

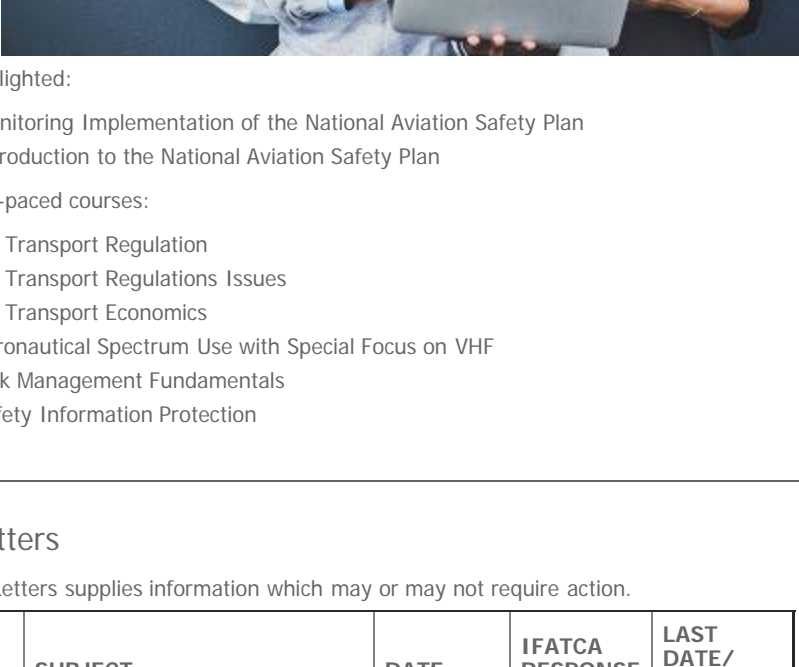
ICAO	EUR	Other	Calendar
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Learning couldn't get easier



ICAO

E-Learning Newsletter



Courses Highlighted:

- Monitoring Implementation of the National Aviation Safety Plan
- Introduction to the National Aviation Safety Plan

Featured self-paced courses:

- Air Transport Regulation
- Air Transport Regulations Issues
- Air Transport Economics
- Aeronautical Spectrum Use with Special Focus on VHF
- Risk Management Fundamentals
- Safety Information Protection

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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
2023/61 <a href="#">click here</a>	Invitation to the third ICAO Conference on Aviation and Alternative Fuels (in-person with hybrid capabilities), Dubai, United Arab Emirates, 24 to 24 November 2023	28/07/2023	No Response Required	24/10/2023
2023/59 <a href="#">click here</a>	Proposed amendment to Annex 10, Volume III related to ATN/WPS and consequential amendment to Annex 10, Volume II, stemming from the sixth meeting of the Data Communications Infrastructure Working Group of the Communications Panel (CPDCIWG/6)	31/07/2023	17/01/2024	31/01/2024
2023/58 <a href="#">click here</a>	Invitation to the ICAO pre-CAAF/3 Outcomes Consultation, in Montréal, Canada from 25 to 26 September 2023 as a hybrid event (in-person and virtual participation)	11/07/2023	No Response Required	11/09/2023
2023/57 <a href="#">click here</a>	Proposed amendments to Annexes 2, 3, 4, 6, Parts I, II and III, 10 Volume I, 11, 15, PANS-ATM, PANS-AIM and PANS-OPS, Volume III related to general aviation helicopters, on-board technology for runway safety, ramp inspections and end of flight location arising from the eighth and ninth meetings of the Flight Operations Panel (FLTOPSP/8 and 9)	26/07/2023	Distributed	31/01/2024
2023/55 <a href="#">click here</a>	ICAO Air Navigation World (ANW) 2023 – Air Traffic Management (ATM) Procedures for Today, Singapore, 23 to 27 October 2023	22/06/2023	Shared with E/B	31/08/2023
2023/47 <a href="#">click here</a>	Proposal for the amendment of Annex 10, Volume V relating to implementation of wireless avionic intra-communications (WAIC) for radiocommunication between two or more aircraft stations located onboard a single aircraft	01/06/2023	Distributed	01/12/2023
2023/33 <a href="#">click here</a>	Proposal for the amendment of Annex 14, Volume I and PANS-Aerodromes (Doc 9981) relating to aerodrome design and operations	21/06/2023	Distributed	30/10/2023
2023/33 <a href="#">click here</a>	Proposal for the amendment of Annex 14, Volume I and PANS-Aerodromes (Doc 9981) relating to aerodrome design and operations	30/05/2023	No Response Required	30/10/2023
2023/32 <a href="#">click here</a>	Proposal for the amendment of Annex 14, Volume II concerning heliport specifications	27/04/2023	13/10/2023	27/10/2023
2023/31 <a href="#">click here</a>	Tenth ICAO Walter Binaghi Air Navigation Institution Laurel Award	19/05/2023	No Response Required	21/08/2023
2023/21 <a href="#">click here</a>	Invitation to attend the ICAO Security Week 2023: AVSEC & CYBERSEC, Montréal, 23 to 27 October 2023	18/04/2023	No Response Required	06/10/2023
2023/18 <a href="#">click here</a>	Proposals for the amendment of Annex 19 and consequential amendments to Annexes 1, 6 Parts I and III; and 13	05/04/2023	29/09/2023	05/10/2023

ICAO Electronic Bulletins

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

NUMBER	TITLE	DATE
EB 2023/37 <a href="#">click here</a>	Appointment Decision to D-1 Post	2023-08-11
EB 2023/35 <a href="#">click here</a>	Appointment Decision to D-1 Post	2023-07-26

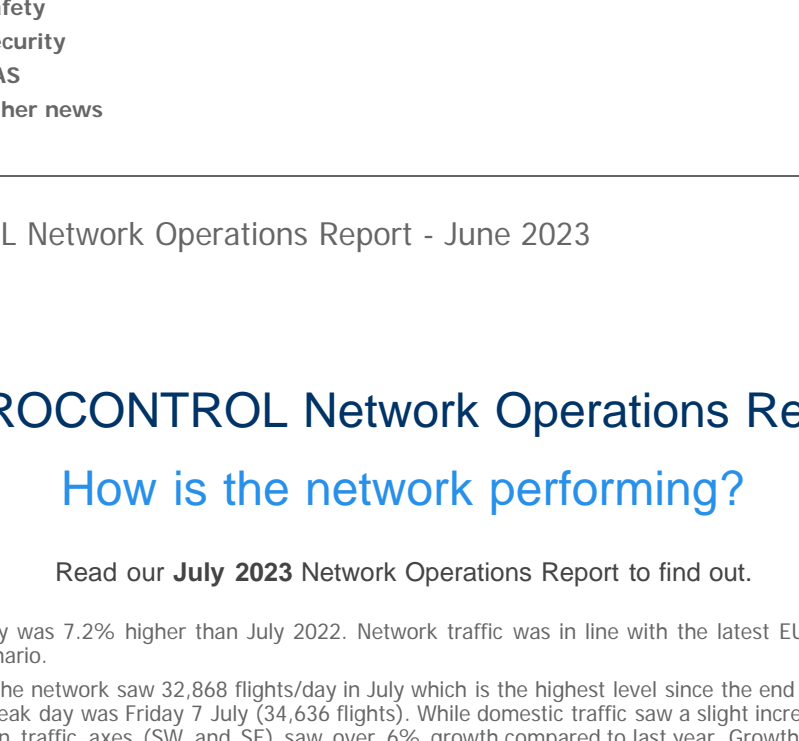
European Region (EUR)

AIU Portal - RELEASE #08/2023, 16 AUGUST 2023



Aviation Intelligence Portal update

- We would like to inform you that the **July 2023** data is now available at: [ansperformance.eu](#)
- At EUROCONTROL level, traffic in January to July of 2023 was 11.7% higher than in 2022 but remained 10.1% below the level in 2019.
- See also the latest **EUROCONTROL European Aviation Overview** to get a snapshot of the latest trends in the European network.

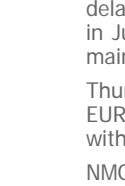


NEWS

- [Are flights punctual this summer?](#)
- [Published: Performance Review Report](#)
- [The daily traffic and punctuality situation](#)

Learn more (click links above)

ECAC Weekly Press Review - 14 Aug 2023



Topics:

- Airlines & Airports
- Economic matters
- Environment
- Facilitation
- Legal matters
- Security
- UAS
- Other news

Learn more

EUROCONTROL Network Operations Report - June 2023



EUROCONTROL Network Operations Report

How is the network performing?

Read our **July 2023** Network Operations Report to find out.

Traffic in July was 7.2% higher than July 2022. Network traffic was in line with the latest EUROCONTROL baseline scenario.

On average the network saw 32,868 flights/day in July which is the highest level since the end of the COVID crisis. The peak day was Friday 7 July (34,636 flights). While domestic traffic saw a slight increase (+2.1%), the two main traffic axes (SW and SE) saw over 6% growth compared to last year. Growth in overflights also contributed to the 7.2% network growth.

The war in Ukraine continues to affect overflights in several countries. The EUROCONTROL NM continues to help manage the aviation crisis caused by the war.

Traffic growth at most of the Top 20 ACCs was over 5% compared to July 2022. South-East Europe ACCs had over 10% traffic growth.

Several air operators and airports had double-digit growth compared to July 2022. Ryanair was the busiest operator with, on average, 3,322 movements per day, followed by easyJet (1,719), Turkish Airlines (1,613), Lufthansa (1,218) and Air France (1,096).

The busiest airport was Istanbul/GA (1,489 flights/day), followed by Amsterdam/Schiphol (1,371 flights/day), Paris/Charles de Gaulle (1,341 flights/day), Frankfurt/Main (1,310 flights/day) and London/Heathrow (1,310 flights/day).

Network departure punctuality (56.1%) decreased compared to June 2023 (-4.2 p.p). Arrival punctuality (63.2%) also decreased but less than departure (-2.3 p.p). Punctuality on the SW axis was consistent with the network level. However, SE axis departure (50.3%) and arrival (55.7%) punctuality were notably lower than the network level.

In particular, departure punctuality dropped significantly between first rotation and midday periods at Paris/Charles de Gaulle, Frankfurt/Main and Munich airports. The network (average) actual turnaround time remained slightly higher than scheduled.

There were 4,321,530 minutes of ATM delay in July. En-route delays accounted for 80.2% of these ATM delays, and airports for 19.8%. The average en-route ATM delay per flight for the network was 3.3 minutes in July and the YTD enroute ATM delay was 1.97 minutes at the end of July. Flow measures were applied mainly due to en-route weather, ATC capacity and staffing issues.

Thunderstorms in central / east Europe accounted for 1.5 million minutes of ATM delay in July. The EUROCONTROL NM Operations Centre (NMOC) led several weather conferences during July, in collaboration with the other stakeholders, as part of the Cross Border Weather procedure.

NMOC direct action reduced en-route ATM delays by 11.7% and airport ATM delays by 10.3%.

Learn more

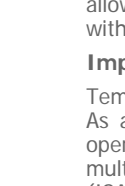
EASA Opinion "Regular update of the standardised European rules of the air"



- Opinion 02/2023 "Regular update of the standardised European rules of the air"
- The associated CRD
- The overview of EU regulatory developments (FUTURELEX, Part 1) has been updated accordingly

Learn more (click links above)

New European Aviation Overview: Latest trends for the period 09-15 August



It's encouraging to see, in the attached European Aviation Overview, that the summer's traffic is still strong and that, now we are past the extreme weather of July, arrival punctuality has improved to nearly 72%, better than last year and also better than in 2019. A lot of work has gone into minimising delays this summer and the results so far are very positive, thanks to the contribution of everyone in the Network.

However, the price of jet fuel has continued to move upwards – to over \$3/gallon on 11 August.

Key data in this edition:

- The Network recorded 32,420 average daily flights (+7% vs 2022), remaining stable (-0.4%) vs the previous week and standing at 94% of 2019 levels.
- For the first half of August, the number of flights in the Network was 94% of 2019 levels, just below our base scenario of forecasted flights released in December 2022.
- On average, aircraft operators did not deploy additional capacity over the last week: the top 10 aircraft operators recorded a slight decrease (-0.2%) vs the previous week.
- Arrival and departure punctuality improved, closing at 1.9 and 0.5 percentage points (respectively) above 2019.
- EUROCONTROL billed 929 M€ of en-route charges for July 2023. 16% above the amount billed for July 2022 flights. On a year-to-date basis, EUROCONTROL billed 5,144M€ in 2023, +23% compared to 2022, as a result of a combination of more service units and higher unit rates.
- The jet fuel price closed at 3.0 USD/gallon on 11 August 2023, increasing (+8%) over two weeks. Current prices have increased by 5% compared to the beginning of the year.

Learn more

Other Information

Enter the CANSO Global Safety Achievement Award 2023



The safety of aviation continues to be the number one priority for all of us in the ATM industry and, while 2023 has continued to see an improvement to air traffic numbers following the pandemic it still presents a number of challenges, not least through the rapid rebound in global air travel demand. Increasing use of digitalisation and artificial intelligence.

Each year CANSO recognises and acknowledges safety excellence with the CANSO Global Safety Achievement Award. The award is given to a company or team that has made a significant safety contribution which has reduced aviation risk in the previous 12 months. This can be a local, regional, or global contribution and may encompass a process, procedure, technology, or training improvement.

**Please note:** The CANSO Standing Safety Committee Steering Group will evaluate all submissions and determine the winner by consensus.

The key factors in determining the winner are (but not limited to):

- Effectiveness of the contribution,
- Level of innovation and creativity employed
- Potential geographic applicability

Your nomination narrative should, at a minimum, highlight its applicability to each of the mentioned criteria.

Learn more

Welcome to the January 2023 edition of SKYlight!



Welcome to the August 2023 edition of SKYlight - "Safety Intelligence as a Service". This month we take a look at the impact on flight operations of high ambient temperatures in temperate zones. We also have several new and updated articles prepared by members of our editorial team.

Heat domes and their effect on flight operations



Creation of heat domes

A heat dome is a mass of abnormally warm air that extends from the surface to well into the atmosphere. It is associated with high pressure blocks at the surface and aloft. Heat domes develop when the atmosphere traps hot air, as if bounded by a lid or cap. The upper air weather patterns are slow to move, referred to by meteorologists as an Omega block. In still, dry summer conditions, a mass of warm air builds up. Sinking air with the high pressure pushes the warm air down. The air is compressed, and as its net heat is now in a smaller volume, so it must get hotter. As the ever warmer near the surface air attempts to rise, the high pressure above it forces it down, to get hotter, and its pressure grows higher.

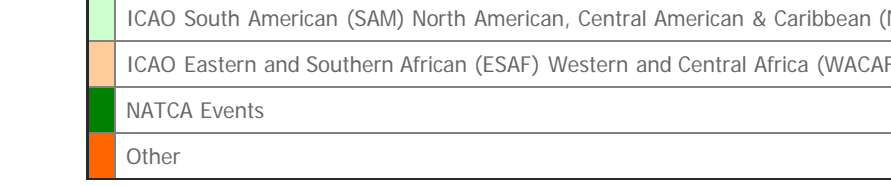
The high pressure acts as a dome, or lid, causing everything below it to get hotter and hotter. The upper-level high pressure blocks any rain-making systems. The sinking air suppresses cloud formation, thus allowing intense summer sunlight to heat the air near the ground. In summer, heat domes are associated with heat waves at the surface and can last for weeks.

Impact of Heat dome on flight operations

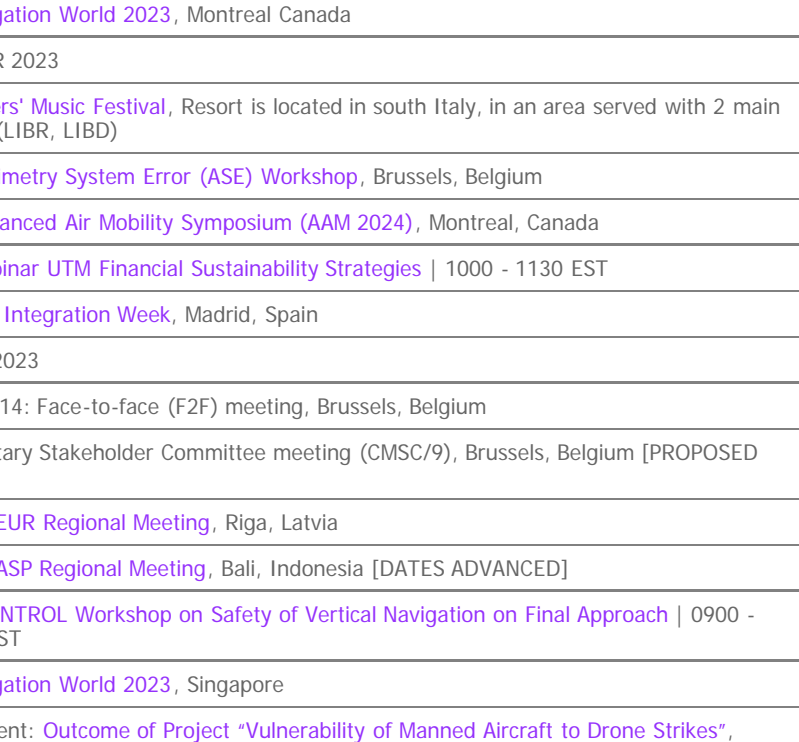
Temperate zone infrastructure is often not designed for the high temperatures associated with a heat dome. As a consequence, there may be challenges associated with interruptions to power supplies, damage to operating surfaces at airports, or systems failures which may cause delays and capacity problems that affect multiple airports and service providers. Flights through the heat dome will experience higher than usual (ISA) outside air temperatures at medium and higher flight levels with a consequent impact on aircraft performance, e.g. fuel consumption. Furthermore, the prolonged hot and dry weather can increase the risk of wildfires - operators should give consideration to the impact of wildfires on safe flight operations. See the SKYbrary article Wildfires: Guidance for Flight crews

Learn more

Low visibility takeoff (SKYclip)



Low visibility takeoff (SKYclip)



Learn more

2023 Safety Forum Conclusions



The Flight Safety Foundation has now published the report from the 2023 Safety Forum which focused on knowledge, skills and experience necessary to ensure safe operations in the future.

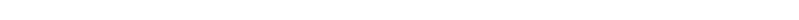


Knowledge, Skills and Experience for Safe Operations

[Forum Videos and Presentations](#)

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Safety Bulletin: Operating Aircraft with Deactivated Brakes



Recently, IFALPA has become aware that some aircraft are intentionally being operated with deactivated brakes or without a fully operational braking system. This Safety Bulletin highlights the potential safety consequences of these types of operations and presents some recommendations.

Learn more

Weekly Security Articles of Interest – 16 August, 2023



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.

Contents/T topics:

- For a list of events to attend
- Events - Online
- Events - In-person
- Request for comments
- Patches/Advisories
- Podcasts/Videos
- Regulations - Effective
- Regulations - Proposed
- Reports - Government
- Reports - Industry
- White House
- Articles of Interest
- Subscription Required

If you have publicly available contribution that you would like to share that may be added to this weekly report in the future, please send them to [daniel.dimase@aerocynics.com](mailto:daniel.dimase@aerocynics.com) along with the URL for the document.

Learn more

IWEN Calendar

	IFATCA (International Federation of Air Traffic Controllers' Associations)	
	EASA (European Union Aviation Safety Agency)	
	SESAR (Single European Sky ATM Research)	
	EUROCAE (European Organisation for Civil Aviation Equipment)	
	EUROCONTROL	
	EC (European Commission)	
	EGHD (SES Expert Group on Human Dimension)	
	ICB (Industry Consultation Body)	
	IFALPA (International Federation of Air Line Pilots' Associations)	
	ICAO Global	
	ICAO European and North Atlantic (EUR/NAT) Office	
	ICAO Asia and Pacific (APAC) Office	
	ICAO Middle East (MID) Office	
	ICAO South American (SAM) North American, Central American & Caribbean (NACC) Office	
	ICAO Eastern and Southern African (ESAFA) Western and Central Africa (WACAF) Office	
	NATCA Events	
	Other	
AUGUST 2023		
	Air Navigation World 2023, Montreal, Canada	28 31
SEPTEMBER 2023		
	Controllers' Music Festival, Resort is located in south Italy, in an area served with 2 main airports (LIBR, LIBD)	3 7
	2023 Altimetry System Error (ASE) Workshop, Brussels, Belgium	5 7
	First Advanced Air Mobility Symposium (AAM 2024), Montreal, Canada	9 12
	2nd Webinar UTM Financial Sustainability Strategies   1000 - 1130 EST	18 18
	Airspace Integration Week, Madrid, Spain	25 28
OCTOBER 2023		
	ICB/AVG 14: Face-to-face (F2F) meeting, Brussels, Belgium	03 03
	Civil-Military Stakeholder Committee meeting (CMSC/9), Brussels, Belgium [PROPOSED DATES]	13 13
	IFATCA EUR Regional Meeting, Riga, Latvia	16 18
	IFATCA ASP Regional Meeting, Bali, Indonesia [DATES ADVANCED]	17 19
	EUROCONTROL Workshop on Safety of Vertical Navigation on Final Approach   0900 - 1600 CEST	20 20
	Air Navigation World 2023, Singapore	23 27
	EASA Event: Outcome of Project "Vulnerability of Manned Aircraft to Drone Strikes", Cologne, Germany	25 25
	IFATCA AMA Regional Meeting, Nassau, Bahamas	25 27
NOVEMBER 2023		
	CANSO Sustainable Skies Conference, Brussels, Belgium [Link to be updated]	7 8
	IFALPA ATS Committee Meeting: Washington DC, USA	13 15
	3rd Webinar UTM Deployment Best Practices and Lessons Learned   1000 - 1230 EST	14 14
	Just Culture Task Force (JCTF), Eurocontrol HQ, Brussels, Belgium [DATES REVISED]	14 14
	IFATCA AFM Regional Meeting, Algiers, Algeria	20 22
	Provisional Council (PC #60), Brussels, Belgium [DATES CHANGED]	28 28
	CANSO GLOBAL SAFETY CONFERENCE 2023, Dublin, Ireland	28 30
APRIL 2024		
	Civil-Military Stakeholder Committee meeting (CMSC/10), Brussels, Belgium [PROPOSED DATES]	17 17
MAY 2024		
	Just Culture Task Force (JCTF), Eurocontrol HQ, Brussels, Belgium	28 28
JUNE 2024		
	Provisional Council (PC #61), Brussels, Belgium [PROPOSED]	13 13
NOVEMBER 2024		
	76th annual International Aviation Safety Summit (IASS 2023), Paris, France	6 8
	Just Culture Task Force (JCTF), Eurocontrol HQ, Brussels, Belgium	19 19
	Provisional Council (PC #62), Brussels, Belgium [PROPOSED]	28 28

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Prepared by: Joy B, TPsec, IFATCA, [iwen@fatca.org](mailto:iwen@fatca.org)