

Information från sektionen för flygbolag

Målgrupp: AOC ledningsgrupp, för genomgång och vidarebefordran inom ledningssystemet.

Syfte: Dela flygsäkerhetsinformation, regelimplementering och SPAS.

Fortsatt dialog i samband med de frågor som tas upp här genomförs direkt med er ordinarie PI (Principal Inspector).

Med vänlig hälsning / Staffan Söderberg, Chef Sektionen för flygbolag

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Anmälan till AOC seminarium

Årets seminarium för flygbolag (fixed wing) med AOC kommer att gå av stapeln den 28 november 2024. Agendan kommer fastställas under sommaren. Men vi kan väl avslöja att några av ämnena som kommer att tas upp under dagen är SPAS, tillbakablick från årets tillsyn, GPS/GNSS jamming och spoofing, uppdatering gällande situationen med ATC radar på svenska flygplatser, framtidens flygväder som ett resultat av global uppvärmning med mera!

Vi ser gärna att ledningspersonal inom svenska AOC anmäler sig, Förutom ledningspersonal är även andra nyckelpersoner inom organisationen välkomna att delta, såsom auditörer, deputy's, chefpiloter m fl.

[Via denna länken kan du anmäla dig](#)

Felaktiga prestandaberäkningar

Under de senaste åren har det inträffat flera incidenter med felaktiga prestandaberäkningar vid start. Haverikommissionerna har genom sina utredningar fastställt att tillsynsmyndigheter och operatörer måste vidta åtgärder för att minska risken för dessa säkerhetsproblem.

Felaktiga prestandaberäkningar har uppstått under processen för att beräkna och mata in prestandarelaterade parametrar i system som FMS (Flight Management System) och Electronic Flight Bags (EFB). EASA har publicerat en mycket detaljerad och intressant artikel om detta ämne.

[Erroneous Take-Off Performance Data | EASA \(europa.eu\)](#)

Förändringar gällande händelserapportering

I höst med start 25 september kommer Transportstyrelsen att byta till ECCAIRS 2, en ny version av händelserapporteringssystemet ECCAIRS (European Co-ordination Center for Accident and Incident Reporting Systems) för att ta emot och hantera händelserapporter. Implementeringen medför förändringar för samtliga organisationer som hanterar händelserapporter. En stor förändring är att det nuvarande webbformuläret på Transportstyrelsens webbplats och rapportering via e-post kommer att stängas ned och ersättas av en ny rapporteringsportal på ECCAIRS 2:s webbplats. Observera att fram till att Transportstyrelsen meddelar något annat ska rapportering ske på samma sätt som i dag.

En åtgärd som måste genomföras med viss marginal före 25 september, om organisationen ännu inte har gjort något, är att ansöka om ett konto för att hantera händelserapporter. [Mer information hittar ni här.](#)

En del organisationer har redan vidtagit åtgärder. För dem som inte har gjort det rekommenderar vi att ta del av [informationen om systembytet på Transportstyrelsens hemsida](#). Där finner ni även kontaktuppgifter om ni har några frågor.

Variationer och krav på Operational Control

Vissa variationer (Variations) av den grundläggande bränsleplanen (Basic Fuel Scheme) medför utökade krav på Operational Control. Vi har förstått att det inte har varit helt tydligt vilka variationer som medför dessa utökade krav på Operational Control.

För att förtydliga vilka variationer som medför ytterligare krav på Operational Control har vi sammanställt en tabell med samtliga variationer.

Notera att det endast är användandet av andra planeringsminima i och med tillämpningen av AMC8 eller AMC9 till CAT.OP.MPA.182 som medför ytterligare krav på Operational Control. Här krävs Flight Monitoring. Ingen av de andra variationerna medför alltså krav på Flight Monitoring.

Available variations to Basic Fuel Schemes		
Variation	AMC	Operational control
Taxi fuel	AMC5 CAT.OP.MPA.181	No additional requirement
Contingency fuel	AMC6 CAT.OP.MPA.181	No additional requirement
Location of the fuel en route alternate aerodrome to reduce contingency fuel to 3%	AMC7 CAT.OP.MPA.181	No additional requirement
No destination alternate aerodrome	AMC2 CAT.OP.MPA.182	No additional requirement
Isolated aerodrome – Point of no return	AMC7 CAT.OP.MPA.182	No additional requirement
Planning minima	AMC8 CAT.OP.MPA.182	Flight monitoring
Planning minima	AMC9 CAT.OP.MPA.182	Flight monitoring
Procedures for in-flight fuel management	AMC2 CAT.OP.MPA.185(a)	No additional requirement

För att ytterligare förtydliga detta ser ni här när respektive Flight Monitoring eller Flight Watch krävs.

Additional requirements on Operational Control		
Operational control	AMC	Fuel Scheme
Flight Monitoring	AMC8 CAT.OP.MPA.182 AMC9 CAT.OP.MPA.182	Variation - Planning Minima Variation - Planning Minima
Flight Watch or Flight Monitoring	AMC1 CAT.OP.MPA.18	Individual

Definitionerna av Flight Monitoring (49e) och Flight Following (49d) hittar ni i Bilaga I (Definitions) till Förordning (EU) 965/2012.

EASA risk conflict Zones - CZIB

Alla Svenska operatörer ska i sitt eget riskhanteringssystem omhänderta risker som kan uppstå i deras verksamhet.

Vid flygning till/från/över eller i närheten av publicerade riskområden finns rekommendationer från EASA som ska beaktas vid analysen.

EASA publicerar Conflict Zone Information Bulletins (s.k. CZIB's) för dessa områden vilka kan ses i sin helhet på länken [Conflict Zone Information Bulletin \(CZIB's\) | EASA \(europa.eu\)](#)

Svenska AOC förväntas ha ett system för att övervaka dessa som en del i sitt riskarbete. För att få mer detaljerad information finns det även möjlighet att registrera sig på EASAs informationsplattform om konfliktzoner.

[European Information Sharing and Cooperation Platform on Conflict Zones | EASA \(europa.eu\)](#)

Nedanstående tabell visar en kortfattad information om vilka CZIB's som är aktiva just nu och vilka rekommendationer som EASA har gått ut med avseende dessa områden. Transportstyrelsen har i dagsläget inte gått ut med något tillägg till dessa utan förväntar sig att svenska operatörer skall följa dessa som minimum och i övrigt hantera operationerna i sina egna riskhanteringssystem.

Aktiva CZIBs 2024-05-17

CZIB-2017-08R14 - Airspace of Afghanistan

Risk:

Due to the current security situation in Afghanistan since the withdrawal of western military forces and the Taliban takeover of the country in August 2021, there is a continued possible threat to civil aviation resulting in a HIGH risk to operations at altitudes below FL 320. Extremist non-state actor groups remain active and might sporadically target aviation facilities in multiple ways, including direct rocket or mortar attacks, indirect fire or suicide bombers. Additionally, there is an aviation safety concern due to the absence or limited Air Traffic Service (ATS) capacities across the entire country.

Recommendation:

EASA advises air operators not to conduct flights over FIR Kabul (OAKX) below FL 320.

CZIB-2017-04R15- Airspace of Iraq

Risk:

Due to the hazardous security situation, with the presence of violent non-state actors and ongoing military operations including short-range ballistic missiles, rockets and drones strikes in the north-eastern part of Iraq, there is a risk of both intentional targeting and misidentification of civil aircraft. While unannounced rocket and missile launches that transit airspace used by civilian aircraft pose a latent threat to operations at all altitudes, the overall risk to operations is assessed to be HIGH at altitudes below FL 320.

Recommendation:

Due to the presence of various anti-aircraft weaponry and unannounced missiles and drones strikes, air operators are advised not to conduct flights below FL 320. Additionally, air operators should closely monitor airspace developments and ensure that robust risk assessment is in place together with high level of contingency planning for operations at all altitudes over Iraqi airspace taking into consideration available data on time and areas particularly exposed to potential risks.

CZIB-2017-02R15- Airspace of Libya

Risk:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the hazardous security situation, with the presence of terrorist organisations and ongoing military operations, there is a HIGH risk of both intentional and unintentional attacks to civil aviation at all altitudes. Air navigation services in the country could be degraded or unavailable.

Recommendation:

EASA recommends not to fly within the airspace of Libya at all altitudes and flight levels, except for operations to airports located on the coast under following conditions:

- approach from the sea,
- full coordination with local authorities and ATC, and
- based on a robust risk assessment

CZIB-2017-01R16 - Airspace of Mali

Risk:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. The presence of violent non-state actors (VNSA) groups with access to anti-aviation weaponry is assessed to pose a HIGH risk to operations in FIR Niamey (DRRR) and FIR Dakar (GOOO) within the territory and airspace of Mali below FL260. The significant increase of severe VNSA attacks and their activity in the north-east of Mali poses a particular high risk to civil aviation in that area and highlights the volatile situation in the country and continuous potential for miscalculation and/or misidentification. VNSA groups are in likely possession of man-portable air-defence systems (MANPADS) and surface-to-air missiles (SAMs) which creates both intentional and unintentional risks for civil aviation operations. Additionally, the Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.

Recommendation:

EASA recommends air operators to avoid operations in FIR Niamey (DRRR) and FIR Dakar (GOOO) within the territory and airspace of Mali below FL260, in particular at the north-east of Mali. Air operators should closely monitor airspace developments in the region and follow all available aeronautical publications issued by Mali, or on their behalf by the Aviation Authorities of the neighbouring States, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones, alongside available guidance or direction from their national authorities.

CZIB-2018-02R15-

Airspace of Pakistan – Karachi and Lahore Flight Information Regions

Risk:

Due to the current security situation in Pakistan with the presence of violent non state actor groups with confirmed anti-aviation weaponry, possibly MANPADS (man portable air-defence systems), there is a continued possible threat to civil aviation resulting in a HIGH risk to operation at altitudes below FL 260. Additionally, Kashmir region remains the site of territorial dispute with sporadic military operations posing a potential inadvertent risk to civil aviation due to a potential risk for misidentification in case of military escalation, particularly in the FIR Lahore (OPLR).

EASA advises air operators not to conduct flights over FIR Karachi (OPKR) and FIR Lahore (OPLR) below FL 260.

CZIB-2017-05R15 - Airspace of Somalia

Risk:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the hazardous situation, with the presence of terrorist organisations with confirmed anti-aviation weaponry, possibly MANPADS (man portable air-defence systems) and ongoing military operations, it is assessed that the risk of operation and overflight below FL 260 is HIGH.

Recommendation:

EASA recommends air operators not to conduct flights over Somalia at or below FL 260.

CZIB-2018-03R14 - Airspace of South Sudan

Risk:

Following six years of civil war, a ceasefire is currently in place, and has largely held since February 2020. On 4 August 2022, parties to the peace deal agreed to extend it for another 24 months starting in February 2023, when the original deal is expected to expire. Nevertheless, the security situation remains volatile and despite of the positive developments, there are continuous risks to flight operations safety deriving from possible use of small arms fire, rocket-propelled grenades, anti-aircraft fire, and shoulder-fired MANPADS (man-portable air-defence systems) owned by violent non state actors. Due to the ongoing situation in the region, the airspace is assessed to pose a HIGH risk to operations at altitudes below FL 250. The Agency draws the attention of the aviation community to the above referenced information, copies of which are attached to this CZIB.

Recommendation:

EASA recommends air operators not to conduct flights over South Sudan at or below FL 250.

CZIB-2023-01R3- Airspace of Sudan

Risk:

This CZIB is issued based on information currently available to EU Member States and EU institutions. Due to the current volatile situation in Sudan caused by on-going armed clashes between the Sudan Armed Forces (SAF) and the opposition Rapid Support Forces (RSF), there is a continued possible threat to civil aviation. The primary threat to civil aviation stems from military operations with the availability for use in the conflict of air assets, anti-aircraft artillery (AAA) systems, MANPADS and SAM systems. Aircraft on the ground are also at risk given military operations affecting airports. Based on the existing security situation, there is continuous risk to aviation due to potential misidentification, miscalculation or collateral damage by the parties engaged, when using anti-aircraft weaponry. The presence and possible use of a wide range of weapon systems poses a HIGH risk for civil flights operating at all altitudes and flight levels.

Recommendation:

In view of the existing risk posed by military activities with the use of air assets and air-defence capabilities of the parties engaged in the conflict, EASA recommends not to fly within the airspace over Sudan at all altitudes and flight levels. Air operators should closely monitor airspace developments in the region and follow all available aeronautical

publications concerning the region issued by or on behalf of Sudan and by the Aviation Authorities of the neighbouring States, including information shared through the European Information Sharing and Cooperation Platform on Conflict Zones, alongside available guidance or direction from their national authorities.

CZIB-2017-03R14 - Airspace of Syria

Risk:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Due to the remaining hazardous security situation, with the presence of terrorist organisations and ongoing military operations, there is a risk of both intentional targeting and misidentification of civil aircraft. The presence of a wide range of ground-to-ground and dedicated anti-aviation weaponry poses a HIGH risk to operations at all flight altitudes.

Recommendation:

EASA recommends not to fly within the airspace over Syria at all altitudes and flight levels.

CZIB-2017-07R14 - Airspace of Yemen – Sana'a Flight Information Region

Risk:

This CZIB is issued on the basis of information available to EU Member States and EU institutions. Considering the hazardous security situation resulting from ongoing high intensity military operations, political instability and the presence of terrorist groups with access to sophisticated anti-aviation weaponry, the risk posed to operations within the airspace of Yemen, Sana'a FIR, at all altitudes, is assessed to be HIGH. The risk for all routes located in the maritime part of FIR SANAA (OYSC) east of route B400 (included) is assessed to be MEDIUM.

Recommendation:

EASA recommends to avoid operations in the airspace of Yemen, Sana'a FIR, at all altitudes and flight levels, except for all routes located in the maritime part of FIR SANAA (OYSC), east of route B400 (included), where operators are recommended to exercise caution at all flight levels.

CZIB-2022-01R09 –

**Operations in Flight Information Regions: FIR LVIV (UKLV), FIR KYIV (UKBV),
UIR KYIV (UKBU), FIR DNIPROPETROVSK (UKDV), FIR SIMFEROPOL
(UKFV), FIR ODESA (UKOV), FIR MOSCOW (UUWV), ROSTOV-NA-DONU
(URRV) and FIR MINSK (UMMV)**

Risk:

This CZIB is issued on the basis of information currently available to EU Member States and EU institutions. In the light of the latest developments, in particular: on-going military activities in the territory of Ukraine; the NOTAM A0003/23 issued by Ukraine stating that FIR LVIV (UKLV), FIR KYIV (UKBV), FIR DNIPROPETROVSK (UKDV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV) are closed for civil aviation flights; and the information on a Danger Area affecting, inter alia, the airspace of Ukraine and neighbouring countries, issued by the Russian Federation; air operators are reminded that the affected airspace defined above is an active conflict zone or is bordering an active conflict zone. Under these circumstances, the aforementioned airspace and critical infrastructure, including airports, are exposed to military activities which result in safety risks for civil aircraft. In particular, there is a risk of both intentional targeting and misidentification of civil aircraft. The presence and possible use of a wide range of ground and airborne warfare systems poses a HIGH risk for civil flights operating at all altitudes and flight levels.

Recommendation:

Operators should not operate within the aforementioned airspace, including landing and departures from airports located in the affected airspace. Additionally, operators should exercise caution when operating in the whole FIR Moscow (UUWV) due to heightened military activity which may include launches of mid-range missiles penetrating into controlled airspace. Operators are reminded that operations within FIR MINSK (UMMV) are prohibited in accordance with **EASA Safety Directives SD-2021-02 and SD-2021-03**. Latest operational information on 'Closures and warnings' issued by means of ICAO State Letters, NOTAMs, AICs/AIPs, EASA CZIB may be found in the Network Manager NOP Portal (password protected version). The Network Manager will publish the warning information on the Network Manager NOP Portal (public version) informing all Aircraft Operators about the Warning and direct them to the Network Manager NOP Portal (password protected version). In case a State or EASA, as competent authority, has implemented measures prohibiting the operators under its responsibility to use the affected airspace, the Network Manager should reject the FPLs where operations in that airspace are planned. The situation remains fluid and subject to rapid change. EASA will monitor the developments and will adjust the recommendations accordingly.