# SAFETY BULLETIN

# May 2022

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contact@airflex-ingenierie.fr

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

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

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

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

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

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

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

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



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## Subjects of the Month:

### Ramp Inspection Programmes (SAFA/SACA)

The EU Ramp Inspection Programme is a European Programme regarding the performance of ramp inspections on aircraft used by third country operators (SAFA) or used by operators under the regulatory oversight of another EU Member State (SACA).

The Programme is regulated by Commission Regulation (EU) No 965/2012 and it provides for the inspection of aircraft suspected (based on e.g. safety relevant information collected by the Participating States or on regular analysis of the centralised database performed by EASA) of non-compliance with the applicable requirements (either international safety standards or EU standards). Ramp inspections may also be carried out in the absence of any suspicion, in this case a spot-check procedure is being used.

***The applicable legal framework of the Programme contains the following:***

1. Commission Regulation (EU) No 965/2012 of 5 October 2012;
2. Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Part-ARO, consolidated version, issue 3, Amendment 10 - 16 September 2019; and
3. Ramp Inspection Manual (RIM), Issue 1, 20 March 2019.

The EU Ramp Inspection Programme has replaced the EU SAFA Programme and has two major components:

1. SAFA ramp inspections (for third country operators); and
2. SACA ramp inspections (for community operators – checked against EU standards).

In each Participating State, aircraft of operators under the safety oversight of another Member State or of a third country can be subject to a ramp inspection, chiefly concerned with the aircraft documents and manuals, flight crew licenses, the apparent condition of the aircraft and the presence and condition of mandatory cabin safety equipment. The applicable requirements for these inspections are:

1. The ICAO international standards for aircraft used by third country operators;
2. The relevant EU requirements for aircraft used by operators under the regulatory oversight of another Member State;
3. Manufacturers' standards when checking the technical condition of the aircraft; and
4. Published national standards (e.g. Aeronautical Information Publications (AIPs)) that are declared applicable to all operators flying to that State.

These checks are carried out in accordance with a procedure which is common to all the Participating States. Their outcome is then subject to reports which also follow a common format.

In case of significant irregularities, the operator and the appropriate Aviation Authority (State of Operator or State of Registry) are contacted in order to arrive at corrective measures to be taken not only with regard to the aircraft inspected, but also with regard to other aircraft which could be concerned in the case of an irregularity which is of a generic nature. All data from the reports as well as supplementary information are shared and centralised in a computerised database set up and managed by EASA.

The main features of the EU Ramp Inspection Programme can be summarised as follows:

- its application by all Participating States – notably all ECAC States (EU Member States, non-EU ECAC States as well as non-EU States that have signed the EASA Working Arrangements);
- the broad dissemination of inspection results through a centralised database;
- its bottom-up approach: the programme is built around ramp inspections of aircraft;
- non-discriminatory approach: obligation for the participating EU Member States, that in addition to third country aircraft, to inspect EU aircraft as well, on the basis of the EU requirements;

The Participating States engaged in the EU Ramp Inspections Programme are: Albania, Armenia, Australia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Brazil, Bulgaria, Canada, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Latvia, Lithuania, Luxembourg, Malta, Republic of Moldova, Monaco, Montenegro, Morocco, Netherlands, Norway, Poland, Portugal, Qatar, Romania, Serbia, Singapore, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, The Republic of North Macedonia, Turkey, Ukraine, United Arab Emirates and United Kingdom.

However, ramp inspections are limited to on-the-spot assessments and cannot substitute for proper regulatory oversight, thus, they cannot guarantee the airworthiness of a particular aircraft. Where irregularities have an immediate impact on safety, inspectors can demand corrective actions before they allow the aircraft to leave.

***Stakeholders***

The European Commission and Participating States are informed of any potentially safety hazards identified. They come together with EASA and Eurocontrol regularly in the Air Safety Committee meetings (ASC) and the Ramp Inspections Coordination and Standardisation (RICS) meetings. As of 2010, EASA is also organising yearly the Industry & Regulators Forum in Cologne, whereby states and aviation industry representatives meet to discuss issues of common interest in the ramp inspections area.

***EASA's role in the EU Ramp Inspections Programme***

EASA is responsible for coordinating the RAMP inspections programme. The specific role and responsibilities of EASA in the EU Ramp Inspections Programme are:

- to collect by means of a centralised database the inspection reports of the Participating States engaged in the EU Ramp Inspections Programme;
- to develop, maintain and continuously update the centralised database;
- to provide necessary changes and enhancements to the database application;
- analyse all relevant information concerning the safety of aircraft and its operators;
- to report potential aviation safety problems to European Commission and all the Participating States;
- to advise the European Commission and all the Participating States on follow-up actions;
- to propose coordinated actions to the Commission and to the competent authorities, when necessary on safety grounds, and ensure coordination at the technical level of such actions;
- to liaise with other European institutions and bodies, international organisations and third country competent authorities on information exchange.

***How are ramp inspections performed ?***

Authorised inspectors are using a checklist with 53 inspection items during ramp checks. The checks may include pilots licenses, procedures and manuals carried in the cockpit, compliance with these procedures by flight and cabin crew, safety equipment in cockpit and cabin, cargo carried in the aircraft and the technical condition of the aircraft. As the time between arrival and departure (the turn-around time) may not be sufficient to go through the full checklist, not all 53 items may be inspected. It is the Programme policy not to delay an aircraft except for safety reasons. Some oversight authorities of the Participating States engaged in the EU Ramp Inspections Programme carry out random inspections while others try to target aircraft or airlines that they suspect may not comply with the applicable standards.

The absolute number of inspection findings represents an important outcome of the inspecting process which provides valuable information on the subject aircraft or its responsible operator. On the other hand, this needs to be carefully taking into account in relation with the "severity" of the findings. To this end, three categories of findings have been defined. A "Category 1" finding is called a minor finding; "Category 2" is a significant finding and "Category 3" a major finding. The terms "minor", "significant" and "major" relate to the level of influence on safety. The prime purpose of categorising the findings is to classify the compliance with a standard and the severity of non-compliance with this standard.

The inspections and the categories of findings are recorded in the centralised database.

When considering the findings established during a ramp inspection, Category 2 (significant) and Category 3 (major) findings require the highest attention when it comes to the need for rectification. Based on the category, number and nature of the findings, several actions may be taken.

If the findings indicate that the safety of the aircraft and its occupants is impaired, corrective actions will be required. Normally the aircraft captain will be asked to address the serious deficiencies which are brought to his attention. In rare cases, where inspectors have reason to believe that the aircraft captain does not intend to take the necessary measures on the deficiencies reported to him, they will formally ground the

aircraft. The formal act of grounding by the State of Inspection means that the aircraft is prohibited from resuming its flights until appropriate corrective measures are taken.

Another type of action is called "corrective actions before flight authorised". Before the aircraft is allowed to resume its flight, corrective action is required to rectify any deficiencies which have been identified.

In other cases, the aircraft may depart under operational restrictions. An example of such a restriction would be the case where there is a deficiency regarding passenger seats. Operation of the aircraft is possible under the condition that the deficient seats are not occupied by any passengers.

It is standard practice that the captain of the aircraft which has just been inspected is debriefed about the findings. In addition, Category 2 and Category 3 findings are communicated to the responsible Aviation Authority for information and to the home base of the operator with the request to take appropriate action to prevent reoccurrence.

In order to achieve best the objectives of the EU Ramp Inspections Programme, close cooperation with the Aviation Authorities of all those States whose operators and aircraft have been subject of ramp inspections is imperative. As part of their responsibility regarding the safety oversight of their national operators according to the relevant international safety standards, these Aviation Authorities are requested to ensure proper implementation of corrective actions in order to address the reported findings.

In some cases, when the findings on an aircraft are considered important, individual Participating States may decide to revoke the entry permit of that aircraft. This means that the particular aircraft is no longer allowed to land at airports or fly in the airspace of that State. Such a ban can be lifted if the operator of the aircraft proves that the problems have been properly addressed and corrected. Such entry permit repercussions can therefore be, and usually are, of a temporary character.

As regards such bans and their subsequent lifting, those Participating States which belong also to the European Union shall be acting in accordance with the provisions laid down in Regulation (EC) No 2111/2005 on the establishment of a Community list of air carriers subject to an operating ban within the Union.

ursuant to the requirement set forth by the Commission Regulation (EU) No 965/2012, the Participating States are also including the centralised database information on their follow-up actions. This information allows assessing the ability and willingness of operators to rectify the findings identified during ramp inspections and it used in the subsequent analyses of the generated data.

***Centralised database***

The backbone of the EU Ramp Inspection Programme is the centralised database, which is managed and maintained by EASA, in Cologne, Germany. The inclusion of reports in the database remains a responsibility of the individual Aviation Authorities of the Participating States.

Data contained in the database is confidential and therefore shared only with other Participating States and not available to the general public. The database can be accessed by all Aviation Authorities of the Participating States via the (secured) internet. At present, all Aviation Authorities are connected on-line to the database. In addition, read-only access is provided to the European Commission and ICAO.

EASA is performing regular analysis of the centralised database. The regular analysis is conducted every 3-4 months, with the aim at identifying safety concerns and worrying trends which should be addressed before they become a threat to the safety of international aviation. Since September 2011, Operators and their Aviation Authorities (NAAs) can register online to that database; obviously, the access is limited to ramp inspection reports on their own aircraft. Since the user management is delegated to the local Aviation Authorities, these authorities need to have obtained access to the database before the operators can register themselves. Once the operator and/or the NAA has access, any follow-up information on the inspection can be uploaded to the database; this lowers the burden of the administrative workload considerably. Details on the registration process can be found in the FAQ document available at the login page of the SAFA database.

SAFA RAMP INSPECTION REPORT DATABASE

Any questions related to the database access should be addressed to the local authorities; the contact details for the centralised database coordinators within those Aviation Authorities having access to the database can be found in the download section of this page.

***National Coordinators***

National coordinators have been appointed by the competent authorities of all the Participating States. The main role of a national coordinator is to ensure the day-today coordination of the programme at national level in order to facilitate the appropriate implementation of the programme.

The specific tasks of a national coordinator should include the following:

- entering ramp inspection reports into the centralised database;
- prioritising ramp inspections in accordance with the applicable provisions;
- nominating national representatives for the ramp inspection working groups;
- acting as a focal point for the training schedules (initial and recurrent training) for all involved national ramp inspection staff;
- ensuring that all staff involved in ramp inspections are properly trained and scheduled for recurrent training;
- representing the Member State at the meetings of the Ramp Inspections Coordination and Standardisation group (RICS) on ramp inspections;
- promoting and implementing the inspector exchange programme;
- providing support in handling requests for disclosure of data;
- ensuring distribution of new legislation and latest versions of procedures to ramp inspection staff;

- organising regular meetings with all ramp inspection staff to maintain a high quality standard;
- implementing a national ramp inspection quality control system;
- managing the access of national operators and the competent authority's staff to the centralised database;
- act as a sectorial focal point in the domain of ramp inspections in the context of standardisation activities performed by the Agency;
- proposing appropriate team members for ramp inspection standardisation visits;
- provide information to the Agency, the Commission and the Member States on contacts with authorities and operators.

***Historical overview and aggregated reports***

## Historical overview

The SAFA Programme was initially launched by the European Civil Aviation Conference (ECAC) in 1996. The Programme was not based upon a European legal binding basis, but upon a commitment of the Directors General of the participating ECAC Member States. The scope of the inspections performed on 'foreign' aircraft involved those aircraft which were not used or operated under the control of the inspecting competent authority.

On 30 April 2004, the Directive 2004/36/CE of the European Parliament and of the Council on the safety of third-country aircraft using Community airports (the so-called 'SAFA Directive') was published, creating a legal obligation upon EU Member States to perform ramp inspections on third country aircraft landing at their airports, where 'third country aircraft' implied aircraft not used or operated under control of a competent authority of an EU Member State. Nevertheless, the Directive didn't prohibit in any way EU Member States from inspecting aircraft from other EU Member States. EU Member States were provided with a transition period of two years for transposing and implementing the above mentioned Directive.

Until 2006, the operational elements of the SAFA Programme were implemented by the Central Joint Aviation Authorities (CJAA). At the end of 2006, the SAFA coordination activities, including the centralised database, have been transferred from CJAA to EASA.

As of 1 January 2007, following a decision by the Directors General of ECAC Member States, the SAFA Programme was transferred under European Community (EC) competence and the responsibility for the management and further development of the EU SAFA Programme falls upon the European Commission assisted by the European Union Aviation Safety Agency (EASA).

The continued participation of the 15 non-EU ECAC Member States, and thus the pan-European dimension of the programme, has been assured through the signature of Working Arrangements between each of these individual States and EASA.

In addition, similar Working Arrangements have been signed with several non-European States (Australia, Brazil, Canada, Israel, Morocco, Qatar, Singapore, United Arab Emirates and the United Kingdom) and a further non-EU ECAC Member State (Montenegro).

On 28 October 2012, the Implementing Rules on Air Operations entered into force as the new legal basis for the EU ramp inspection programme, replacing the original system established by the SAFA Directive and its implementing regulations with a new system represented by the new EU Ramp Inspections Programme.

## Aggregated Reports

The Commission Regulation (EC) No 965/2012 puts an obligation on EASA to prepare for the Commission on a yearly basis a proposal for a public aggregated information report regarding the information collected from the Participating States. The aggregated report is published by EASA in the English language.

## What about this month:

### On World No Tobacco Day: protect our planet

On May 31st every year, ICAO joins the World Health Organization and the United Nations system as a whole in celebrating World No Tobacco Day. The aim of the 2022 global campaign is to increase awareness: the impact the tobacco industry has on the environment is vast and growing, adding unnecessary pressure to our planet's already scarce resources and fragile ecosystems. Tobacco kills over 8 million people every year and destroys our environment, further harming human health, through the cultivation, production, distribution, consumption, and post-consumer waste.

Along with all aviation stakeholders, ICAO is committed to maintaining active lines of communication and encouraging environments that will allow the next generation to lead in the development of aviation's future.

World No Tobacco Day is commemorated annually to remind the public of the dangers of using tobacco and what people around the world can do to claim their right to healthy living and to protect future generations. ICAO made this a priority during the 29th ICAO General Assembly thanks to a joint decision by our Member States. On 8 October 1992, they adopted this resolution on smoking restrictions on international passenger flights:

Whereas ICAO Assemblies have demonstrated a concern for and a contribution to human welfare in the quality of life and in the environment in which human beings work and engage in other pursuits, including matters related to engine emissions, the ozone layer and aircraft noise; Whereas ICAO Assemblies have recognized a responsibility to achieve maximum compatibility between civil aviation operation and the quality of the human environment; Whereas States have been recognizing increasingly and taking action against the known health hazards caused by tobacco smoke at the work place, in public buildings and transportation systems; Whereas the build-up of "tar" and other residues from tobacco smoke on aircraft may adversely affect oxygen masks and contaminate environmental control systems; Whereas the World Health Organization (WHO) and the International Labour Organization (ILO), consider that occupational safety and health are interrelated and cannot be separated; and Whereas the World Health Organization (WHO) unanimously adopted a Resolution urging Member States to ban smoking in public conveyances where protection against involuntary exposure to tobacco smoke cannot be ensured and requested its Director General to collaborate with ICAO; The Assembly:

- Requests the ICAO Council to intensify its studies into the safety aspects of banning smoking onboard aircraft;
- Requests the ICAO Council, with the assistance and co-operation of the World Health Organization, to take appropriate measures to promote a smoke-free travel environment on all international flights;
- Urges all Contracting States, in the meantime, to take necessary measures as soon as possible to restrict smoking progressively on all international passenger flights with the objective of implementing complete smoking bans by 1 July 1996;

- Requests the ICAO Council to report on the implementation of this Resolution in all its aspects to the next ordinary Session of the Assembly.

ICAO continues to support efforts to reduce tobacco use within the aviation sector, including by raising awareness among flight crew that smoking can shorten or end a flying career. This is because many health conditions caused by smoking can result in being medically disqualified. Smoking increases the risks of developing heart disease, stroke, cancer and respiratory diseases.

**FAA Invests Millions to Build Safer, More Accessible Airports Across the U.S.**

**WASHINGTON** – The U.S. Department of Transportation's Federal Aviation Administration (FAA) has awarded more than $608 million to build safer, more accessible airports serving a wide swath of the country. The first round of 2022 Airport Improvement Program (AIP) grants will go to 441 airports located in big cities, small towns, and everywhere in between across 46 states, American Samoa, and the Northern Mariana Islands. This funding is in addition to the $20 billion the Bipartisan Infrastructure Law invests in U.S. airports.

View an interactive map with all the awards.

"In communities of all sizes, airports are vital to regional economies, sustaining jobs and getting people and goods where they need to go," **said U.S. Transportation Secretary Pete Buttigieg.** "These Airport Improvement Program grants will help make airports better, safer, and more accessible, so they can better serve people in every community for decades to come." "We're investing $608 million in airports across America so communities big and small can continue to safely and efficiently connect with the rest of the world," **said FAA Associate Administrator of Airports Shannetta Griffin**.

Examples of grants that will go to enhance safety at airports across the U.S. include:

- $13.46 million for **Minneapolis-St. Paul International/Wold-Chamberlain, MN,** to extend and improve the safety area, add taxiway lighting, reconstruct the taxiway and apron, and replace the airport lighting vault.
- $8.57 million for **Morristown Municipal Airport in Morristown, NJ,** to improve the Runway 5/23 safety area to enhance airport safety operations. This project consists of the installation of major drainage structures crossing Runway 5/23 and Taxiway A.
- $7.54 million for **Buffalo Niagara International Airport in Buffalo, NY,** to rehabilitate 8,829 feet of the existing Runway 5/23 pavement and lighting system and reconstruct 63 airfield guidance signs. These projects will maintain the structural integrity of the pavement and lighting system and meet FAA standards.
- $3.98 million for **Jackson Municipal Airport in Jackson, MN**, to shift Runway 13/31, construct a parallel taxiway, and construct the new runway lighting system. These projects mitigate the safety risks of airplanes having to back-taxi on an active runway.
- $18.8 million to **Pago Pago International Airport in American Samoa** to rehabilitate a runway.
- General aviation airports will receive more than half of these first grants, with 272 grants in amounts ranging from $38,680 to more than $4.6 million. General aviation airports are vital to communities and the aviation industry. They are where pilots are trained, emergency medical services take off and land, and rural communities are connected to daily commerce.
- Grants to general aviation and community-serving airports include:
- $4.15 million for the new **Gallatin County Airport in Sparta, KY,** to fund the final phase of construction of this new general aviation airport to meet current demand. The grant will construct a new taxiway, install an airfield lighting vault, an airport rotating beacon, and airfield lighting.
- $1.9 million for **Robert (Bob) Curtis Memorial Airport in Noorvik, AK,** to rehabilitate a runway.

Two grants totaling more than $1.29 million for **Laughlin/Bullhead International Airport in Bullhead City, AZ,** to renovate the existing passenger terminal public restrooms within the existing footprint and reconstruct airfield guidance signs and the taxiway. Renovations will comply with Americans with Disabilities Act (ADA) requirements.

A $666,000 grant to **Methow Valley State Airport in Winthrop, WA,** to construct a heliport/helipad.

Four grants of $434,550 each to **Grayling, Huslia, Bob Baker Memorial in Kiana, and Koyukuk airports in AK** to purchase snow removal equipment.

A $36,000 grant to **Devils Lake Regional Airport** and a $45,000 grant to **Jamestown Regional Airport, both in North Dakota,** to purchase aircraft rescue fire fighting vehicles and safety equipment.

Other grant awards fund projects that demonstrate the Biden-Harris Administration's commitment to equity and environmental sustainability include:

$1 million for **Gunnison-Crested Butte Regional Airport in Gunnison, CO,** to rehabilitate the existing terminal building restrooms, elevators, escalators, concession areas, security screening, and holding areas to meet current building codes and comply with ADA requirements.

$1.6 million for **Montrose Regional Airport in Montrose, CO,** to expand its existing terminal building to comply with ADA requirements. This project also rehabilitates the existing terminal building restrooms, elevators, escalators, and security holding area.

$3.5 million for **Alexandria International Airport in Alexandria, LA**, to purchase 15 homes and relocate 40 residents adversely impacted by aircraft noise. This project will benefit owners and tenants living near the airport.

A complete listing of grants is on the FAA website.

## Travelcare for travelers and crewmembers

**ICAO or FAA**

**European Advice**

***EASA/ECDC take first steps to relax COVID-19 measures for air travel***

*For protocol see attached*

COLOGNE, May 11, 2022 - The European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) issued an update to the health safety measures for air travel, dropping the recommendation for mandatory wearing of medical masks in airports and on board a flight, while noting that a face mask is still one of the best protections against the transmission of COVID-19.

The update of the joint Aviation Health Safety Protocol takes account of the latest developments in the pandemic, in particular the levels of vaccination and naturally acquired immunity, and the accompanying lifting of restrictions in a growing number of European countries. In addition to the changes with respect to masks, its recommendations include a relaxation of the more stringent measures on air operations, which will help relieve the burden on the industry whilst still keeping appropriate measures in place.

"From next week, face masks will no longer need to be mandatory in air travel in all cases, broadly aligning with the changing requirements of national authorities across Europe for public transport," said EASA Executive Director Patrick Ky. "For passengers and air crews, this is a big step forward in the normalisation of air travel. Passengers should however behave responsibly and respect the choices of others around them. And a passenger who is coughing and sneezing should strongly consider wearing a face mask, for the reassurance of those seated nearby."

ECDC Director Andrea Ammon said: "The development and continuous updates to the Aviation Health Safety Protocol in light of the ongoing COVID-19 pandemic have given travellers and aviation personnel better knowledge of the risks of transmission of SARS-CoV-2 and its variants. While risks do remain, we have seen that non-pharmaceutical interventions and vaccines have allowed our lives to begin to return to normal. While mandatory mask-wearing in all situations is no longer recommended, it is important to be mindful that together with physical distancing and good hand hygiene it is one of the best methods of reducing transmission. The rules and requirements of departure and destination States should be respected and applied consistently, and travel operators should take care to inform passengers of any required measures in a timely manner. The importance of these measures should continue to be effectively communicated to passengers for their safety, and ECDC will continue to work with our colleagues at EASA to regularly assess and amend the recommendations as necessary."

The new recommendations on the wearing of face masks are set to come into effect from May 16, 2022. However rules for masks in particular will continue to vary by airline beyond that date. For example, flights to or from a destination where mask-wearing is still required on public transport should continue to

encourage mask wearing, according to the recommendations. Vulnerable passengers should continue to wear a face mask regardless of the rules, ideally an FFP2/N95/KN95 type mask which offers a higher level of protection than a standard surgical mask.

Passengers are also encouraged to observe distancing measures in indoor areas, including at the airport, wherever possible. But airport operators should adopt a pragmatic approach to this: for example, they should avoid imposing distancing requirements if these will very likely lead to a bottleneck in another location in the passenger journey, especially if they are not required at national or regional level in other similar settings.

While many states no longer require passengers to submit data through a passenger locator form, airlines should keep their data collection systems on standby so they could make this information available to public health authorities if needed, for example in the case where a new variant of concern (VOC) emerged which was identified as potentially more dangerous.

New VOCs are frequently discovered with varied degrees of immunity escape and severity of symptoms, the document observed. Airport staff, crew members and passengers should be alert and follow the recommendations and requirements of the national authorities of the State or region they are visiting.

***EASA publishes Review of Aviation Safety Issues Arising from the war in Ukraine***

Following the Russian Federation's invasion of Ukraine, The European Union Aviation Safety Agency (EASA) has developed a safety risk portfolio to identify safety issues affecting commercial aviation which stem from or are associated with this conflict. EASA developed the portfolio in close cooperation with Member State regulators and industry partners to capture new or emerging safety issues.

The assessment followed surveys of EASA's safety partners, comprising the EASA Member States' regulators and industry. Drawing on the many candidate safety issues provided by Stakeholders, EASA has defined 20 safety issues. Where already available, mitigating actions are provided alongside the corresponding safety issue.

Organisations should evaluate the applicability of the safety issues listed in the review to their own operations and, where appropriate, capture them in their SMS so that any associated risks can be mitigated effectively. EASA will continue to monitor the safety situation and will provide further updates to the report as needed.

*See attached Review of Aviation Safety Issues Arising from the war in Ukraine Version 1 – April 2022*

**French Advice (in French)**

**Other purposes**

# Environment

## Français

Aéronefs à motorisation électrique | Ministère de la Transition écologique (ecologie.gouv.fr)

***Aéronefs à motorisation électrique***

Le développement récent d'aéronefs à motorisation électrique ainsi que leurs certifications par l'Agence de l'Union européenne de la sécurité aérienne (AESA) amènent la DGAC à accompagner les acteurs de l'aviation électrique et à élaborer un cadre réglementaire adapté afin de garantir la sécurité de l'aviation civile électrique en France.

### Pipistrel Virus Electro (SW128)

En matière de qualification des pilotes, de cadre de gestion de navigabilité et de maintenance, et de conditions d'exploitation, certaines dispositions de la règlementation européenne (qui est applicable en France) ne sont pas adaptées aux spécificités de la propulsion électrique. Des évolutions réglementaires sont prévues pour y remédier. En attendant, comme l'y autorise la règlementation européenne, des dérogations ont été octroyées par la France pour permettre l'exploitation du VIRUS SW 128.

Ces dispositions dérogatoires prévoient des conditions équivalentes à ce que définissent les règlements actuels pour des aéronefs équivalents à propulsion non électrique.

Pour la gestion du maintien de navigabilité, il est demandé que ces aéronefs soient traités par un organisme disposant d'un agrément Partie M/G ou CAO ou CAMO, comme pour tous les aéronefs équivalents à propulsion non électrique. La maintenance doit être effectuée par un organisme agréé, dont les mécaniciens ont suivi le cursus proposé par le constructeur Pipistrel et validé par l'Agence.

Pour les règles opérationnelles, des règles similaires à celles applicables au carburant conventionnel ont été mises en place, en particulier en ce qui concerne les réserves d'énergie. Ces règles dérogatoires sont établies au bénéfice des exploitants exerçant selon le cadre applicable aux opérations non-commerciales d'aéronefs non-complexes.

Pour les qualifications des pilotes, les points principaux de la dérogation émise par la DSAC sur les conditions pertinentes pour l'exercice des privilèges de pilote sur le Pipistrel Virus SW 128 sont les suivants :

- le SW 128 est réputé constituer une variante de la classe SEP ;
- les pilotes doivent accomplir un programme de formation spécifique soit lors la formation en vol en vue de l'obtention d'une licence LAPL(A) ou PPL(A) lorsqu'elle est réalisée sur SW 128, soit dans le cas d'une extension des privilèges de la qualification de classe SEP vers la variante SW 128 ;
- la prorogation de la qualification de classe SEP est valable pour les deux variantes SEP avec moteurs à pistons et SW 128, à condition de détenir une expérience récente de manière combinée sur les variantes SEP avec moteur à pistons ou SW 128 et d'avoir réalisé un vol d'entraînement sur chaque variante, SEP avec moteur à pistons et SW 128, avec un instructeur ;
- le vol d'entraînement sur SW128 doit comporter des éléments de révision liés à la propulsion électrique.

**Ces 3 dérogations ont été émises entre août et septembre 2020. L'AESA s'est prononcée favorablement sur leur contenu. Elles sont valables jusqu'au 31/12/2022.**

**English**

***European Union supports Indonesia in its ambitions for safer and greener aviation***

The European Union Aviation Safety Agency (EASA) has cooperated with the Directorate General for Civil Aviation in Indonesia (DGCA Indonesia) to make flights to Atambua, Bajawa and Larantuka in Indonesia safer and greener.

Performance Based Navigation (PBN), which uses satellites and on-board equipment to help pilots with navigation, is now available for these three airports. PBN allows the ATR aircraft operating on these routes to fly safely to and from airports in difficult weather environments and in cases where the geography is challenging. It also improves operational efficiency, thereby reducing aviation's environmental impact.

EASA is offering its support on behalf of the EU as part of the EU-South East Asia Aviation Partnership Project (APP). The overall objective of the project is to enhance the political, economic and environmental partnership between the EU and South East Asia in the domain of civil aviation.

The press release on this cooperation was released by the EU Delegation to Jakarta in the context of an EASA-DGAC Indonesia meeting at Changi Aviation Summit in Singapore.

# FAA regulations

### Draft ACs

### Advisory Circular

AC 150/5300-13B - Airport Design

AC 90-106B - Enhanced Flight Vision System Operations

AC 70-1B - Outdoor Laser Operations

AC 150/5335-5D - Standardized Method of Reporting Airport Pavement Strength - PCR

### Forms - Orders & Notices

3900.71A - Flight Standards Service Bloodborne Pathogens Program

JO 7340.691 - Foreign ICAO 3LD Additions, Modifications, and Deletions (excluding U.S.)

JO 7360.5 - Cessna 408 Skycourier (C408) FAA Weight Class

JO 7400.2N - Procedures for Handling Airspace Matters

JO 7110.10BB - Flight Services

JO 7210.3CC - Facility Operation and Administration

JO 7110.65Z - Air Traffic Control

JO 7210.940 - Selecting Active Runways

JO 7110.783 - Selection

8900.625 - Minimum Equipment List Relief for Supplemental Type Certificates and Other Items From a Change to Type Design

8900.624 - FSDOs Issuing a Certificate of Waiver to § 91.135(d) for Manned VFR Glider and Balloon Operations in Class A Airspace

8900.623 - OpSpec A001, Issuance and Applicability

8900.622 - OpSpec A001, Issuance and Applicability, and Reports

8900.621 - OpSpec A050, Helicopter Night Vision Goggle Operations (HNVGO)


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

JO 7400.2N - Procedures for Handling Airspace Matters

JO 7110.10BB - Flight Services (Home (faa.gov))

JO 7210.3CC - Facility Operation and Administration

JO 7110.65Z - Air Traffic Control (FAA Order JO 7110.65)

9000.3C - Aviation Drug and Alcohol Testing Program Credential

JO 7340.690 - U.S. SPECIAL CALL SIGN DESIGNATOR "DOVE" AND ASSOCIATED TELEPHONY "DOVE"


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

## EASA regulations

Approval Data Library | EASA (europa.eu)

### Rules

Regulations | EASA (europa.eu)

***Commission Implementing Regulation (EU) 2021/2082***

Commission Implementing Regulation (EU) 2021/2082 of 26 November 2021 laying down the arrangements for the implementation of Regulation (EU) No 376/2014 of the European Parliament and of the Council as regards the common European risk classification scheme (Text with EEA relevance)

### Easy access Rules

- Easy Access Rules for Airworthiness and Environmental Certification (Regulation (EU) No 748/2012)
- Easy Access Rules for Air Operations updated with the new acceptable means of compliance and guidance material on fuel/energy planning and management

### Agency Decisions

Overview | EASA (europa.eu)

***ED Decision 2022/011/R***

Amendment of the AMC & GM to Commission Regulation (EU) No 1321/2014 | SMS in Part-145 and Occurrence reporting

'Amendment of the AMC & GM to Commission Regulation (EU) No 1321/2014' | 'SMS in Part-145' and 'Occurrence reporting'

The objective of this Decision is to support the transposition of the International Civil Aviation Organization (ICAO) Annex 19 Standards and Recommended Practices (SARPs) in the maintenance domain, and facilitate the implementation of safety management system (SMS) requirements introduced by Regulation (EU) 2021/1963 in Part-145 (Annex II to Regulation (EU) No 1321/2014).

This Decision amends primarily the Acceptable Means of Compliance (AMC) & Guidance Material (GM) to Part-145 in respect of the following topics:

- Introduction of a management system for Part-145 maintenance organisations;
- Introduction of a management system for competent authorities;

- Harmonisation of general organisation provisions and competent authority procedures with those of Part-CAMO (Annex Vc to Regulation (EU) No 1321/2014);
- Occurrence reporting (RMT.0681).

The Decision also amends the AMC & GM to Part-M, Part-66, Part-CAMO, Part-CAO and to the Articles of Regulation (EU) No 1321/2014, such that these remain consistent with the amended Part-145 regulatory material. Besides, an AMC to Part-CAMO is amended to address an implementation issue in relation to the qualification of the safety manager.

***ED Decision 2022/010/R***

CS-29 – Amendment 10 — corrigendum

EASA issued on 17 December 2021 ED Decision 2021/016/R with amendment 10 of the CS-29 addressing rotorcraft chip detection. EASA has detected that Annex II was published with omitted provisions by mistake. Therefore, this Decision corrects that mistake and replaces Annex II to ED Decision 2021/016/R retrospectively as of 18 December 2021. It does not affect Annex I which remains unchanged

**Notices of Proposed Amendment**

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

**A-NPA 2022-05 -** Environmental protection requirements for supersonic transport aeroplanes

**NPA 2022-04 -** Regular update of the SERA regulatory framework (IRs and AMC & GM)

**NPA 2022-03** - Reduction in accidents caused by failures of critical rotor and rotor drive components through improved vibration health monitoring systems

**NPA 2022-02 (A) and NPA 2022-02 (B)** - Remote aerodrome air traffic services

## ASECNA

AIP ASECNA

### Regulations

- AIC NR 30/A/22GO - May 31, 2022 - DIAP - ABIDJAN (IVORY COAST) - Customer satisfaction survey
- SUP NR 78/A/22GO - May 31, 2022 - GO - SENEGAL - Summary of national regulations
- SUP NR 77/A/22GO - May 31, 2022 - DBBB - COTONOU (BENIN) - Status of aerodrome certificatrion
- SUP NR 76/A/22GO - May 30, 2022 - GOOO - DAKAR NOF - Checklist of valid AIP supplements "A"
- SUP NR 75/A/22GO - May 30, 2022 - DXXX - LOME (TOGO) - Uninterruptible power supply unserviceable
- SUP NR 08/B/22FC - May 27, 2022 - BRAZZAVILE NOF - Liste récapitulative des suppléments AIP valides "B"
- SUP NR 54/A/22FC - May 27, 2022 - BRAZZAVILE NOF - Liste récapitulative des suppléments AIP valides "A"
- SUP NR 34/A/22FM - May 27, 2022 - MADAGASCAR NOF - Checklist of valid AIP supplements "A"
- SUP/AIRAC NR 33/A/22FM - May 24, 2022 - FMMI - ANTANANARIVO/IVATO (MADAGASCAR) - Update of aeronautical data
- AIC NR 10/A/22FM - May 24, 2022 - MADAGASCAR - Remote A/G fac of Antananarivo center
- SUP/AIRAC NR 32/A/22FM - May 19, 2022 - FMCH - MORONI (COMORES) - Implementation of surveillance services within TMA
- SUP/AIRAC NR 53/A/22FC - May 19, 2022 - FKKD - DOUALA (CAMEROUN) - Update of aérodrom charts
- SUP/AIRAC NR 52/A/22FC - May 19, 2022 - FKKL - MAROUA-SALAK (CAMEROUN) - Update of aérodrom charts
- SUP/AIRAC NR 51/A/22FC - May 19, 2022 - FKKD - DOUALA (CAMEROUN) - Change of the ARP
- SUP/AIRAC NR 50/A/22FC - May 19, 2022 - FKKR - GAROUA (CAMEROUN) - Update of aérodrom charts
- SUP/AIRAC NR 49/A/22FC - May 19, 2022 - 2022 HAJJ OPERATION - Standard HAJJ routing system
- SUP/AIRAC NR 74/A/22GO - May 19, 2022 - 2022 HAJJ OPERATION - Standard HAJJ routing system
- SUP/AIRAC NR 73/A/22GO - May 19, 2022 - 2022 HAJJ OPERATION - Standard HAJJ routing system
- SUP/AIRAC NR 48/A/22FC - May 19, 2022 - FOOL - LIBREVILLE/Léon MBA (GABON) - Updated of SID/STAR charts and coding proposal tables, approach procedure sections
- SUP/AIRAC NR 47/A/22FC - May 19, 2022 - FKKR - GAROUA (CAMEROUN) - Change of the ARP
- AIC NR 09/A/22FM - May 18, 2022 - MADAGASCAR - Remote A/G fac of Antananarivo center

- AIC NR 06/B/22GO - May 17, 2022 - SENEGAL - Decision nr 1346/ANACIM/DG of may 11, 2022 approving and publication of the process concerning security measures relating to activities that may present a danger for flights of civil aircraft
- SUP/AIRAC NR 72/A/22GO - May 17, 2022 - DFFD - OUAGADOUGOU (BURKINA FASO) - Standardized conventional and RNAV arrivals charts
- SUP/AIRAC NR 71/A/22GO - May 16, 2022 - DFFD - OUAGADOUGOU (BURKINA FASO) - Standardized conventional and RNAV arrivals charts
- AMDT 05/2022 - May 16, 2022 - AMDT 05/22 - UPDATING BULLETIN
- AIC NR 29/A/22GO - May 13, 2022 - TOGO - Aircaft type B737 MAX 8 et 9 operating conditions
- SUP NR 70/A/22GO - May 12, 2022 - GOBD - DAKAR/DIASS (SENEGAL) - Runway physical characteristics
- SUP NR 69/A/22GO - May 12, 2022 - GOGG - ZIGUINCHOR (SENEGAL) - Closing of aeroport
- AIC NR 05/B/22GO - May 12, 2022 - GO - SENEGAL - Adoption and publication of amendment nr 02 to RAS 10, Edition 1 Volume V use of the radio spectrum
- SUP NR 46/A/22FC - May 10, 2022 - FKKF - MAMFE (CAMEROON) - Operationnal condition of VOR ‘MF’
- SUP NR 68/A/22GO - May 09, 2022 - GOBD - BLAISE DIAGNE DAKAR DIASS (SENEGAL) - Schedule of damage repair work on apron tango " T "
- SUP NR 66/A/22GO - April 29, 2022 - DX - TOGO - Meteorological services updated
- SUP/AIRAC NR 65/A/22GO - April 28, 2022 - GOTT - TAMBACOUNDA (SENEGAL) - Deletion of visual landing charts
- SUP/AIRAC NR 64/A/22GO - April 28, 2022 - GOGG - ZIGUINCHOR (SENEGAL) - Deletion of visual and instruments landing charts
- SUP/AIRAC NR 63/A/22GO - April 28, 2022 - GOGS - CAP SKIRRING (SENEGAL) - Deletion of visual and instruments landing charts
- SUP NR 44/A/22FC - April 27, 2022 - FCBB - BRAZZAVILLE (CONGO) - Operationnal condition of radiocommunication facilities
- SUP NR 62/A/22GO - April 26, 2022 - (ANTANANARIVO, BRAZZAVILLE, DAKAR, NDJAMENA AND NIAMEY) FIR - Update of 5LNC and name of STAR and SID assciated
- SUP NR 43/A/22FC - April 26, 2022 - (ANTANANARIVO, BRAZZAVILLE, DAKAR, NDJAMENA AND NIAMEY) FIR - Update of 5LNC and name of STAR and SID assciated
- SUP NR 59/A/22GO - April 25, 2022 - DXXX - LOME (TOGO) - Cancellation of SUP 100/A/21GO relating of apron sierra "S" Reinforcement works
- SUP NR 58/A/22GO - April 22, 2022 - DXXX - LOME (TOGO) - Cancellation of SUP 108/A/21GO relating of suspension of KETAT 1N procedure
- SUP NR 57/A/22GO - April 22, 2022 - DXXX - LOME (TOGO) - Sierra "S" apron reinforcement works
- SUP/AIRAC NR 56/A/22GO - April 21, 2022 - DFFD - OUAGADOUGOU (BURKINA FASO) - Operational commissioning of ADS-B within UTA
- SUP/AIRAC NR 55/A/22GO - April 21, 2022 - GQNO - NOUKCHOTT (MAURITANIE) - Operational commissioning of ADS-B within UTA and TMA
- SUP/AIRAC NR 53/A/22GO - April 21, 2022 - DXXX - LOME (TOGO) - Operational commissioning of ADS-B within UTA
- SUP/AIRAC NR 52/A/22GO - April 21, 2022 - GOOO - DAKAR (SENEGAL) - Operational commissioning of ADS-B within UTA, TMA and oceanic FIR
- SUP/AIRAC NR 47/A/22GO - April 21, 2022 - GGOV - BISSAU (GUINEE BISSAU) - Update of instrumnt arrival charts


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

- SUP/AIRAC NR 46/A/22GO - April 21, 2022 - GOBD - DAKAR-DIASS (SENEGAL) - Update of instrumnt arrival charts
- AIC NR 28/A/22GO - April 21, 2022 - DI- Ivory Coast - Covid 19 test for travellers entering and leaving Ivory Coast
- SUP/AIRAC NR 45/A/22GO - April 21, 2022 - DIAP - ABIDJAN (COTE D'IVOIRE) - Update of instrumnt arrival charts
- SUP/AIRAC NR 44/A/22GO - April 21, 2022 - GQPP - NOUADHIBOU (MAURITANIE) - Update of instrumnt approach and arrival charts
- SUP/AIRAC NR 42/A/22FC - April 21, 2022 - FTTJ - N'DJAMENA (CHAD) - ATS surveillance services within UTA and TMA
- SUP/AIRAC NR 41/A/22FC - April 21, 2022 - FKKD - DOUALA (CAMEROON) - ATS surveillance services within UTA and TMA
- AMDT 04/2022 - April 20, 2022 - AMDT 04/22 - UPDATING BULLETIN

**Notam**

Consultation NOTAM (asecna.aero)


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

## French regulations

### JORF

**joe_20220515_0113_0017** - Arrêté du 11 mai 2022 modifiant l'arrêté du 26 décembre 2016 fixant la liste des sites ou services de la direction générale de l'aviation civile en application de l'arrêté du 26 décembre 2016

**joe_20220512_0110_0024** - Arrêté du 9 mai 2022 modifiant l'arrêté du 6 décembre 1995 portant limitation des conditions d'utilisation de l'aérodrome de Cannes-Mandelieu (Alpes-Maritimes)

**joe_20220510_0108_0031** - Arrêté du 4 mai 2022 portant création d'une zone interdite temporaire dans la région de Cannes (Alpes-Maritimes), identifiée ZIT Cannes, dans la région d'information de vol de Marseille - Active du mardi 17 mai 2022 à 5 heures au dimanche 29 mai 2022 à 5 heures.

**joe_20220510_0108_0030** - Arrêté du 4 mai 2022 modifiant l'arrêté du 19 octobre 1999 modifié qualifiant d'aéroports coordonnés les aéroports de Paris-Orly et Paris-Charles-de-Gaulle

**joe_20220510_0108_0029** - Arrêté du 24 avril 2022 modifiant l'arrêté du 6 mai 1995 relatif aux aérodromes et autres emplacements utilisés par les hélicoptères

**joe_20220510_0108_0028** - Arrêté du 21 avril 2022 portant création d'une expérimentation d'évolutions de l'organisation du travail des contrôleurs de la circulation aérienne de l'organisme de Lyon Saint-Exupéry

**joe_20220510_0108_0027** - Arrêté du 21 avril 2022 portant création d'une expérimentation d'évolutions de l'organisation du travail des ingénieurs du contrôle de la navigation aérienne de l'organisme de contrôle de Montpellier

**joe_20220506_0105_0027** - Arrêté du 3 mai 2022 modifiant l'arrêté du 24 octobre 2012 relatif à l'exploitation de services de transport aérien par la société Air France

**joe_20220505_0104_0028** - Arrêté du 19 avril 2022 abrogeant l'arrêté du 19 novembre 1980 instituant des servitudes aéronautiques pour la protection des dégagements de l'aérodrome de Sallanches-Mont-Blanc (Haute-Savoie)

**joe_20220504_0103_0056** - Arrêté du 31 mars 2022 portant modification de l'affectation aéronautique de l'aérodrome de Cognac-Châteaubernard (Charente)

**joe_20220504_0103_0055** - Arrêté du 31 mars 2022 portant agrément à usage restreint de l'aérodrome d'Orange - Plan-de-Dieu (Vaucluse)

### OSAC-DSAC

guide_notifier_incident_0 - Notifier un incident | Ministère de la Transition écologique (ecologie.gouv.fr)

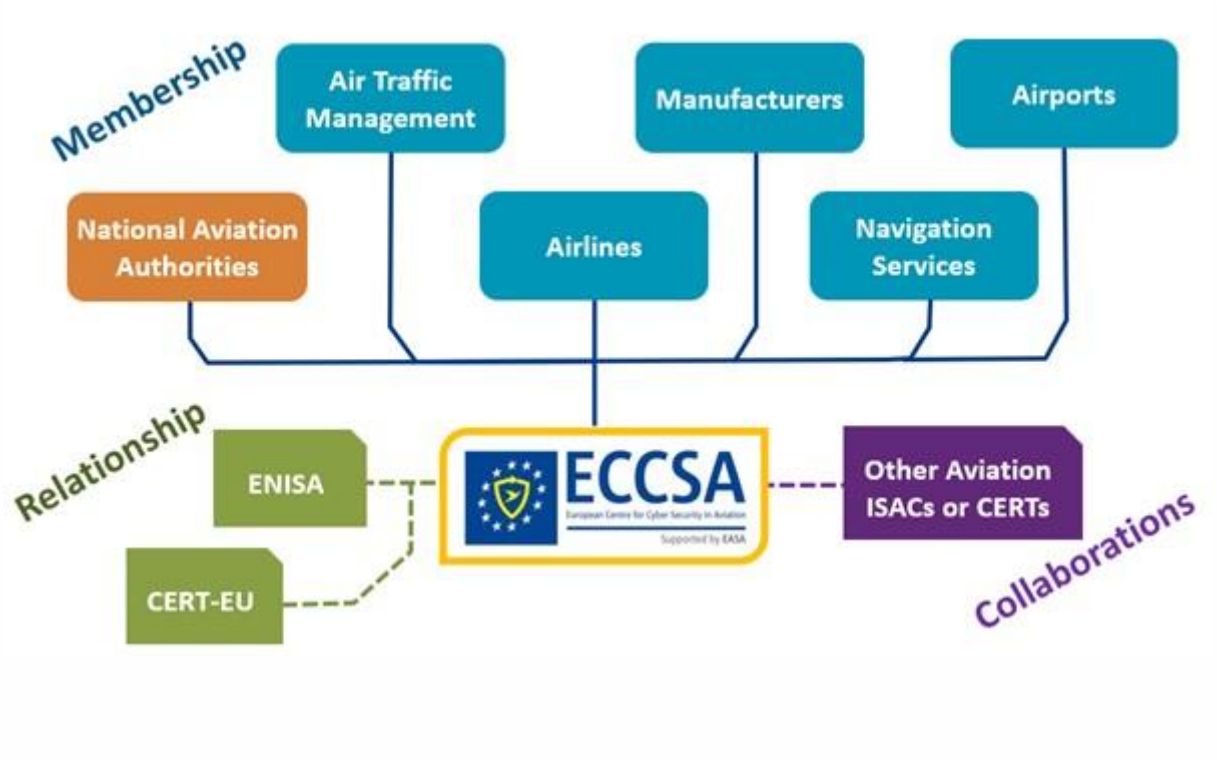
**Bulletin officiel de la DGAC**

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)

**TRAA2209579X** - CONVENTION DE DÉLÉGATION DE GESTION DU 06 MAI 2022 ENTRE LA DIRECTION DES SERVICES DE LA NAVIGATION AÉRIENNE ET LE SECRÉTARIAT INTER-RÉGIONAL GRAND PARIS.

## European Centre for Cybersecurity in Aviation (ECCSA)

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



## U.A.S. – Drones

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

- Final Means of Compliance with Light-UAS.2511 MOC Light-UAS.2511-01 - Issue 01

**ICAO issues call for drone airspace management innovations**

Montréal, 13 May 2022 - ICAO has issued new requests for information (RFIs) from public- and private-sector innovators for its upcoming DRONE ENABLE event, designed to advance next generation global standards and solutions for unmanned aircraft systems (UAS), UAS traffic management (UTM), and advanced air mobility (AAM).

The deadline for the latest round of RFI submissions is 15 July, with 2022 submitters being asked to contribute either their latest experiences and best practices based on recent UTM deployments, or new insights and proposals relating to UTM data requirements.

"Governments and innovators expect DRONE ENABLE to deliver global solutions for them, and the focus now is on how the next evolution of aircraft, both manned and unmanned, can safely integrate into finite airspace," commented ICAO Secretary General Juan Carlos Salazar.

"All DRONE ENABLE RFI responses will be evaluated by a group of international experts, and selected presenters will earn the opportunity to help shape the future of how highly automated drones, "air taxis", and other new and emerging aircraft will serve societies and businesses for years to come."

The 2022 ICAO DRONE ENABLE will take place from 14 to 16 November 2022 at ICAO Headquarters, as part of a year-long series of ICAO Unmanned Aviation activities.

DRONE ENABLE RFI submissions greatly assist States as they continue to work through ICAO to harmonize UAS and UTM-related regulatory frameworks and guidance material, with the ultimate objective of deploying safe, efficient, and effective UTM systems which are globally interoperable and accessible.

ICAO's Unmanned Aviation 2022 Activities

The International Civil Aviation Organization (ICAO) is a United Nations agency which helps 193 countries to cooperate together and share their skies to their mutual benefit.

Since it was established in 1944, ICAO's support and coordination has helped countries to diplomatically and technically realize a uniquely rapid and dependable network of global air mobility, connecting families, cultures, and businesses all over the world, and promoting sustainable growth and socio-economic prosperity wherever aircraft fly.

As it enters a new era of digitization, and of incredible new flight and propulsion innovations, air transport is relying more than ever on ICAO's expert support and technical and diplomatic guidance to help chart a

new and exciting future for international flight. ICAO is innovating itself to answer this call, and expanding its partnerships among UN and technical stakeholders to deliver a strategic global vision and effective, sustainable solutions.



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

## NAT OPS Bulletin

NAT OPS Bulletins - All Documents (icao.int)

Except War in Ukraine, nothing really important



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

## IOSA

IATA - IOSA

**Top documents:**

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


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

## Safety Alerts

| Date Posted | Affected Product(s) | Effective Date | Subject and Additional Information |
|---|---|---|---|
| May 17, 2022 | **Digital-Terminal Procedures Publication (d-TPP) (2205) and U.S. Terminal Procedures Publication (TPP) Vol SE-3** | May 19, 2022 | PALM BEACH TWO DEPARTURE at Palm Beach Intl, West Palm Beach, FL (KPBI). See the 22-07 TERM Safety Alert (PDF) for complete information. |
| May 10, 2022 | **Digital-Terminal Procedures Publication (dTPP)** | May 19, 2022 | PDF Compare File contains an incomplete file set. See the 22-06 TERM Safety Alert (PDF) for complete information. |
| May 4, 2022 | **XML (d-TPP_Metafile.xml) (2205) And Digital-Terminal Procedures Publication (dTPP) (2205)** | May 19, 2022 | APOLLO THREE DEPARTURE at Oceana NAS (Apollo Soucek Fld), Virginia Beach, VA (KNTU) is listed incorrectly. See the 22-05 TERM Safety Alert (PDF) for complete information. |
| May 3, 2022 | **Airport Diagrams and Chart Supplements** | May 19, 2022 | Arrival Alert Notice (AAN) and Airport Diagram Symbols for Wrong-Surface Hot Spots. See the 22-02 CS Charting Notice (PDF) for complete information. |

## Safety information bulletin

**FAA**

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

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

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

| Issue Date | SAIB Number | Make / Company | Subject |
|---|---|---|---|
| 04/05/2022 | AIR-22-10 | TEXTRON AVIATION INC.<br>400 (Beechjet)<br>4000 (Horizon)<br>500/550 (Citation)<br>510 (Mustang)<br>525 (CitationJet)<br>560/560XL<br>650<br>680<br>700 (Longitude)<br>750 (Citation X)<br>BAe/BH/DH/HS.125<br>Hawker<br>MU-300 (Diamond) | Engine Cowling System - Quarter-Turn Fastener Maintenance Information |
| 18/05/2022 | AIR-22-09R1 | The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, and Model 787-8, -9, and -10 airplanes | This Special Airworthiness Information Bulletin (SAIB) is to inform owners and operators of aircraft the potential for mismanagement of the Flight Management Annunciation (FMA) system on takeoff due to Autopilot Flight Director System (AFDS) being latched in altitude hold (ALT) modeor GAGAN WAAS reception is lost during an autopilot coupled non-degradable localizer performance with vertical guidance (LPV) approach. |
| 18/05/2022 | AIR-22-02R1 | Bombardier Model BD-100-1A10 | PITOT/STATIC ANTI-ICE SYSTEM |
| 27/05/2022 | AIR-22-13 | Sierra Hotel Aero, Inc. (type certificate formerly held by Ryan) | The FAA received a report of the MLG failing during the landing and taxi of a Model Navion B airplane. |
| 31/05/2022 | AIR-22-06R1 | SAFRAN Evacuation Systems Rupture Disc Assembly | This Special Airworthiness Information Bulletin (SAIB) advises registered owners and operators of certain Transport Category airplanes of possible activation of the rupture disc assembly on certain evacuation systems. |

**EASA**

EASA Safety Publications Tool (europa.eu)

| Issue Date | SIB Number | Subject |
|---|---|---|
| 18/05/2022 | 2013-04R1 | Hook and Loop Style Fasteners as Mounting Mechanism for an Emergency Locator Transmitter (ELT) |
| 23/05/2022 | AIR-22-09R1 | AUTOPILOT FLIGHT DIRECTOR SYSTEM: ALT HOLD Engaged on Takeoff |
| 25/05/2022 | 2022-04 | ROLLS-ROYCE DEUTSCHLAND Ltd & Co KG BR700-710 - High Pressure Compressor Abradable Liner Los |


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

## Conflict zone information bulletin

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

Except War in Ukraine, nothing really important



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

## Certification Up date

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

**EASA**

- Final Equivalent Safety Finding ref. ESF-D25.855-02 - Cargo Compartment – Inadvertent operation of smoke/fire detection - Issue 01
- Final Equivalent safety finding Indication removal from Primary Flight Displays during ground phases – ESF-F25.1303 - Issue 01


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

# Master MEL-OSD

**MMEL**

- A-119_Rev_6
- A-350_Rev_6

| Document Title: | MMEL A320 Rev 30, Airbus SAS, A318, A319, A320, and A321 Series, All Models |
|---|---|
| **Summary:** | Outlines the Master Minimum Equipment requirements and procedures for Airbus SAS aircraft model series A318, A319, A320, and A321. 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)<br>Draft Document Comment Grid (MS Word) |
| **Reference:** | ***Title 14 of the Code of Federal Regulations (14 CFR)***<br>• Part 25, General Operating and Flight Rules<br>• Part 91, General Operating and Flight Rules<br>• Part 117, General Operating and Flight Rules<br>• Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations.<br>• 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.<br>• Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged In Common Carriage.<br>• Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft.<br><br>MMEL Policy Letter PL-25, MMEL and MEL Definitions<br>MMEL Policy Letter PL-34, MMEL and MEL Preamble |

| Document Title: | MMEL EMB 120 Rev 11, Embraer S.A., EMB-120 Series, All Models |
|---|---|
| **Summary:** | Outlines the Master Minimum Equipment requirements and procedures for all models of Embraer series EMB-120 aircraft. Provides lists/tables and resources for use by inspectors, pilots, technicians, and others in the field and public sector. |
| **Documents for Download:** | Draft Document (PDF)<br>Draft Document Comment Grid (MS Word) |
| **Reference:** | ***Title 14 of the Code of Federal Regulations (14 CFR)***<br>• Part 25, General Operating and Flight Rules<br>• Part 91, General Operating and Flight Rules<br>• Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations.<br>• 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.<br>• Part 129, Operations: Foreign Air Carriers and Foreign Operators of U.S.-Registered Aircraft Engaged In Common Carriage.<br>• Part 135, Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft.<br><br>MMEL Policy Letter PL-25, MMEL and MEL Definitions<br>MMEL Policy Letter PL-34, MMEL and MEL Preamble<br><br>MMEL Policy Letter PL-36, MMEL and MEL Preamble |
| **Comments Due:** | June 27, 2022 |
| **How to Comment:** | **Email comments to:**<br>Email Comments |



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

**OSD – FSBR**

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



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

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

## FAA Safety Briefing

Except War in Ukraine, nothing really important



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## Publications

Recherche : NEWS (icao.int)

News & Updates (faa.gov)

Newsroom & Events | EASA (europa.eu)

### Mental Health Awareness

Mental Health Awareness Month is almost over, but our care and concern for the emotional, psychological and social well-being of pilots continues. We receive so many comments on our social media platforms regarding pilots' concerns about mental health. We see you, and in the latest episode of our podcast, we clear the air about misconceptions around mental health and flying.

The FAA continues to make improvements around policies, testing, treatments and approved medication for pilots. Tune in to hear from Dr. Susan Northrup, the FAA's Federal Air Surgeon, and learn more about the transparent process pilots can expect during their individual health assessments. You'll also hear from Ellen Brinks, Air Line Pilots Association (ALPA) Aeromedical Chair, who leads ALPA's Pilot Support Program.

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

It is imperative for pilots to understand that it is okay to ask for help. Seeking help puts them on the right path to getting better so they can continue their passion for flying in the safest way possible.

Share this important episode with pilots in your network. In the words of Jerry Crawford, "To most people, the sky is the limit. To those in aviation, the sky is home." We want to make sure pilots get the help they need and deserve so that they can always feel at home.

### 2022 AFI Aviation Week events forge important progress for African air transport recovery

Montréal and Abuja, 24 May 2022 – The Seventh Edition of ICAO's annual AFI Aviation Week events concluded in Abuja, Nigeria last week driving multilateral progress and new capacity-building agreements addressing a range of key issues for the recovery and resilience of African aviation.

This year's event, held in cooperation with the Federal Republic of Nigeria's Ministry of Aviation, was attended by some 200 government, aviation, and industry officials, representing 46 States and 17 international and regional organizations, in addition to ten members of the ICAO Council.

2022 AFI Aviation Week comprised the ninth meeting of African Directors General of Civil Aviation, which reviewed the evolving aviation performance priorities in the AFI Region, the post-pandemic air traffic recovery in relation to outcomes from ICAO's High-level Conference on COVID-19, and ongoing efforts to expand skilled aviation professional human resource development in Africa.

The week also included the meetings of the Steering Committees for the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan), the two most important aviation safety and security initiatives on the continent, and some important progress reports from key partners and stakeholders.

Lastly, this year's event included a Symposium focused on the operationalization of the Single African Air Transport Market (SAATM), current environmental challenges and initiatives, and the status of States implementation of the ICAO Global and Regional Plans.

In his grand opening remarks to the event earlier this week, ICAO Secretary General Juan Carlos Salazar itemized some of the key current priorities for the full and sustainable recovery of African air connectivity, highlighting the many potential socio-economic benefits to be gained.

Mr. Salazar also stressed ICAO's deep appreciation to its AFI Region partners for their important updates and valuable contributions, and expressed his appreciation for the new voluntary contribution received from Singapore to support AFI activities. A Memorandum of Understanding between the Government of Singapore and the African Civil Aviation Commission (AFCAC) on capacity building was signed during the opening session.

The ICAO Secretary General looked forward to the active participation of AFI States at the upcoming High-level meeting on States' Long-term global Aspirational Goal (LTAG) for aviation emissions, which ICAO will host in Montréal from 20-22 July, and urged all African States and relevant organizations to attend the 41st Session of ICAO Assembly this September.

"This will help to assure that African aviation has a strong voice at the global table, and assist ICAO in underscoring, through a well-attended, in-person global event, that the aviation network is once again bringing the world and its peoples together," he emphasized.

Mr. Salazar's remarks were accompanied by opening speeches from the Director General of the Nigerian Civil Aviation Authority (NCAA), Captain Musa Shuaibu Nuhu, the Acting Secretary General of AFCAC, Ms. Angeline Simana and the Senior Minister of Sustainability and the Environment of Singapore, Dr. Amy Khor. They were followed by the official opening remarks from the Federal Minister for Aviation of Nigeria, H.E. Hadi Sirika.

During his stay in Abuja, Mr. Salazar paid a courtesy visit to the President of the Federal Republic of Nigeria, H.E. Muhammadu Buhari.

**Brazil joins European Ramp Inspection Programme - EASA and ANAC sign Working Arrangement**

The European Union Aviation Safety Agency (EASA) and the Brazilian Aviation Authority (Agência Nacional de Aviação Civil - ANAC) signed a Working Arrangement on the collection and exchange of

information on the safety of aircraft and the compliance with international safety standards under the EU Ramp Inspection Programme.

The EU Ramp Inspection Programme facilitates the harmonised performance of ramp inspections on aircraft visiting airports of participating States. The results of these inspections (some 10,000 on a yearly basis) are shared amongst participating States and are analysed by EASA to timely identify adverse safety trends.

The programme started as an initiative amongst European States in 1996. The management of the programme was assigned to EASA in 2007. Since then, EASA has signed such Working Arrangements with States in North America, the Middle-East, Asia, north Africa and Oceania.

Brazil is the 51st State to join the programme and the first on the South American continent, thereby further enhancing the global view of the safety performance of air operators.

EASA is looking forward to a fruitful cooperation with ANAC.

**Eurocontrol**

Our latest Think Paper, the 16th in a series of thought-provoking studies, provides an in-depth assessment of what cutting emissions by 55% in 2030 compared to 1990 levels would mean for European aviation in practical terms. Our analysis is aligned with the planned policy proposals associated with the EU Green Deal as well as other initiatives from across Europe. The estimates are based on the three traffic scenarios – High, Base and Low – published in our recent EUROCONTROL Aviation Outlook 2050.

We demonstrate that a 55% reduction in CO2 emissions by 2030 is achievable in all three scenarios, but its success is heavily reliant on Market Based Measures, mainly via the EU Emissions Trading System (ETS), which will make an 83% contribution to the net reduction.

On the policy side, we assess the impact and the extra cost of Sustainable Aviation Fuel (SAF) uptake, the impact of ramping up kerosene taxes, and the phasing out of free emissions allowances. We estimate that the cumulative extra cost to the aviation industry over the period 2022-2030 of these decarbonisation measures will amount to €62 billion, comprising:

- €29 billion in extra tax costs on kerosene (applied to intra-EEA flights)
- €23 billion in extra ETS costs (applied to EU + UK + Switzerland)
- €10 billion in extra fuel mix costs (applied to all-ECAC States based on a 5% SAF / 95% kerosene mix).

The extra cost to the airline industry in 2030 alone is estimated at €14 billion.

However, we find that industry-driven measures are capable of playing a major part in achieving the required net emissions savings and offsetting the extra costs of decarbonisation. The positive impact of measures such as the implementation of the Single European Sky, other operational improvements and accelerated

fleet renewal could drastically reduce the extra cost by €33 billion over the same period, lowering the cumulative cost to the industry to €29 billion.

For Eamonn Brennan, EUROCONTROL Director General, "this is a challenging time for the European aviation industry, but the pathway to decarbonisation is attainable: aviation can cut CO2 emissions by 55% by 2030 compared to 1990 levels. However, its success will rely very heavily on Market Based Measures. While implementing policy decarbonisation measures will create significant extra costs for airlines, improvements led by the aviation industry are capable of bringing the extra cumulative costs significantly down from €62 billion to €29 billion by 2030. There is a pressing need to ramp up swiftly SAF production and usage enabling SAFs to compete with conventional kerosene. And if the sector returns to profitability, our High traffic scenario will drive increased revenues which will play a fundamental role in accelerating investment in new technology and thus driving the sustainability transformation. We need to accelerate aviation decarbonisation by prioritising actions, fostering the transition by inter alia offering financial support and encouraging alliances, and balancing taxation with the need for aviation to recover."

EUROCONTROL Think Papers - designed to inform, stimulate debate & present alternative approaches.

**The Air Transport Monthly Monitor for April 2022**

*See attached*

**Latest air traffic forecasts illustrate encouraging recovery and higher growth in global air travel**

Montréal, 19 May 2022 - ICAO's latest analysis of global air traffic reveals clear signs of a strong global recovery in air traffic, characterized by increasing airline confidence and a range of regional air connectivity and air travel facilitation improvements.

The number of air passengers carried from January to April 2022 increased by 65% compared to the same period in 2021, while aircraft flight departures increased by 30%.

Airline seat capacity grew by 32% during the same period, and with continuing supportive conditions for increases in air travel demand expected, ICAO is projecting a stronger overall rate of recovery this year compared to last.

In terms of regional highlights, North America and Latin America/Caribbean domestic seat capacity has now recovered to pre-pandemic levels, and the same has been true in other large domestic markets such as India, Australia, Brazil and Mexico. Intra-Europe seat capacity, meanwhile, is also on a very positive trajectory.

By the end of 2022, total seat capacities within and between North America, Europe, the Middle East, South-West Asia, and the Latin America/Caribbean region are all expected to recover to, or closely approach, their pre-pandemic levels.

The pace of recovery in the Asia and Pacific and Africa regions continues to be more challenging, with a recovery of full seat capacity expected in Asia and Pacific by 2023-24, and in Africa by 2024-25.

"These recovery indicators are highly encouraging", stressed ICAO Secretary General Juan Carlos Salazar, "and most especially with respect to the re-opened travel and tourism markets and other positive economic and sustainability benefits which inevitably result from expanded international seat capacity and air connectivity."

"There is still much to be done, however, and I look forward to the point where we can announce the full recoveries of all world regions."

ICAO's ongoing efforts to work with governments and industry to reconnect the world is expected to get another boost this September, when the 41st ICAO Assembly will be held with in-person attendance of the civil aviation delegates from the UN agency's 193 Member States.

"ICAO has established 'Innovation' and 'Resilience' as the co-themes for this year's Assembly, and we expect some important decisions from States on how to prioritize current efforts to digitize a contactless travel experience, and to promote more of the latest innovations in aircraft design and propulsion now taking place," Salazar underscored.

"It's critical for economies everywhere that collaboration among governments and industry is reinforced, and that our global community builds on the current momentum for a full return to pre-pandemic flight levels, while parallel environmental and digital transformation progress continues to be made."

**Updated Aviation Security standards adopted by the ICAO Council**

Montréal, 6 May 2022 – During its recent 225th Session the Council of ICAO adopted Amendment 18 to Annex 17 to the International Standards and Recommended Practices, Aviation Security (Annex 17 to the Convention on International Civil Aviation).

Amendment 18 arises from the proposals of the Thirty-second Meeting of the Aviation Security Panel (AVSECP/32), held virtually from 31 May to 4 June 2021, in order to ensure that the measures in Annex 17 – Aviation Security are commensurate with the level of threat to civil aviation.

When adopting Amendment 18, the Council prescribed 18 July 2022 as the date on which it would become effective, except for any part concerning which the majority of Member States have registered their disapproval before that date. In addition, the Council resolved that Amendment 18, to the extent it becomes effective, will become applicable on 18 November 2022.

A robust security culture is a necessary component of a strong aviation security environment, as highlighted by the ICAO Year of Security Culture 2021. The introduction of a new provision dedicated to security culture will ensure the implementation and integration of an effective security culture in organizations.

A new Standard will clarify the policy intent and will ensure consistent application by States and aircraft operators of requirements for Aircraft Operator Security Programmes (AOSP).

Another new Standard in this amendment aims to enhance aviation security by ensuring that States apply appropriate hold baggage screening methods capable of detecting explosives and explosive devices.

Finally, a new Standard outlines essential elements of a national civil aviation security quality control programme to be developed, implemented, and maintained.

**Launch of the ANS Modernization Project in Angola**

The ICAO Technical Cooperation project with the Ministry of Transport of Angola regarding the modernization of its Air Navigation System has been officially launched in Luanda, Angola on 22 March 2022. His Excellency Dr. Ricardo Daniel Sandão Queirós Viegas D' Abreu, Minister of Transport of Angola, the Director of the Technical Cooperation Bureau (TCB) of ICAO, Mr. Jorge Vargas, and the ICAO Regional Director for the Eastern and Southern African Region, Mr. Barry Kashambo, were present for the kickoff ceremony. Through this project, ICAO will provide an integrated solutions including procurement, installation, commissioning, training and all the assistance needed to ensure the effective implementation of the relevant ICAO Standards and Recommended Practices (SARPs), while promoting the delivery of modernized air navigation services in the airspace of Angola, using the latest technologies available in accordance with best practices.

This project represents a key opportunity for the Republic of Angola and ICAO to strengthen international civil aviation in Africa and accompany the Angolan aviation industry in this very strategic milestone of migration from procedural control to radar vectoring.

This project is part of TCB's diversified portfolio of products and services. For more information click here.

## 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)


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