

ICAO Global

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
2022/85 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
2022/75 click here	Adoption of Amendment 48 to Annex 6, Part I	29/07/2022	No Response Due	18/11/2022
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 ATIS 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
2022/47 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

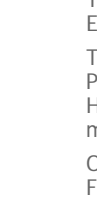
ICAO Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2022/41 click here	Third Edition Of The ICAO Aviation Security Global Risk Context Statement — Doc 10108 (Restricted)	2022-09-26
EB 2022/35 Corrigendum No. 1 click here	Registration and Submission of Credentials for the 41st Session of the ICAO Assembly (Montreal, 27 September to 7 October 2022)	2022-09-29

Americas Region (AMA)

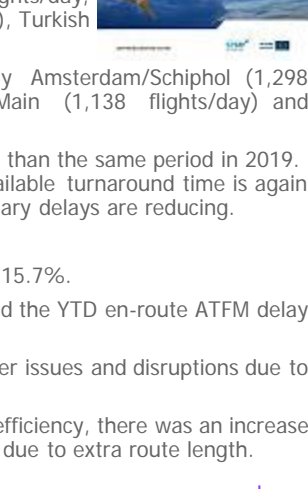
The Air Up There Podcast - Building Better Futures



What comes to mind when you think about air traffic control towers? Probably not how they can create opportunities for small businesses that make a positive impact in their communities.

"The Air Up There" podcast helps you see our towers in a different way. One investment from The Bipartisan Infrastructure Law (BIL) is helping keep flights moving safely, people employed, and a small business thriving. In this episode, we chat with Jeff Babbitt, a disabled veteran and owner of T&B Air Conditioning and Electric. His company recently received a contract funded by the BIL to replace the heating and cooling (HVAC) equipment at the FAA's air traffic control tower in San Antonio, Texas. So, what's the big deal about HVAC replacement? Because temperature matters, and when critical radar equipment gets too hot, it shuts down.

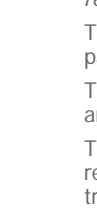
So, the next time you think about air traffic control towers, remember that, in addition to supporting pilots, they also support the communities around them by creating opportunities for small businesses and the people they employ.



[Learn more](#)

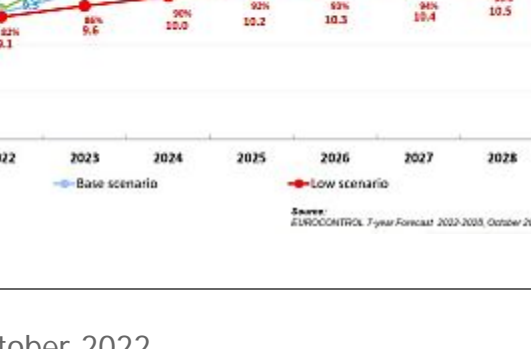
European Region (EUR)

AIU Portal - RELEASE #10/2022, 17 September 2022



Aviation Intelligence Portal Update

- We would like to inform you that the September 2022 data is now available at: [ansperformance.eu](#)
- At EUROCONTROL level, traffic between January and September 2022 increased by 63.8% compared to the same period in 2021 but remained 17.9% below the level in 2019.
- See also the latest [EUROCONTROL Comprehensive Aviation Assessment](#) to get a snapshot of the trend trends in the European network.



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

EUROCONTROL Network Operations Report - September 2022



How is the network performing?

Traffic in September was at 86.9% of September 2019 levels, keeping it between EUROCONTROL's low and baseline traffic scenarios published on 06 April 2022.

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 NMA continues to help proactively manage the aviation crisis caused by the war.

On average, the network saw 30,000 flights/day in September. The peak day was Friday 09 September (31,731 flights) with traffic at 86.6% of 2019 levels.

Ryanair was the busiest carrier in September with on average 2,972 flights/day, or 14.2% of its 2019 traffic level, followed by easyJet (1,631 flights/day), Turkish Airlines (1,435 flights/day) and Lufthansa (1,130 flights/day).

The busiest airport was Istanbul/GA (1,322 flights/day), followed by Amsterdam/Schiphol (1,298 flights/day), Paris/Charles de Gaulle (1,233 flights/day), Frankfurt/Main (1,138 flights/day) and London/Heathrow (1,115 flights/day).

Network departure and arrival punctuality remained stable but was still lower than the same period in 2019. The network turn-around indicator shows that the network (average) available turnaround time is again increasing and back to pre-surround levels which is an indication that reactionary delays are reducing. There were 2,773,691 minutes of ATFM delay in September, and airports for 15.7%.

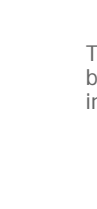
En-route delays accounted for 84.3% of these ATFM delays, and airports for 15.7%. The average en-route ATFM delay per flight for the network was 2.6 min and the YTD en-route ATFM delay was 2.1 min.

Flow measures were applied mainly due to ATC capacity constraints, weather issues and disruptions due to ATC industrial action.

The network excess fuel burn indicator was around 5.7%. Regarding flight efficiency, there was an increase of excess fuel burn during French ATC Industrial action in September, mainly due to extra route length.

[Learn more](#)

War in Ukraine and economic fallout delaying recovery in air traffic until after 2024 according to new EUROCONTROL 2022-2028 forecast



Air traffic in Europe is not expected to recover to 2019 levels until after 2024 according to a new 7-year forecast of air traffic, issued today by EUROCONTROL. The forecast which updates and extends the forecast made in June 2022, before the summer season, sets out three scenarios, with the most optimistic showing recovery to 2019 levels during 2023 and the most pessimistic with recovery after 2028. The most likely 'baseline' scenario foresees the recovery in 2025.

EUROCONTROL's Director General, Eamonn Brennan, commented "We have seen strong demand this summer but this has been held back, both by the capacity of the network to handle the rapid growth and also by the impact of the war in Ukraine. As a result we expect to see about 9.3 million flights this year, 49% more than in 2020, but still 15% fewer than we had in 2019. We are optimistic about traffic recovering to around 92% of our 2019 levels next year. But there are still significant downward risks that could affect the recovery."

The **High scenario** envisages moderate GDP growth, a limited impact on demand from inflation, good passenger confidence and limited capacity constraints in 2023 at airports and airlines.

The **Baseline scenario** is based on GDP being weak, inflation (including jet fuel price) impacting demand and lower passenger confidence/propensity to fly.

The **Low scenario** considers the impact of several downside risks, including a number of states in recession in 2023, strongly impacted demand for travel (inflation/COVID-19/alternatives to business travel/environmental concerns) and staffing/capacity issues at airlines/airports in 2023.

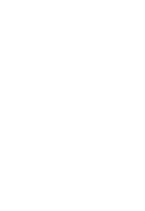
EUROCONTROL STATFOR 7-YEAR FORECAST for *Europe 2022-2028 (October 2022)

Actual and future [EN movements](#), % traffic compared to 2019



[Learn more](#)

ECAC Weekly Press Review - 18 October 2022

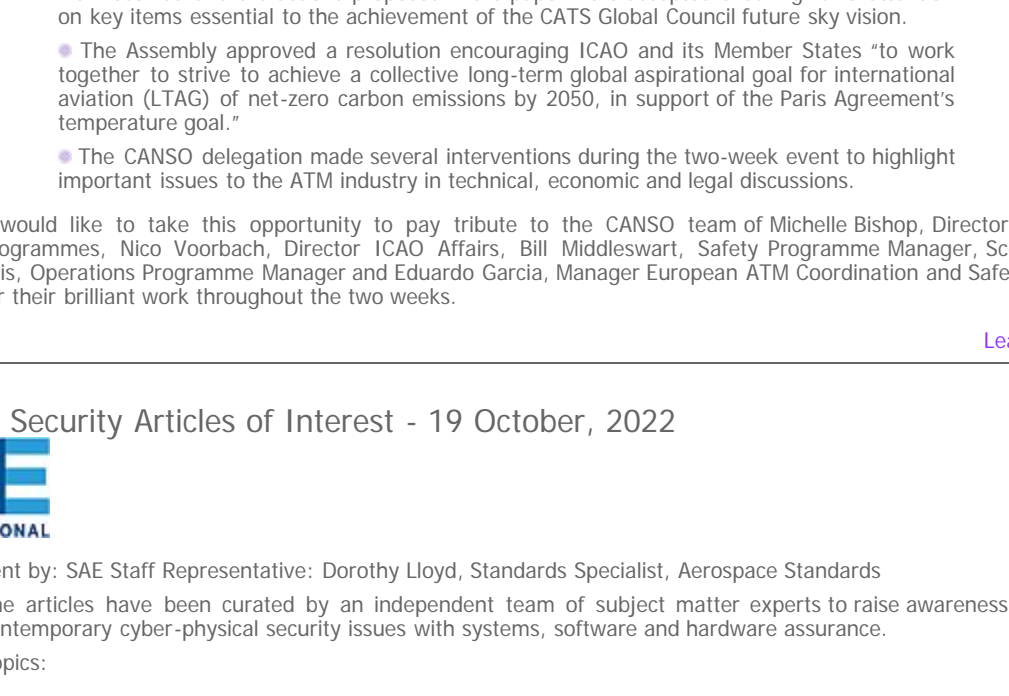
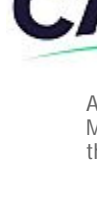


Topics:

- ECAC & Organisations
- Airlines & Airports
- Economic matters
- Environment
- Facilitation
- Safety
- Security
- Other news

[Learn more](#)

URClearED final dissemination event - agenda



Agenda of our final event, entitled URClearED final dissemination event: "RPAS and AI in Aviation" joint event" taking place in Rome on 3-4 November 2022.

This event is co-organised by the following projects:

- INVIRCAT
- URClearED
- SAFELAND
- SafeOPS
- Mahalo
- Artimation

[Learn more](#)

EUROCONTROL Aviation Learning Centre webinars and events



Dear Webinar attendees,

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

UAS at Airports

- **Date and time** : Friday 28/10/2022 - 14:00 CEST
- **Duration** : 90 minutes
- **Presenter** : **Stephan van VUREN** - Director & Consultant @ AirHub Consultancy

The integration of UAS operations with manned aviation in the vicinity of airports and within airport boundaries creates several challenges. In the third of a series of webinars presented by AirHub, topics will include:

- Controlled airspace vs airport environment (SORA in perspective)
- Overview/comparison of authorising UAS operations in CTRs in Europe
- Challenges: VFR/IFR, VLOS/BVLOS, Detect and Avoid, ANSP process workload, etc.
- Example: Rotterdam Airport, integrating UAS in manned air traffic operations
- Example: Schiphol Airport, inspecting manned aircraft with UAS

[REGISTER HERE](#)

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

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

EUROCONTROL Innovation Hub Update - October 2022

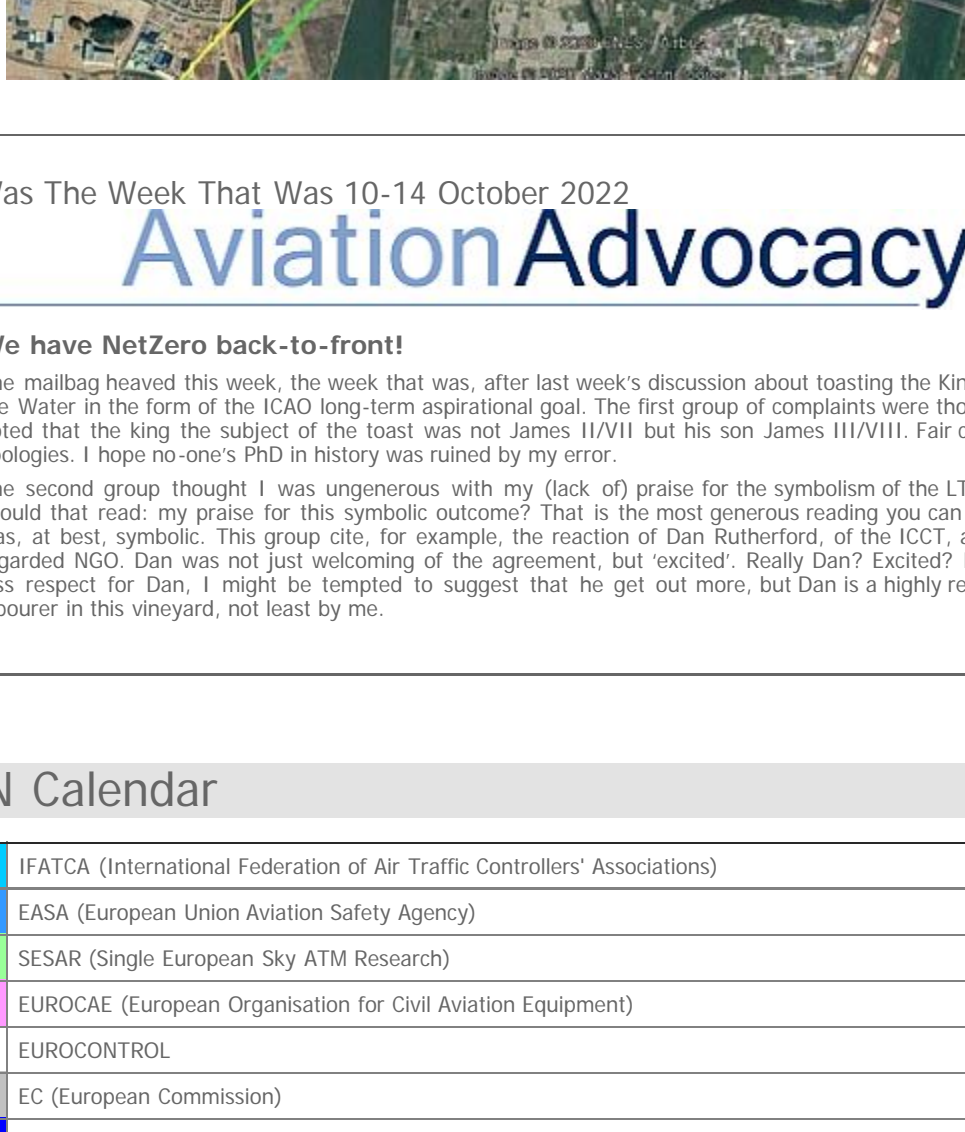


Highlights

- European Cockpit Association visits EIH
- Advancing the financial case for EIH relocation & simulators modernisation
- Our environmental tools in the spotlight
- EIH team presents the results of the Free Route simulation in Ankara
- Eight new project ideas presented by Vueling, Austrian, and Swiss International Air Lines
- New edition of the U-space Concept of Operations
- U-space trials continue in Sweden and France
- We are hiring - help us find the right people for these exciting roles!

[Learn more](#)

Understanding How New U-space Will Enable Safe Integration of Drones in European Airspace



[Learn more](#)

Other Information

CANSO at the ICAO Assembly & CANSO ATM News 14 October 2022



After months of preparation, the CANSO team was very active at ICAO's recent 41st triennial assembly in Montreal, Canada, and was able to table papers and speak on behalf of you, our CANSO Members, around the world. I am pleased to report they recorded a number of successes. These included:

- The working paper from CANSO (WP356) titled: "Industry Roadmap for future skies" was well received and the actions proposed in the paper were accepted ensuring ICAO attention on key items essential to the achievement of the CATS Global Council future sky vision.
- The Assembly approved a resolution encouraging ICAO and its Member States "to work together to strive to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal."
- The CANSO delegation made several interventions during the two-week event to highlight important issues to the ATM industry in technical, economic and legal discussions.

I would like to take this opportunity to pay tribute to the CANSO team of Michelle Bishop, Director of Programmes, Nicco Voorbach, Director ICAO Affairs, Bill Middlesewart, Safety Programme Manager, Scott Leis, Operations Programme Manager and Eduardo Garcia, Manager European ATM Coordination and Safety, for their brilliant work throughout the two weeks.

[Learn more](#)

Weekly Security Articles of Interest - 19 October, 2022



Sent by: SAE Staff Representative: Dorothy Lloyd, Standards Specialist, Aerospace Standards

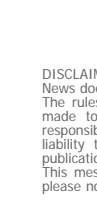
The articles have been curated by an independent team of subject matter experts to raise awareness of contemporary cyber-physical security issues with systems, software and hardware assurance.

Topics:

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

[Learn more](#)

Aviation Policy News #204



In this issue:

- Benefits from airport privatization
- A common rate for Europe's air routes?
- Wisk plans autonomous eVTOL
- Air-to-rail substitution questioned in Europe
- Whither small community air service?
- The case for digital towers
- News Notes
- Quotable Quotes

[Learn more](#)

A circling approach requires a blend of visual navigation and aircraft control

This week's highlighted article from SKYbrary

SKYbrary Highlights

On 7 September 2019, the crew of an aircraft completed a circling approach to runway 18R at Busan by making their final approach to and a landing on runway 18L contrary to their clearance. The investigation found that during the traffic onto final approach, the Captain flying the approach had appropriately balanced aircraft control by reference to flight instruments with the essential visual reference despite familiarity with both the aircraft and the procedure involved. It was concluded that the monitoring of runway alignment provided by the relatively low experienced first officer had been inadequate and was considered indicative of insufficient CRM between the two pilots.

[Learn more](#)

That Was The Week That Was 10-14 October 2022

We have NetZero back-to-front!

The mailbag heaved this week, the week that was, after last week's discussion about toasting the King Over the Water in the form of the ICAO long-term aspirational goal. The first group of complaints were those that noted that the king the subject of the toast was not James II/VIII but his son James III/VIII. Fair cop and apologies. I hope no one's PhD in history was ruined by my error.

The second group thought I was ungenerous with my (back of) praise for the symbolism of the LTAG. Or should that read: my praise for this symbolic outcome? That is the most generous reading you can give; it was, at best, symbolic. This group cite, for example, the reaction of Dan Rutherford, of the ICCT, a highly regarded NGO. Dan was not just welcoming of the agreement, but 'excited'. Really Dan? Excited? If I had less respect for Dan, I might be tempted to suggest that he got out more, but Dan is a highly regarded labourer in this vineyard, not least by me.

[Learn more](#)

NOVEMBER 2022		
CANSO Event - Asia Pacific Conference 2022 , Goa, India	1	3
URClearED event - RPAS and AI in Aviation , Rome, Italy Nov. 3, 2022 h 14:00-19:00 (CET)	3	4
RPAS 2022, Montréal, Canada	7	9
ATCA Global Conference and Exposition, Washington DC, USA	7	9
75th Annual International Air Safety Summit 2022, Atlanta, Georgia, USA	7	9
The World Controllers' Cup 2022, Tenerife, Canary Islands, Spain	7	12
ICAO Drone Enable Symposium 2022, Montréal, Canada	14	16
Provisional Council (PC#58), Brussels, Belgium	24	24
ICB General Meeting/03 14:00-17:00 (CEST)	29	29
EU Drone Days, Brussels, Belgium	29	30
EASA Annual Safety Conference 2022, Hotel DREA Pyramida, Prague (Czechia) [LINK UPDATED]	30	1 Dec
DECEMBER 2022		
SESAR Innovation Days 2022, Budapest, Hungary	5	8
3rd and Final European Concept of Higher Airspace Operations (ECHO) Validation Workshop, Brussels, Belgium	6	7
CANSO Event - Latin America and Caribbean Conference 2022 , Orlando, Florida, USA	6	8
JANUARY 2023		
APDSG (ATM Procedures Development Sub Group)/85, EUROCONTROL, Brussels, Belgium & Webex 10:30 to 18:00 CEST	24	26
MARCH 2023		
CANSO Event - Airspace World , Geneva	8	10
APRIL 2023		
Civil-Military Stakeholder Committee meeting (CMSC/8), Brussels, Belgium [DATE UPDATED]	26	26
APDSG (ATM Procedures Development Sub Group)/86, EUROCONTROL, Brussels, Belgium & Webex 09:30 to 17:30 CEST	25	27
MAY 2023		
7th IFALPA Conference, Montreal, Canada	4	7
Provisional Council (PC#59), Brussels, Belgium	15	15
OCTOBER 2023		
Civil-Military Stakeholder Committee meeting (CMSC/9), Brussels, Belgium	12	12

[Learn more](#)

DISCLAIMER: IFATCA sources the items from a wide variety of media and they may not necessarily represent the views of the Federation. Publication in IFATCA Weekly Email News does not enter that IFATCA endorses the views expressed.

The sales, recommendations and information contained in this document reflect what IFATCA established at the time of the last amendment. Although every effort has been made to ensure accuracy, neither the International Federation of Air Traffic Controllers Associations (IFATCA), nor its Members, Officers and Representatives, shall be responsible for loss or damage caused by errors, omissions, misprints or misinterpretations of the contents herein. Furthermore, IFATCA expressly disclaims all and any liability to any person whether a purchaser of this publication or not, in respect of anything done or omitted, by any such person in reference to the contents of this publication and any loss or damage caused by its use in reliance on the information or to the extent to which it is addressed. If you are not the intended recipient, please notify the sender by reply and delete the message and any attachments from your system.

COPYRIGHT: The materials hereon are the copyright of IFATCA. No part of this document may be reproduced, recast, reformed or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or any information storage and retrieval system, without the prior written permission from IFATCA.