

COELUM

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New procedures to strengthen
the operational safety in
Mexico.

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Pronunciation: 'che-l&m, is Latin for airspace or sky. The Romans began questioning the rights they had in the space above the land they owned and to how high above did that right extended to. Ad coelum et ad inferos, they discussed, meaning that their right of property would extend as high up to the heavens and down to hell.

New procedures to strengthen the operational safety in Mexico.

by Vera García

After the tragic incident of flight number 9525 that crashed in France on March 24, 2015, while on route from Barcelona to Dusseldorf, several Civil Aviation Agencies from different jurisdictions are at this time discussing whether a modification to rules and standards is to be made for all airlines.

“The DGAC issued the mandatory bulletin CO AV-43/14 to establish new procedures to strengthen the operational safety to be carried out by the flight crew in the absence of one pilot, due to physiological or operational needs during the non-critical phases of a flight”.

On March 30, 2014, the Secretariat of Communications and Transport issued the statement number 150 in respect to aviation safety in Mexico and the measures taken, together with the general directors of the General Directorate of Civil Aviation (DGAC); International Airport of Mexico City (AICM) and Navigation Services in Mexican airspace (SENEAM);

These measures involve emphasis on the revision filters at the airport, high-technology equipment, specialized personnel and continuous updating of security programs to reinforce the safety of passengers and crew on board.

The DGAC issued the mandatory bulletin (*circular obligatoria*) CO AV-42/15 to establish new procedures to strengthen the operational safety to be carried out by the flight crew in the absence of one pilot, due to physiological or operational needs during the non-critical phases of a flight.

According to the mandatory bulletin CO AV-13/ 07 issued on June 1, 2007 by the DGAC, which establishes the technical and security arrangements that the cockpit doors should meet, all aircraft that transport passengers and have a maximum takeoff weight of 45,000 Kilograms or a passenger seating capacity exceeding 60, should be equipped with a cockpit door designed to resist small arms fire and grenade shrapnel.

This compartment door should be able to be either locked or unlocked, with a key, keyboard or any other device that can secure the controlled closure by the pilots from inside of the cockpit, so that the flight crew can have access to the cockpit only with the prior consent of the commander.

The mandatory bulletin CO AV-42/15 establishes the following proceeding for the exit of a pilot to the passenger cabin during flight:

- a) *“that the automatic pilot of the aircraft is activated;*
- b) *that oxygen masks are reviewed and ready for use (according to manufacturer’s procedures manual);*

- c) *that the flight crew has informed that the area is “safe” before the exit to the passenger area;*
- d) *that before opening the cockpit door, the passenger front area should be free of passengers and the curtain between the passengers area and cockpit should be closed.”*

“This procedure is to ensure that there is one person who can help the pilot who is at the controls in the cockpit, to open the door at all times.”

During flight, when the pilot needs to leave the cockpit, the pilot should first request authorization from the commander, then call one of the flight attendants through the intercom to notify that he needs to leave the cabin and request the flight attendance to enter and stay at the cockpit until he has returned to his position. The designated flight attendance should know the opening and closing cockpit door procedure, and cannot occupy the pilot’s seat for any reason. In the case that the aircraft commander should exit the cabin for the cockpit, the procedure is the same, and he should coordinate his own exit.

This procedure is to ensure that there is one person who can help the pilot who is at the controls in the cockpit, to open the door at all times.

In case of emergency, the commander, as absolute authority¹, has the faculty and under his own responsibility to decide whether or not to apply the procedures described above.

The air carrier or commander that does not follow the mentioned proceeding could be subject to an administrative fine from 2000 to 5000 times the minimum wage² in Mexico City, and in case of reincidence, the Secretariat of Communications and Transports may impose a fine equivalent to twice the amount previously indicated, without prejudice to the civil or criminal liability arising or the corresponding revocation.

The mandatory bulletin CO AV-42/15 shall enter into full force and effect on the day following its publication in the Aeronautical Information Publication (PIA) or after being formal notified by the Secretariat of Communications of Transport to the carriers.

The incident of flight number 9525 motivated the publishing of the mandatory bulletin, in response to the responsibility of the Mexican state to promote safety, operational and civil aviation security, through the development and constant amendment of the legal framework, methods, procedures and technical and human resources to prevent acts of unlawful inflight interference.

1.- *The Convention of Tokyo in the Chapter III states the commander as absolute Authority from the time that the gate is closed until it is opened for landing.*

2.- *The minimum wage is the minimum wage established by law for each day that employers must pay their employees for their work. The minimum wage for Mexico City is of 70.10 Mexican Pesos according to conasami.gob.mx*

Strong U.S. dollar having impact on international travel.

The recent rise of U.S. dollar prices has been having significant effects on the international trips that are provided by U.S. airlines. Due to the flights having become more expensive, as they are paid in U.S. dollars which's price has increased, airlines have announced that the number of tickets sold in the first quarter of 2015 to places like the Middle East, Africa, India, and others have decreased in quantities ranging from 15% to 25%. Furthermore, international airlines have also suffered due to having to buy fuel at a larger price.. *Aviationweek.com. April 23, 2015.*

Aerospace fair 2015 loses one aircraft amidst closing ceremony.

The Aerospace Fair 2015 hosted by the Secretary of National Defense, did not have the closure it expected. On April 25, 2015 at 11:05 am, an aircraft with registration mark 6602, while on display and maneuvering procedures the aircraft lost control and crashed on the Military Base of Santa Lucia, in the central state of Mexico. No deaths were registered, and soon after the accident occurred the closing ceremony took place at 11:30 am. *Excelsior.com.mx. April 25, 2015.*

Boeing profits keep growing.

The net worth of Boeing Co. skyrocketed 38% in the first trimester, aided by the increase in the commercial aviation production. The profits of the manufacturer increased by 1.3 billion dollars or in nominal bonds a 1.87 dollars per stock. The increase in profits could not have been possible if not by a 14% increase on the 184 commercial aircraft delivered. *cnnexpansion.com April 28, 2015.*

United Airlines supports humanitarian relief efforts in Nepal.

Customers can contribute money and miles to support the airline's disaster relief partners.

United Airlines has announced that it will work with its disaster relief partners the American Red Cross, Américas, Airlink and Operation USA to provide aid to those affected by the earthquake in Nepal. To support the efforts, United will provide up to a total of \$50,000 to match donations to these partner organizations from United customers and employees. The airline will also provide a one-time mileage bonus to MileagePlus members who donate. United will contribute up to 5 million miles for this initiative. "Our hearts are with those living and working in Nepal as they recover from this devastating event," said United's Senior Vice President of Corporate and Government Affairs Mark Anderson. "Our employees and customers always want to help in times like these, and we want to recognize their generosity by offering a mileage bonus incentive to our MileagePlus members who are supporting this critical humanitarian relief effort." *aernews.com April 28, 2015.*

Synthetic vision to make its way into aircraft.

As a new way to improve aviation security, Synthetic Vision Technology may soon be making its way into commercial airline flight decks. This virtual reality system pretends to decrease aircrafts in accidents by using three dimensional renderings of objects, runways and terrain to give pilots an unmatched visibility while operating their aircraft. This technology will also include an “optical Flow” technology which will inform pilots whether they are on the correct flight vector, flight acceleration or speed as to have pilots more aware of anything that could go wrong during the flight. Airline organizations such as the FAA plan to make this technology a general rule for all Airlines. *Aviationweek.com April 28, 2015.*

NTSB rules pilot’s death a suicide.

Probable cause report says he intentionally flew his plane into the ground.

The crash that occurred on January 11, 2015 in Brighton, CO. The board has determined that the pilot intentionally flew his airplane into terrain to commit suicide. According to the report, witnesses said they observed the pilot taxi the airplane from inside his hangar and depart. The airplane maneuvered at a low altitude and high airspeed. Witnesses then observed the airplane make a steep bank turn, descend, and impact terrain about 5 miles east of the departure airport. The pilot’s wife reported that she had recently informed him that she wanted a divorce, the pilot had told her that, if she ever left him, he would fly his airplane into the ground and kill himself. Although the wreckage was significantly fragmented, no evidence of any pre-impact mechanical malfunctions or failures of the airframe or engine were noted that would have precluded normal operation. The medical examiner determined that the pilot’s manner of death was “suicide.” *aeronews.com April 28, 2015*

Uber Tests helicopter service in Shanghai

Door-to-door sightseeing rides offered by car service App Company.

If you’ve ever used Uber to get you home, and thought that it would be cool to have a similar service for helicopters ... Uber apparently thought so too, and tested such a service in Shanghai, China on Saturday. On the Uber blog, the service is described more as a sightseeing trip than a commute between two points. The trip costs about \$484, and is a half-hour trip aboard an EC135 helo operated by KaiJet, which can accommodate up to five passengers. The service included door-to-door pickup and dropoff in a Mercedes CSL, refreshments, and the helicopter ride. But it is not likely that the service will be expanded to offer commuter services any time soon in China, given the airspace restrictions on low-altitude flights. *aeronews.com April 28, 2015.*

NASA to implement Morphing Wing.

A team of researchers in NASA have just successfully completed the initial flight tests of a new morphing. Looking to replace conventional flap systems this new technology looks to potentially save millions of dollars in fuel costs, due to the reduced airframe weight, as well as decreasing aircraft noise during takeoffs and landings. The new morphing wings can be easily implemented to existing aircraft according the NASA researcher. But, despite this there is still a lot of research that has to take place before this technology can be implemented into mainstream aircraft. *phys.org. April 29, 2015.*

In this month extract was prepared by Alejandra Llopis, Pablo Domette, Miguel Ruelas, Lorena Gay and Harumi Wakida.

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