Intent and be granted authorization by the FAA in order to exercise the relief in the exemption until the exemption or any extensions of such exemption expires.

situations where they cannot maintain the recommended physical distance from others.<sup>11</sup> <u>Masks</u> <u>are required</u> on airplanes, buses, trains, and other forms of public transportation traveling into, within, or out of the United States and in U.S. transportation hubs such as airports and stations.

- o Masks may be removed for brief periods of time when eating, drinking, or taking medications.
- o Cloth masks should not replace the use of surgical masks or other PPE provided in the <u>Universal Precaution Kit (UPK)</u> when interacting with a sick traveler on board an aircraft.
- Avoid contact with people having cough, fever, or shortness of breath, or otherwise suspected of having COVID-19.
- Before each flight, inspect and confirm the condition and contents of the UPK(s). Follow existing air carrier policy and procedures regarding use of the PPE available in the kits if needed to provide care to a sick traveler on board.
- Follow guidance for COVID-19 precautions of the State and local health authorities in the area where they are located.

Crewmembers should be aware that their employer's occupational health and safety program may include policy and procedures that exceed these recommendations. Air crews based in other countries should also follow guidance from the relevant foreign public health and civil aviation authorities.

<sup>&</sup>lt;sup>11</sup> Wearing masks helps people who may have COVID-19 from transmitting the virus to others. Masks also protect the wearer. Air carriers and crewmembers should be mindful of the regulations regarding the use of oxygen masks where the operation requires an oxygen mask to be rapidly placed on the face, properly secured, sealed, and supplying oxygen upon demand. Air carriers should complete a safety risk assessment and provide guidance to their crewmembers on procedures for the use of masks as they may affect the donning of oxygen masks.

### Guidance for U.S. Air Carriers and Foreign Air Carriers Operating in the United States<sup>12</sup>

#### **COVID-19** Vaccinations

Air carriers should:

- Encourage crewmembers to get a COVID-19 vaccine.<sup>13</sup>
- Facilitate crewmembers obtaining a vaccine to the extent feasible.<sup>14</sup>
- Encourage crewmembers to notify their occupational health program of their vaccination status. •
- Maintain records of crewmember's vaccination status as appropriate. •

Fully vaccinated crewmembers:15

- Can follow CDC guidance for fully vaccinated persons.
- Do not need to quarantine or be excluded from work following an exposure unless they have symptoms of COVID-19; however, they should still self-monitor for symptoms of COVID-19 until 14 days after their last known exposure. Those who develop symptoms should self-isolate and be tested.
- Should continue to monitor their health for symptoms of COVID-19 and self-isolate if they develop symptoms.
- Are still required to wear a mask on aircraft and other conveyances and in U.S. transportation hubs.
- Are still subject to CDC's Order: Requirement for Proof of Negative COVID-19 Test Result or Recovery from COVID-19 for All Airline Passengers Arriving into the United States, if they are not eligible for the crew exemption.
- May be excluded from participating in routine screening testing programs for SARS-CoV-2, if feasible.

#### **Health Monitoring**

Air carriers' occupational health and safety programs and COVID-19 preparedness plans should include provisions for:

- How to remain in contact with all crewmembers to ensure they continue to monitor their health, avoid risk factors that could increase risks for exposures to SARS-CoV-2, and do not report to work while symptomatic, unless they are fully vaccinated or recovered from COVID-19 in the previous 3 month or following an exposure.
- Educating crewmembers on what to do if they or their close contacts become sick with symptoms of COVID-19 or test positive for SARS-CoV-2.

https://www.faa.gov/coronavirus/guidance resources/vaccine faq/.

<sup>&</sup>lt;sup>12</sup> For foreign air carriers, recommendations apply to flights with a U.S. nexus and air crews working on flights with a U.S. nexus or on layovers in the United States.

<sup>&</sup>lt;sup>13</sup> Air crewmembers required to have an FAA Airman Medical Certificate to perform their duties may not exercise the privileges of their FAA airman certificates for a minimum of 48 hours following injection and until side effects have resolved for Pfizer-BioNTech, Moderna, and Johnson and Johnson (J&J)/Janssen COVID-19 vaccines. Waiting periods for new vaccines will be evaluated by the FAA Federal Air Surgeon as they receive FDA Emergency Use Authorization. For more information, please see

<sup>&</sup>lt;sup>14</sup> Some operators may be considering incentive programs to encourage vaccination, such as paid time-off, scheduling flexibility, etc.

<sup>&</sup>lt;sup>15</sup> People are considered fully vaccinated for COVID-19 two weeks after they have received the second dose in a 2-dose series, or two week s after they have received a single-dose vaccine. CDC's guidance applies to COVID-19 vaccines currently authorized for emergency use by the FDA: Pfizer-BioNTech, Moderna, and Johnson and Johnson (J&J)/Janssen COVID-19 vaccines. CDC's guidance can also be applied to COVID-19 vaccines that have been authorized for emergency use by WHO (e.g. AstraZeneca/Oxford). Note, only certain COVID-19 vaccines are cleared by the FAA for use by U.S. aircrew, as described in footnote 14.

- To the extent feasible, screening air crews for symptoms of COVID-19 at the start of their duty day using a combination of visual observation for signs of illness; temperature checks; and asking about fever, cough, or shortness of breath or other <u>symptoms of COVID-19</u> in the previous 48 hours.
- Ensuring crewmembers who are symptomatic or known to have COVID-19 have met <u>CDC's</u> <u>criteria for discontinuation of isolation</u>, and crewmembers with known or suspected exposure to a person with COVID-19 (as defined in crewmember section above) have met <u>criteria for release</u> <u>from quarantine</u>, before they are allowed to return to work/travel. CDC is available for consultation upon request.<sup>16</sup>
- Air carriers should consider implementing a program of routine screening testing of crewmembers for SARS-CoV-2 infection using a <u>viral test</u> (nucleic acid amplification test [NAAT] or antigen test) authorized or approved by the U.S. FDA.
  - o Screening testing refers to testing of asymptomatic people with no known or suspected exposure. For more information, see <u>Overview of testing for SARS-CoV-2 (COVID-19)</u>.
  - CDC considers antigen testing acceptable for this purpose; if antigen testing is used, CDC's <u>Interim Guidance for Antigen Testing for SARS-CoV-2</u> should be followed, including for confirmatory testing when indicated.
  - o CDC does not recommend testing for people who recovered from COVID-19 in the past 3 months.
- To the extent feasible, air carriers should consider scheduling routine testing of crewmembers for COVID-19 so that they are not scheduled to work or travel on aircraft, including repositioning, or complete any in-person training while a test result is pending.
  - o If a crewmember's test comes back positive while at destination, the infected crewmember will need to self-isolate at destination, and other members of the crew will need to quarantine unless they are fully vaccinated or recovered from COVID-19 in the previous 3 months.
  - The infected crewmember and, unless they are fully vaccinated or recovered from COVID-19 in the previous 3 months, exposed co-workers will not be able to return by a commercial revenue flight until they meet criteria for discontinuation of isolation or quarantine, as applicable. Employer movement of an infected or exposed crewmember must be conducted in accordance with CDC's <u>Interim Guidance</u> for Transporting or Arranging Transportation by Air into, from, or within the United States of People with COVID-19 or COVID-19 Exposure.
- Crewmembers should be aware of the <u>requirement</u> for all air passengers to show a negative SARS-CoV-2 test result or documentation of recovery from COVID-19 before boarding a flight from a foreign country to the United States. Crewmembers traveling by air to the United States for reasons other than those covered by <u>CDC's exemption</u> will need to meet this requirement.

Crewmembers should be excluded from work/travel on aircraft, including repositioning or completing any in-person training, if they:

- Have fever (defined as feeling feverish or a measured temperature of 100.4°F [38°C] or higher), cough, or shortness of breath, or other <u>symptoms of COVID-19</u>, or test positive for SARS-CoV-2 regardless of symptoms.
  - Crewmembers should remain excluded until they meet <u>CDC's</u> criteria for discontinuing <u>isolation</u> or a healthcare provider determines the crewmember does not have COVID-19.
  - These recommendations apply regardless of crewmembers' vaccination status or prior history of COVID-19.

<sup>&</sup>lt;sup>16</sup> Air carriers can contact CDC by calling the CDC quarantine station of jurisdiction or by calling the CDC Emergency Operations Center at 770-488-7100. CDC can assist in contacting state or local health departments or foreign public health authorities, if needed.

- Were exposed to a person likely to have or confirmed to have COVID-19 (see exposures of concern in Guidance for Air Crews above), unless they are fully vaccinated or recovered from COVID-19 in the past 3 months.
  - Exposed crewmembers should remain excluded from work until they have met <u>criteria for</u> release from quarantine.
  - Crewmembers who are *fully vaccinated against COVID-19* or who *recovered from COVID-19 in the past 3 months* do not need to quarantine, be tested, or be excluded from work/travel following an exposure as long as they have no *symptoms of COVID-19*. However, they should notify their employer of the exposure and monitor their health until 14 days after their last known exposure.<sup>17</sup> Those who develop symptoms should self-isolate and be tested.

## **Minimize Crewmember Exposures**

To minimize crewmember exposures, air carriers should:

- Arrange for private ground transport to move crews to hotels, or to the parking lot at their home base, which allows crewmembers to maintain the recommended 6-foot (2-meter) distance from others.
- Arrange to house crewmembers in hotels that are in close proximity to the airport. Ensure that the hotel rooms are sanitized in advance of the crews' arrival.
- Provide sufficient quantities of alcohol-based hand sanitizer containing at least 60% alcohol to crewmembers for their personal use.
- Provide sufficient quantities of cleaning and disinfectant products (e.g., disinfectant wipes) that are <u>effective against COVID-19</u> and compatible with aircraft for crewmembers to use on surfaces they touch frequently in the galley, in the passenger cabin, and on the flight deck.
- Increase the frequency of routine cleaning of the aircraft to focus on the most frequently touched surfaces.
- After each flight, clean and disinfect surfaces in the galley, passenger cabin, and areas that are frequently touched by crewmembers, such as buttons and dials that control cabin lighting and temperature, safety demonstration equipment, phone handsets, and touchscreens. Use products that are <u>effective against COVID-19</u>, compatible with aircraft, and approved by the aircraft manufacturer for use on board the aircraft.<sup>18</sup>
- After each cockpit crew change, clean and disinfect surfaces in the flight deck that are frequently touched and utilized by cockpit crewmembers, such as yoke, throttles, auto pilots, radios, etc. Use products that are <u>effective against COVID-19</u>, compatible with aircraft, and approved by the aircraft manufacturer for use on board the aircraft.<sup>19</sup>
- Increase the frequency of routine cleaning of flight simulators and training devices, training aids, and other training equipment that crew are likely to use or touch during training. Use products that are effective against COVID-19, compatible with the simulator, training devices, training aids and other equipment, and approved by the appropriate manufacturer.
- Provide sufficient personal protective equipment (PPE), (e.g., gloves, face shield, surgical masks, etc.) on board aircraft for crewmember use when interacting with a sick traveler and ensure availability of masks to place on symptomatic travelers. Before each flight, ensure the UPK(s) are

<sup>&</sup>lt;sup>17</sup> Interim Public Health Recommendations for Fully Vaccinated People

<sup>&</sup>lt;sup>18</sup> The FAA issued Special Airworthiness Information Bulletin (SAIB) NM-20-17 on November 04, 2020, to advise aircraft owners and operators of the potential implications of disinfectants for airworthiness. The SAIB further explains that failure to follow the aircraft manufacturer's recommended practices on the use of approved materials for disinfection can lead to airworthiness issues, and provides additional guidance and information regarding potential negative impacts that may develop from the use of disinfectants.
<sup>19</sup> See footnote 18.

inspected for proper condition and contents, have adequate supplies, and are properly stored.

- Ensure crewmembers are trained in the correct use of PPE, including correct procedures for donning (putting on) and doffing (taking off).
- Consider providing masks to crewmembers for routine use when on duty if wearing a mask does not interfere with required PPE or job tasks.
- Establish procedures for managing crewmembers who develop symptoms of COVID-19 during flight.
  - Relieve crewmember from duty if it does not endanger the safe operation of the aircraft.
  - Isolate sick crewmembers from other co-workers and passengers by a distance of at least 6 feet (2 meters) as much as possible during flight and have the sick crewmember don a surgical mask or cloth mask if tolerable.
- Consistent with 14 CFR § 382.23, airlines may refuse transportation to a passenger because of a communicable disease if the passenger's condition poses a direct threat to the health or safety of others.

#### Notifications

Air carriers should notify:

- Local health authorities (for the crewmember's place of residence or where the crewmember is located, if different) if they are notified by a foreign health authority that a U.S.-based crewmember tested positive for SARS-CoV-2.
- CDC if:
  - A crewmember with COVID-19 worked on a flight to or within the United States<sup>20</sup> while possibly infectious.
  - A crewmember with COVID-19 needs to be repatriated (either back to the United States or from the United States to another country), or relocated from one U.S. State or territory to another before CDC's criteria for <u>discontinuing isolation</u> are met; or
  - A crewmember with known exposure to COVID-19 needs to be repatriated (either back to the United States or from the United States to another country), or relocated from one U.S. State or territory to another before they have met CDC criteria for <u>release from quarantine</u>.
- National health authorities about a crewmember who has symptoms of COVID-19 or tests positive for COVID-19 if they are in a foreign destination.
- Crewmembers who may have been exposed to an infected co-worker or passenger with COVID-19 and met the definition of a <u>close contact</u>.

## **Response Plans**

Air carriers should have plans for:

- Managing a crewmember who is identified as symptomatic or tests positive for COVID-19 while on duty.
  - o Whenever possible, air carriers should avoid having crewmembers working on flights while a test for SARS-CoV-2 is pending.
- How to house crewmembers or move them safely to their residence if while on duty they are discovered to be positive for SARS-CoV-2 or identified as having been exposed to COVID-19.
  - Housing an infected or exposed crewmember (other than at crewmember's residence) should be coordinated with the State and local health department of jurisdiction for where

<sup>&</sup>lt;sup>20</sup> For international flights outbound from the United States, public health authorities at destination should be notified.

crewmember is located.

• Relocating a SARS-CoV-2-positive or exposed crewmember into, within, or out of the United States should be conducted in accordance with CDC's <u>Interim Guidance</u> for Transporting or Arranging Transportation by Air into, from, or within the United States of People with COVID-19 or COVID-19 Exposure..

Air carrier occupational health and safety programs may choose to exceed these recommendations based on their own policies. Air carriers based in other countries should also follow guidance from the relevant foreign public health and civil aviation authorities.