



SAFETY BULLETIN

DECEMBER 2021

EN TETE	N° PROCEDURE	Code	EDITION		REVISION	
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	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	2

Month Year

Erreur ! Signet non défini.

Subject of the Month: **4**

Healthcare for travelers and crewmembers **14**

USA Advice 16

UK Advice **Erreur ! Signet non défini.**

French Advice (in French) 16

What about this month: **5**

FAA regulations **17**

Draft ACs 18

Advisory Circular 18

Forms - Orders & Notices 18

EASA regulations **19**

Rules 19

Agency Decisions 20

Notices of Proposed Amendment 22

ASECNA **23**

Regulations 23

Notam 23

French regulations **24**

JORF 24

OSAC-DSAC 25

Bulletin officiel de la DGAC 25

European Centre for Cybersecurity in Aviation (ECCSA) **26**

U.A.S. – Drones **27**

NAT OPS Bulletin **28**

IOSA **29**

Safety Alerts **30**

Safety information bulletin **32**

FAA 32

EASA 32

Conflict zone information bulletin **33**

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	3

TCDS Up date	34
FAA	Erreur ! Signet non défini.
EASA	34
Master MEL-OSD	35
MMEL	35
OSD	38
FAA Safety Briefing	39
Publications	42
Sites de surveillance	53

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.

	SAFETY BULLETIN		Section	SAFETY
			Revision	Edition 1 Revision 13
	NO RESTRICTION		Date	21.07.2021
			Page	4

Subjects of the Month:

EASA and Republic of Korea strengthen technical cooperation in the field of civil aviation

COLOGNE, January 3rd, 2022 – The European Union Aviation Safety Agency's (EASA) Executive Director Patrick Ky and Mr. Yong-Seog Kim, Deputy Minister for Civil Aviation for the Ministry of Land, Infrastructure and Transport (MOLIT) of the Republic of Korea (ROK), signed on 20th December 2021 a Letter of Intent to strengthen technical cooperation in the field of civil aviation.

The agreement marks an important milestone in fostering EASA's relations with Asian authorities and, in particular, will offer European aviation stakeholders new opportunities to get to know better an important economic player in the region.

The agreement outlines the terms of implementation of the Aviation Partnership Project (EU-ROK APP), which forms part of an EU-funded programme running until March 31, 2024. The programme aim is to enhance and strengthen the partnership between the European Union and North Asian countries in the domain of civil aviation.

Following the Memorandum of Understanding (MoU) between EASA and MOLIT from 2019, the agreement further reinforces the partnership between EASA and MOLIT. It sets the frame and principles of cooperation in a wide range of domains such as:

- Airworthiness
- Air Operations
- Air Traffic Management (ATM)
- Aviation Safety
- Sustainable Aviation
- Aviation Security
- Unmanned Aerial Vehicle (UAS) and Urban Air Mobility (UAM)

Find more information and details on the project page.

[eurocontrol-aviation-sustainability-briefing-edition-5.pdf](#)

see attached

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	5

What about this month:

The Air Transport Monthly Monitor for November 2021

The air transport industry is not only a vital engine of global socio-economic growth, but it is also of

vital importance as a catalyst for economic development. Not only does the industry create direct and indirect employment and support tourism and local businesses, but it also stimulates foreign investment and international trade.

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

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

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

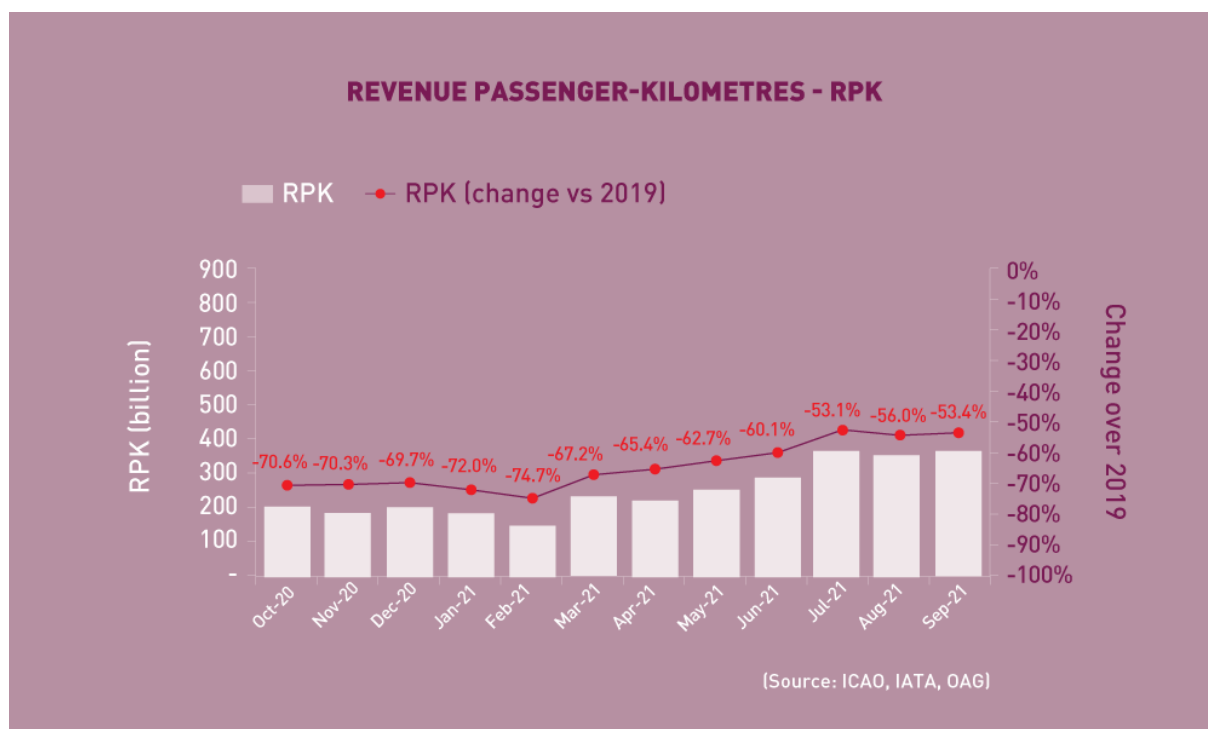
ECONOMIC DEVELOPMENT – November 2021

World Results and Analyses for August 2021

Total Scheduled Services (Domestic and International)

Passenger traffic

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	6



Revenue Passenger-Kilometres – RPK

World passenger traffic fell by -53.4% in September 2021 (compared to 2019), +2.6 percentage points up from the decline in the previous month. Air travel improved slightly from the deterioration in August, mainly owing to the uptick in domestic travel, particularly the rebound in Chinese domestic market. Conversely, the fall in traffic worsened in some regions such as Africa and Europe. The momentum of air travel recovery appeared to wane towards the end of the summer season, however, the positive vaccination progress is likely to support the recovery in the coming months.


	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	7



International Traffic vs. Tourist Arrivals

International passenger numbers fell by **-63.0% in September 2021 (compared to 2019)**, +0.6 percentage point up from the decline in the previous month. International travel recovery has paused across all regions, partially attributed to the weakened demand in the less busy travel season. The recovery in international tourist arrivals also stalled and followed a similar trend as international passenger traffic.

Capacity

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	8

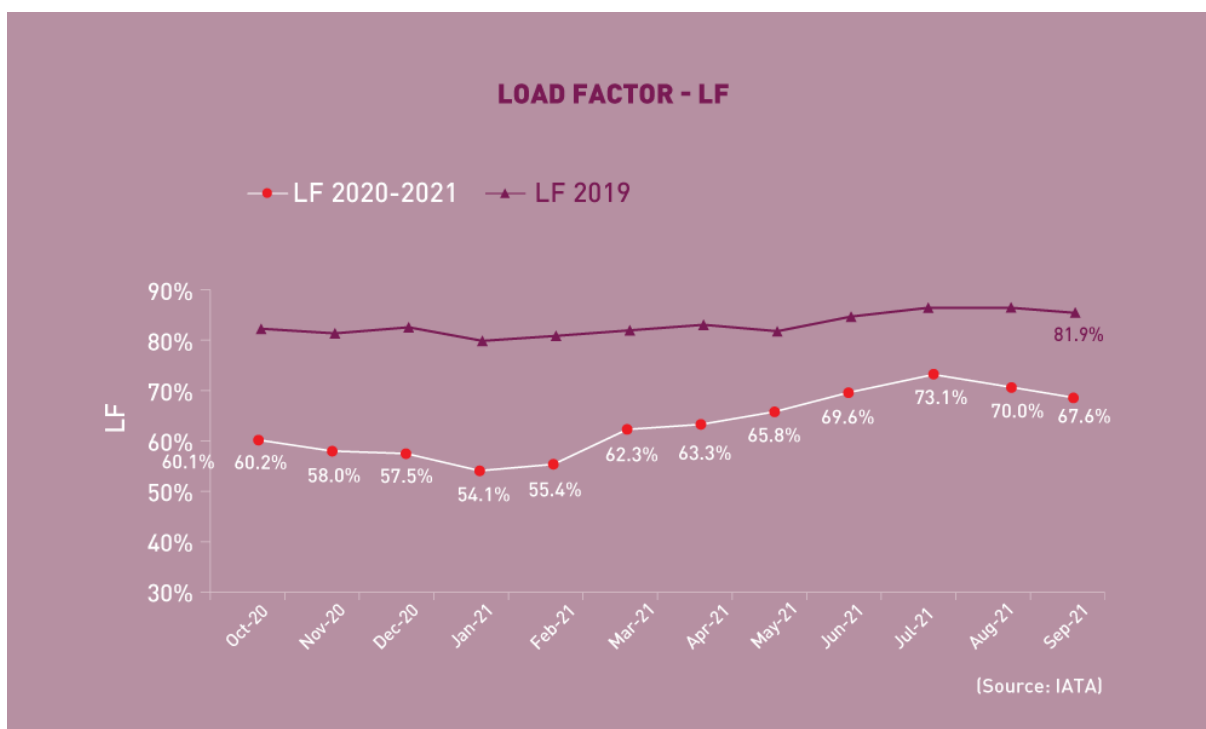


Available Seat-Kilometres – ASK

Capacity worldwide fell by **-43.6%** in September 2021 (compared to 2019), +2.6 percentage points up from the decline in the previous month (**-46.2%**). With signs of easing restrictions, airlines are gradually adding capacity back to the market. Thus, the September capacity is expected to improve to **-40.3%** down from the 2019 levels.

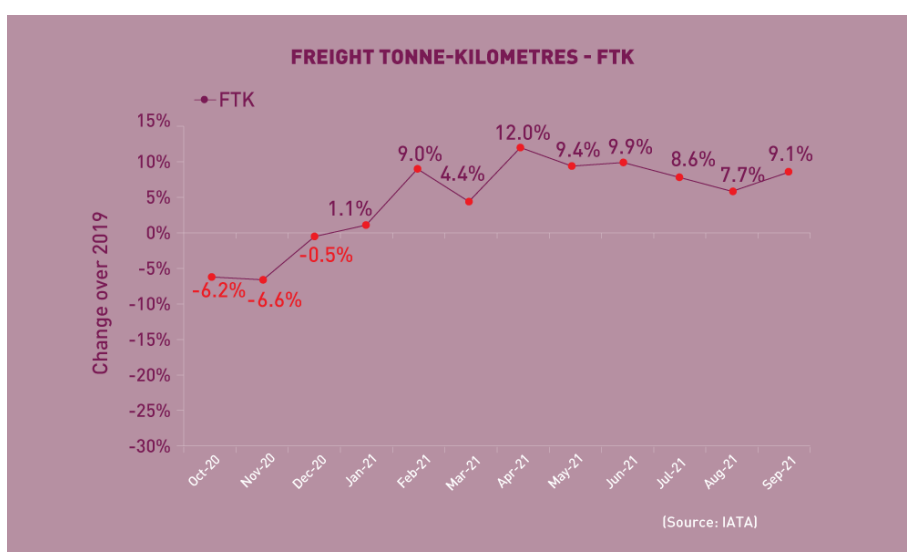
Load Factor

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	9



The passenger Load Factor reached 67.6% in September 2021, -2.4 percentage points lower than the previous month. Load factor continues to trend downwards as the return of capacity was faster than the recovery of travel demand. The September LF remained significantly below 2019 levels at -14.3 percentage points lower.

Freight Traffic



Freight Tonne-Kilometres – FTK

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	10

World freight traffic reported a growth of +9.1% in September 2021 (compared to 2019), +1.4 percentage points up from the growth in the previous month. Air cargo has benefited from the global supply chain congestion as businesses have been shifting volume from ocean to air in order to avoid long delivery times and delays. The strong demand in goods and businesses restocking inventories to prepare for the upcoming peak consumer events will continue to support air cargo growth in the months ahead. Performance by region was a mix. Whereas Africa, North America and the Middle East demonstrated robust growth, the other regions saw either no improvement or deterioration. Latin America/Caribbean remained the weakest performing region with a contraction of over -10% from the 2019 levels.

Top 15 Airports (Ranked by aircraft departures, passengers, and volume of freight)

Note: Figures include total scheduled and non-scheduled services

August 2021: -10.8%, -23.7%, and +14.2% (vs. 2019) in terms of aircraft departures, passengers and freight for the Top 15

AIRPORTS RANKING BY NUMBER OF DEPARTURES		
Airports	Departures	vs. 2019
Chicago IL, US (ORD)	33,389	↓ -14.8%
Atlanta GA, US (ATL)	32,148	↓ -11.3%
Dallas/Fort Worth TX, US (DFW)	28,129	↓ -8.2%
Denver CO, US (DEN)	27,164	↓ -1.0%
Los Angeles CA, US (LAX)	23,290	↓ -16.1%
Charlotte NC, US (CLT)	21,689	↓ -9.7%
Houston TX, US (IAH)	18,360	↓ -1.9%
Las Vegas NV, US (LAS)	18,087	↓ -10.8%
Newark NJ, US (EWR)	17,825	↓ -4.7%
Phoenix AZ, US (PHX)	17,426	↑ 2.5%
Seattle WA, US (SEA)	17,305	↓ -9.2%
Amsterdam, NL (AMS)	16,182	↓ -29.3%
Guangzhou, CN (CAN)	16,077	↓ -21.5%
Salt Lake City UT, US (SLC)	15,094	↑ 8.1%
Istanbul, TR (IST)	14,875	↓ -22.4%

In terms of **aircraft departures**, the Top 15 airports reported a combined fall of **-10.8%**, compared to 2019. All the Top 15 airports, except three, were US airports. **Chicago** remained **1st** with a decline of **-14.8%**. The three non-US airports posted the largest fall among the Top 15, i.e. **Amsterdam (-29.3%)**, **Istanbul (-22.4%)** and **Guangzhou (-21.5%)**.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	11

AIRPORTS BY NUMBER OF PASSENGERS

Airports	Passengers	vs. 2019
Atlanta GA, US (ATL)	3,515,319	↓ -19.5%
Denver CO, US (DEN)	2,732,441	↓ -8.3%
Chicago IL, US (ORD)	2,696,151	↓ -23.9%
Dallas/Fort Worth TX, US (DFW)	2,691,133	↓ -12.4%
Los Angeles CA, US (LAX)	2,186,039	↓ -37.6%
Istanbul, TR (IST)	2,030,510	↓ -35.0%
Antalya, TR (AYT)	1,908,802	↓ -21.2%
Las Vegas NV, US (LAS)	1,890,062	↓ -12.9%
Charlotte NC, US (CLT)	1,824,418	↓ -9.2%
Guangzhou, CN (CAN)	1,775,077	↓ -41.0%
Moscow, RU (SVO)	1,755,011	↓ -24.3%
Seattle WA, US (SEA)	1,705,417	↓ -23.5%
Shenzhen, CN (SZX)	1,688,167	↓ -22.2%
Phoenix AZ, US (PHX)	1,646,864	↓ -4.6%
New Delhi, IN (DEL)	1,610,236	↓ -43.5%

In terms of **passengers**, the Top 15 airports posted a total fall of **-23.7%**, compared to 2019. The Top 15 list has a mix of airports from North America, Europe and Asia/Pacific. Owing to the improvements in domestic travel, **New Delhi**, **Guangzhou** and **Shenzhen** re-appeared in the Top 15. Three US airports, **Phoenix**, **Denver** and **Charlotte**, recorded the smallest fall of less than -10%.

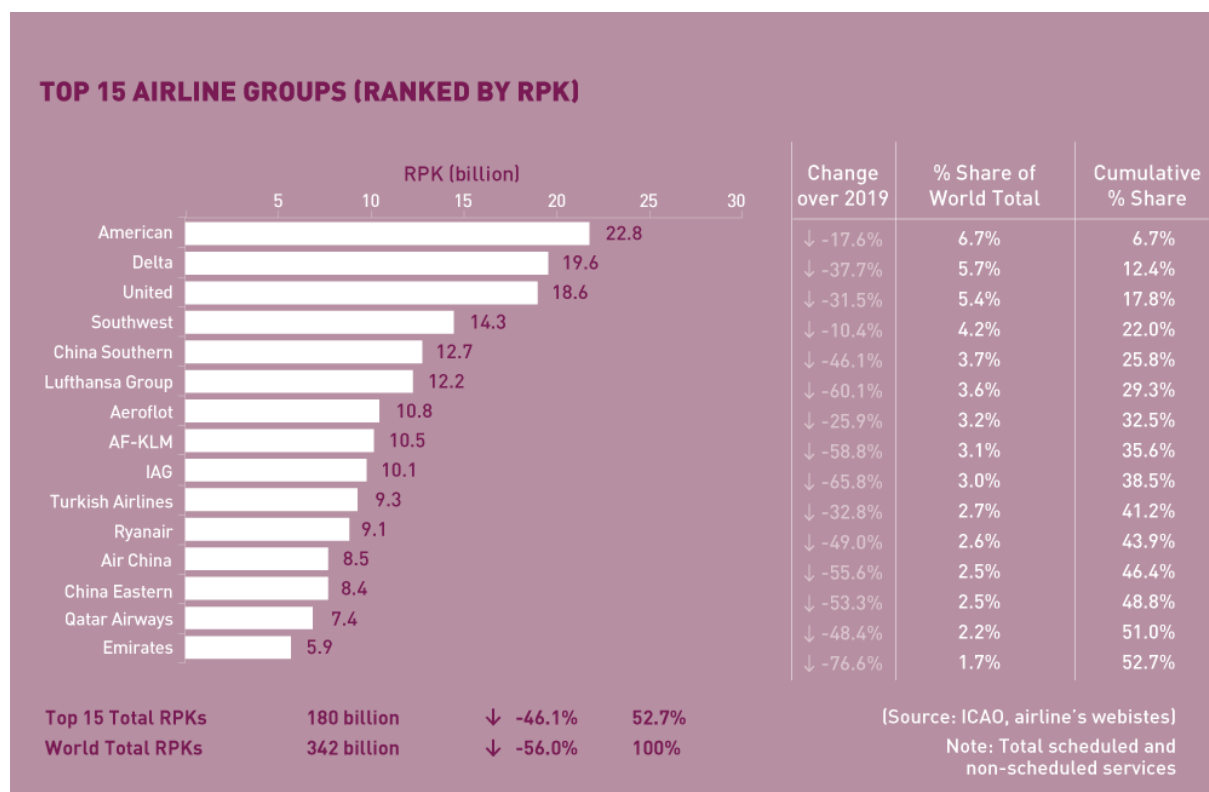
AIRPORTS RANKING BY NUMBER OF FREIGHT

Airports	Freights	vs. 2019
Hong Kong SAR, CN (HKG)	452,000	↑ 13.8%
Memphis TN, US (MEM)	379,234	↑ 14.9%
Anchorage AK, US (ANC)	291,735	↑ 27.8%
Incheon, KR (ICN)	281,477	↑ 26.6%
Shanghai, CN (PVG)	249,503	↓ -20.3%
Taipei, CN (TPE)	231,985	↑ 26.2%
Louisville KY, US (SDF)	231,421	↑ 11.1%
Tokyo, JP (NRT)	218,704	↑ 23.7%
Doha, QA (DOH)	214,398	↑ 18.9%
Los Angeles CA, US (LAX)	211,687	↑ 32.6%
Miami FL, US (MIA)	201,710	↑ 27.2%
Dubai, AE (DXB)	197,932	↓ -4.1%
Chicago IL, US (ORD)	181,340	↑ 24.7%
Frankfurt, DE (FRA)	181,087	↑ 9.9%
Guangzhou, CN (CAN)	174,079	↑ 7.0%

In terms of **freight**, the Top 15 airports reported an increase of **+14.2%**, compared to 2019. **Hong Kong** retained the **1st** position with solid growth of **+13.8%**. The majority of the Top 15 airports grew double-digitally, with the strongest increase in **Los Angeles** at **+32.6%**. For the first time of the year, **Shanghai** posted a significant decline at **-20.3%**.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	12

Top 15 Airline Groups (Ranked by RPK)



September 2021: -46.1% (vs. 2019) in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 52.7% of the world's total RPK in September 2021 and declined by -46.1% compared to 2019. This decline was 9.9 percentage points smaller than the fall in the world's average RPK. Top 15 ranking changed dramatically again compared to August, due to the rebound of the Chinese domestic travel after the weakness and the pause in recovery in some other regions.

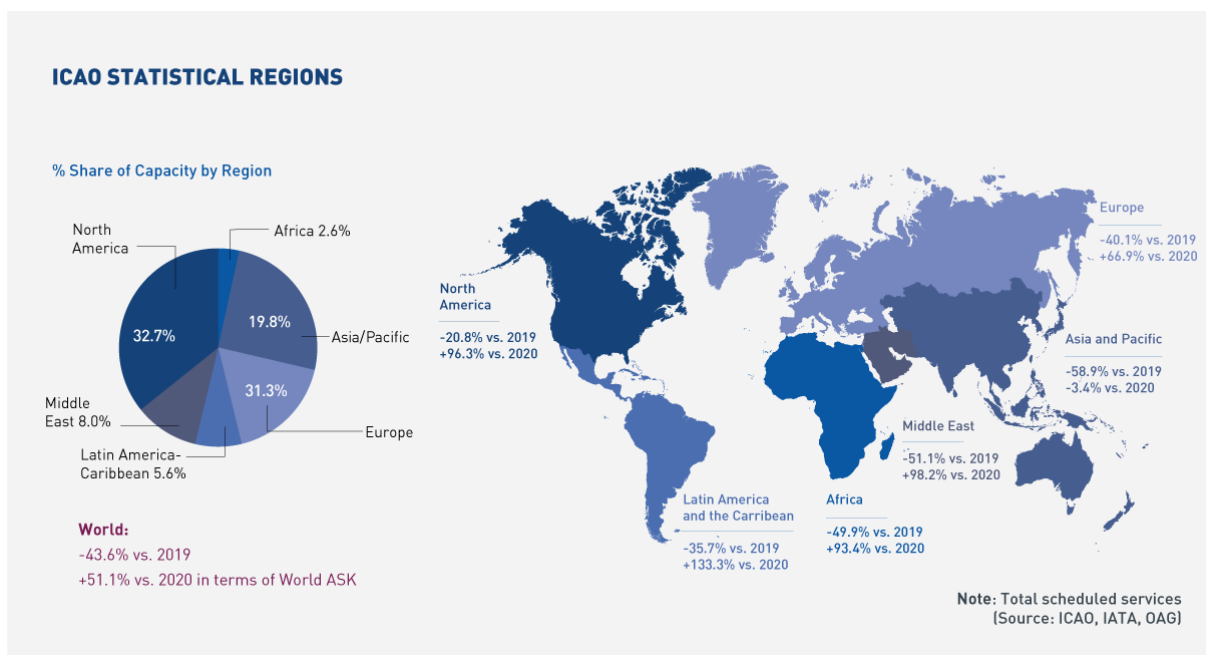
The performance of the US airlines has been relatively stable. The Top 4 positions were maintained by **American**, **Delta**, **United** and **Southwest**. **American** and **Southwest** posted much smaller declines from 2019 levels.

After experiencing the temporary dip, domestic passenger traffic in China picked up. Consequently, the ranking of the Chinese airlines improved, with **China Southern** and **Air China** up by 7 and 3 positions to **5th** and **12th**, respectively. **China Eastern** returned to the Top 15 and ranked **13th**.

As the positive impetus from the peak summer travel demand started to diminish, traffic recovery in Europe weakened. Except for Aeroflot, rankings of all other European airlines within the Top 15 dropped. **Lufthansa** ranked 1 position down to **6th**, after China Southern.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	13

Qatar Airways and **Emirates** moved down to **14th** and **15th**, respectively. The latter has also recorded the largest contraction from 2019 levels, among all the Top 15 airlines.



Worldwide capacity contracted by -43.6% in September 2021, compared to 2019, a moderate improvement from the contraction in August. This rebound was mostly attributed to the increase in Asia/Pacific, in particular the Chinese domestic capacity. Capacity contraction eased in all other regions, except for Europe which posted a slightly larger fall.

Acronyms: **ACI**: Airports Council International; **ASK**: Available Seat-Kilometres; **IATA**: International Air Transport Association; **FTK**: Freight Tonne-Kilometres; **LF**: Passenger Load Factor; **OAG**: Official Airline Guide; **RPK**: Revenue Passenger-Kilometres; **UNWTO**: World Tourism Organization; **YoY**: Year-on-year; **YTD**: Year-to-date.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	14

Travelcare for travelers and crewmembers

ICAO or FAA

DOT COVID-19 Drug & Alcohol Testing Statement of Enforcement Discretion for Substance Abuse Professionals and Service Agents[1]

April 4, 2020; updated June 17, 2020; September 22, 2020; December 09, 2020; May 27, 2021 and November 29, 2021.



On March 23, 2020, the U.S. Department of Transportation (DOT) Office of Drug and Alcohol Policy and Compliance (ODAPC) provided guidance about the impact of the Coronavirus Disease 2019 (COVID-19) public health emergency on DOT drug and alcohol testing requirements for employers, employees, and service agents. On April 4, 2020, ODAPC provided supplemental information specific to performing remote evaluations by Substance Abuse Professionals (SAP) and the re-qualification timelines for collectors, Medical Review Officers (MRO), Screening Test Technicians (STT) and Breath Alcohol Technicians (BAT), and SAPs. As published on April 4, 2020, this statement was effective through June 30, 2020 and was extended several times thru December 31, 2021. As of November 29, 2021, ODAPC has extended the statement and it continues to be effective through June 30, 2022.

SAP Assessments and Evaluations

Under 49 CFR §§ 40. 291, 40.293, and 40.301, the SAP must conduct a face-to-face assessment and evaluation of an employee who has violated DOT drug and alcohol regulations. DOT has always maintained that the “face-to-face” assessment and evaluation must be done “in person” and is essential to the SAP process. ODAPC recognizes that conducting face-to-face assessments and evaluations during the COVID-19 public health emergency may not be possible or advisable for certain individuals. ODAPC will allow SAPs to conduct a remote “face-to-face” evaluation and assessment while this policy is in effect.

The flexibility to conduct remote assessments and evaluations is voluntary, and SAPs may continue to conduct in-person face-to-face assessments and evaluations as appropriate. ODAPC recommends that, when a SAP conducts assessments and evaluations remotely, the format of the assessment be documented in the final report for reference.

ODAPC realizes that performing evaluations remotely may not provide as much information to the SAP as a face-to-face evaluation would, but believes remote evaluations are preferable to not performing the evaluations at all. While ODAPC will not prescribe the exact manner in which the remote evaluations should be conducted, SAPs who choose to conduct initial assessments and evaluations and follow up evaluations remotely should consider the following parameters:

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	15

The technology you use should permit a real-time two-way audio and visual communication and interaction between you and the employee.

You should determine if the quality of the technology (e.g., speed of the internet connection, clarity of the display, application being used, etc.) is sufficient for you to gather all the visual (e.g., non-verbal physical cues) and audible information you would normally observe in an in-person face-to-face interaction.

You may only utilize the technology if your State-issued license authorizes you to do so and within the parameters of that authority.

ODAPC will not consider an evaluation or assessment performed remotely as an act of serious non-compliance for purposes of starting a public interest exclusion proceeding against the service agent while this statement of enforcement discretion is in effect.

Re-qualification Timelines for Certain Service Agents

Under 49 CFR §§ 40.33(e), 40.121(d), 40.213(e), and 40.281(d), collectors, MROs, STT/BATs, and SAPs are required to maintain their DOT required qualifications to continue to act as service agents in the DOT drug and alcohol testing program. Specifically, collectors and STT/BATs must complete refresher training every five years, MROs must complete requalification training every five years, and SAPs must complete 12 professional development hours every three years.

DOT realizes that during the COVID-19 public health emergency, these service agents may find it difficult to find the necessary resources (e.g., exam location or personnel to conduct mock collections, etc.) to meet their re-qualification requirements. If a service agent is unable to meet their re-qualification due date while this statement of enforcement discretion is in effect, DOT will not consider it a non-compliance for purposes of starting a public interest exclusion proceeding against the service agent. DOT is providing this flexibility for service agents who cannot meet their re-qualification requirements by their respective due dates due to restrictions imposed by Federal, State and local authorities, and health agencies related to the COVID-19 public health emergency (e.g., facility closures, State or locally imposed quarantine requirements, or other impediments). DOT will consider these service agents qualified per Part 40 to continue providing the Part 40 required services while this policy is in effect.

ODAPC Guidance Document #: ODAPC GEN07

1 This document is a temporary notice of enforcement discretion. Regulated entities may rely on this notice as a safeguard from departmental enforcement as described herein. To the extent this notice includes guidance on how regulated entities may comply with existing regulations, it does not have the force and effect of law and is not meant to bind the regulated entities in any way.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	16

ICAO reinforces air transport recommendations for the new Omicron variant

Montréal, 1 December 2021 - In line with the latest recommendations of the World Health Organization (WHO), ICAO issued a new global bulletin today urging a more measured and evidence-based approach to countries' national air transport restrictions due to the emergence of the SARS-CoV-2 Omicron variant.

Until more detailed assessments are available, the UN aviation agency is encouraging countries to continue combatting the spread of COVID-19, and specifically the Omicron variant, using the recommendations and guidance contained in the ICAO Council Aviation Recovery Task Force's (CART) 'Take-off Guidance for Air Travel through the COVID-19 Public Health Crisis, in addition to the third edition of ICAO's Manual on COVID-19 Cross-Border Risk Management.

The new bulletin was issued under the authority of ICAO Secretary General Juan Carlos Salazar, who commented that "It's critical that we continue to respond to this disease and its variants on the basis of the best available science and evidence."

"Countries have recently and very clearly reinforced their commitments to proceed on this basis through their Ministerial Declaration outcome from our High-level Conference on COVID-19, in addition to other multilateral statements, and the costs and implications of being excessively cautious and overly restrictive in this context must be carefully measured by all concerned," he underscored.

ICAO and other UN bodies have been consistently reinforcing that no country can defeat COVID-19 in isolation, and that the costs of significantly restricted global air mobility affect all countries, and are especially acute for Landlocked and Small Island Developing States. This is affecting millions of livelihoods globally, and the basic capabilities of many countries to pursue current UN Agenda 2030 and Common Agenda objectives for global sustainability, prosperity, equality, and well-being.

Countries are encouraged to follow and implement ICAO's guidance with the coordination and support of the ICAO Regional Offices, and according to their specific national needs and circumstances.

The ICAO bulletin also re-emphasized the importance of "a globally coordinated approach," and for countries to proceed based on "principles of solidarity and equality in order to mitigate the transmission of the disease and facilitate the recovery of international travel and the global economy."

European Advice

French Advice (in French)

Other purposes

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	17

Environment

Français

English

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	18

FAA regulations

Draft ACs

Advisory Circular

AC 150/5345-26E - FAA Specification for L-823 Plug and Receptacle, Cable Connectors

AC 150/5345-27F - FAA Specification for Wind Cone Assemblies

AC 150/5345-53D - Airport Lighting Equipment Certification Program

AC 43-4B - Corrosion Control for Aircraft

Forms - Orders & Notices

8900.606 - Use of Air Carrier Pilots During Flight Standardization Board Evaluations for Transport Airplanes

JO 7340.675 - ICAO THREE LETTER DESIGNATOR (3LD) “BCU” AND ASSOCIATED CALL SIGN “BACAIR”

JO 7210.936 - Advance Coordination for VIP Visits

8900.605 - Aircraft Listed on Letter of Deviation Authority J552

JO 7340.674 - Foreign ICAO 3LD Additions, Modifications, and Deletions (excluding U.S.)

JO 7930.110 - Change to FAA Order 7930.2S, Chapter 1, General, Section 3, Accountable Organizations, Paragraph 1-3-8, Responsibility Hierarchy

8900.604 - Living History Flight Experience Enhanced Oversight

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	19

EASA regulations

[Approval Data Library | EASA \(europa.eu\)](#)

Rules

[Regulations | EASA \(europa.eu\)](#)

Commission Implementing Regulation (EU) 2021/2227

All-weather operations and for instrument and type rating training in helicopters

Commission Implementing Regulation (EU) 2021/2237

All-weather operations and for flight crew training and checking

EASA publishes proposal for implementation of U-space in Europe

The European Union Aviation Safety Agency (EASA) published a proposal for Acceptable Means Compliance and Guidance Material (AMC & GM) to enable harmonised implementation of U-space airspaces and U-space services as well as certification of U-space service providers across the European airspace

The publication of NPA 2021-14 follows the adoption of the U-space regulatory package, which creates the conditions necessary for both drones and manned aircraft to operate safely in the U-space airspace. The development of AMC & GM is crucial as the U-space regulations only provide a high-level framework for the U-space to enable the first operations of UAS without specifying the necessary means on how to enable harmonised implementation of the U-space.

The proposed AMC & GM provide the means to facilitate the implementation of the U-space services and to support the safe traffic management of unmanned aircraft that can be integrated with manned aviation in all types of environment.

Public comments on the NPA need to be submitted by 15.03.2022.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	20

Easy access Rules

EASA updates Easy Access Rules for Aircrew

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

This Revision from December 2021 incorporates rules for the basic instrument rating (BIR) (Regulation (EU) 2020/359 and ED Decision 2020/018/R), as well as for flight crew competence and training methods, and the reporting, analysis and follow-up of occurrences in civil aviation (Regulation (EU) 2020/2193).

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



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

Agency Decisions

[Overview | EASA \(europa.eu\)](#)

ED Decision 2021/016/R

Rotorcraft chip detection systems and Rotorcraft occupant safety in the event of a bird strike

The objectives of this Decision are to:

- improve rotorcraft safety by ensuring that the chip detection systems that are installed in rotorcraft rotor drive systems achieve an acceptable minimum level of effectiveness in detecting the incipient degradation or failure of components of the rotor drive system; and
 - improve rotorcraft occupant safety in the event of a bird strike.
 - This Decision amends:
- the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Small Rotorcraft (CS-27) and the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Large Rotorcraft (CS-29) to introduce:
 - certification specifications (CSs) for the effectiveness demonstration of chip detection systems; and
 - related acceptable means of compliance (AMC) and guidance material (GM);
- CS-27 to introduce:
 - a design CS (CS 27.631 'Bird strike') to ensure safe landing after a bird strike on the windshield of rotorcraft with six or more passenger seats; and
 - the related AMC to support the application of that CS; and

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	21

- CS-29 to:
 - improve the wording of CS 29.631 'Bird strike'; and
 - introduce related AMC to support the application of that CS.
- The amendments are expected to:
 - increase the safety of rotorcraft rotor drive systems by improving their designs; and
 - increase the safety of newly designed small-rotorcraft (CS-27) operations.

The amendments will have no significant economic impact, and no environmental or social impacts.

ED Decision 2021/015/R

Review of aeroplane performance requirements for air operations and Regular update of CS-25 — CS-25 Amendment 27

The objectives of this Decision are to:

- (a) reduce the number of large-aeroplane accidents and serious incidents where aeroplane performance is a causal factor, while harmonising the use of reported runway surface conditions in aeroplane performance assessments;
- (b) reflect the state of the art in large-aeroplane certification by selecting non-complex, non-controversial, and mature items;
- (c) address three safety recommendations (SRs) in the areas of turbopropeller vibrations and windshield systems; and
- (d) better harmonise the Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes (CS-25) with the corresponding related International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs) and Federal Aviation Administration (FAA) Advisory Circulars (ACs).

This Decision amends CS-25 to:

- (a) upgrade the certification standards for computing take-off and landing performance (including at the time of arrival);
- (b) require that turbopropellers on large aeroplanes are equipped with a vibration indication system;
- (c) introduce acceptable means of compliance (AMC) on the investigation of propeller vibrations during descent to ensure that certain conditions are addressed;
- (d) ensure that applicants fully define and control the material strength and other properties that are used in part fabrication methods, considering the unique, product-specific combinations of materials and/or processes, and/or methods of manufacture and assembly;

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	22

(e) ensure that applicants properly address windshield system failure conditions that may have structural effects; and

(f) update a reference table in AMC 25 Subpart H; introduce references to FAA AC 25-17A ‘Transport Airplane Cabin Interiors Crashworthiness Handbook’, and correct editorial errors.

The amendments are expected to:

- increase the current level of safety by addressing three SRs;
- improve harmonisation with the related FAA standards and ICAO SARPs on aeroplane performance assessment; and
- have some positive economic impacts and no social or environmental impacts.

Notices of Proposed Amendment

[Notices of Proposed Amendment \(NPAs\) | EASA \(europa.eu\)](#)

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

NPA 2021-14 - Development of acceptable means of compliance and guidance material to support the U-space regulation

NPA 2021-12 - New air mobility | Subtask 2 — Gyroplanes: Flight crew licensing for private pilot licences and non-commercial operations conducted in visual flight rules by day and by night

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	23

ASECNA

[AIP ASECNA](#)

Regulations

Notam

[Consultation NOTAM \(asecna.aero\)](#)

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	24

French regulations

JORF

joe_20220106_0004_0034 - Décision du 4 janvier 2022 relative au concours pour l'admission des élèves pilotes de ligne au titre de l'année 2022

joe_20211229_0302_0098 - Arrêté du 21 décembre 2021 relatif aux fonctions requises pour l'accès aux emplois de chef de service technique principal, chef de service technique, chef d'unité technique, cadre supérieur technique et cadre technique de l'aviation civile

joe_20211229_0302_0014 - Arrêté du 20 décembre 2021 relatif aux aéroports entrant dans le champ d'application du règlement (UE) 2018/1139 du Parlement européen et du Conseil du 4 juillet 2018 concernant des règles communes dans le domaine de l'aviation civile et instituant une Agence de l'Union européenne pour la sécurité aérienne et aux conditions par lesquelles l'autorité compétente française exempte un aéroport dudit règlement

joe_20211228_0301_0075 - Arrêté du 16 décembre 2021 relatif à la répartition du produit de la majoration de la taxe d'aéroport

joe_20211228_0301_0010 - Arrêté du 21 décembre 2021 relatif aux documents de navigabilité des aéronefs

joe_20211226_0300_0096 - Décret n° 2021-1807 du 23 décembre 2021 modifiant le décret n° 2005-200 du 28 février 2005 portant création de la direction des services de la navigation aérienne

joe_20211223_0298_0013 - Arrêté du 16 décembre 2021 modifiant l'arrêté du 5 septembre 2014 relatif aux conditions de délivrance de certificats, de licences et de qualifications du personnel navigant de l'aviation civile, applicables aux avions et aux hélicoptères, au personnel navigant militaire

joe_20211219_0295_0152 - Arrêté du 16 décembre 2021 autorisant au titre de l'année 2022 l'ouverture d'un concours externe par filière pour l'accès au corps des ingénieurs du contrôle de la navigation aérienne

joe_20211219_0295_0151 - Arrêté du 16 décembre 2021 autorisant au titre de l'année 2022 l'ouverture d'un concours externe par filière pour l'accès au corps des ingénieurs des études et de l'exploitation de l'aviation civile

joe_20211219_0295_0150 - Arrêté du 15 décembre 2021 modifiant l'arrêté du 20 février 2020 relatif à l'exploitation de services de transport aérien de la société Compagnie Aérienne Inter Régionale Express

joe_20211218_0294_0001 - LOI n° 2021-1676 du 17 décembre 2021 autorisant l'approbation de l'accord de partenariat entre le Gouvernement de la République française et le Gouvernement de la République du Kenya relatif à la promotion et à l'échange des compétences et talents (1)

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	25

joe_20211216_0292_0065 - Arrêté du 9 décembre 2021 modifiant l'arrêté du 23 avril 2020 portant dérogation aux règles de réalisation du balisage des obstacles à la navigation aérienne dans le cadre d'évaluations opérationnelles

joe_20211211_0288_0088 - Décret n° 2021-1619 du 9 décembre 2021 désignant le préfet coordonnateur pour l'élaboration du plan de gêne sonore de l'aérodrome de Lille-Lesquin

joe_20211210_0287_0020 - Arrêté du 3 décembre 2021 modifiant l'arrêté du 27 juin 2012 relatif à la liste des matériels de guerre et matériels assimilés soumis à une autorisation préalable d'exportation et des produits liés à la défense soumis à une autorisation préalable de transfert

joe_20211209_0286_0043 - Arrêté du 6 décembre 2021 fixant les taux unitaires des redevances de navigation aérienne et la liste des aérodromes assujettis à la RSTCA-M et à la RSTCA-OM par zone tarifaire terminale à compter du 1er janvier 2022

joe_20211209_0286_0008 - Arrêté du 1er décembre 2021 modifiant l'arrêté du 5 septembre 2014 relatif aux conditions de délivrance de certificats, de licences et de qualifications du personnel navigant de l'aviation civile, applicables aux avions et aux hélicoptères, au personnel navigant militaire

joe_20211208_0285_0034 - Arrêté du 3 décembre 2021 portant modification de l'affectation aéronautique de l'aérodrome de Châteaudun (Eure-et-Loir)

joe_20211203_0281_0039 - Arrêté du 22 novembre 2021 modifiant l'arrêté du 1er juillet 2016 relatif à l'exploitation de services de transport aérien par la société Vueling Airlines SA

OSAC-DSAC

Bulletin officiel de la DGAC

[Bulletin Officiel des Ministères de la Transition écologique et solidaire et de la Cohésion des territoires et des Relations avec les collectivités territoriales \(developpement-durable.gouv.fr\)](https://www.developpement-durable.gouv.fr/Bulletin-Officiel-des-Ministres-de-la-Transition-ecologique-et-solidaire-et-de-la-Cohesion-des-territoires-et-des-Relations-avec-les-collectivites-territoriales)

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	26

European Centre for Cybersecurity in Aviation (ECCSA)

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

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	27


U.A.S. – Drones

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

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	28

NAT OPS Bulletin

[NAT OPS Bulletins - All Documents \(icao.int\)](https://www.icao.int/NatOps/Bulletins/)

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	29

IOSA

[IATA - IOSA](#)

	SAFETY BULLETIN		Section	SAFETY
			Revision	Edition 1 Revision 13
	NO RESTRICTION		Date	21.07.2021
			Page	30

Safety Alerts

Date Posted	Affected Product(s)	Effective Date	Subject and Additional Information
Dec 30, 2021	NASR 28-Day Subscriber Files	January 27, 2022	The AWY.txt file contains a MCA error on V165 at ARVIN. See the 21-20 NASR Safety Alert (PDF) for complete information.
Dec 29, 2021	NASR 28-Day Subscriber Files	January 27, 2022	The APT.txt file shows WASHINGTON/WILKES COUNTY AIRPORT (KIIY) RWY 31 END data in error. See the 21-19 NASR Safety Alert (PDF) for complete information.
Dec 10, 2021	NASR 28 Day & 56 Day Subscriber Files	December 2, 2021	DTA Airport Magnetic Variance. See the 21-18 NASR Safety Alert (PDF) for complete information.
Dec 10, 2021	digital-Terminal Procedures Publication (d-TPP) XML Metafile	December 30, 2021	Incorrect computer code for O'HARE SEVEN DEPARTURE. See the 21-07 TERM Safety Alert (PDF) for complete information.
Dec 10, 2021	U.S. Terminal Procedures Publication Change Notice (CN) digital-Terminal Procedures Publication (d-TPP) (2113) Chart Supplement South Central U.S.	December 30, 2021	Hot Spot textual information for Sheppard AFB/Wichita Falls Muni, Wichita Falls, TX (SPS). See the 21-06 TERM Safety Alert (PDF) for complete information.

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	31

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	32

Safety information bulletin

FAA

[All Information for Operators \(InFOs\) \(faa.gov\)](https://www.faa.gov/air_traffic/flight_info/aeronav/digest刊物/InFOs)

[All Safety Alerts for Operators \(SAFOs\) \(faa.gov\)](https://www.faa.gov/air_traffic/flight_info/aeronav/digest刊物/SAFOs)

[https://rgl.faa.gov/Regulatory and Guidance Library/rgSAIB.nsf/MainFrame?OpenFrameSet](https://rgl.faa.gov/Regulatory%20and%20Guidance%20Library/rgSAIB.nsf/MainFrame?OpenFrameSet)

17/12/2021	AIR-21-20	TEXTRON AVIATION INC. 310,320,335,340,401,402,411 414,421,425	Flight Controls – Trailing Edge Flap Cable Tension - Rigging
23/12/2021	AIR-21-18R1		Risk of Potential Adverse Effects on Radio Altimeters

EASA

[EASA Safety Publications Tool \(europa.eu\)](https://easa.europa.eu/safety/publications)

17/12/2021	2021-16	Operations to aerodromes located in United States with potential risk of interference from 5G ground stations (as published through aerodrome NOTAMs)
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	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	33

Conflict zone information bulletin

[Conflict Zone Information Bulletin \(CZIB's\) | EASA \(europa.eu\)](#)

	<i>SAFETY BULLETIN</i>	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	34

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

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	35

Master MEL-OSD

MMEL

https://fsims.faa.gov/wdocs/MMEL/G-280_Rev_4.pdf

[ATR-72 Rev 20 \(faa.gov\)](#)

[B-737 MAX Rev 4 \(faa.gov\)](#)

[TBM-700 Rev 2a \(faa.gov\)](#)

Flight Standards Service - Draft Master Minimum Equipment List

Document Title:	MMEL S-76D Rev 3, Sikorsky Aircraft Corporation, S-76D (TCDS No. H1NE)
Summary:	Outlines the Master Minimum Equipment requirements and procedures for the S-76D. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector.
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)
Reference:	Title 14 of the Code of Federal Regulations (14 CFR) <ul style="list-style-type: none"> Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. MMEL Policy Letter PL-34 , MMEL and MEL Preamble MMEL Policy Letter PL-36 , 14 CFR Part 91 MEL Approval and Preamble
Comments Due:	January 10, 2022
How to Comment:	Email comments to: Email Comments
Document Title:	MMEL MBB BK 117 D2/D3 Rev 2, Airbus Helicopters Deutschland GmbH (AHD), MBB-BK 117 D-2/D-3 (TCDS H13EU)
Summary:	Outlines the Master Minimum Equipment requirements and procedures for Airbus Helicopter models MBB-BK-117 D-2 and MBB-BK-117 D-3. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector.
Documents for Download:	Draft Document (PDF) Draft Document Comment Grid (MS Word)

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	36

Document Title:	MMEL MBB BK 117 D2/D3 Rev 2, Airbus Helicopters Deutschland GmbH (AHD), MBB-BK 117 D-2/D-3 (TCDS H13EU)
Reference:	<p><i>Title 14 of the Code of Federal Regulations (14 CFR)</i></p> <ul style="list-style-type: none"> • Part 91, General Operating and Flight Rules • Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations • Part 125, Certification and Operations: Airplanes Having A Seating Capacity of 20 or More Passengers or A Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons On Board Such Aircraft • Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged In Common Carriage • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. <p>MMEL Policy Letter PL-25, MMEL and MEL Definitions MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble</p>
Comments Due:	January 18, 2022
How to Comment:	<p>Email comments to:</p> <p>Email Comments</p>
Document Title:	MMEL BD-700-2A12 Rev 2, Bombardier, BD-700-2A12 (Global 7500)
Summary:	<p>Outlines the Master Minimum Equipment requirements and procedures for Bombardier BD-700-2A12 (Global 7500) aircraft. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector. Updated and incorporated all applicable Policy Letters and Aircraft Manufacturer requested additional items.</p>
Documents for Download:	<p>Draft Document (PDF)</p> <p>Draft Document Comment Grid (MS Word)</p>
Reference:	<p><i>Title 14 of the Code of Federal Regulations (14 CFR)</i></p> <ul style="list-style-type: none"> • Part 91, General Operating and Flight Rules • Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations • Part 125, Certification and Operations: Airplanes Having A Seating Capacity of 20 or More Passengers or A Maximum Payload Capacity of 6,000 Pounds or More; and Rules Governing Persons On Board Such Aircraft • Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged In Common Carriage

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	37

Document Title:	MMEL BD-700-2A12 Rev 2, Bombardier, BD-700-2A12 (Global 7500)		
	<ul style="list-style-type: none"> • Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft. MMEL Policy Letter PL-34, MMEL and MEL Preamble MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble 		
Comments Due:	February 2, 2022		
How to Comment:	Email	comments	to:
	Email Comments		

Flight Standards Service - Final Comment Logs (FSB Reports/MMEL/MMELPL)

Document Title:	Gulfstream Aerospace, Gulfstream G280		
Document for Download:	Final Comment Log (PDF)		
Comments:	Not Required. This report is being made available for information purposes only		
Document Title:	ATR – GIE Avions de Transport Régional, ATR72 Series, All Models		
Document for Download:	Final Comment Log (PDF)		
Comments:	Not Required. This report is being made available for information purposes only		
Document Title:	Boeing 737 MAX, B-737-7/-8/-8200/-9		
Document for Download:	Final Comment Log (PDF)		
Comments:	Not Required. This report is being made available for information purposes only		

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	38

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

OSD – FSBR

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

- Proposed Special Condition ref. SC-G25.1585-01 - Personal Electronic Devices' (PEDs') Lithium Battery Fires on the Flight Deck - Issue 01
- Proposed Consultation Paper ref. SC-25-APP-S-02 - VIP / Corporate Aeroplane Dual Use of Passenger / Crew Rest Compartment - Issue 01
- Proposed Means of Compliance with Light-UAS.2511 MOC Light-UAS.2511-01 - Issue 01
- Proposed Consultation Paper ref. SC-25-APP-S-01 - Crew Rest Compartments including Stowage Provision - Issue 01

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	39

FAA Safety Briefing

Aircraft Performance Monitoring

Pilots continue to have unreasonable expectations of their own personal performance, and the performance of their aircraft, which has contributed to fatal general aviation (GA) accidents.

The General Aviation Joint Steering Committee's (GAJSC) working group on system/component failure (powerplant) suggests that reasonable performance expectations, based on realistic data from flight data monitors, can help forecast system/component problems before they reach the point of failure, resulting in safer flight operations.



Flight Data Monitoring

Flight Data Monitoring (FDM) has been around since before the jet age, and commercial airplanes make extensive use of the technology. Systems comprised of sensors, computer hardware, and software acquire and archive flight data for use in trend analysis and investigations of accidents and incidents. While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now, we will be able to enjoy the benefits of equipment in the future. In the meantime, it's often surprising to see what we already have.

Tools You Can Use Now

Changes in aircraft performance can be a sign of developing mechanical issues. Your Pilots Operating Handbook (POH) will help you to predict your aircraft's performance, but only by monitoring your personal

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	40

performance can you know what to expect. Comparing your performance with the POH will enable you to develop accurate performance predictions and reasonable performance expectations.



Many data monitoring operations involve no automation at all. Basic instrumentation such as airspeed indicators, attitude indicators, angle of attack indicators, manifold pressure, RPM, and G indicators give immediate feedback as to whether design limitations have or are about to be exceeded. Pilots can track engine power, fuel flow, oil temperature and pressure. Panel mounted GPS systems and many hand held units are already capable of recording position, heading, speed, and altitude. Some engine monitors have recording capability and many aircraft owners participate in oil analysis programs — a tool for gauging engine health and heading off expensive or, in some cases, disastrous problems.

The Future is Here

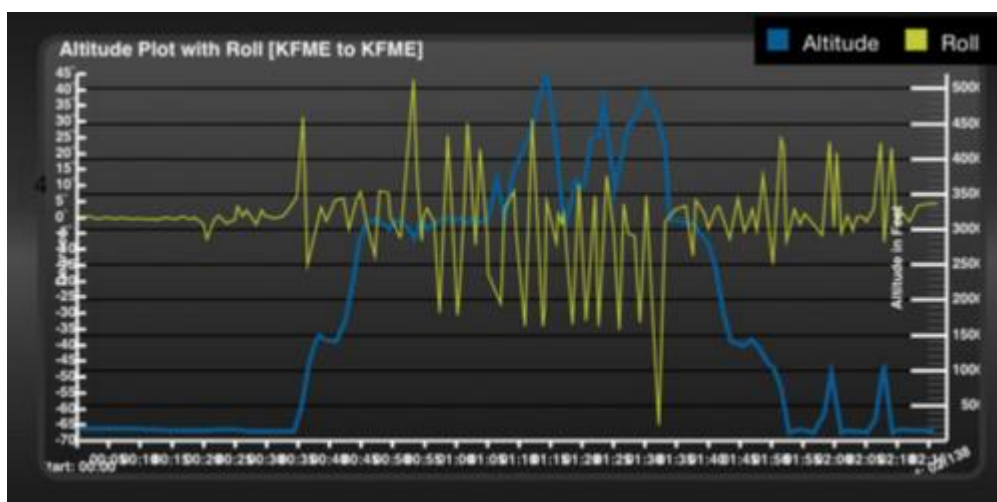
Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters. We're seeing multi-sensor analysis programs on high-end GA aircraft with integrated performance, navigation, and route information. Auto landing systems are making their way into some GA aircraft now and, over time, they'll become available in lower-priced platforms.

It's true that modern avionics have made the collection of flight data and flight performance analysis much more accessible to GA, but the question is how do GA pilots access and use that information? In the commercial world, structured systems like Flight Operations Quality Assurance (FOQA) can be easily used to tap the data from operators. The GA community has more limited options to acquire this data, despite its much greater footprint on national airspace system (NAS) operations.

To provide a solution to that problem, the FAA partnered with academia and industry to create a portal that could collect data from the wide variety of GA operations. The end result was the National General Aviation Flight Information Database (NGAFID).

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	41

The NGAFID allows GA pilots to analyze and share their flight data in two ways. First, operators equipped with avionics capable of recording flight data can upload flight and engine data anonymously into NGAFID. Devices that record flight data offer an easy and free way for pilots to visually analyze flight performance for trends and changes over time to improve their flying. Second, pilots can share their data with NGAFID from a smart phone/tablet using the General Aviation Airborne Recording Device, or GAARD, mobile app. Depending on your method of logging data, you can even use the NGAFID to monitor for airworthiness and maintenance concerns. All data collected from onboard avionics, an FDM recorder, or the GAARD app is anonymous and de-identified so pilots can share their data without any fear of reporting or reprisal. Note that the NGAFID is managed by GA community members and associations.



All data collected from onboard avionics, a Flight Data Monitoring (FDM) recorder, or the GAARD app is anonymous and de-identified so pilots can share their data without any fear of reporting or reprisal.

Thanks to GA data sharing and analysis programs, more safety issues can be detected, resulting in more interventions, leading to fewer accidents, and fewer lives lost. As more data is shared and analyzed, groups like the GAJSC develop safety enhancements and raise awareness in the community through targeted outreach efforts like the #FlySafe Campaign. FAASafety.gov and the FAA Safety Team's (FAASafetyTeam) WINGS/AMT airmen proficiency programs are great resources for pilots and mechanics to help improve their skills and knowledge. More developments are on the way, including a complete redesign of FAASafety.gov with artificial intelligence capability that will use data to suggest customized training and flight activities.

We are certainly in an age of innovation where information, technology, and pilot performance combine to make flying safer than ever before.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	42

Publications

[Recherche : NEWS \(icao.int\)](https://www.icao.int/Newsroom/News)

[News & Updates \(faa.gov\)](https://www.faa.gov/newsroom)

[Newsroom & Events | EASA \(europa.eu\)](https://easa.europa.eu/newsroom)

EASA publishes study of socio-economic factors in relation to aviation safety

The European Union Aviation Safety Agency has published its review of the interdependencies between socio economic factors and aviation safety, conducted every three years.

This edition of the review examines the safety implications of socio-economic factors in the areas of Employment and Working Conditions, Health and Lifestyle and Education. It identifies a number of specific actions and measures in each area, but also highlights that the “Safety Management System” and “Human Factors” approaches provide generic mitigations to some socio-economic factors.

In its conclusion, the report includes follow-up actions which will be presented to and discussed with the Agency Advisory Bodies (Member States and Industry) during the first quarter of 2022.

The study is published in line with Art. 89 of Regulation (EU) 2018/1139, which requires the Agency to publish every 3 years a review “which shall give an objective account of the actions and measures undertaken, in particular those addressing the interdependencies between civil aviation safety and socio-economic factors”.

Padhraic Kelleher appointed President of the ICAO Air Navigation Commission

Montréal, 16 December 2021 - The Council of the International Civil Aviation Organization (ICAO) has appointed Mr. Padhraic Kelleher to a one-year renewable term as President of the ICAO Air Navigation Commission (ANC), the UN civil aviation organization’s main technical review body.

Mr. Kelleher's mandate begins on 1 January 2022. As President of the ANC, he will lead the Commission’s work on the development of ICAO's global plans for safety and for air navigation capacity and efficiency as well as the Standards and Recommended Practices annexed to the Chicago Convention. The management of the ANC’s preparations for ICAO’s 2022 Assembly will also be among his first key responsibilities.

Following his nomination by the United Kingdom, Mr. Kelleher joined the Commission in September 2018. He has since led the Commission's production of deliverables under its air navigation work programme, and its work on cybersecurity, safety management, dangerous goods and aviation medicine.

Before joining the Commission, Mr. Kelleher served for 25 years with the United Kingdom Civil Aviation Authority, where he was appointed Head of Innovation, Strategy and Policy and Head of Airworthiness, among other leadership positions. He also held leadership and senior technical advisory roles with other

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	43

UK and European safety oversight bodies spanning civil and military aviation and the regulation of space launches.

Mr Kelleher began his career as a civil aircraft flight test engineer. He holds a Bachelor of Engineering degree from the National University of Ireland, a Master of Science degree from Cranfield University, and qualifications in management and corporate leadership from the University of Salford and from the Institute of Directors. He is a Fellow of the Royal Aeronautical Society.

ICAO Air Services Negotiation event in Bogota hosts 70 country delegations, boosting efforts to reconnect the world

Montréal, 13 December 2021 - ICAO's 2021 Air Services Negotiation (ICAN) event took place last week in Bogotá, Colombia, from 6–10 December, providing both an in-person and virtual platform for countries finalizing new international air transport agreements.

The Bogotá ICAN is the first to be hosted in South America since the unique global negotiation events were established by ICAO, in 2008. Over 300 in-person and 170 virtual participants, representing 70 countries, took advantage of the cost-effectiveness and efficiency of this year's hybrid gathering.

In his opening remarks to the international negotiators, ICAO Secretary General Juan Carlos Salazar highlighted that the work they were undertaking was “critical to all aspects of ICAO's current air transport recovery objectives, as well as to the future sustainable growth and resilience we are working so hard to achieve in terms of international aviation's post-COVID environment.”

“Multilateralism and the work you'll embark on here in the next few days continue to be essential to global success,” he added, “and to the restoration of global travel, trade and tourism capacity in all world regions.”

The Secretary General drew attention in this context to the Declaration countries formalized at ICAO's recent High-level Conference on COVID-19, and more specifically to the commitments they made to open international borders through updated risk management and vaccination approaches, and to build aviation back better to address the lowering of emissions and future sectoral pandemic resilience.

ICAO promotes several key priorities for States when supporting their air services negotiations, including liberalized market access for airlines, the removal of barriers to access wider capital markets, and relaxed nationality requirements for airlines' ownership. The UN agency is presently working on a new Convention on Foreign Investment in Airlines to help support this multilateral progress.

Further priorities include commitments to convergent and effective regulatory practices supported by good governance, and recognition of the need for modernized infrastructure and passenger facilitation processes to support future safety, security, emissions, capacity, and resilience objectives.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	44

All of the above are also expected to be accompanied by effective national competition and consumer protection frameworks, and full compliance with current ICAO policy guidance on taxes, charges, and fees.

“ICAO has maintained a firm commitment to work with States towards a long-term vision for international air transport liberalization, and I assure you that it will only be reinforced under my leadership,” Secretary General Salazar emphasized when concluding the event.

He also expressed ICAO’s appreciation for the keynote address for ICAN2021 by His Excellency Mr. Iván Duque Márquez, President of the Republic of Colombia, for the goodwill message by Ms. Ángela Orozco, Minister of Transport of Colombia, and for the closing remarks by Her Excellency Marta Lucía Ramírez, Vice president and Minister of Foreign Affairs of Colombia. Additional participation on behalf of Colombian Ministers and Deputy Ministers, and Mr. Jair Fajardo, Director General of Civil Aviation (Aerocivil), served to reinforce the commitment of Colombian Government to international civil aviation and to ICAO.

Secretary General Salazar concluded by noting that “all of us share a full commitment today to help restore air travel and trade and reconnect our world, so that hundreds of millions of people can have their livelihoods restored, and we can once again put the world on track to increase global connectivity and prosperity.”

Santa Reveals His FAA Safety Naughty & Nice Lists, Thanks FAA for Special Flight Permission on Dec. 24

WASHINGTON – In an open letter to the Federal Aviation Administration (FAA), Santa Claus revealed who made it on his FAA Safety Naughty and Nice Lists.

“I have the utmost gratitude and respect for everyone who makes it their job to keep air travel safe,” writes Santa. “For those people whose bad behavior puts air travel safety in jeopardy, remember: I’m watching!”

On Santa’s Nice List are air traffic controllers and technicians, pilots and flight attendants, ground crews, gate agents, airport personnel, security staff, airlines, commercial space operators, government safety oversight agencies and air travelers wearing masks.

On Santa’s Naughty List are unruly passengers on flights, people pointing lasers at aircraft on purpose, and pilots or aircraft owners operating illegal charter flights.

“Santa has centuries of air travel experience and a powerful voice to bring our safety message to millions of people,” said FAA Administrator Steve Dickson. “And make no mistake—I trust Santa to know who’s been naughty or nice.”

The full letter is below. Click to view video.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	45

December 23, 2021

Dear Administrator Dickson,

Many thanks to the Federal Aviation Administration for once again granting special flight permission for my unique, direct air-cargo delivery operation to bring holiday joy to children of all ages across the United States on Dec. 24. The special launch license for my StarSleigh-1/Rudolph Rocket to take a quick trip to the International Space Station is also appreciated.

My main purpose in writing is to join my voice with that of many others for the continual improvement of all facets of air travel safety. It is important to recognize who is doing the right thing and to call out bad behavior and point them to the lighted path to understand and follow the FAA's safety rules. So here are my special FAA Safety Naughty and Nice Lists.

On my Nice List are the air traffic controllers and technicians, pilots and flight attendants, gate agents, ground crews, airport personnel, security staff, airlines, commercial space operators and government agencies that manage, operate and provide safety oversight of the system. The system is safe and resilient due to their dedicated hard work. I have the utmost gratitude and respect for everyone who makes it their job to keep air travel safe. Air travelers who properly wear facemasks also belong on my Nice List. I'll make sure all their holiday wishes are fulfilled.

For those people whose bad behavior puts air travel safety in jeopardy, remember: I'm watching! At the top of my Naughty List are unruly passengers who pose a serious safety threat. People who purposefully point lasers at aircraft are on the list because they could incapacitate pilots, some of whom are flying airplanes with hundreds of passengers. In addition, pilots or aircraft owners who operate illegal charter operations pose a serious safety hazard as they do not have the proper training or maintain their aircraft at the required higher safety levels in order to fly the public.

Most everyone involved in air travel are good people who care about their own safety and the safety of others. Please continue to follow crew instructions, be polite and enjoy the flight. For those on my Naughty List, I believe it is our duty to help them change their unsafe behaviors through safety programs, educational outreach and enforcement actions as warranted.

I encourage you to share my Naughty and Nice Lists widely and let it be known that Santa Claus and the FAA are steadfast partners in air travel safety!

Have a happy and safe holiday season!

Santa Claus

North Pole

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	46

FAA To Hold Nashville, Tennessee Airspace Meeting

Meeting will provide overview on proposed Nashville airspace modification

WASHINGTON – The Federal Aviation Administration (FAA) will hold a virtual public information meeting on its proposal to modify the airspace over Nashville International Airport in Tennessee. Under the proposed changes, existing flight paths would not change but the area where pilots are required to interact with FAA air traffic controllers would expand. The airspace change is to better manage the complexity and volume of aviation activities in the area.

The meeting, which the FAA will conduct via Zoom and livestream on social media, will take place on Tuesday, Feb. 22 from 6-8 p.m. EST (5-7 p.m. CST). FAA representatives will provide an overview of the Nashville airspace and the proposed changes. After the FAA presentation the public will have the opportunity to make comments or presentations and participate in a live question and answer session.

To attend the Zoom meeting, you can register or watch on FAA’s Facebook, Twitter and YouTube, which do not require registration. Each meeting attendee using the Zoom platform will have the opportunity to make a presentation, but pre-registration is required. Each presentation will be limited to three minutes. Attendees watching the meeting on FAA’s social media channels can submit questions via the chat feature on the individual platform, but will not have the ability to make presentations.

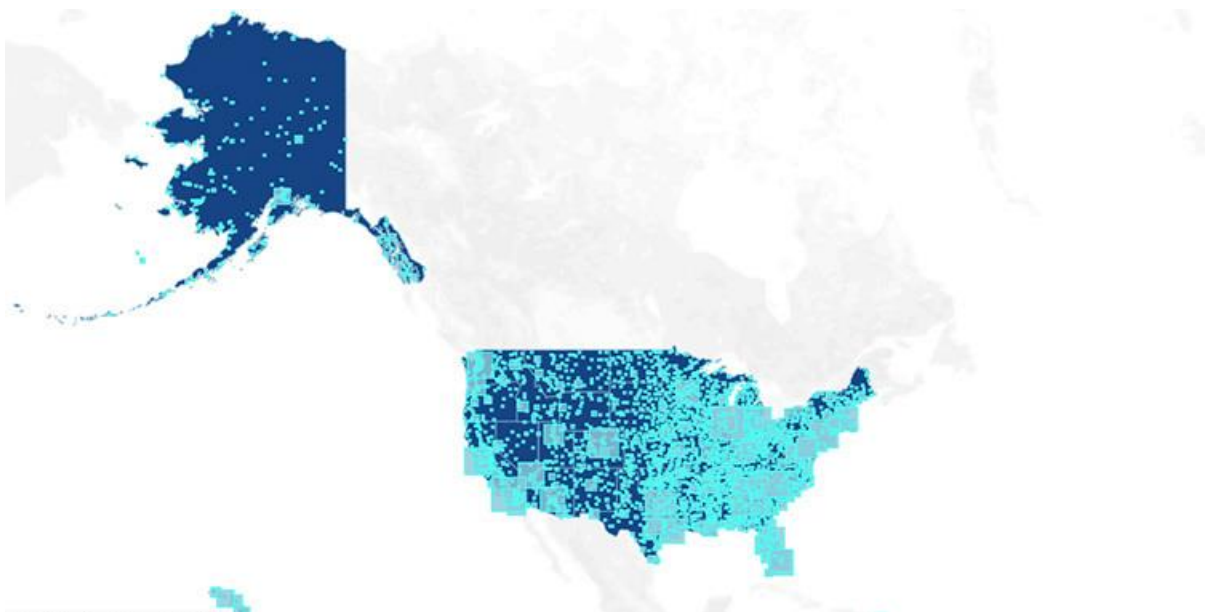
FAA Announces First-Year Airport Funding Amounts from Bipartisan Infrastructure Law

First round makes \$2.89 billion available, airports to submit projects

WASHINGTON – The U.S. Department of Transportation’s Federal Aviation Administration (FAA) will award \$2.89 billion made available by the Bipartisan Infrastructure Law to 3,075 airports around the nation. The money can be invested in runways, taxiways, safety and sustainability projects, as well as terminal, airport-transit connections and roadway projects.

“The Bipartisan Infrastructure Law has given us a once-in-a-generation opportunity to build safer and more sustainable airports that connect individuals to jobs and communities to the world,” said U.S. Transportation Secretary Pete Buttigieg. “With this new funding, urban, regional and rural airports across the country now can get to work on projects that have waited for years, modernizing their infrastructure and building a better America.”

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	47



For an interactive map and listing of funding for individual airports, visit

[Bipartisan Infrastructure Law - Airport Infrastructure | Federal Aviation Administration \(faa.gov\)](https://www.faa.gov/airports/infrastructure/bipartisan-infrastructure-law)

Airports can submit proposals to the FAA for review in the coming weeks. The FAA encourages applicants to prioritize projects that increase airport safety, equity and sustainability. The agency also plans to conduct outreach to the minority business community about these opportunities at airports across the nation.

Airports in 50 states and five territories are the beneficiaries of this first round of funding. Just some of the funding at airports include:

- San Diego International, CA: \$24.2M
- Denver International, CO: \$59.1M
- Great Falls International, MT: \$1.89M
- Asheville Regional, NC: \$4.3M
- Yeager Airport, WV: \$2.1M
- Unalaska Airport, AK: \$1 M
- Luis Munoz Marin International, San Juan \$11.2M

The money will come from the Airport Infrastructure Grant program, one of three new aviation programs created by the Bipartisan Infrastructure Law. The law provides \$15 billion over five years for this program. The FAA estimates the backlog of airport modernization and safety projects totals \$43.6 billion.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	48

FAA Awards Research Grants to Build Sustainable

Aviation Fuel Supply Chains

WASHINGTON—The U.S. Transportation Department’s Federal Aviation Administration (FAA) is tapping some of the nation’s top research institutions to build sustainable aviation fuel supply chains in different regions across the United States. More than \$1.4 million will go to five universities to undertake the research. Since 2014, the FAA has invested more than \$13 million in the effort being conducted by ASCENT, the FAA Center of Excellence for Alternative Jet Fuels and Environment.

“Sustainable aviation fuels are a critical part of meeting our climate goals for aviation, and we want to help that industry grow and create jobs right here in the U.S.,” said U.S. Transportation Secretary Pete Buttigieg. “These funds will help build regional supply chains so that communities across our country - many of them rural - feel the economic benefits of producing sustainable aviation fuel.”

The universities’ research concentrates on identifying regional feedstock that can become sustainable aviation fuel using the region’s existing infrastructure, creating a dependable supply within reach of airport demand. Researchers have and continue to look at other barriers that need to be eliminated to drive down the cost of sustainable aviation fuel.

The investment builds on the Biden-Harris Administration’s announcement this September of the Sustainable Aviation Fuels Grand Challenge, a government-wide initiative designed to catalyze the production of at least three billion gallons per year by 2030.

The research teams on this project include:

Washington State University: \$412,000

- Examine the potential for retrofitting existing pulp and paper mills, sugarcane mills, dry corn ethanol plants, and petroleum refineries to enable jet fuel production from forest harvests, waste materials, and various crops.
- Evaluate supply chains for their ability to create jobs, aid U.S. industry, and add resiliency to the national liquid fuel supply.
- Massachusetts Institute of Technology: \$450,000
- Consider the economic and environmental sustainability of a range of fuel pathways, including the co-production of sustainable aviation fuel in existing petroleum refineries.

University of Tennessee: \$100,000

- Support the development of an industry to produce sustainable aviation fuel using woody biomass feedstock in the Central Appalachian Region.
- University of Hawaii: \$100,000
- Develop a model for tropical oil supply chains and assess gasification systems to produce fuel and/or hydrogen from construction and demolition landfill waste.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	49

Purdue University: \$350,000

- Understand the land use impacts of sustainable aviation fuels on greenhouse gas emissions.

Today's funding is part of \$14.4 million in grants to teams at 13 universities across the country to undertake research critical to building a sustainable aviation system. A detailed description of all 35 projects and their associated grant amounts can be found [here](#). Among these is a new project that builds on a supply chain effort to examine how hydrogen production can be leveraged to produce sustainable aviation fuel with maximum greenhouse gas emission reductions at the lowest possible costs.

Last month, the U.S. released its first-ever comprehensive Aviation Climate Action Plan to achieve net-zero emissions by 2050. Earlier this year, the FAA announced more than \$100 million in matching grants to increase aircraft efficiency, reduce noise and aircraft emissions, and develop and implement new software to reduce taxi delays.

updates about the Pilot Records Database (PRD).

On December 7th, 2021, the FAA will implement a significant change to the way FAA pilot records are obtained as required by the Pilot Records Improvement Act of 1996 (PRIA) and CFR Part 111. It is imperative that air carriers, operators, 3rd parties (proxies), and pilots are aware of the process change taking effect next week.

For years, pilots have released certain FAA records to aviation employers by completing FAA Form 8060-10. This form was then submitted to the FAA who would compile the records and return them to the air carrier or operator. This process is ending and as of December 7th, 2021, and these FAA records must be obtained via the PRD web site.

NOTE: Although the process to obtain the FAA pilot records under PRIA is changing, the recently published CFR Part 111 expands on the requirement and implements the PRD. The good-faith exception discussed in AC 120-68J does not apply to FAA records. The process used to request non-FAA records required under PRIA is unchanged until PRIA is sunset in September 2024. However, PRD will soon contain industry records as well as FAA records.

Pilots:

Pilots who are being hired, or considered for hiring, will be asked to release their FAA pilot records to certain types of aviation employers. See § 111.1 for details regarding which employers are required to review the FAA records. This is done via the PRD web site at prd.faa.gov. On December 7th, 2021, pilots can not use FAA Form 8060-10 to release these records. If a pilot has technical issues which prevents them from accessing the PRD themselves to release records, they may submit FAA Form 8060-14 to the email address indicated on the instructions page. This will allow the employer to still access the records via the PRD.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	50

Air Carriers and Operators:

If a company is required or allowed by PRIA or FAR Part 111 to review a pilot's FAA records during the hiring process, the records must be obtained via the PRD as of December 7, 2021. The FAA will not process any FAA Form 8060-10s received as of December 7, 2021.

3rd Parties (Proxies):

Proxy companies who assist air carriers and operators with obtaining pilot records must obtain the FAA records via the PRD as of December 7th, 2021. The FAA will not accept FAA Form 8060-10 on that date. Proxies are able to access the PRD and review pilot records on behalf of aviation employers once the required PRD accounts are created.

Creating Accounts and How to Get Support:

Accessing the PRD is a two-step process. 1) Every user must have a MyAccess account. MyAccess is used to authenticate users into various FAA websites including the PRD. They will only have a single MyAccess account regardless how many roles they may have in the PRD. 2) After creating a MyAccess account, every user must register in the PRD for the appropriate roles which will give them the ability to perform the various tasks such as releasing their records to an employer or reviewing pilot records.

Visit prd.faa.gov to get started using the PRD. There are various resources listed on the page as well to assist with specific tasks.

Science and strategy key to reconnecting Africa

Montréal and Kigali, 1 December 2021 – Addressing the 33rd Plenary Session of the African Civil Aviation Commission (AFCAC) in Kigali today, ICAO Council President Salvatore Sciacchitano reviewed the means by which the continent's air transport sector could recovery through the adoption of scientifically informed and strategically aligned aviation and border policy.

The opening three day meeting, which is hosted by the Government of Rwanda, was attended by the President of the Republic of Rwanda, His Excellency Paul Kagame; the Honourable Minister of Infrastructure of Rwanda, Mr. Claver Gatete; and the Honourable Minister of Roads and Air Transport of Togo, Mr. Affoh Atcha-Dedji.

Mr. Sciacchitano highlighted that the ICAO Council Aviation Recovery Task Force (CART) and the African Union High-level Task Force for Recovery of Aviation in Africa have made tremendous efforts since the onset of COVID-19 to ensure effective, coherent and coordinated response and recovery measures in international air transport, noting that the CART's recommendations are equally applicable the Omicron COVID-19 variant of concern.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	51

He also pointed to the ministerial declaration resulting from ICAO's recent High-level Conference on COVID-19 (HLCC) which formalized that meeting's outcomes, providing "an important foundation to build upon and accelerate emerging positive trends for national and global benefit."

Ministers at the HLCC determined, for example, that while vaccination should not be a precondition for travel, it should be leveraged at every prudent opportunity to safely facilitate international mobility. They also emphasized the need to refine border risk management approaches on the basis of the latest scientific evidence, and highlighted the need to reinforce the global network against future threats.

A further important outcome concerned the need to leverage digital innovations and data sharing to achieve seamless and contactless processes, and to promote more efficient global access to mutually-recognized and ICAO VDS-secured health certifications.

To attain these goals however, countries must abide by their near-term commitments for financial and economic support for their air industries and regulators.

On this point, Mr. Sciacchitano underscored that ICAO and its member States also clearly recognize the need for determined assistance and capacity-building as a key element of all objectives relating to a safe recovery of air transport and building-back better, pursuant to the ICAO Council's principle of leaving no country behind.

Building back better in Africa will notably require the continuous joint efforts of States and aviation stakeholders to advance the objectives and work undertaken on the implementation of the Yamoussoukro Declaration, in addition to the African Union's flagship projects to realize the Single African Air Transport Market and African Continental Free Trade Area (SAATM and AfCTA).

It will also be greatly facilitated by States implementation of the ICAO Global Air Navigation Plan, which permits and encourages States and Regions to modernize by leapfrogging legacy technologies, the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), and the African Aviation Security and Facilitation (AFI SECFAL) Plan.

On these points, the Council President acknowledged the exemplary contributions made by AFCAC and its Member States during the HLCC, and noted the valuable role African Regional Safety Oversight Organizations (RSOOs) they played throughout the COVID crisis.

First-ever ICAO event on promoting common international approach to support for aircraft accident victims

Montréal and Las Palmas, Spain, 1 December 2021 – ICAO convened its first-ever international Symposium on Assistance to Aircraft Accident Victims and their Families today, providing an important platform to enhance global cooperation toward their care and treatment.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	52

The three-day event is being hosted by Spain, and features the attendance and participation of its Secretary General for Transport and Mobility (MITMA), María José Rallo, its Director General of Civil Aviation, Raúl Medina Caballero, and its Representative on the ICAO Council, Víctor M. Aguado. Also in attendance will be dignitaries from the Government of the Canary Islands and Grand Council of Las Palmas de Gran Canaria, as well as ICAO's Secretary General, Juan Carlos Salazar, and other ICAO officials and experts.

In his welcome address, ICAO Council President Salvatore Sciacchitano remarked that “Respect for victims of civil aviation accidents and the mental, physical and spiritual well-being of their families is of paramount importance to ICAO, and we work diligently to ensure that these needs are considered and accommodated by States.”

Secretary General Salazar meanwhile stressed in his opening remarks that “Aviation safety is an incredible team effort, but this same cooperation must also be directed toward ensuring the rights of accident victims and their families in the aftermath of these tragic events.”

ICAO first issued guidance on family assistance in 2001, and in 2013 it published the ICAO Policy on Assistance to Aircraft Accident Victims and their Families and an accompanying manual. The topic was also formally acknowledged by countries at consecutive ICAO Assemblies, in 2013 and 2016, and considered by a special session of the 13th ICAO Air Navigation Conference in 2018.

Earlier this year the ICAO Council held a further meeting on the subject with the Air Crash Victims' Families' Federation International (ACVFFI), and in a related development, the ICAO Facilitation Panel has recently recommended that associated priorities be enshrined in a full ICAO Standard, in order to assure stronger international compliance and alignment.

In addition to the Symposium now underway, ICAO is currently developing a training course to help countries set out appropriate family assistance legislation, regulations, and plans.

Mr. Sciacchitano also announced at the event that the ICAO Council has very recently approved the establishment of 20 February as a new international day for the commemoration of lives that have been lost due to aircraft accidents.

Both ICAO leaders recognized the invaluable dedication and contributions of the Air Crash Victims' Families' Federation International towards the international prioritization of these issues, and expressed ICAO's deep appreciation to the Governments of Spain and the Canary Islands for making the event possible.

	SAFETY BULLETIN	Section	SAFETY
		Revision	Edition 1 Revision 13
	NO RESTRICTION	Date	21.07.2021
		Page	53

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 \(europa.eu\)](#)