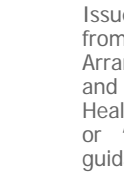


To access past issues of IWEN click here (IWEN-NET Login required)

ICAO Global

ICAO recommendations on COVID-19 risk management for international air travel

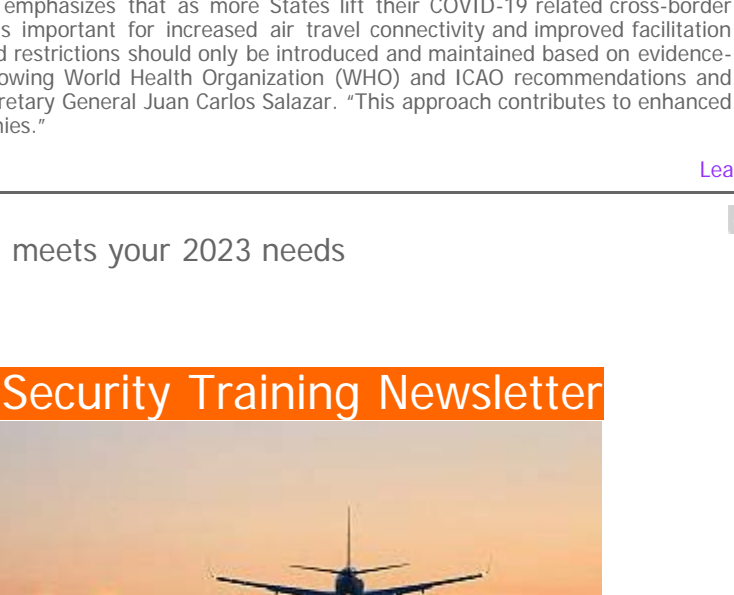


ICAO

ICAO has issued reinforced recommendations for countries on risk management and the introduction of COVID-19 related national air travel requirements.

Issued in a new ICAO Bulletin from its Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation, or 'CAPSCA' programme, the guidance is designed to help countries maintain air connectivity while taking prudent and evidence-based measures to mitigate ongoing risks of SARS-CoV-2 transmission.

"This new ICAO bulletin clearly emphasizes that as more States lift their COVID-19 related cross-border restrictions for air travellers, it is important for increased air travel connectivity and improved facilitation everywhere that pandemic related restrictions should only be introduced and maintained based on evidence-based risk management, and following World Health Organization (WHO) and ICAO recommendations and guidance," commented ICAO Secretary General Juan Carlos Salazar. "This approach contributes to enhanced travel, tourism, trade and economies."



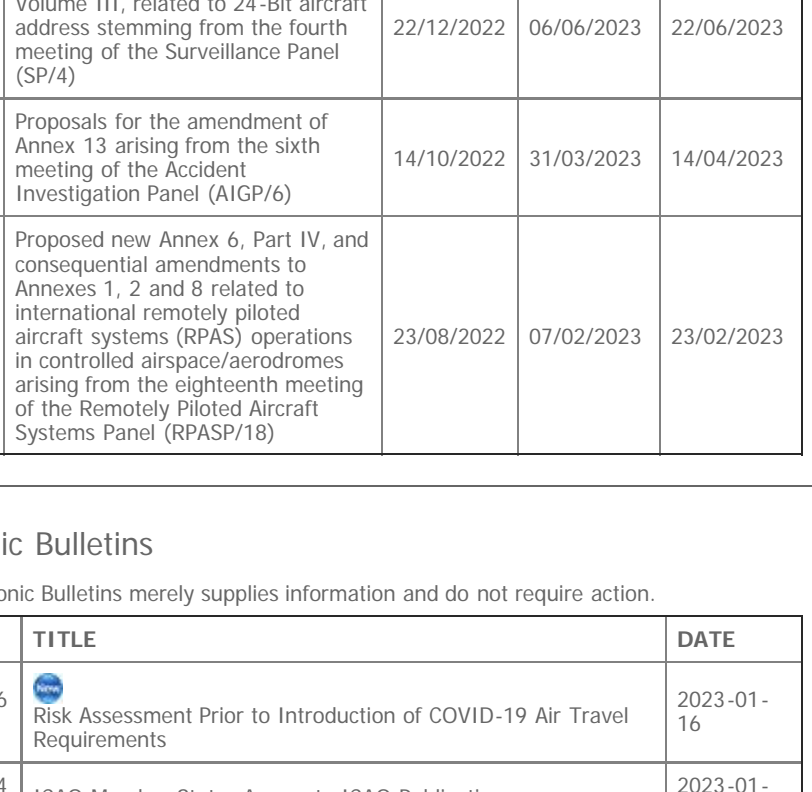
[Learn more](#)

Find the security course that meets your 2023 needs



ICAO

Aviation Security Training Newsletter



[Learn more](#)

ICAO State Letters

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

NUMBER	SUBJECT	DATE	IFATCA RESPONSE DUE BY	LAST DATE/ IFATCA RESPONSE
2022/108 click here	Proposals for the amendment of Annexes 2, 10, Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066) and consequential amendments to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400) concerning the initial implementation of the flight and flow – information for a collaborative environment (FF-ICE) services	29/12/2022	06/06/2023	29/06/2023
2022/106 click here	Proposed amendments to Annex 10, Volume III, related to 24-bit aircraft and the removal of the surveillance meeting of the Surveillance Panel (SP/4)	22/12/2022	06/06/2023	22/06/2023
2022/85 click here	Proposals for the amendment of Annex 13 arising from the sixth meeting of the Accident Investigation Panel (AIGP/6)	14/10/2022	31/03/2023	14/04/2023
2022/70 click here	Proposed new Annex 6, Part IV, and consequential amendments to Annexes 2, 10, Volume II, PANS-ATM (Doc 4444), PANS-AIM (Doc 10066) and consequential amendments to Annexes 1, 6, Parts I, II and III, 9, 11, 16, Volume IV, PANS-OPS, Volume III (Doc 8168), and PANS-ABC (Doc 8400) concerning the initial implementation of the flight and flow – information for a collaborative environment (FF-ICE) services	23/08/2022	07/02/2023	23/02/2023

[Learn more](#)

ICAO Electronic Bulletins

ICAO Electronic Bulletins merely supplies information and do not require action.

NUMBER	TITLE	DATE
EB 2023/06 click here	Risk Assessment Prior to Introduction of COVID-19 Air Travel Requirements	2023-01-16
EB 2023/04 click here	ICAO Member States Access to ICAO Publications	2023-01-13
EB 2023/01 click here	Latest Developments Related to the Universal Security Audit Programme	2023-01-12

[Learn more](#)

European Region (EUR)



EUROCONTROL Network Operations Report - December 2022

Read our December 2022 Network Operations Report to find out.

Traffic in December was at 87% of December 2019 levels. For 2022 overall, traffic was at 83% of 2019 levels.

The war in Ukraine continues to affect overflights in several countries. Lithuania, Poland, Estonia and Latvia have lost traffic, whereas Armenia, Albania and Bosnia-Herzegovina have gained. The EUROCONTROL NM continues to help proactively manage the aviation crisis caused by the war.

On average* the network saw 22,432 flights/day in December. The peak day was Friday 23 December (23,355 flights) with traffic at 93.2% of 2019 levels.

Ryanair was the busiest carrier in December with over 2,139 flights/day, +5.5% of its 2019 traffic level, followed by Turkish Airlines (1,169 flights/day), easyJet (1,137 flights/day), Lufthansa (940 flights/day) and Air France (742 flights/day).

The busiest airport was Istanbul/IGA (1,198 flights/day) followed by Paris/Charles de Gaulle (1,133 flights/day), London/Heathrow (1,116 flights/day), Amsterdam/Schiphol (1,028 flights/day) and Madrid/Barajas (1,006 flights/day).

Network departure and arrival punctuality increased compared to last month but were still lower than the same period in 2019. Punctuality on the SW and SE axis was consistent with the network level.

The mid-December dip in punctuality was due to winter operations, such as de-icing, impacting ground operations.

The network (average) available turnaround time decreased strongly mid-December, which is an indication of increased reactionary delays.

There were 794,328 minutes of ATM delay in December.

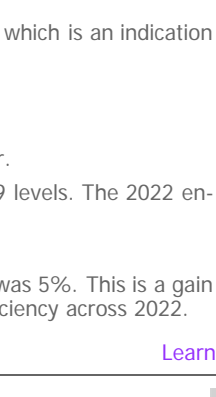
En-route delays accounted for 56% of these ATM delays, and airports for 44%.

The average en-route ATM delay per flight for the network was 0.64 min in December.

In total, there were 20,064,980 minutes of ATM delays in 2022, 17% below 2019 levels. The 2022 en-route ATM delay per flight was 1.76 min.

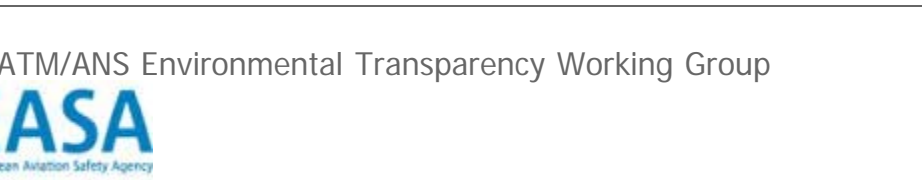
Flow measures were applied mainly due to weather, ATC capacity and staffing issues.

The network excess fuel burn indicator was around 4.7%. The average XFB in 2022 was 5%. This is a gain of 3.5 percentage points compared to 2019 and highlights improved network flight efficiency across 2022.



[Learn more](#)

EUROCONTROL Data Snapshot #38



The aviation industry has faced huge challenges in recovering from the impact of COVID-19, including disruptions to travel and changes in health and safety protocols. Despite these challenges, data from EUROCONTROL show that the industry is overall steadily recovering, with flights at most airports progressively returning to pre-pandemic levels.

This data snapshot analyses the path to recovery within the EUROCONTROL network. The graphic on the left shows the traffic evolution from 2019 to 2022. It comprises both intra-European and intercontinental flights. Following the significant decrease in traffic during 2020 due to the impact of COVID-19, the subsequent years show a steady increase of traffic in Europe. By the end of 2022, the overall all-year recovery rate had reached 83% of pre-pandemic levels.

The second image on the right shows how intra-European and intercontinental departures have evolved at the share of the busiest major European airports, from 2019 to 2022. During the first year of the pandemic, the share of intra-European and intercontinental flights decreased sharply. COVID-19 in Turkey had a significant effect on Istanbul Airport, (note data from the new Istanbul IGA and predecessor Ataturk have been merged into the new Istanbul IGA). The wide variation in 2021 of the rates of recovery of intra-European and intercontinental departures for the five airports shows the impact of differing approaches to dealing with the crisis in the various Member States.

In 2021, connectivity recovered to a certain extent except at London Heathrow, where traffic recovery was slower, reflecting inter alia the delayed relaxation of COVID-19 restrictions in the United Kingdom. By contrast, a major recovery in both intra-European and intercontinental flights is noticeable for Istanbul Airport in 2021. The wide variation in 2021 of the rates of recovery of intra-European and intercontinental departures for the five airports shows the impact of differing approaches to dealing with the crisis in the various Member States.

In 2022, Heathrow's recovery caught up with the other airports, while Istanbul Airport continued to lead the field, with traffic exceeding 2019 levels for much of the second half of the year. The other airports all reached about 70-75% of pre-pandemic levels at the end of 2022, with the recovery in intercontinental flights weaker than that for intra-European flights (affected by developments in Russia and China). This consistency in their recovery reflects the broadly similar approach and circumstances among countries and across the European aviation sector.

[Learn more](#)

European Plan for Aviation Safety 2023-2025 published



EUROPEAN PLAN FOR AVIATION SAFETY (EPAS) 2023-2025



We are pleased to inform you that, following its adoption by the EASA Management Board last December, the 12th edition of the European Plan for Aviation Safety (EPAS) was published yesterday on the EASA website.

[Learn more](#)

AIU Portal - RELEASE #01/2023, 18 January 2023



Aviation Intelligence Portal update

■ We would like to inform you that the December 2022 Network Operations Report is now available at: [ansperformance.eu](#)

■ At EUROCONTROL level, traffic in 2022 increased by 48.3% compared to 2021 but remained 16.8% below the level of 2019.

■ See also the latest [Aviation Assessment](#) to get a snapshot of the latest trends in the European network.



[Learn more \(click links above\)](#)

ECAC Weekly Press Review - 16 January 2023

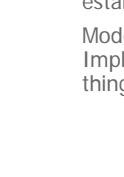


Topics:

- ECAC & Organisations
- Airlines & Airports
- COVID-19
- Economic matters
- Environment
- Safety
- Security
- UAS

[Learn more](#)

Updated Consolidated Versions of Regulations 2017/373, 923/2012 & 139/2014



EUR-Lex

Find below links to the updated consolidated versions of:

- [Regulation 2017/373 \(incorporating Regulation 2021/665 on U-space\)](#)
- [Regulation 923/2012 \(incorporating Regulation 2021/666 on U-space\)](#)
- [Regulation 139/2014 \(incorporating Regulation 2022/2074 on SNOWTAM format\)](#)

The [overview of EU legislation in force \(Parts 1a & 1c\)](#) has been updated accordingly.

[Learn more \(click links above\)](#)

Revised Versions of Easy Access Rules



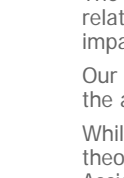
Find below links to the revised version of the Easy Access Rules in relation to:

- [The Basic Regulation 2018/1139](#)
- [Regulation 2017/373 \(ATM/ANS\)](#)

As the links provided in the [overview of EU legislation in force \(Part 1a\)](#) are still valid, it was not updated.

[Learn more \(click links above\)](#)

Reports - ATM/ANS Environmental Transparency Working Group



Following up on the information provided at the SAB 02-2022 meeting, regarding the ATM/ANS Environmental Transparency Working Group, we would like to like to inform you that the Group has finalised its work and share with you its deliverables.

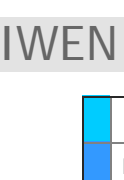
The ATM/ANS Environmental Transparency Working Group was established in October 2020 as part of the EASA-EUROCONTROL Joint Working Programme. Its objective was to develop proposals on how ATM/ANS providers can increase environmental performance and demonstrate their efforts to support the industry in reducing negative environmental impacts.

After two years of close cooperation among operational and sustainability experts from different air navigation service providers and other organisations, the Group delivered its reports to EASA on 19 January 2023:

- The report called **"Critical review of ATM/ANS environmental performance measurements"** is an inventory of the existing and future environmental indicators that could be used to measure ATM/ANS environmental performance. It also identifies strategic and technical recommendations including proposals for future work aiming to help the ANSPs to improve their environmental disclosure and identifying areas where they can contribute to aviation industry strategic decarbonisation goals.
- The second report called **"Step-by-step guide to measure, reduce and report your ANSP's carbon footprint"** provides an overview of what ANSPs can do to improve their own environmental impact. It also equips the readers with the knowledge, skills and tools necessary to apply carbon foot printing into their own ANSP business processes

[Learn more \(click links above\)](#)

EUROCONTROL Aviation Learning Centre webinars and events



Learning Zone

Dear Webinar attendees,

We are pleased to invite you to the webinar which will take place next week.

Use case 2 – MV Rocknes maritime accident and system thinking

- **Date and time:** Tuesday 24/01/2023 - 15:00 CST
- **Duration:** 90 minutes
- **Presenter:** Sebastian DAENEURT - Incident investigator @ EUROCONTROL

Join our ATM EXPERT Peter ALDERSON for a 90 minutes live training session.

MV Rocknes: Ship transporting Rocks from Canada to Norway, loaded by a too short conveyor belt, putting the load on one side into the ship. First officer time pressure signs it off and pumps ballast water into ballast tanks on the other side to keep the ship level.

At sea nobody rearranges the load in the hull which would be possible, ship only level due to ballast water. Ship enters Norwegian Fjord to Bergen, very busy shipping lane. Pilot comes on board. Pilot is unfamiliar with a newly discovered shallow spot in the Fjord as it has been discovered but not PROPERLY published by the authorities for quite some time.

No useful display on his map.

Pilot steers the ship too far out in a curve (ships reaction? Many short steering inputs noticed by the Data recorder). Load shifts massively in the tight curve he steers. Ship slips slowly sideways. Pilot hears more sounds in the hull runs out of the bridge to the up side on the ship leaving the steering wheel and the crew behind. Ship tips over and lays in the fjord hull up.

Large part of Crew dies. Crew inside the hull initially survives in an air bubble but is not saved by cutting hole into the hull due to fear of sudden sinking. Pilot survives because he ran.

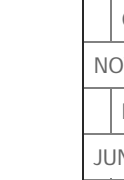
[REGISTER HERE](#)

These webinars are open for registration!
Feel free to share with your colleagues!

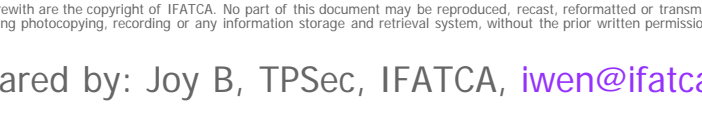
[Learn more \(click link above\)](#)

Other Information

2023 Safety Forum - call for papers



2023 Safety Forum - call for papers
The Organising Committee for the 2023 Safety Forum is now inviting submissions to present as a speaker. This year's event will be dedicated to Knowledge, Skills, and Experience for Safe Operations.



[Learn more](#)

No readback? Then tell them again.

On 13 February 2019, an aircraft departing Amsterdam was given a non-standard long pushback by ATC in order to facilitate the use of its stand by an incoming flight. When another aircraft was subsequently given a normal pushback by a single tug driver working alone who was unaware of the abnormal position of the first aircraft and could not see it before or during its pushback, a collision followed. The investigation concluded that the relevant airport safety management systems were systematically deficient and noted that this had only been partially rectified in the three years since the accident.

[Learn more](#)

Aviation Policy News #207

reason FOUNDATION

In this issue:

- FAA's NOTAMs debacle
- Why doesn't FAA's new control tower plan include remote towers?
- Fixing the Air Traffic Organization's culture
- Defending and building upon airline deregulation
- Request for comments
- Patches/Advisories
- Podcasts/Videos
- Reports - Government
- Reports - Industry
- White House
- Articles of Interest
- Subscription Required

[Learn more](#)

CANSO Academy: Introduction to Datalink: Part 1

CANSO

There is now just under one week left to register to join us on our webinar which introduces and gives an overview of Datalink Operations.

As Datalink becomes more and more prevalent in the Air Traffic Management industry this first of a two-part webinar will look at its systems and services, and discuss the capabilities and benefits of controller-pilot data link communications (CPDLC) and automatic dependent surveillance – contract (ADS-C) exploring the implications and uses of the technology.

We will also explore CPDLC and ADS-C operations, introducing CPDLC messages and message sets, and establishing and managing Datalink connections.

Moderated by Lisa Bee, Director of Air Traffic Services, Inmarsat, and Chair of the CANSO Data Link Implementation Task Force, you will have access to the combined knowledge, expertise and experience in all things Datalink of:

- Shelley Bailey, International Coordination Air Traffic Specialist, NAVCANADA
- Ricardo De Sousa, CNS Strategy Lead, NATS

[REGISTER HERE](#)

Registration for Part 2 of our series on Thursday 23 February is also now open. Look out for more details of the soon, but the first of the blocks for the new year, and what a start!

[REGISTER FOR PART 2 HERE](#)

[Learn more \(click links above\)](#)

Press Release: Global Pilots on Yeti Airlines Flight YT-961

The International Federation of Air Line Pilots' Associations (IFALPA) is closely monitoring the developments related to this morning's accident of Yeti Airlines Flight YT-961, an ATR-72 (registration 9N-ANC) that impacted the ground on final approach to Pokhara airport (Nepal), following a flight from Kathmandu.

Our thoughts are with the families of the reported 68 passengers and 4 crew members who were onboard the aircraft.

Whilst emergency and recovery efforts are taking place, IFALPA stresses the need to avoid speculation and theories as to what happened to the aircraft. The Federation is reaching out to its network of Accredited Accident Investigators in the Region and will offer its expertise to the relevant Accident Investigation Bodies to help gather facts and any other safety and security information which may be pertinent to this occurrence.

[Learn more](#)

Weekly Security Articles - 19 January, 2023

SAE 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.

Topics:

- Events - Online
- Events - In-person
- Request for comments
- Patches/Advisories
- Podcasts/Videos
- Reports - Government
- Reports - Industry
- White House
- Articles of Interest
- Subscription Required

[Learn more](#)

That Was The Week That Was 09-13 January 2023

Aviation Advocacy

What's in a name?

As rose, as Juliette laments to Romeo, would smell as sweet, regardless of its name. A good point. But for some reason, names matter, which is why we should all stand and applaud the work done at the European Court of Justice this week, the week that was. First out of the blocks for the new year, and what a start! Press release number 1 of 2023 from that august, but normally somewhat sombre body is a corker. It turns out that judges are human too, and as Shakespeare so neatly noted in a famous play, if you cut them, do they not bleed? Are they not entitled to see the funny side too? Where is Cynid Luper when you need her? Judges just wanna have fun.

[Learn more](#)

IWEN Calendar

JANUARY 2023

APDSG (ATM Procedures Development Sub Group)/85, EUROCONTROL, Brussels, Belgium & Webex | 10:30 to 18:00 CET

EASA on "Easy Access Rules in machine-readable format (XML) – how to use it" | 10:00 - 12:00 CET (01C +1)

CANSO ACADEMY: INTRODUCTION TO DATALINK: PART 1 | 13:00 - 14:30 CET

FEBRUARY 2023

EUROCONTROL Network Manager User Forum "Managing the new normal" | 10:00-15:00 CET | Brussels, Belgium

International Federation of Air Traffic Controllers' Association (IFATCA) TOC AND PLC Meeting, Shannon, Ireland

MARCH 2023

CANSO Event - Airspace World, Geneva

2023 Negotiations Seminar, Amsterdam, The Netherlands [LINK TO BE PUBLISHED]

APRIL 2023

Civil-Military Stakeholder Committee meeting (CMSC/8), Brussels, Belgium [DATE UPDATED]

APDSG (ATM Procedures Development Sub Group)/86, EUROCONTROL, Brussels, Belgium & Webex | 09:30 to 17:30 CET

MAY 2023

77th IFALPA Conference, Montreal, Canada

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