

The initiative began in 2014 during the first ICAO Council off-site strategy session. They had a goal to establish ways ICAO could better communicate with and assist its Member States. At the time, there were a lot of discrepancies with how some States were implementing ICAO SARPs; improving this became an important priority.



The ICAO Council determined that ICAO should focus its activities on States with higher accident rates or security threats and review what the Organization could do to encourage developed countries to provide more comprehensive assistance to developing countries. They also resolved that

ICAO itself should provide more direct assistance to developing countries by playing a more active coordination role between States and by helping to generate the political will needed for States to pool resources, participate in regional efforts, earmark voluntary funds, and build capacity. Learn more

ICAO State Letters

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ICAO State Letters supplies information which may or may not require action.

NUMBER	SUBJECT	DATE	IFATCA RESPONSE DUE BY	LAST DATE/ IFATCA RESPONSE
2022/81 click here	Voluntary contributions to the ICAO Safety Fund (SAFE) to support ICAO's <i>No Country Left Behind</i> initiative	23/08/2022	No Response Due	
2022/78 click here	Forty-first Session of the Assembly, Montréal, 27 September to 7 October 2022	29/07/2022		
2022/75 click here	Adoption of Amendment 48 to Annex 6, Part I	29/07/2022	No Response Due	18/11/2022
2022/73 click here	Proposed amendments to the ICAO document "CORSIA Sustainability Criteria for CORSIA Eligible Fuels", referenced in Annex 16, Volume IV	19/07/2022	01/09/2022	12/09/2022
2022/70 click here	Proposed new Annex 6, Part IV, and consequential amendments to Annexes 1, 2 and 8 related to international remotely piloted aircraft systems (RPAS) operations in controlled airspace/aerodromes arising from the eighteenth meeting of the Remotely Piloted Aircraft Systems Panel (RPASP/18)	23/08/2022	07/02/2023	23/02/2023
2022/68 click here	Proposals for the amendment of PANS-ATM (Doc 4444) concerning separation minima based on an ATS surveillance system arising from the third meeting of the Separation and Airspace Safety Panel (SASP/3)	07/07/2022	20/12/2022	07/01/2023
2022/65 click here	2022 ICAO Innovation Fair (Montréal, Canada, 24 to 26 September 2022)	22/06/2022	EB might go	
2022/62 click here	Forty-first Session of the Assembly, Montréal, 27 September to 7 October 2022	20/05/2022	Done	31/08/2022
2022/61 click here	Proposals for the amendment of Annex 16, Volume IV, concerning Standards and Recommended Practices relating to environmental protection – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	25/07/2022	07/10/2022	19/10/2022
2022/60 click here	Proposals for the amendment of Annex 16, Volume III, concerning Standards and Recommended Practices relating to environmental protection – aeroplane CO2 emissions	21/07/2022	07/10/2022	19/10/2022
2022/59 click here	Proposals for the amendment of Annex 16, Volume II concerning Standards and Recommended Practices relating to environmental protection – aircraft engine emissions	19/07/2022	07/10/2022	19/10/2022
2022/58 click here	Proposals for the amendment of Annex 16, Volume I concerning Standards and Recommended Practices relating to environmental protection – aircraft noise	19/07/2022	07/10/2022	19/10/2022
2022/47 click here	Proposals for the amendment of Annexes 11,12 and PANS-ATM (Doc 4444) concerning the Global Aeronautical Distress and Safety System (GADSS), remote air traffic services (ATS) and special procedures for in-flight weather contingencies	27/04/2022	13/10/2022	27/10/2022
2022/24 click here	Proposals for the amendment of Annex 12 arising from the twenty- seventh meeting of the International Civil Aviation Organization/International Maritime Organization (ICAO/IMO) Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG-SAR/27)	21/04/2022	07/10/2022	21/10/2022
2022/19 click here	Global Implementation Support Symposium (Istanbul, Turkey, 28 June to 1 July 2022)	19/03/2022	Fateh Bhekti (EVP-AFM) will attend	31/08/2022
2022/18 click here	Seventeenth Symposium and Exhibition on the ICAO Traveller Identification Programme (TRIP), Montréal, Canada, 13 to 15 September 2022	01/03/2022		31/08/2022
2021/82 click here	Invitation to attend the 41st Session of the Assembly, 27 September to 7 October 2022	15/12/2021	Determine participation by 19/08/2022	31/08/2022

ICAO Electronic Bulletins

ICAO Electronic Bulletins merely supplies information and do not require action.					
NUMBER	TITLE	DATE			
EB 2022/37 click here	Appointment Decision to D-1 Post	2022-08- 30			
EB 2022/36 click here	Appointment Decision to D-1 Post	2022-08- 11			
EB 2022/35 click here	Registration and Submission of Credentials for the 41st Session of the ICAO Assembly (Montréal, 27 September to 7 October 2022)	2022-08- 09			
EB 2022/34 click here	ICAO 2022 Innovation Fair, Montreal, Canada, 24 To 26 September 2022	2022-08- 10			
EB 2022/33 click here	Council President Certificates in Aviation Security	2022-08- 17			

Learn more

Learn more

Learn more (click links above)

Africa & Middle East Region (AFM)



NPA 2022 09 373 2017

Data4Safety: recording of webinar of 25/8 | upcoming Info Session on 15/9

For those that missed or would like to re-watch last week's Webinar on Data4Safety, you can do this on the Webpage. In case of questions the D4S Programme, D4S on you may contact data4safety@easa.europa.eu During the webinar, it was announced that the next phase of the Programme will start to open up to more operators, NAAs and ANSPs. For those organisations interested to join, a dedicated information session will be held on 15 September in the afternoon in Brussels (in-person event). You can find more details about the event and how to register on the D4S Information Session Event webpage. We take this opportunity to remind that the SAFE360° Event is scheduled over the 13th, 14th and 15th (ending at noon) of September in Brussels (in-person event). For more information and how to register you can visit the SAFE 360° Event webpage. Please note that the SAFE 360 and the D4S Info Session are two separate events. You may registered to either one or both events. Kind regards,

EASA Stakeholder Management Team Strategy & Safety Management Directorate European Union Aviation Safety Agency



1. Overview of the annexes/sections/chapters/requirements from regulation 2017/373 amended or introduced by Regulation 2020/469 (highlighted in red), by Regulation 2021/655 (highlighted in blue), by Regulation 2021/1338 (highlighted in pink) and Regulation 2022/938 (highlighted in

green), without AMC/GM 2. Overview of Regulation 2017/373 and its AMC/GM, covering its full scope, including amendments from Regulation 2020/469 & its corrigendum (highlighted in red), from Regulation 2021/665 (highlighted in blue), from Regulation 2021/1338 (highlighted in pink) and from Regulation

2022/938 (highlighted in green) Since the other overview of Regulation 2017/373 and its AMC/GM, focusing on the management, assessment and oversight of changes (highlighted in red) is not affected by Regulation 2022/938, it has not

been updated Learn more (click links above)



Other Information

First ever all engines out event after encounter with volcanic ash that is still relevant today

On 24 June 1982, an aircraft had just passed Jakarta at FL370 in night VMC when it unknowingly entered an ash cloud from a recently begun new eruption of nearby Mount Galunggung which the crew were unaware of. All engines failed in quick succession and a MAYDAY was declared. Involuntary descent began and a provisional diversion back to Jakarta, which would necessitate successful engine restarts to clear mountainous terrain en-route was commenced. Once clear of cloud with three successful engine restarts and



ATM News 30 August 2022

Welcome to ATM News, featuring the latest updates, developments and opportunities from our members and CANSO. Contents:

Royal Netherlands Airforce selects FREQUENTIS secure voice communication system

- Joe McNally announced as new CEO of STR-SpeechTech
- AirShare integrates with FlyFreely for a safer airspace Michael Espinola appointed as CEO of Intersoft Electronics Inc.
- Slovenia Control enhances area and terminal control performance with Frequentis
- software Views
- Events



Air Traffic Technology 2023 is available now! TRAFFIC TERNATIONA

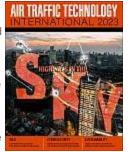
> Welcome to this year's Air Traffic Technology International, a must-read for professionals in the air traffic management sector. The magazine is packed full of the latest technology available from suppliers, case studies and advice from leading ANSPs and opinion from the industry's leaders. You can enjoy the magazine on our new digital magazine platform, optimized to be user-friendly on any device, with several viewing options and a useful search function. Inside this issue...

<< COVER STORY

HIGHWAYS IN THE SKY Work devising and testing ways of operating eVTOL aircraft and drones in cities is gathering pace around the world << ENVIRONMENT

- **MITIGATION MISSION** Advanced measures are needed to deal with radar interference
- from increasingly large wind farms
- << FUTURE AIRSPACE MANAGEMENT A MODEL SYSTEM

How the UK's airspace will accommodate eVTOL aircraft in the future



Learn more

Learn more

Headlines for Aviation Intelligence Reporter September 2022 **Aviation Advocacy**

Friends,

For those of us in the northern hemisphere, a long hot summer is drawing to a close. But often, it was hotter inside than out, as tempers flared and we continued a terrible summer for baggage handling, passenger handling and staff handling. For those in the southern hemisphere, the rain is not stopping, nor helping. As silly seasons go, it was pretty rubbish. What it did expose was the relationship between the various business models of airlines, particularly the legacy carriers locked into big hub airports and the more recent airline models. For the passengers, the term of the summer was 'revenge travel' but who was taking revenge on whom was harder to work out. We spend a few minutes trying to work that out. In a few days, battle lines will be drawn again and the trialogue about the SAFs, ReFuelEU and CORSIA will start. Now therefore seems like a good time to ask again about non-CO2 gases and their impact. Why do we still not have full and easy access to the science that was commissioned? The mysterious report, by CE Delft, teasingly referred to as 'CE Delft Forthcoming' remains hard to find, despite being in the public arena. If you would like a copy, please let us know.

Generally, private aviation has had a good pandemic, but ADS-B data is starting to be marshalled to show some fairly damning things about the rich and famous, or rich and fatuous, if you listen as they try to justify their use of high-emission private aircraft to fly across town. It is fun in its own right, but presages a difficult time for the business aviation community as questions start to be asked. Finally, we also give the answers to the crossword. Thanks to everyone that tried. I can only apologise for the clue for 25 down. Must try harder, as I was so frequently told at school. As ever, we welcome your feedback,

Regards Andrew

New Position Papers from IFALPA's Climate Working Group

IFALPA

Growing scientific evidence indicates that contrails, especially aircraft-induced cirrus, have a and significant overall warming effect. Chemical and physical processes can lead to contrail plumes and cirrus, depending on local atmospheric conditions (humidity and temperature), and on engine emissions.

Emission standards do not take contrail formation into account. Operational measures, such as tactical (real time) and strategic (planning) avoidance of these critical locations and timing, may prove beneficial. A relatively small change in altitude may reduce the contrails significantly. Interdependencies on fuel use, flight time diversion, and airspace capacity must be assessed. **Read/Download Position**

The aviation industry has a record of achieving significant environmental improvements in the past decades. Since the beginning of the jet age, reduction of CO2 emissions per seat kilometer has been significant (80%) as aircraft structures, aircraft engines, and aircraft operations have become more fuel efficient. In recent years, this reduction has been, on average, 2.1% per annum. But more must be done to bring the aviation sector in line with the goals formulated in the Paris Agreement. **Read/Download Position**

Weekly Security Items 24-August-2022



Long-Term Aspirational Goals for CO2 Reductions NEW POSITION PAPER

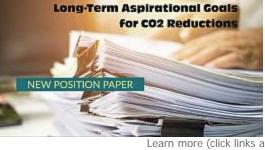
Learn more (click links above)

Sent by: SAE Staff Representative: Dorothy Lloyd, Standards Specialist, Aerospace Standards The articles have been curated by an independent team of subject matter experts to raise awareness of contemporary cyber-physical security issues with systems, software and hardware assurance. Topics:

Events - Online

Events - In-person

NEW PC TION PAPER Operational Alter States **Opportunities to Reduce** the Impact of Contrails & Aircraft-Induced Cirrus



- Request for comments
- Legislation Patches/Advisories
- Podcasts/Videos
- Reports Government
- Reports Industry
- Russia/Ukraine
- Articles of Interest Subscription Required

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Weekly Security Items 31-August-2022

INTERNATIONAL Sent by: SAE Staff Representative: Dorothy Lloyd, Standards Specialist, Aerospace Standards The articles have been curated by an independent team of subject matter experts to raise awareness of contemporary cyber-physical security issues with systems, software and hardware assurance.

Events - Online

Topics:

- Events In-person
- Request for comments Legislation
- Patches/Advisories
- Podcasts/Videos Reports - Government
- Reports Industry
- Russia/Ukraine Articles of Interest
- Subscription Required

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IWEN Calendar

CANSO Event - Exploring Datalink in Latin America and Caribbean 16:00 - 18:002929COTOBER 202229EUROCONTROL Conference "Where to next for European Avlation?", Brussels, Belgium44Civil-Military Stakeholder Committee meeting (CMSC/7), Brussels, Belgium [DATES]771st SESAR 3 JU Annual Conference, Brussels, Belgium1212Critical Incident Stress Management in Europe: Building the future 10:00 - 17:30 CET1314Towards Sustainable Avlation Summit - TSAS2022 Toulouse (FRANCE)1820IFATCA 2022 Americas Regional Meeting, Punta Cana, Dominican Republic1820IFATCA 2022 Arica & Middle East Regional Meeting, Mombasa, Kenya2022IFATCA 2022 Aniz/Fica & Middle East Regional Meeting, Mombasa, Kenya2022IFATCA 2022 Aniz/Fica & Middle East Regional Meeting, Mombasa, Kenya13RPAS 2022, Montreal, Canada797712ICAO Drone Enable Symposium 2022, Jenerife, Canary Islands, Spain712ICAO Drone Enable Symposium 2022, Montreal, Canada1416Provisional Council (PC#58), Brussels, Belgium2424VENER 2022VENT Austreational Arispace Operations (ECHO) Validation Workshop, Brussels, Belgium2020APDSG (ATM Procedures Development Sub Group)/85, EUROCONTROL, Brussels, Belgium & Webex 10:30 to 18:00 CEST2426APDSG (ATM Procedures Development Sub Group)/86, EUROCONTROL, Brussels, Belgium & Webex 09:30 to 17:30 CEST2020APDSG (ATM Procedures Development Sub Group)/	IFATCA (International Federation of Air Traffic Controllers' Associations)		
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