

JULY 2024

ECAC IN FOCUS

2024

United
to support
European
civil aviation



The background of the slide features a large, light blue watermark of the ECAC logo. It includes a map of Europe on the left, a stylized winged figure in the center, and the letters 'C. C. E. A. C.' at the bottom.

ECAC IN FOCUS

2024

United
to support
European
civil aviation

Foreword



As ECAC approaches its 70th anniversary in 2025, this edition of ECAC in Focus not only presents the history and structure of the organisation but also describes its various activities in recent years. These years have demonstrated the important role of ECAC as Europe's largest and longest-standing civil aviation organisation: not only for the benefit of its 44 Member States, but also for international and regional organisations and industry stakeholders in the aviation community.

We have experienced difficult moments together in our recent history, most notably during the recent COVID-19 pandemic, and then during the subsequent recovery period. Since 2022, the war in Ukraine has dramatically affected not only our Ukrainian colleagues and their aviation sector, but also neighbouring States and the entire European aviation community. We stand united to support our Member States, and States in other regions that are also in need of support.

The culture of cooperation and collective responsibility is at the heart of ECAC activities and is the basis for transforming the organisation to meet its transparency, accountability and efficiency objectives. We are turning challenges into opportunities, and – most importantly – we have remained united in troubled times and have become stronger and more resilient to address the issues affecting the European civil aviation sector.

Safety, security and environment remain among ECAC's priority areas, while at the same time other areas of work have been confirmed as equally important for the sustainable development of the European air transport sector. Facilitation has gained momentum, partly because recent events have provided practical experience of its role in crisis management, and also because the ageing of the travelling population is making accessibility and quality of services provided to persons with disabilities ever more important. Other domains of a more horizontal nature, such as climate adaptation, diversity and inclusion, social sustainability, and communication have now been integrated in ECAC's work programme; and discussions addressing topics such as hiring for tomorrow's jobs, and addressing the talent shortages of today and tomorrow, are progressing.

The ability to anticipate and adapt to change, to be proactive and creative, and to explore innovative approaches to a very rapidly evolving sector have been among the key attributes of the European Civil Aviation Conference and its Member States in recent years, and will continue to drive the activities of the organisation.

Alessio Quaranta
President of ECAC

Patricia Reverdy
Executive Secretary of ECAC

Table of Contents

FOREWORD	3
<hr/>	
PART I	
ECAC MEMBER STATES	7
ECAC Member States	8
Membership of ECAC, EUROCONTROL, EU, EFTA	53
<hr/>	
PART II	
ECAC ACTIVITIES	55
External relations	56
Safety	58
Aviation security	60
Facilitation	67
Environment	70
Economic matters	76
Unmanned aircraft systems (UAS)	78
Legal matters	79
Communication	80
Diversity, equity and inclusion	81
ECAC working groups, task forces and sub-groups	82
<hr/>	
PART III	
ECAC STRUCTURE AND FUNCTIONING	91
Plenary Sessions	92
Director General meetings	93
ECAC Presidents since 1955	95
ECAC Executive Secretaries since 1957	96
Coordinating Committee	97
ECAC Medium-Term Objectives Task Force	100
ECAC Secretariat and CASE II Project	101
Financing and auditing	108
Associated body of ECAC	108
<hr/>	
ANNEXES	109
Sixty-nine years of ECAC work	110
Shaping civil aviation in Europe	115
A short history of ECAC	133
Constitution and Rules of Procedure	141
List of acronyms	152



PART I

ECAC Member States



ECAC Member States

1955	<ul style="list-style-type: none"> • AUSTRIA • BELGIUM • DENMARK • FINLAND • FRANCE • GERMANY • GREECE • ICELAND • IRELAND • ITALY • LUXEMBOURG • NETHERLANDS • NORWAY • PORTUGAL • SPAIN • SWEDEN • SWITZERLAND • TÜRKIYE • UNITED KINGDOM
1969	<ul style="list-style-type: none"> • CYPRUS
1979	<ul style="list-style-type: none"> • MALTA
1989	<ul style="list-style-type: none"> • MONACO
1990	<ul style="list-style-type: none"> • HUNGARY • POLAND
1991	<ul style="list-style-type: none"> • BULGARIA • CZECHIA • ROMANIA • SLOVAKIA
1992	<ul style="list-style-type: none"> • CROATIA • LITHUANIA • SLOVENIA
1993	<ul style="list-style-type: none"> • LATVIA
1995	<ul style="list-style-type: none"> • ESTONIA
1996	<ul style="list-style-type: none"> • ARMENIA • REPUBLIC OF MOLDOVA
1997	<ul style="list-style-type: none"> • NORTH MACEDONIA
1998	<ul style="list-style-type: none"> • ALBANIA
1999	<ul style="list-style-type: none"> • UKRAINE
2002	<ul style="list-style-type: none"> • AZERBAIJAN • BOSNIA AND HERZEGOVINA • SERBIA
2005	<ul style="list-style-type: none"> • GEORGIA
2008	<ul style="list-style-type: none"> • MONTENEGRO • SAN MARINO

ALBANIA

ADMISSION TO ECAC:
July 1998



Albanian Civil Aviation Authority

Str. Sulejman Delvina No. 1
P.O. Box 205, Tirana

Phone: +355 4 22 51 220

www.aac.gov.al



Maksim Et'hemaj
Executive Director

COUNTRY DATA AND STATISTICS

ISO codes: **AL / ALB**

International phone prefix: **+355**

Number of inhabitants: **2 761 785** ⁽¹⁾

Area: **28 748 km²**

Capital city: **Tirana**

(1) as of 1 January 2023 (Source: [Instat](#))

Additional information here:
<https://www.ecac-ceac.org/albania>



ARMENIA

ADMISSION TO ECAC:
December 1996

General Department of Civil Aviation

Airport Zvartnots
0042 Yerevan

Phone: +374 10 28 07 22
Fax: +374 10 28 53 45

www.gdca.am

Mihran Khachatryan
Director General of Civil
Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **AM / ARM**

International phone prefix: **+374**

Number of inhabitants: **2 991 202⁽¹⁾**

Area: **29 800 km²**

Capital city: **Yerevan**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:

<https://www.ecac-ceac.org/armenia>

AUSTRIA

ADMISSION TO ECAC:
Founding Member State in 1955

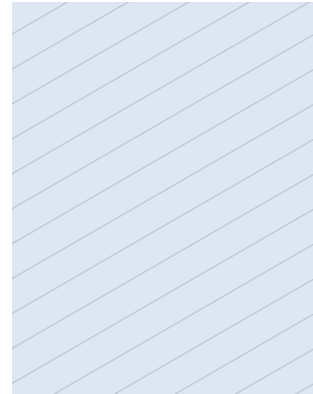


Civil Aviation Authority

Radetzkystrasse 2
A-1030 Vienna

Phone: +43 1 711 62 65 9800

www.bmk.gv.at/themen/verkehr/luftfahrt



Vacant
Director General for Civil
Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **AT / AUT**

International phone prefix: **+43**

Number of inhabitants: **9 158 750** ⁽¹⁾

Area: **83 879 km²**

Capital city: **Vienna**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/austria>



AZERBAIJAN

ADMISSION TO ECAC:
November 2002



Arif Mammadov
Director of the State Civil
Aviation Agency

**Ministry of Digital Development
and Transport**

State Civil Aviation Agency

Azadliq prospekti 11
AZ1095 Baku

Phone: +994 12 598 51 91

Fax: +994 12 598 51 91

www.caa.gov.az

COUNTRY DATA AND STATISTICS

ISO codes: **AZ / AZE**

International phone prefix: **+994**

Number of inhabitants: **10 180 770⁽¹⁾**

Area: **86 600 km²**

Capital city: **Baku**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:

<https://www.ecac-ceac.org/azerbaijan>

BELGIUM

ADMISSION TO ECAC:
Founding Member State in 1955



**Federal Public Service Mobility
and Transport**

Belgian Civil Aviation Authority

Rue du Progrès 56
B-1210 Brussels

Phone: +32 2 277 43 50

Fax: +32 2 277 42 59

www.mobilit.belgium.be



Koen Milis
Director General of Civil
Aviation

*First elected as member
of the ECAC Coordinating
Committee in July 2024*

COUNTRY DATA AND STATISTICS

ISO codes: **BE / BEL**

International phone prefix: **+32**

Number of inhabitants: **11 832 049** ⁽¹⁾

Area: **30 528 km²**

Capital city: **Brussels**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/belgium>



BOSNIA AND HERZEGOVINA

ADMISSION TO ECAC:
November 2002



Zorislav Ivanović
Director General

Bosnia and Herzegovina Directorate of Civil Aviation (BHDCA)

V kozarske brigade 18
78000 Banja Luka

Phone: +387 51 921-222
Fax: +387 51 921-520

www.bhdca.gov.ba

COUNTRY DATA AND STATISTICS

ISO codes: **BA / BIH**

International phone prefix: **+387**

Number of inhabitants: **3 417 089⁽¹⁾**

Area: **51 129 km²**

Capital city: **Sarajevo**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:

<https://www.ecac-ceac.org/bosnia-and-herzegovina>

BULGARIA

ADMISSION TO ECAC:
June 1991



Civil Aviation Administration

Dyakon Ignatii Str. 9
1000 Sofia

Phone: +359 2 9371047
Fax: +359 2 9805337

www.caa.bg



Anelia Marinova
Director General of Civil
Aviation Administration

COUNTRY DATA AND STATISTICS

ISO codes: **BG / BGR**

International phone prefix: **+359**

Number of inhabitants: **6 445 481** ⁽¹⁾

Area: **110 994 km²**

Capital city: **Sofia**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/bulgaria>



CROATIA

ADMISSION TO ECAC:
July 1992



Dinko Staničić
Director of Aviation

Ministry of the Sea, Transport and Infrastructure

Directorate General for Civil Aviation, Electronic Communications and Post

Prisavlje 14
p.o.b 256
10000 Zagreb

Phone: +385 1 616 90 60
Fax: +385 1 619 63 93

<https://mmpi.gov.hr/en>

COUNTRY DATA AND STATISTICS

ISO codes: **HR / HRV**

International phone prefix: **+385**

Number of inhabitants: **3 861 967⁽¹⁾**

Area: **56 594 km²**

Capital city: **Zagreb**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:

<https://www.ecac-ceac.org/croatia>

CYPRUS

ADMISSION TO ECAC:
July 1969

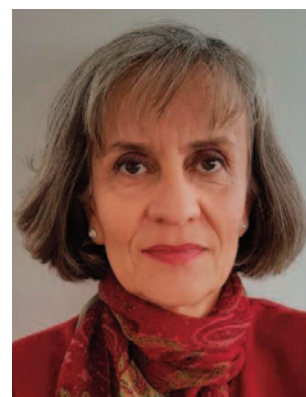


Department of Civil Aviation of Cyprus

27 Pindarou Str.
1429 Nicosia

Phone: +357 22 40 41 00
Fax: +357 22 76 65 52

<http://www.mcw.gov.cy/mcw/dca/dca.nsf>



**Panayiota Georgiou
Demetriou**
Director

COUNTRY DATA AND STATISTICS

ISO codes: **CY / CYP**

International phone prefix: **+357**

Number of inhabitants: **933 505** ⁽¹⁾

Area: **9 251 km²**

Capital city: **Nicosia**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/cyprus>

ECAC Member States



CZECHIA

ADMISSION TO ECAC:
June 1991



Zdeněk Jelínek
Director General of Civil
Aviation

*ECAC Focal Point for
Diversity and Inclusion*

*First elected as member
of the ECAC Coordinating
Committee in July 2024*

Ministry of Transport Civil Aviation Department

nabr. Ludvika Svobody 1222/12,
110 15, Prague 1

Phone: +420 225 131 390
Fax: +420 225 131 032

www.mdcz.cz

COUNTRY DATA AND STATISTICS

ISO codes: **CZ / CZE**

International phone prefix: **+420**

Number of inhabitants: **10 900 555⁽¹⁾**

Area: **78 865 km²**

Capital city: **Prague**

(1) as of 31 December 2023 (Source: [Czech Statistical Office](http://www.czso.cz))

Additional information here:
<https://www.ecac-ceac.org/czech-republic>

DENMARK

ADMISSION TO ECAC:
Founding Member State in 1955



Danish Civil Aviation and Railway Authority

Carsten Niebuhrs Gade 43
DK-1577 Copenhagen V

Phone: +45 72 21 88 00

www.trafikstyrelsen.dk



Kåre Clemmesen
Deputy Director General
of Civil Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **DK / DNK**

International phone prefix: **+45**

Number of inhabitants: **5 961 249** ⁽¹⁾

Area: **43 094 km²**

Capital city: **Copenhagen**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/denmark>



ESTONIA

ADMISSION TO ECAC:
March 1995



Üllar Salumäe
Director of Aviation
Division

Estonian Transport Administration

Valge 4
11413 Tallinn

Phone: +372 620 12 00

www.transpordiamet.ee

COUNTRY DATA AND STATISTICS

ISO codes: **EE / EST**

International phone prefix: **+372**

Number of inhabitants: **1 374 687⁽¹⁾**

Area: **45 227 km²**

Capital city: **Tallinn**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/estonia>

FINLAND

ADMISSION TO ECAC:
Founding Member State in 1955



Finnish Transport and Communications Agency, Traficom

Opastinsilta 12A, Helsinki
P.O. Box 320
FI-00059 Helsinki

Phone: +358 50 467 1525

www.traficom.fi



Jari Pöntinen
Director General of Civil
Aviation

ECAC Focal Point for Safety

*First elected as member
of the ECAC Coordinating
Committee in July 2024*

COUNTRY DATA AND STATISTICS

ISO codes: **FI / FIN**

International phone prefix: **+358**

Number of inhabitants: **5 603 851** ⁽¹⁾

Area: **338 435 km²**

Capital city: **Helsinki**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/finland>

ECAC Member States



FRANCE

ADMISSION TO ECAC:
Founding Member State in 1955



Direction générale de l'Aviation civile (DGAC)

50 rue Henry Farman
75720 Paris Cedex 15

Phone: +33 1 58 09 36 94
Fax: +33 1 58 09 38 64

<https://www.ecologie.gouv.fr/direction-generale-laviation-civile-dgac>

Damien Cazé
Director General of Civil
Aviation

ECAC Vice-President

*ECAC Focal Point
for Economic matters*

*First elected as member
of the ECAC Coordinating
Committee in December
2020, and as Vice-President
of the Coordinating
Committee in July 2021*

COUNTRY DATA AND STATISTICS

ISO codes: **FR / FRA**

International phone prefix: **+33**

Number of inhabitants: **68 401 997⁽¹⁾**

Area: **543 965 km²**

Capital city: **Paris**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/france>

GEORGIA

ADMISSION TO ECAC:
April 2005



Georgian Civil Aviation Agency

Beginning of I Kheivani street
0114 Tbilisi

Phone: +995 32 2 948 002

www.gcaa.ge



Givi Davitashvili
Director General of
Georgian Civil Aviation
Agency

COUNTRY DATA AND STATISTICS

ISO codes: **GE / GEO**

International phone prefix: **+995**

Number of inhabitants: **3 736 357** ⁽¹⁾

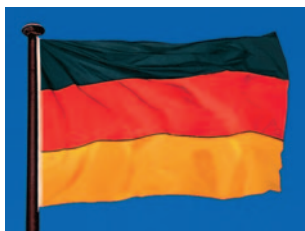
Area: **67 900 km²**

Capital city: **Tbilisi**

(1) as of 1 January 2023 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/georgia>

ECAC Member States



GERMANY

ADMISSION TO ECAC:
Founding Member State in 1955



Wilhelm Eschweiler
Director General of Civil
Aviation

Federal Ministry for Digital and Transport Directorate General for Civil Aviation

Robert Schuman Platz 1
D-53175 Bonn

Phone: +49 228 99 300 4500
Fax: +49 228 99 300 1499

www.bmdv.bund.de

COUNTRY DATA AND STATISTICS

ISO codes: **DE / DEU**

International phone prefix: **+49**

Number of inhabitants: **83 445 000**⁽¹⁾

Area: **357 000 km²**

Capital city: **Berlin**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/germany>

GREECE

ADMISSION TO ECAC:
Founding Member State in 1955



Hellenic Civil Aviation Authority

Athens International Airport,
Building 45
PO 190 19 Spata

Phone: +30 210 35 41 451
Phone: +30 210 35 41 313
Email: info@hcaa.gov.gr

www.hcaa.gov.gr



Christos Tsitouras
Governor of the Hellenic
Civil Aviation Authority

COUNTRY DATA AND STATISTICS

ISO codes: **GR / GRC**

International phone prefix: **+30**

Number of inhabitants: **10 397 193** ⁽¹⁾

Area: **131 957 km²**

Capital city: **Athens**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/greece>

ECAC Member States



HUNGARY

ADMISSION TO ECAC:
June 1990



Máté Lőwinger
Director General of Civil
Aviation

Ministry of Construction and Transport

Alkotmány utca 5.
1054 Budapest

Phone: +36 1 795 8058

<https://kormany.hu/epitesi-es-kozlekedesi-miniszterium/elerhetosegek>

COUNTRY DATA AND STATISTICS

ISO codes: **HU / HUN**

International phone prefix: **+36**

Number of inhabitants: **9 584 627⁽¹⁾**

Area: **93 030 km²**

Capital city: **Budapest**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:

<https://www.ecac-ceac.org/hungary>

ICELAND

ADMISSION TO ECAC:
Founding Member State in 1955



Icelandic Transport Authority (ICETRA)

Armuli 2
108 Reykjavik

Phone: +354 480 6000
Fax: +354 480 6001

www.icetra.is



Jón Gunnar Jónsson
Director General

COUNTRY DATA AND STATISTICS

ISO codes: **IS / ISL**

International phone prefix: **+354**

Number of inhabitants: **398 940** ⁽¹⁾

Area: **103 000 km²**

Capital city: **Reykjavik**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/iceland>

ECAC Member States



IRELAND

ADMISSION TO ECAC:
Founding Member State in 1955



Ethna Brogan
Director General of Civil
Aviation

Department of Transport

Head Office
Leeson Lane
Dublin 2
D02 TR60

Phone: +353 87 9050310

<https://www.gov.ie/en/organisation/department-of-transport/>

COUNTRY DATA AND STATISTICS

ISO codes: **IE / IRL**

International phone prefix: **+353**

Number of inhabitants: **5 343 805⁽¹⁾**

Area: **70 282 km²**

Capital city: **Dublin**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/ireland>

ITALY

ADMISSION TO ECAC:
Founding Member State in 1955



ENAC, Italian Civil Aviation Authority

Viale del Castro Pretorio, 118
00185 Rome

Phone: +39 06 44 59 63 00
Fax: +39 06 44 59 63 01

www.enac.gov.it



Alessio Quaranta
Director General

President of ECAC

*ECAC Focal Point for
External Relations*

*First elected as member
of the ECAC Coordinating
Committee in September
2011, and as President of
ECAC in July 2021*

COUNTRY DATA AND STATISTICS

ISO codes: **IT / ITA**

International phone prefix: **+39**

Number of inhabitants: **58 989 749** ⁽¹⁾

Area: **302 073 km²**

Capital city: **Rome**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/italy>

ECAC Member States



LATVIA

ADMISSION TO ECAC:
April 1993



Maris Gorodcova
Director General of Civil
Aviation

Ministry of Transport Civil Aviation Agency

Riga International Airport
Biroju iela 10
Marupe district, LV-1053

Phone: +371 67 830 936
Fax: +371 67 830 967

www.caa.lv

COUNTRY DATA AND STATISTICS

ISO codes: **LV / LVA**

International phone prefix: **+371**

Number of inhabitants: **1 871 882⁽¹⁾**

Area: **64 589 km²**

Capital city: **Riga**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/latvia>

LITHUANIA

ADMISSION TO ECAC:
July 1992



Lithuanian Transport Safety Administration Civil Aviation Division

Švitrigailos str. 42
LT-3209 Vilnius
Phone: +370 5 278 5601 – Fax: +370 5 213 2270
www.ltsa.lt



Virginija Žegunytė
Head of Civil Aviation
Division

Transport Competence Agency

Rodūnios kel. 2
LT-2189 Vilnius
Phone: +370 700 35045
www.tka.lt



Marius Baranauskas
Director of Transport
Competence Agency

COUNTRY DATA AND STATISTICS

ISO codes: **LT / LTU**

International phone prefix: **+370**

Number of inhabitants: **2 885 891** ⁽¹⁾

Area: **65 300 km²**

Capital city: **Vilnius**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/lithuania>



LUXEMBOURG

ADMISSION TO ECAC:
Founding Member State in 1955



Pierre Jaeger
Director of Civil Aviation

Directorate of Civil Aviation

Rue Lou Hemmer, 4
L-1748 Luxembourg

Phone: +352 247 74 900
Fax: +352 247 74 945

<https://dac.gouvernement.lu/en.html>

COUNTRY DATA AND STATISTICS

ISO codes: **LU / LUX**

International phone prefix: **+352**

Number of inhabitants: **672 050**⁽¹⁾

Area: **2 586 km²**

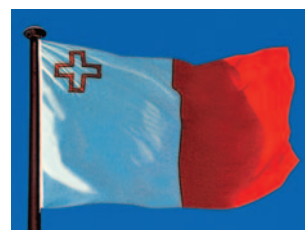
Capital city: **Luxembourg**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/luxembourg>

MALTA

ADMISSION TO ECAC:
June 1979



Transport Malta Civil Aviation Directorate

Malta Transport Centre
Triq il-Pantar
Lija LJA 2021

Phone: +356 2555 5642

www.transport.gov.mt



Charles Pace
Director General of Civil
Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **MT / MLT**

International phone prefix: **+356**

Number of inhabitants: **563 443** ⁽¹⁾

Area: **316 km²**

Capital city: **Valletta**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/malta>

ECAC Member States



MONACO

ADMISSION TO ECAC:
June 1989



Jérôme Journet
Director of Civil Aviation

Civil Aviation Directorate

Héliport de Monaco
Avenue des Ligures
98000 Monaco

Phone: +377 98 98 80 24
Phone: +377 98 98 47 71
Fax: +377 98 98 87 08

<https://www.gouv.mc/Gouvernement-et-Institutions/Le-Gouvernement/Departement-de-l-Equipement-de-l-Environnement-et-de-l-Urbanisme/Direction-de-l-Aviation-Civile>

COUNTRY DATA AND STATISTICS

ISO codes: **MC / MCO**

International phone prefix: **+377**

Number of inhabitants: **38 300⁽¹⁾**

Area: **1.97 km²**

Capital city: **Monaco**

(1) as of 1 January 2019 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/monaco>

MONTENEGRO

ADMISSION TO ECAC:
June 2008



Civil Aviation Agency

Josip Broz Tito bb
81000 Podgorica

Phone: +382 20 625 507
Fax: +382 20 625 517

www.caa.me



Ivan Scekić
Director of Civil Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **ME / MNE**

International phone prefix: **+382**

Number of inhabitants: **616 695** ⁽¹⁾

Area: **13 812 km²**

Capital city: **Podgorica**

(1) as of 1 January 2023 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/montenegro>



NETHERLANDS

ADMISSION TO ECAC:
Founding Member State in 1955



Henri van Faassen
Director General of Civil
Aviation

Ministry of Infrastructure and Water Management

Directorate-General for Civil Aviation and Maritime Affairs

Rijnstraat 8
P.O. Box 20901
2500 EX The Hague

www.minienw.nl

COUNTRY DATA AND STATISTICS

ISO codes: **NL / NLD**

International phone prefix: **+31**

Number of inhabitants: **17 977 676⁽¹⁾**

Area: **41 526 km²**

Capital city: **Amsterdam**

(1) as of 1 May 2024 (Source: [Statistics Netherlands \(CBS\)](https://www.cbs.nl))

Additional information here:
<https://www.ecac-ceac.org/netherlands>

NORTH MACEDONIA

ADMISSION TO ECAC:
July 1997

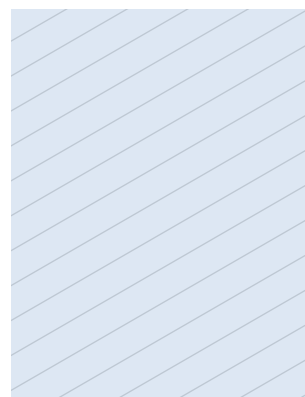


Civil Aviation Agency

Dame Gruev 1
1000 Skopje

Phone: +389 2 3181 605
Fax: +389 2 3115 708

www.caa.gov.mk/en



Dragi Stojanoski
Acting Director General
of Civil Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **MK / MKD**

International phone prefix: **+389**

Number of inhabitants: **1 826 247** ⁽¹⁾

Area: **25 713 km²**

Capital city: **Skopje**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/north-macedonia>

ECAC Member States



NORWAY

ADMISSION TO ECAC:
Founding Member State in 1955



**Lars E. de Lange
Kobberstad**
Director General

CAA Norway

P.O. Box 243
8001 Bodo

Phone: +47 75 58 50 00
Fax: +47 75 58 50 05

www.luftfartstilsynet.no/en

COUNTRY DATA AND STATISTICS

ISO codes: **NO / NOR**

International phone prefix: **+47**

Number of inhabitants: **5 550 203**⁽¹⁾

Area: **385 178 km²**

Capital city: **Oslo**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/norway>

POLAND

ADMISSION TO ECAC:
June 1990



Civil Aviation Authority

Ul Marcina Flisa 2
02-247 Warsaw

Phone: +48 22 520 75 20
Fax: +48 22 520 75 21

www.ulc.gov.pl



Julian Rotter
Acting President of the
Civil Aviation Authority
of Poland

COUNTRY DATA AND STATISTICS

ISO codes: **PL / POL**

International phone prefix: **+48**

Number of inhabitants: **36 620 970⁽¹⁾**

Area: **322 577 km²**

Capital city: **Warsaw**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/poland>



PORTUGAL

ADMISSION TO ECAC:
Founding Member State in 1955



Ana Vieira da Mata
Chairwoman of the Board
of Directors

Autoridade Nacional da Aviação Civil (ANAC)

Rua B, Edifício 4 - Aeroporto Humberto Delgado
1749-034 Lisboa

Phone: +351 21 842 35 61
Fax: +351 21 847 35 85

www.anac.pt

COUNTRY DATA AND STATISTICS

ISO codes: **PT / PRT**

International phone prefix: **+351**

Number of inhabitants: **10 639 726⁽¹⁾**

Area: **92 090 km²**

Capital city: **Lisbon**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/portugal>

REPUBLIC OF MOLDOVA

ADMISSION TO ECAC:
December 1996



Civil Aviation Authority

Dacia 80/2
MD-2026 Chisinau

Phone: +373 22 823501
Fax: +373 22 529118

www.caa.md



Vasile Şaramet
Director

COUNTRY DATA AND STATISTICS

ISO codes: **MD / MDA**

International phone prefix: **+373**

Number of inhabitants: **2 423 287** ⁽¹⁾

Area: **33 843 km²**

Capital city: **Chisinau**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/republic-of-Moldova>



ROMANIA

ADMISSION TO ECAC:
June 1991



Nicolae Stoica
Director General

Romanian Civil Aeronautical Authority

Sos. Bucuresti-Ploiesti nr. 38-40
013695, Bucharest

Phone: +40 21 208 1508
Fax: +40 21 208 1572
Fax: +40 21 233 4062

www.caa.ro

COUNTRY DATA AND STATISTICS

ISO codes: **RO / ROU**

International phone prefix: **+40**

Number of inhabitants: **19 064 409**⁽¹⁾

Area: **238 391 km²**

Capital city: **Bucharest**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/romania>

SAN MARINO

ADMISSION TO ECAC:
June 2008



Autorità per l'Aviazione Civile, la Navigazione Marittima e l'Omologazione

Via Consiglio dei Sessanta, 99
47891 Dogana

Phone: +378 549 882 930
Fax: +378 549 882 928

www.caa-mna.sm



Marco Conti
Director General of Civil
Aviation

COUNTRY DATA AND STATISTICS

ISO codes: **SM / SMR**

International phone prefix: **+378**

Number of inhabitants: **33 812** ⁽¹⁾

Area: **63 km²**

Capital city: **San Marino**

(1) as of 1 January 2023 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/san-marino>

ECAC Member States



SERBIA

ADMISSION TO ECAC:
November 2002



Mirjana Čizmarov
Director General of Civil
Aviation

*ECAC Focal Point
for Unmanned Aircraft
Systems (UAS)*

*First elected as member
of the ECAC Coordinating
Committee in December
2021*

Civil Aviation Directorate

Skadarska 23
11000 Belgrade

Phone: +381 11 292 71 11
Fax: +381 11 311 75 62

www.cad.gov.rs

COUNTRY DATA AND STATISTICS

ISO codes: **RS / SRB**

International phone prefix: **+381**

Number of inhabitants: **6 605 168⁽¹⁾**

Area: **88 361 km²**

Capital city: **Belgrade**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/serbia>

SLOVAKIA

ADMISSION TO ECAC:
January 1993



Ministry of Transport of the Slovak Republic Directorate General of Civil Aviation

Nam. slobody c.6
P.O. Box. 100
810 05 Bratislava 15

Phone: +421 2 59 49 47 44
Fax: +421 2 52 73 14 70

www.mindop.sk



Michal Hýsek
Director of the Civil Aviation
Section

COUNTRY DATA AND STATISTICS

ISO codes: **SK / SVK**

International phone prefix: **+421**

Number of inhabitants: **5 424 687** ⁽¹⁾

Area: **49 036 km²**

Capital city: **Bratislava**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/slovakia>

ECAC Member States



SLOVENIA

ADMISSION TO ECAC:
July 1992



Robert Latin
Acting Director General

Ministry of Infrastructure Directorate of Aviation and Maritime Transport

Langusova ulica 4
SI-1535 Ljubljana

Phone: +386 1 478 82 01
Fax: +386 1 478 81 70

www.mzi.gov.si

COUNTRY DATA AND STATISTICS

ISO codes: **SI / SVN**

International phone prefix: **+386**

Number of inhabitants: **2 123 949⁽¹⁾**

Area: **20 273 km²**

Capital city: **Ljubljana**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/slovenia>

SPAIN

ADMISSION TO ECAC:
Founding Member State in 1955



Ministry of Transport and Sustainable Mobility

Dirección General de Aviación Civil (Directorate General of Civil Aviation)

Paseo de la Castellana, 67
28071 Madrid

Phone: +34 91 597 53 56
Fax: +34 91 597 53 53

<https://www.transportes.gob.es/>



David Benito
Director General for Civil Aviation

*ECAC Focal Point
for Facilitation*

*First elected as member
of the ECAC Coordinating
Committee in May 2023*

COUNTRY DATA AND STATISTICS

ISO codes: **ES / ESP**

International phone prefix: **+34**

Number of inhabitants: **48 610 458** ⁽¹⁾

Area: **505 990 km²**

Capital city: **Madrid**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/spain>

ECAC Member States



SWEDEN

ADMISSION TO ECAC:
Founding Member State in 1955



Gunnar Ljungberg
Civil Aviation and Maritime
Director

*ECAC Focal Point
for Security*

*First elected as a member
of the ECAC Coordinating
Committee in July 2021*

Transportstyrelsen

Olai Kyrkogata 35
601 73, Norrköping

Phone: +46 771 503 503
Fax: +46 11 185 256

www.transportstyrelsen.se

COUNTRY DATA AND STATISTICS

ISO codes: **SE / SWE**

International phone prefix: **+46**

Number of inhabitants: **10 548 822**⁽¹⁾

Area: **410 928 km²**

Capital city: **Stockholm**

(1) as of March 2024 (Source: [Statistics Sweden](https://www.scb.se))

Additional information here:
<https://www.ecac-ceac.org/sweden>

SWITZERLAND

ADMISSION TO ECAC:
Founding Member State in 1955



Federal Office of Civil Aviation (FOCA)

3003 Bern

Phone: +41 58 465 80 39

www.bazl.admin.ch



Christian Hegner
Director General

COUNTRY DATA AND STATISTICS

ISO codes: **CH / CHE**

International phone prefix: **+41**

Number of inhabitants: **9 030 650⁽¹⁾**

Area: **41 285 km²**

Capital city: **Bern**

(1) as of 1 January 2024 (Source: [Federal Statistical Office](#))

Additional information here:
<https://www.ecac-ceac.org/switzerland>



TÜRKİYE

ADMISSION TO ECAC:
Founding Member State in 1955



Kemal Yüksek
Director General of Civil
Aviation

ECAC Vice-President

*ECAC Focal Point for
Pan-European matters*

*First elected as member
of the ECAC Coordinating
Committee in May 2021*

Ministry of Transport and Infrastructure Directorate General of Civil Aviation

Gazi Mustafa Kemal Bulvarı
No:128/A
06570 Maltepe Ankara

Phone: +90 312 203 60 09
Phone: +90 312 203 60 10
Fax: +90 312 212 46 84

www.shgm.gov.tr

COUNTRY DATA AND STATISTICS

ISO codes: **TR / TUR**

International phone prefix: **+90**

Number of inhabitants: **85 372 377**⁽¹⁾

Area: **814 578 km²**

Capital city: **Ankara**

(1) as of 1 January 2024 (Source: Eurostat)

Additional information here:
<https://ecac-ceac.org/turkiye>

UKRAINE

ADMISSION TO ECAC:
December 1999



State Aviation Administration of Ukraine

Peremohy ave. 14
Kyiv

Phone: +380 44 351 54 01
Fax: +380 44 351 56 92



Oleksandr Bilchuk
Chairman of the State
Aviation Administration
of Ukraine

COUNTRY DATA AND STATISTICS

ISO codes: **UA / UKR**

International phone prefix: **+380**

Number of inhabitants: **40 997 698** ⁽¹⁾

Area: **603 700 km²**

Capital city: **Kyiv**

(1) as of 1 January 2022 (Source: Eurostat)

Additional information here:
<https://www.ecac-ceac.org/ukraine>



UNITED KINGDOM

ADMISSION TO ECAC:
Founding Member State in 1955



Rannia Leontaridi

Director General for
Aviation, Maritime and
Security

Director General for Civil
Aviation

ECAC Vice-President

*ECAC Focal Point for
Environment matters*

*First elected as member
of the ECAC Coordinating
Committee in May 2020,
and as Vice-President of the
Coordinating Committee
in May 2023*

Department for Transport (DfT)

Aviation, Maritime and Security Group

Great Minster House
33 Horseferry Road
SW1P 4DR London

Phone: +44 300 330 3000

[https://www.gov.uk/government/organisations/
department-for-transport](https://www.gov.uk/government/organisations/departments-for-transport)

COUNTRY DATA AND STATISTICS

ISO codes: **GB / GBR**

International phone prefix: **+44**

Number of inhabitants: **67 025 542**⁽¹⁾

Area: **243 610 km²**

Capital city: **London**

(1) as of 1 January 2020 (Source: Eurostat)

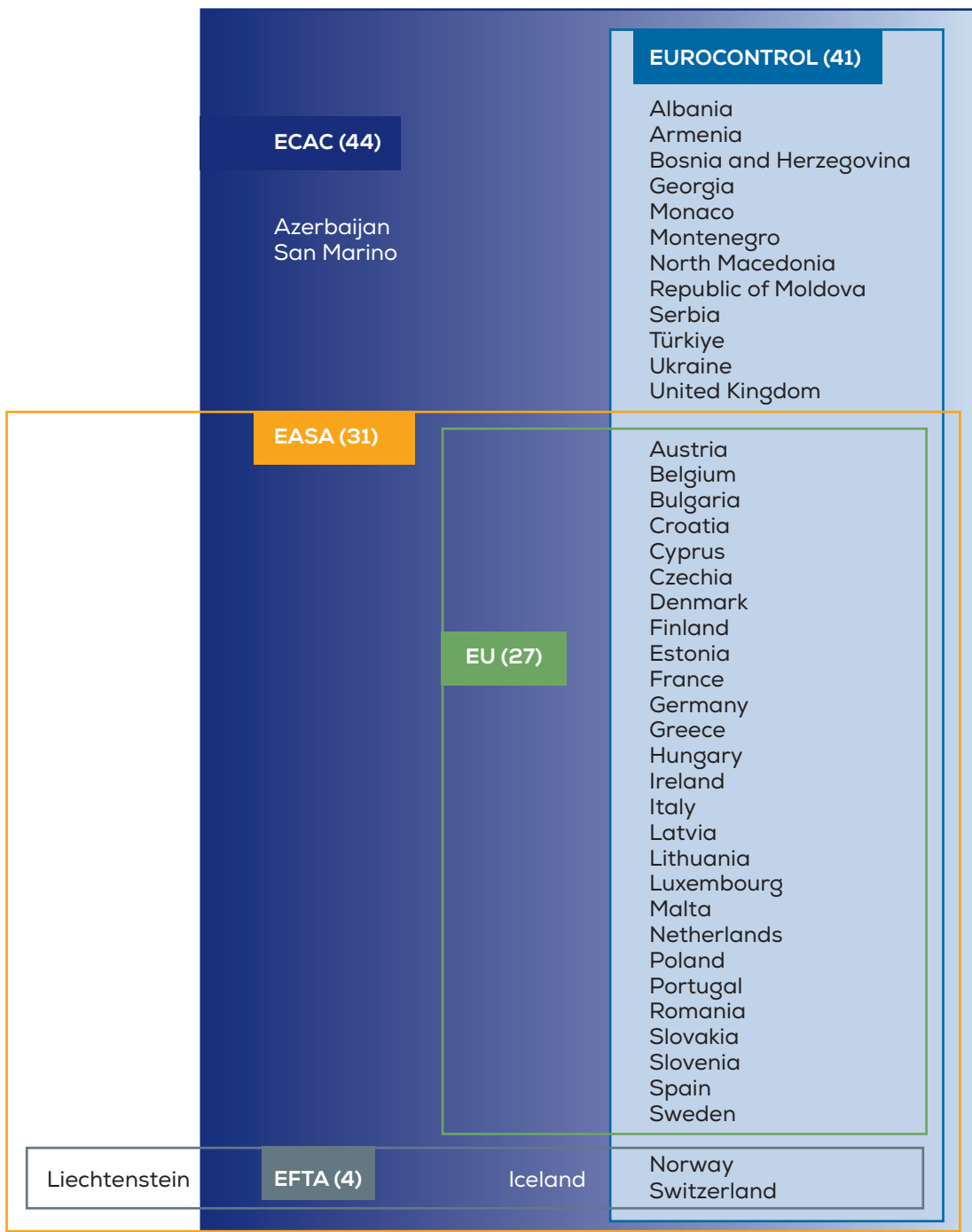
Additional information here:

<https://www.ecac-ceac.org/united-kingdom>

ECAC Member States

MEMBERSHIP of ECAC, EUROCONTROL, EASA, EU, and EFTA

ECAC	EUROPEAN CIVIL AVIATION CONFERENCE
EUROCONTROL	EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION
EASA	EUROPEAN UNION AVIATION SAFETY AGENCY
EU	EUROPEAN UNION
EFTA	EUROPEAN FREE TRADE ASSOCIATION





PART II

ECAC activities



External relations



The principal focus of ECAC's activities are ECAC States themselves, yet Directors General recognise the importance of external relations, and the need for the organisation to build on its core strengths, particularly its ability to engage with regional bodies and establish partnerships.

Since its creation in 1955, ECAC has established and maintained cooperative relationships with a range of non-ECAC States and organisations. These relationships were initially limited to other European States, which later became members of ECAC themselves, and to international and European organisations. They have been extended progressively to all regions of the world, in line with the international dimension of the air transport sector, and ECAC's role within it. This is reflected in the policy document *ECAC External Relations Policy Statement*, endorsed by ECAC Directors General in May 2022.



It falls within the responsibilities of the president of ECAC to establish and maintain Member States' relations with ECAC's sister regional organisations in Africa, the Arab world, and Latin America and with other governmental and non-governmental organisations in the civil aviation field and with States worldwide, reflecting the fact that these relations are of great importance to ECAC.

With 27 of its 44 Member States being also members of the European Union, close cooperation with the European Commission is of fundamental importance both in the interest of avoiding duplication of work and making best use of resources but also to provide links to the European Union's air transport policies for all non-EU ECAC Member States. Representatives of the European Commission are invited to participate in ECAC meetings in the various fields of the organisation's activities.

ECAC has always had a special working relationship with ICAO and represents the interests of its Member States at ICAO Assemblies and other high-level events. ECAC has a strong record of contributing to the work of ICAO in the context of producing solutions to global air transport issues.

Relations with ECAC's sister regional organisations are strong, inter alia through bilateral cooperation agreements and joint work programmes and activities. There are now in place cooperation agreements with the Arab Civil Aviation Organization (ACAO), the African Civil Aviation Commission (AFCAC) and the Latin American Civil Aviation Commission (LACAC), and also with Australia, Kazakhstan, New Zealand, Republic of Korea, Singapore, United Arab Emirates, United States, International Civil Aviation Organization (ICAO), West African Economic and Monetary Union (WAEMU) and Transport Corridor Europe-Caucasus-Asia (TRACECA).



High-level meetings are held once or twice a year with the United States administration, and over the years these meetings have established their own importance to the ECAC Directors General and their colleagues in a number of US departments and agencies. Topics of mutual interest on both sides of the Atlantic, including security, safety and environmental issues, are discussed regularly with the United States, in meetings involving the departments of State and Transportation, the TSA and the FAA.

ECAC's relationships with organisations such as EUROCONTROL and associations representing airlines and airports are very important to it and are as close and cooperative as ever.

► List of cooperation agreements

- Memorandum of Understanding with the African Civil Aviation Commission (AFCAC), signed on 20 April 1998
- Memorandum of Understanding with the Latin American Civil Aviation Commission (LACAC), signed on 21 July 1998
- Memorandum of Understanding with the Arab Civil Aviation Commission (ACAC, now ACAO), signed on 16 May 2000
- Protocol of Intention with the State Civil Aviation Authority of the Ministry of Transport of the Russian Federation, signed on 1 February 2002
- Memorandum of Understanding with the West African Economic and Monetary Union (WAEMU), signed on 29 December 2006
- Memorandum of Understanding with the General Civil Aviation Authority (GCAA) in the United Arab Emirates, signed on 24 April 2007
- Memorandum of Understanding with the Civil Aviation Authority of Singapore, signed on 8 May 2007
- Memorandum of Understanding with the Ministry of Land, Transport and Maritime Affairs of the Republic of Korea, signed on 7 July 2009
- Memorandum of Understanding Concerning Civil Aviation Security Matters with the Department of Homeland Security, Transportation Security Administration (TSA), United States of America, signed on 3 May 2011
- Memorandum of Understanding concerning Civil Aviation Security with the Commonwealth of Australia's Department of Infrastructure and Transport, signed on 14 September 2011 in Canberra and 27 September 2011 in Paris
- Memorandum of Understanding concerning Civil Aviation Security with Transport Canada, signed on 15 December 2011 in Paris and 26 January 2012 in Ottawa
- Memorandum of Understanding concerning Civil Aviation with the International Air Transport Association (IATA), signed on 10 July 2012 in Strasbourg
- Memorandum of Understanding concerning Civil Aviation with the Economic Community of West African States (ECOWAS), signed on 10 July 2012 in Strasbourg and 11 August 2012 in Abuja
- Cooperation Arrangement with the Directorate General Mobility and Transport of the European Commission (DG MOVE) in the field of civil aviation security, signed on 13 December 2012 in Paris
- Memorandum of Understanding with the Permanent Secretariat of the Intergovernmental Commission of the Transport Corridor Europe-Caucasus-Asia (TRACECA), signed on 17 September 2013 in Dushanbe (Republic of Tajikistan)
- Cooperation Arrangement with the Directorate General of Civil Aviation of Indonesia, signed on 11 February 2014 at the Indonesian Embassy in Singapore
- Cooperation Arrangement with the Civil Air Navigation Services Organisation (CANSO), signed on 6 May 2014 in Paris and on 3 June 2014 in Hoofddorp (Netherlands)
- Memorandum of Understanding with the Civil Aviation Administration of China (CAAC), signed on 11 December 2014 in Paris
- Cooperation Arrangement with the government of Malaysia, signed on 30 June 2015 in Strasbourg
- Cooperation Arrangement in the field of aviation security with the Civil Aviation Authority of New Zealand, signed in December 2017 in Wellington and Paris
- Cooperation Agreement with ACI EUROPE, signed on 10 December 2019
- Agreement between EUROCONTROL and ECAC concerning the provision by EUROCONTROL of administrative services to ECAC, signed on 26 March 2020
- Cooperation Arrangement between ECAC and the Ministry of Industry and Infrastructure Development of Kazakhstan, signed on 7 December 2020



Additional information here:
<https://www.ecac-ceac.org/activities/external-relations>



Safety

Originally, safety was one of the cornerstones of ECAC activities. The Joint Aviation Authorities (JAA) were established by ECAC in 1990 in order to set uniform high safety standards within Europe and to unify the then multiple safety aviation certification procedures. After the establishment of the European Union Aviation Safety Agency (EASA) that took over JAA functions, ECAC safety activities were reduced in order to prevent overlaps or duplication.

Today, ECAC's safety activities are divided into the work in the area of [air accident and incident investigations](#), through the ECAC Air Accident and Incident Investigation Group of Experts (ACC), and the work in preparation and coordination for major international safety events through the [European Safety and Air Navigation Coordination Group \(ESANCG\)](#).

Additionally, while safety programmes were passed on to EASA, ECAC remains active in promoting European aviation safety philosophy and practice beyond the region's borders, drawing on international, regional and bilateral partnerships developed over the years.

Some of ECAC's recent projects in the field of safety:



- ECAC undertook work to collect and make available up-to-date information about how each of its Member States handles requests for flights by [home-built aircraft](#). The operators of such aircraft presently experience difficulty in establishing clearly the requirements for their operation in the different ECAC Member States.

- On 18 May 2016, ECAC Directors General adopted [Recommendation ECAC/35-1](#) on the mutual acceptance by ECAC Member States of "permits to fly" for specific types of historical aircraft. The aircraft concerned (approximately 10 000) are usually called "Factory National Restricted Permit to Fly (FNRP) aircraft". They were factory-manufactured, designed before 1 January 1955 and their production ended before 1 January 1975. Previously, they held an ICAO-compliant certificate of airworthiness. Now they operate under national rules as they fall within the scope of Annex II of EU Regulation (EC) 216/2008 (related to aircraft for which EASA does not have competence). This Recommendation should contribute to sustaining the historical knowledge of the FNRP aircraft, a great interest to many across Europe.

- At the European Search and Rescue Conference (Bucharest, May 2013), ECAC committed to promote and support cooperation arrangements within ECAC at sub-regional level, in accordance with Annex 12 to the Chicago Convention, to consolidate an effective search and rescue system within ECAC. To this aim, a survey was undertaken on the existing cross-border arrangements with a view to offering possible models of cooperation to ECAC Member States that wished to enter into new SAR cross-border arrangements.
- A key focus of ECAC's activities in the field of safety is the exchange of experience in methods of investigation, the evolution of investigation techniques and tools and the challenges encountered during investigations. These exchanges happen formally through meeting presentations and discussions, and include a host country's briefing on its organisation, reports on recent investigations and updates on latest experiences or developments.
- The ECAC ACC group organised four activities in 2016, 2018, 2021 and 2023 to promote the dialogue and exchange of experience between Member States, observer States and industry: (1) a workshop on social communication associated with the air accident investigation process, held in the Netherlands in April 2016; (2) a workshop on general aviation accident investigation, held in Malta in November 2018; (3) a workshop dedicated to unmanned aircraft systems (UAS) investigations held by videoconference in October 2021; and (4) a workshop on the treatment of serious incidents, held in Bratislava in April 2023.



- In 2020, the ACC group developed the *ECAC ACC Guidance Note on Conducting Investigations during a Pandemic*, due to the challenges faced for air accident investigations during the COVID-19 pandemic, as well as the *General Aviation Accident Investigation: Summary Paper and Best Practices*, developed following the 2018 ACC workshop on general aviation incident investigation. These proposals were approved by the ACC group in December 2020 and endorsed by ECAC Directors General in January 2021.
- In 2023-2024, the ACC group, together with ENCASIA (European Network of Civil Aviation Safety Investigation Authorities), developed guidance on the investigation of serious incidents, which was endorsed by Directors General in May 2024.

Click [here](#) to see the results of the survey on the existing search and rescue (SAR) cross-border arrangements between ECAC Member States (December 2014).



Additional information here:
<https://www.ecac-ceac.org/activities/safety>



Aviation security

A viation security is a core activity of the European Civil Aviation Conference. ECAC's work in this area focuses on ensuring security measures are in place to protect civil aviation against acts of unlawful interference.

Aviation security measures are described in ECAC Doc 30, Part II (Security), a policy statement adopted by all 44 ECAC Member States.

It includes security provisions at national and airport level in addition to specific baseline measures for securing airports, aircraft, passengers, cabin baggage, hold baggage, cargo and mail, in-flight supplies and airport supplies. Provisions on in-flight security, ATM and cyber security and the management of threats and hijackings are also included in Doc 30, Part II. Its annexes support the understanding and implementation of these measures by ECAC Member States. Additionally, the ECAC Aviation Security Handbook provides best practices in the fields of risk management, training and human factors, cyber security, security culture, landside security, behaviour detection and other security measures.



Doc 30, Part II (Security), its Annexes and the ECAC Aviation Security Handbook documents are regularly updated, and new documents are developed by ECAC task forces and study groups. Given the sensitive nature of some of the aviation security procedures, many documents are classified and are only shared with ECAC Member States through their single points of contact.

The ECAC work programme for security matters is delivered by an organisational structure which was established in 2006. It ensures an efficient delivery of the tasks as well as an optimal use of national expertise in the technical and operational field.

This structure includes a Security Forum (SF) and three task forces: the Guidance Material Task Force (GMTF), the Technical Task Force (TTF) and the Training Task Force (TrTF).

- The **Security Forum (SF)** ensures the coordination and exchange of information between all ECAC Member States and industry stakeholders on topics of common interest. It discusses mainly strategic issues which, once considered important by the Forum, are elaborated in more detail by the appropriate task forces and study groups. Since 2024, the Threat Response Group is also part of the Forum. Its primary task is to ensure that security equipment

in Europe can detect relevant threat materials and that security technology corresponds appropriately to the associated risks.

- The **Guidance Material Task Force (GMTF)** is composed of aviation security experts drawn from Member States, observer States, organisations and the industry, who bring in-depth knowledge of

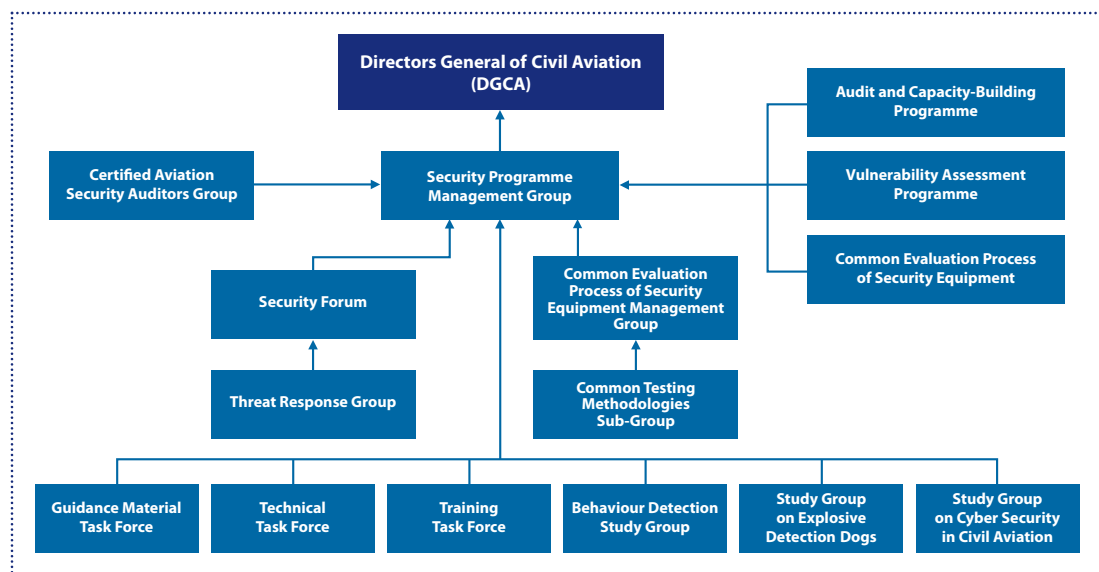
the development and implementation of operational requirements. Its role is to produce best practices and guidance material to support Member States' implementation of Doc 30 recommendations.

- The **Technical Task Force (TTF)** aims to develop technical specifications for different categories of security equipment. The TTF provides technical expertise in support of the ECAC Common Evaluation Process (CEP) of security equipment and serves as a forum to exchange recent developments in aviation security technology.
- The role of the **Training Task Force (TrTF)** is to develop guidance material and best practices for Member States on training in aviation security, as well as best practices for selection and assessment of security personnel.

Several study groups are also established to support the work of these task forces, membership of which includes Member States, observer States and organisations (such as the European Commission, IATA and ACI EUROPE), as appropriate:

- The **Behaviour Detection Study Group (BDSG)** serves as a platform for scientific cooperation between experts, as well as an arena for States to harmonise policies, promoting ongoing developments and stimulating cutting-edge research to improve behaviour detection techniques.
- The **Explosive Detection Dogs Study Group (EDD)** creates guidance and best practice material to pursue harmonisation of the use of explosive detection dogs in ECAC Member States.
- The **Study Group on Cyber Security in Civil Aviation (CYBER)** develops guidance material and best practices on cyber security for ECAC Member States and aims to improve the cyber resilience of ECAC Member States. The study group also keeps the relevant ECAC Doc 30 recommendations and its annexes up to date.

ECAC security organisational structure



▶ Security Programme Management Group (SPMG)

The Security Programme Management Group (SPMG), chaired by the Focal Point for Security, comprises the chairs of the **Security Forum**, **Guidance Material Task Force**, **Technical Task Force**, **Training Task Force**, **CEP Management Group**, the moderators of the study groups on Cyber Security in Civil Aviation (CYBER), Behaviour Detection (BDSG) and Explosive Detection Dogs (EDD), and the Executive Secretary of ECAC. Its role is to:

- develop and determine the work programme of each task force and study group;
- adopt changes to ECAC documentation;
- allocate specific projects and tasks to the appropriate task force;
- monitor progress on those projects; and
- appoint and task ad hoc task forces, as necessary, in response to new challenges.

▶ ECAC Aviation Security Audit Programme

The primary objective of the ECAC Aviation Security Audit Programme, as adopted by Directors General at their 108th meeting (Paris, 15-16 December 1999), is to assess the implementation of Doc 30 Recommendations in ECAC Member States.

As a more global objective, these audits contribute to more effective implementation of international standards by ECAC Member States and to the harmonisation of security measures among these States. Furthermore, the creation of a common security area can only be achieved by the full implementation of Doc 30 recommendations by all Member States. Participation in the ECAC Aviation Security Audit Programme ("the Programme") facilitates the development of one-stop security arrangements between all ECAC Member States.

The objectives of the Programme are:

- to assess the implementation of Doc 30 recommendations;
- to identify areas of needed improvement and provide Appropriate Authorities with advice and technical expertise;
- to provide Member States with capacity-building activities to meet Doc 30 recommendations;
- to facilitate the development of one-stop security arrangements.



ECAC aviation security audits are conducted based on an approved Audit Methodology.

Participation in the Audit Programme is entirely voluntary and starts with a Memorandum of Understanding between ECAC and each participating State. The audits are based on interviews, the review of documentation and thorough on-site observations. In accordance with the ECAC Audit Methodology, the scope of the audits may vary from an audit of all Doc 30 Recommendations at both national and airport level, to a thematic audit focusing on one or more domains (e.g. airport security, cargo security). Member States can also benefit from a security audit of the Appropriate Authority. Its main objective is to verify whether the existing national legislation and procedures allow Member States to efficiently perform their oversight functions in the field of aviation security. Initial and follow-up audits are conducted, and States provide Action Plans to address deficiencies identified.

Due to the COVID-19 pandemic, ECAC audits were paused after January 2020. The Audit Programme was resumed in Q4 2022 with a first audit conducted in December 2022.

Programme statistics since its inception:

- 193 audits conducted in 43 Member States
- 170 auditors trained during 32 training and certification sessions
- 15 certified auditors, and
- 22 annual auditors' meetings organised.

Catalogue of ECAC security audit and capacity-building activities

The ECAC security audit and capacity-building activities available to Member States to support their implementation of aviation security measures are compiled in a catalogue.

Download [here](#) the latest edition (2024) of ECAC's catalogue on security audit and capacity-building activities.

Auditor training and certification

ECAC auditors are certified to assure Member States of their knowledge and expertise. The pass mark to be achieved from five different competency tests is 70%. Member States nominate individuals to participate, and cover their costs when they are released to conduct audits. Additionally, the auditors meet annually to ensure continuous professional development and to review performance. These principles ensure the Programme's quality, transparency and independence, to the benefit of Member States.

ECAC auditor training and certification lasts for seven days and includes oral and written tests. Candidates are assessed on their theoretical and practical knowledge of aviation security and competency in performing as an auditor within an international context.

Because of the pandemic, all ECAC auditors' certification expired, so none of the existing auditors could conduct audits until they were recertified in accordance with the Audit Methodology. With the aim of recertifying existing auditors, the ECAC Secretariat organised recurrent training and recertification of auditors in Paris on 23-24 June 2022 and on 12-13 April 2023. Fifteen auditors from several Member States have been recertified.

Training and certification of new ECAC auditors was organised by the ECAC Secretariat in June 2024 in Dublin, leading to the certification of a new group of auditors.

Member States are invited to provide the ECAC Secretariat with nominations to participate in the ECAC Aviation Security Training and Certification all year round, by using the form [here](#).

Certified ECAC auditors

The ECAC Aviation Security Auditors' Handbook was created to assist certified ECAC auditors prepare for and conduct an audit. The handbook includes all documents that relate to the audit process, such as methodology of an audit, the Auditors' Aide and templates to assist with the reporting of audit findings.

ECAC certified auditors meet annually to exchange their experience and continuous professional development, and to review the latest developments in the ECAC work programme in the field of aviation security.

The ECAC Certified Aviation Security Auditors Group (AUD) was formalised as a standalone group in March 2020. The group aims to review the status of implementation of aviation security audits in the scope of the ECAC Audit Programme, to develop new auditing tools for use by ECAC auditors, and to propose amendments to the ECAC Audit Methodology and Auditors' Aide. It also offers a forum for the exchange of knowledge and experience between ECAC auditors and contributes to their professional development.

▶ ECAC Capacity-Building Programme for Aviation Security

In November 2004, Directors General decided to further develop the ECAC Audit Programme by placing an equal emphasis on capacity-building activities, with the main objective of supporting Member States' efforts to rectify deficiencies identified during audits and further develop their aviation security regime.

The approach taken seeks to establish sustainable, consistent aviation security capacity development within the State, and starts on the basis of the National Civil Aviation Security Programme, extending through specific national requirements, such as screener certification.

ECAC capacity-building activities comprise, but are not limited to:

- multilateral workshops on issues of common interest to all Member States (such as security culture, risk management, security equipment and technology, training and certification of security personnel);
- standardised tools and procedures such as model aviation security programmes;

Aviation security



- on-site and online training and coaching; and
- targeted capacity-building missions based on audit findings and specific needs expressed by Member States (e.g. pre-opening surveys of new airports).

As just one example of the activities undertaken, since 2005 ECAC has conducted more than 90 Best Practices for National Auditors training courses and trained over 650 national auditors from more than 30 Member States.

The Programme has constantly evolved to meet Member States' needs, particularly in the context of new requirements and threats. Its relevance to the needs of the Member States is evidenced by the ongoing demand for activities and the positive feedback received from participants.

More than 20 training courses were organised in person and online in 2023 for the benefit of aviation security auditors and inspectors and other aviation security experts from Member States.

Catalogue of ECAC security audit and capacity-building activities

The ECAC security audit and capacity-building activities available to Member States to support their implementation of aviation security measures are compiled in a catalogue.

Download [here](#) the latest edition (2024) of ECAC's catalogue on security audit and capacity-building activities.

The ECAC Capacity-Building Programme benefits from the contribution of experts nominated by ECAC Member States, either in the development of tools (such as training modules) or in the implementation of activities (for example, experts acting as instructors or speakers). In doing so, experienced aviation security experts from ECAC Member States regularly participate in the Capacity-Building Programme as instructors. They contribute to the delivery of training courses, webinars and workshops. The participation of these experts and instructors also contributes to sharing of knowledge, experience and best practices among ECAC Member States, as well as to their own professional development.

▶ ECAC Vulnerability Assessment Programme

In 2010, ECAC introduced vulnerability assessments, which follow a risk-based approach to aviation security and aim to support Member States to determine the effectiveness of mitigation measures, identify vulnerabilities in existing security arrangements that could be exploited by terrorists, and thus better manage any residual risks. Vulnerability assessments are now available to ECAC Member States on the following topics: insider threats and landside security.

Vulnerability assessments are conducted by States' experts who have been trained and certified by ECAC for the purpose of this programme. Their participation in assessments represents an opportunity to gain experience and know-how, learn about other States' current best practices, and establish close ties with other Member States' representatives.

The participating Member State is invited to nominate one of its security experts to become a member of the ECAC assessment team. This participation will ensure an efficient transfer of know-how related to the conduct of a vulnerability assessment and to a specific domain, for example landside security or other domains covered by the activity.

▶ The Common Evaluation Process (CEP) of security equipment

The ECAC Common Evaluation Process (CEP) of security equipment is the laboratory testing programme established by ECAC Member States to assess security equipment against ECAC/EU performance standards and provide a common reference for national administrations to certify/approve the security equipment deployed at airports under their responsibility.

The aims of the CEP are to:

- evaluate the technical performance of security equipment in an objective and standardised manner across the different participating test centres involved in the process. This includes developing and keeping up to date the applicable Common Testing Methodologies (CTMs); and
- provide ECAC Member States with reliable information on equipment performance against adopted technical standards.

In January 2020, the European Commission acknowledged the CEP as a pre-condition for the approval of civil aviation security equipment in the European Union. As a consequence, the European Commission grants automatic eligibility for the EU approval of security equipment and the “EU Stamp” marking to security equipment confirmed by the CEP as meeting ECAC/EU performance standards.

In addition, those tested configurations found to meet an ECAC/EU performance standard are published in the public part of the ECAC website, for the benefit of the wider international community, i.e. non-ECAC Member States and industry stakeholders (e.g. airport operators).

Non-ECAC States such as Australia, Canada, Israel or the United States, which have their own security equipment testing programmes, recognise the value of the CEP and participate in ECAC technical meetings to exchange information and work towards the harmonisation of performance standards and testing procedures.

Categories of security equipment

The CEP currently applies to the following categories of security equipment:

- Explosive detection systems (EDS)
- Liquid explosive detection systems (LEDS)
- Security scanners (SSc)
- Explosive trace detection (ETD) equipment
- Metal detection equipment (MDE)
- Explosive detection systems for cabin baggage (EDSCB)
- Walk-through metal detection (WTMD) equipment
- Automated Prohibited Item Detection Software (APIDS)
- Explosive vapour detection (EVD) equipment (tests estimated to commence in the third quarter 2024).

Note: This evaluation does not constitute an approval or certification of the equipment by ECAC. Approval or certification of equipment remains the responsibility of the Appropriate Authority for aviation security in each ECAC Member State.

Frequently asked questions

Frequently asked questions about the ECAC Common Evaluation Process of security equipment are available [here](#).



Additional information here:
<https://www.ecac-ceac.org/activities/security/common-evaluation-process-cep-of-security-equipment>

SECURITY EU-FUNDED/ECAC-IMPLEMENTED PROJECTS

▶ Civil Aviation Security in Africa, the Middle East and Asia (CASE II) Project



Main features of the Project

The Civil Aviation Security in Africa, the Middle East and Asia (CASE II) Project is entirely funded by the European Union and implemented by ECAC. The duration of the CASE II Project is four years and the budget allocated by the European Commission (managed by the Service for Foreign Policy Instruments) for the overall period is EUR 8 million. The geographical scope has been extended to Asia, which was not included in CASE I.

A hybrid Steering Group meeting for the Project was held in September 2022 in Brussels. The European Commission approved the extension of the Project for a fifth year, until November 2024.

Objectives of the Project

The overall objective of CASE II is to counter the threat of terrorism to civil aviation by partnering with States in the three regions, in order to strengthen the civil aviation security regimes in the Partner States.

This requires fostering the effective implementation by Partner States of baseline security measures, such as ICAO Annex 17 Standards and Recommended Practices. For some States – and based on their level of compliance with international standards – a second specific objective is to strengthen their aviation security regimes beyond mere compliance with international standards, in particular in the fields of risk management, security culture and quality control.

The Partner States are selected on the basis of objective criteria, such as the commitment/capability of a given State to fully benefit from the capacity-building activities delivered by the Project, or the absence of possible duplication with other capacity-building initiatives, either bilateral or multilateral.

Activities of the Project

The activities of the Project are mainly “nationally based”, i.e. implemented to the exclusive benefit of one Partner State, as they aim to address the aviation security issues (including vulnerabilities) faced by that State. Those national activities are designed to improve the level of effective implementation of security measures on the ground through the provision of technical support on site.

The activities of the Project cover the following key domains of aviation security:

- security culture and insider threats
- landside security
- other existing/emerging threats, such as MANPADS or IEDs
- use of available resources (assessment and improvement)
- quality control and equipment inspection.

Multilateral activities such as e-learning courses, webinars and workshops focus on the latest developments in aviation security aiming to share experience and knowledge between all stakeholders.

The activities are delivered by a combination of experts from the CASE II Project team and from ECAC Member States and Partner States in the regions covered by the Project, which release experts selected for their technical competencies, their operational and international experience, and their language skills on a short-term basis or through six-month secondment.

CASE II activities are mainly conducted in English, and in other languages such as French, Portuguese or Russian depending on the countries’ needs. The language of instruction is also subject to the availability of participating experts and their language proficiencies.

Click [here](https://case2-project.org/) for the ECAC CASE II Project catalogue of activities (February 2021)



Additional information here:
<https://case2-project.org/>



Facilitation

Improving the passenger's experience and facilitating legitimate trade are key objectives of ECAC's activities in the field of facilitation. As the significance of facilitation and international aviation has developed since the COVID-19 pandemic, so has ECAC expanded its focus in this field.

ECAC's activities in the field of facilitation focus mainly on immigration matters and handling of persons with reduced mobility (PRMs). In each of these areas, ECAC provides policy guidelines and good practices to its Member States.

Air cargo transport, health issues (e.g. aircraft disinsection and disinfection methods) and other related topics within this broad field (such as assistance to victims of aircraft accidents and their families) are also part of ECAC facilitation discussions and activities.

ECAC supports ECAC Member States participating in ICAO Facilitation Panel meetings, and contributes actively to discussions at international level, particularly by providing practical proposals for amending ICAO Annex 9 and the ICAO Facilitation Manual (Doc 9957).

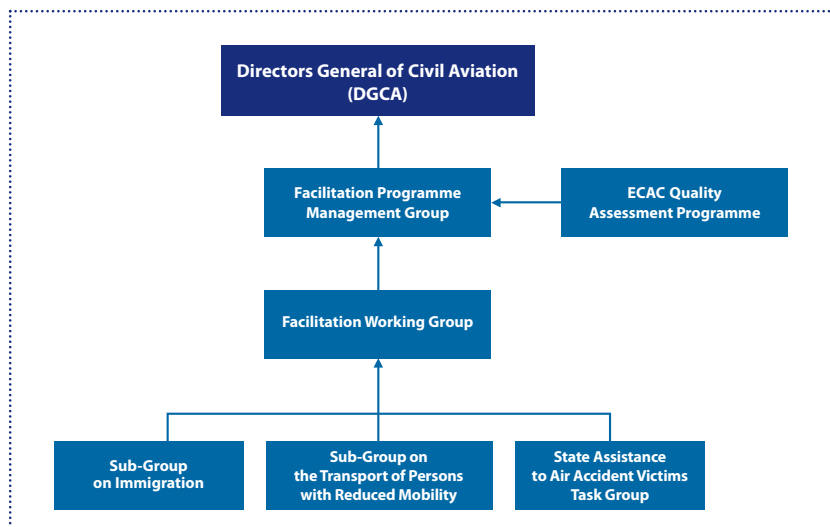
ECAC policy recommendations on facilitation matters are adopted by Directors General for application in all 44 ECAC Member States, and are consolidated in an ECAC document, [Doc 30, Part I - ECAC Policy Statement in the Field of Civil Aviation Facilitation](#) (13th edition/December 2023). This document is used as a reference in the development of national regulations concerning facilitation in ECAC Member States, detailing facilitation measures adapted to the European context and including implementation guidance in its Annexes.

A dedicated working group, the [Facilitation Working Group](#), comprising representatives from all Member States and observers from other States, organisations and industry stakeholders, meets twice a year to progress work on facilitation matters and decide on further necessary actions. The group endorses amendments to Doc 30, Part I and guidance material, and all the material goes for review and adoption to the Facilitation Programme Management Group before submission to Directors General, as necessary. The Focal Point for Facilitation regularly reports on the latest developments in the field of facilitation at Directors General meetings.

The current ECAC structure in facilitation is presented in the chart on the next page and its work is conducted in close cooperation with other international organisations (including the European Commission, EASA, Frontex, ICAO) and key stakeholders (such as IATA, ACI EUROPE) as appropriate.



ECAC facilitation organisational structure



► Facilitation Working Group and sub-groups

The Facilitation Working Group is composed of members and observers from all civil aviation sectors, including persons with reduced mobility (PRM), customs, immigration, cargo, and public health specialists. A close relationship is maintained with the European Commission, which has a particular shared interest in view of collective competency in matters such as customs and persons with reduced mobility.

The group considers amendments to Doc 30, Part I and its Annexes, as well as other topics of mutual interest to ECAC Member States. It is supported in this work by informal study groups and two sub-groups, addressing immigration and PRM matters. There are also two points of contact, in charge of health and cargo issues.

The **Sub-Group on Immigration** considers the facilitation aspects of immigration issues with the aim of sharing experience and developing best practice on border control procedures and implementation matters (for example inadmissible passengers and deportees, automated border control (ABC) systems, biometrics collection, Advance Passenger Information (API) and Passenger Name Records (PNR)). The sub-group also maintains a survey on air carrier liability to monitor initiatives in ECAC Member States.

The **Sub-Group on the Transport of Persons with Reduced Mobility (PRMs)** focuses its work on the effective implementation of PRM provisions in all ECAC Member States, and on promoting these provisions at the international level.

It develops and keeps up to date a comprehensive set of guidelines, annexed to Doc 30, Part I, Section 5, covering topics such as staff training, pre-notification, or website information to PRMs. The sub-group also maintains a survey of PRM complaints received by ECAC Member States.

Health and cargo (customs) issues

On these two specific topics, the Facilitation Working Group receives regular updates from its respective focal points in order to monitor international developments and decide on specific ad hoc activities, such as workshops and European contributions to ICAO events.



Additional information here:
<https://www.ecac-ceac.org/activities/facilitation>

▶ ECAC Quality Assessment Programme

The ECAC Quality Assessment Programme on the Assistance to Persons with Reduced Mobility aims to foster equal access to air transport for the steadily rising number of persons with reduced mobility (PRMs) in the aviation sector. Its main objective is to support ECAC Member States in their compliance monitoring activities of operators (e.g. airport operators, air carriers), providing an assistance service for persons with disabilities and PRMs to ensure that it is of sufficient quality. The programme was launched in 2024, following two successful pilot phases running from 2019 to 2023.

The Quality Assessment Programme pilot phases consisted of assessment teams and national coordinators nominated from 11 ECAC Member States, who carried out a total of seven assessments of airports and airlines. After a suspension caused by COVID-19, the pilot programme was resumed in 2022 and a final pilot assessment was carried out on easyJet Switzerland at Geneva Airport on 22-24 March 2023.

Assessments are carried out by certified ECAC assessors, following successful completion of the relevant training and certification course that was established in October 2023. The assessment is based on the recommendations in ECAC Doc 30, Part I (Facilitation), Section 5: Facilitation of the Transport of Persons with Disabilities and Persons with Reduced Mobility, which are consistent with ICAO and other relevant regulation in this area. The programme is open to all ECAC Member States and the first formal assessment is scheduled to take place in September 2024.

▶ COVID-19

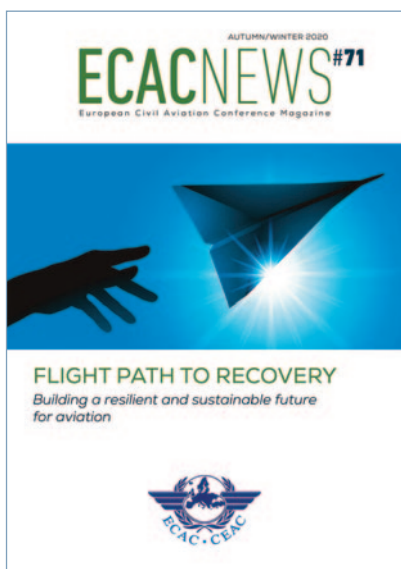
From the start of the COVID-19 pandemic, ECAC was committed to supporting its Member States during this unprecedented crisis. ECAC hosted European coordination meetings via videoconference from 17 March 2020, bringing together the Directors General of the 44 ECAC Member States, the European Commission, EASA and EUROCONTROL. The main objective of these meetings was to exchange on latest developments, explore relief measures for stakeholders and the industry at both national and European levels, and to look at challenges and solutions that needed to be urgently addressed for the benefit of the Member States and the aviation sector.

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A number of policy documents and guidelines were issued as a result, such as documents comprising key elements on economic matters, security, facilitation, and passengers with reduced mobility (PRM) charges, as well as a communication strategy to strengthen public confidence.

The lessons learnt from COVID-19 are now being “mainstreamed” across all domains of ECAC’s work to promote the sustainable recovery of the industry.

Some of the non-restricted outcomes of the discussion and the work in the Secretariat can be found on the ECAC website.



Additional information here:
<https://www.ecac-ceac.org/activities/covid-19>



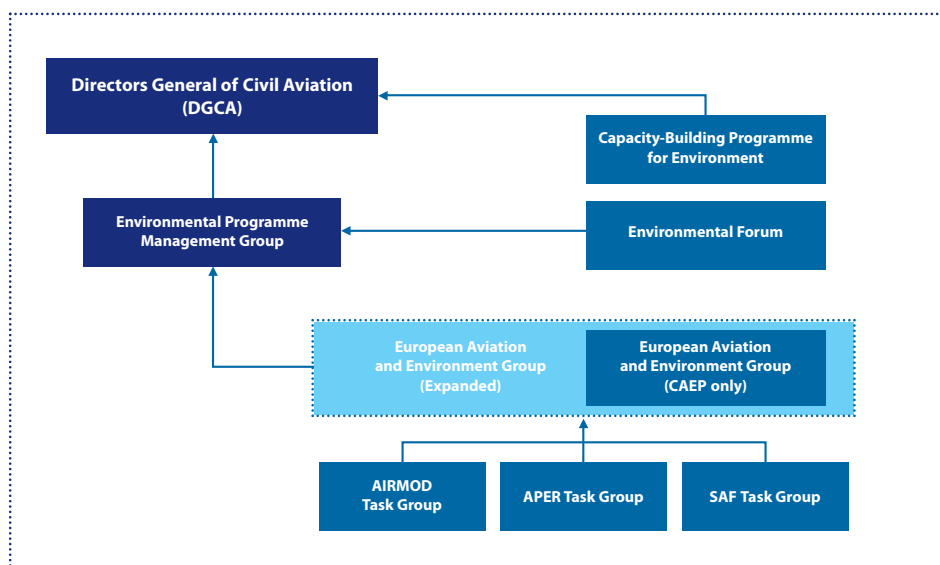
Environment

ECAC has established environment as one of its key priorities, conscious that the environmental impacts of the aviation sector must be mitigated if aviation is to continue to be successful as an important facilitator of sustainable development.

Issues related to aviation and the environment are ever-present on the agenda of ECAC Directors General meetings, and also on those of ECAC's high-level meetings with regional partners and organisations, and in ECAC's memoranda of understanding and cooperation with them.

ECAC's commitment to capacity building is long-standing and an additional boost was made effective with the incorporation of a dedicated specialist to the [ECAC Secretariat](#) in December 2020, and the adoption on 5 May 2021 of a [Capacity-Building Programme for Environment](#), seeking to strengthen the competencies and knowledge of officials at all levels dealing with environment matters in ECAC Member States.

ECAC environment organisational structure (July 2024)



► Environmental Programme Management Group (EPMG)

The Environmental Programme Management Group (EPMG) is the overarching group to supervise the environmental activity of ECAC, to steer the expert groups and to communicate with them via the chairs' reports, including on the thrust of debates taking place in the Environmental Forum.

It is chaired by the Focal Point for Environmental matters and composed of the co-chairs of the [European Aviation and Environment Working Group \(EAEG\)](#) and the chair of the [Environmental Forum](#).

The EPMG holds focused biannual meetings ahead of DGCA meetings. It is tasked with:

- reflecting on European environmental priorities, arising subjects, needs for harmonisation, coordination and support to ECAC Member States, including for the purposes of coordinated implementation of ICAO resolutions and capacity building;
- general supervision of the work of ECAC groups, including steering as necessary, and communication with the groups via the group leaders who will provide feedback from the groups, including on the thrust of debates taking place in the Forum;
- review of the work programme, including assessment of its implementation and endorsement of future work programmes proposed by EAEG and the Environmental Forum, and, as necessary, provision of advice on the appropriate structures and processes for addressing needs and priorities;
- overview of European involvement in ICAO environmental activities (including CAEP) and proposed priorities in this respect;
- preparations for meetings of the ECAC Coordinating Committee and Directors General.

► ECAC Environmental Forum

The ECAC Environmental Forum, chaired by a representative of an ECAC Member State, aims at ensuring the sharing of information and best practices throughout ECAC Member States, building capacity, hosting and fostering debate, ensuring dialogue with stakeholders from industry and environmental NGOs, and keeping experts abreast of the latest developments in the domain.

It reports and provides feedback to the [Environmental Programme Management Group \(EPMG\)](#). The Forum comprises representatives of all ECAC Member States and European organisations as well as stakeholders. Non-ECAC Member States, ECAC's sister regional organisations and key bilateral partners of ECAC are also invited to attend.

Additionally, this Forum is the platform for developing capacity-building activities as per the commitment taken by ECAC Member States in the Bratislava Declaration, regarding the implementation of CORSIA, but also regarding aircraft noise modelling (ECAC Doc 29, 4th Edition).

In order to ensure good overall policy coordination in Europe, the agenda is set in close cooperation with the European Commission, in particular for issues involving competencies of the European Union. The Forum meets once or twice a year, according to need.

The Environmental Forum is tasked with:

- sharing updated information and exchanging views on: environment-related issues, including on ICAO activities; EU regulation in effect or in preparation (sharing of information not interfering with the EU institutional process for consultation); research and development including within the industry; progress in scientific knowledge concerning environmental impacts of aviation and impacts on health; arising concerns and related developments in other fora (UNFCCC, etc.); and on carbon markets and decarbonisation of international aviation;
- sharing best practices on how to address the environmental impacts of aviation;
- [building capacity](#) and raising awareness;
- presenting ECAC material/documents.



The last Environment Forum was held in Paris on 29-30 May 2024.

► European Aviation and Environment Working Group (EAEG)

The European Aviation and Environment Working Group (EAEG) Expanded is an ECAC/EU working group which has the mandate to ensure European coordination for:

- major ICAO events,
- replies to ICAO State letters deemed of high strategic interest for Europe,
- the submission to ICAO of State Action Plans for the reduction of CO₂ emissions, by developing a common section of European Action Plans, which presents and assesses the ECAC/EU coordinated measures to combat climate change, and their benefits.

Also, it maintains and develops ECAC guidance material, such as ECAC's report on a standard method for noise modelling ([ECAC Doc 29, 4th Edition](#)), and the [ECAC Guidance on Sustainable Aviation Fuels](#).

When deemed necessary, and notably for the purposes of developing technical guidance, technical input or preparatory work is provided by small temporary or permanent specialised task groups, upon request from EAEG Expanded. These specialised task groups can be either formal or informal, either already in existence (e.g. [AIRMOD](#), [APER Task Group](#), [SAF Task Group](#)), or new groups, based on needs.

This group is co-chaired by a representative of one ECAC Member State and a representative of the European Commission (except for activities not involving EU competencies). It is open to all ECAC Member States as well as EASA and EUROCONTROL.



Under the same co-chairmanship, a core group of EAEG, named EAEG-CAEP, is composed of European CAEP (ICAO Committee on Aviation Environmental Protection) members and observers, and the European co-rapporteurs of CAEP working groups and task forces, as well as EUROCONTROL and EASA. As necessary, advisers involved in CAEP work and committed to actively contributing can participate in meetings. This core group has the mandate to ensure European coordination for CAEP on a wide range of subjects, including a long-term aspirational

goal for the reduction of CO₂ emissions of international aviation, noise and CO₂ standards, non-volatile Particulate Matter, sustainable aviation fuels, assessment and forecasting, etc.

► EAEG Aircraft Noise Modelling Task Group (AIRMOD)

EAEG Aircraft Noise Modelling Task Group (AIRMOD) is responsible for maintaining ECAC Doc 29, which offers comprehensive guidance to ECAC Member States on the calculation of aircraft noise exposure levels and the production of aircraft noise contours. It includes:

- an **Applications Guide (Volume 1)**, aimed primarily at noise model users who need a good understanding of the principles and requirements for noise impact assessments;
- a **Technical Guide (Volume 2)** for modellers themselves, i.e. those who develop and maintain the computer models and their databases; and
- a **Verification Process (first part of Volume 3)** for software developers, aimed at assisting them in developing noise models in compliance with the best practice methodology set out in Volume 2.

The [current and fourth version of Doc 29](#), released in December 2016, represents the outcome of four years of work by the ANCAT AIRMOD Task Group, which consisted of:

- incorporating up-to-date science on aircraft noise modelling;
- improving the clarity of the previous third edition and preventing any variations of interpretation; and
- incorporating guidance for noise model developers to support them in developing models that produce results equivalent to those models that adhere to methodologies defined in ECAC Doc 29, Volume 2.

AIRMOD's current work programme is notably focused on:

- further maintaining [ECAC Doc 29, 4th edition](#);
- complementing ECAC Doc 29 with a methodology for modelling helicopter noise;
- developing Part II of Volume 3, which will contain guidance for noise model operators on the validation of noise models using noise measurements of actual aircraft events.

A capacity-building workshop dedicated to ECAC Doc 29, 4th edition was organised on 21 June 2018 in Berlin, Germany.

▶ Action Plans for Emissions Reduction Task Group (APER TG)

APER TG is one of the EAEG (Expanded) specialist groups. The group is composed of a small number of experts from Member States and from EASA and EUROCONTROL.

The task of the group is two-fold. It is tasked with:

- drafting a common section of European Action Plans for emissions reductions, presenting the mitigating measures taken collectively throughout Europe and their expected benefits;
- providing an ECAC baseline scenario as defined in ICAO guidance (Doc 9988), with the support of EUROCONTROL.

The 4th edition of the ECAC/EU common section of European State Action Plans, including the baseline scenario, which is available [here](#), was endorsed by all ECAC Directors General on 2 June 2021 and provided to ECAC Member States, in order to incorporate them into their updated Action Plans to be submitted to ICAO preferably by 30 June 2021, as stipulated in ICAO A40-18.

The APER Task Group is dormant between updates and is expected to be reactivated every three years to meet the requirements for updating States' Action Plans stipulated in ICAO resolutions. It was reactivated at the end of 2023, aiming at the submission of updated Action Plans by the next ICAO Assembly.

Status of European submissions of Action Plans to ICAO

ECAC counts a total of 41 Action Plans submitted to ICAO, amongst which 21 of them were further updated with the incorporation of the latest ECAC baseline scenario and an updated common section.

Publicly available plans can be downloaded from [this page](#).

▶ Sustainable Aviation Fuels Task Group

The Sustainable Aviation Fuels Task Group (SAF-TG) is an ad hoc specialised group that works under the supervision of the EAEG Expanded, and in conformity with its terms of reference.

The group is composed of a group of volunteer European experts from Member States, EASA, EUROCONTROL and the European Commission. It is supported by the ECAC Secretariat under its [Capacity-Building Programme for Environment](#).

The group is tasked with developing and updating the ECAC Guidance on Sustainable Aviation Fuels (SAF), promoting technical understanding and best practices in terms of SAF policies in ECAC Member States as an initial step towards harmonisation, if and when deemed appropriate.

The current ECAC Guidance on Sustainable Aviation Fuels can be found [here](#).

The ECAC Secretariat and EUROCONTROL have entered into a cooperation to develop and update a European map on sustainable aviation fuels, depicting national regulatory measures as well as the status of SAF use at specific airports. The SAF-TG provided support and advice on its development. This European SAF map is available on EUROCONTROL's [public website](#).

► Capacity-Building Programme for Environment

ECAC's commitment to environmental capacity building is long-standing, and ECAC's work programme recognises the need for environmental capacity building as a priority. Its environmental tasks already support ECAC Member States, sharing information and building capacity mainly through the [ECAC Environmental Forum](#) but also through the work of the [European Aviation and Environment Working Group \(EAEG\)](#) co-chaired with the European Commission.

Environmental capacity building was prioritised after the 2016 [Bratislava Declaration](#) commitment to address needs that would arise from States requiring technical assistance in relation to the implementation of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The additional boost to environmental capacity building was made effective with the addition to the [ECAC Secretariat](#) in December 2020 of a climate change and capacity-building specialist, seeking to support Member States in delivering their environmental obligations and to build on ECAC's previous capacity-building success in other aviation domains by further strengthening the competencies and knowledge of officials at all levels dealing with environment matters in ECAC Member States.

The programme's current main priority is supporting the achievement of ICAO's goal of reaching net-zero carbon emissions for international aviation by 2050, in support of the UNFCCC Paris Agreement's goals, with a special focus on promoting sustainable aviation fuels (SAF).

Objectives

The ECAC environmental capacity-building programme has three broad objectives:

- **Objective 1:** supporting ECAC Member States' own efforts to fulfil ICAO environmental policy and regulatory requirements.
- **Objective 2:** strengthening the competencies and knowledge of people dealing with environment matters in ECAC Member States.
- **Objective 3:** promoting and supporting information sharing and policy awareness among ECAC Member States.



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Tasks and responsibilities

The programme comprises, but is not limited to, the following activities:

- supporting the implementation of CORSIA in application of ECAC's Bratislava Declaration, and collecting feedback from the experience of ECAC Member States;
- supporting the development of sustainable aviation fuels (SAF) policies, and promoting them to encourage the active engagement of ECAC Member States towards their large-scale deployment in Europe and worldwide;
- supporting the harmonised submission of 44 European State Action Plans for CO₂ emissions reductions from international aviation to show European determination against climate change, and to mutualise efforts;
- strengthening the competencies and knowledge of civil aviation personnel on climate change policies and promoting the establishment and consolidation of environmental structures and competencies;
- supporting the development and update of guidance material/ best practices/recommendations for the promotion of SAF; and
- developing and promoting the use of best practice documentation/recommendations facilitating information sharing in other environmental areas, where a need for further European harmonisation is identified (including climate change mitigation long-term goals).

The ECAC environmental capacity-building programme will be implemented through workshops, webinars, on-site training, and targeted capacity building, addressing specific needs expressed by ECAC Member States.

All ECAC Member States identifying environmental capacity-building needs are invited to contact the ECAC Secretariat via the person responsible for the Environment Capacity-Building Programme.



Catalogue of ECAC capacity-building programme for environment

The ECAC capacity-building activities available to Member States to support their implementation of aviation environmental measures are compiled in a catalogue.

Download [here](#) the *Sustainable Aviation Fuels (SAF) Training Catalogue*.



Additional information here:
<https://www.ecac-ceac.org/activities/environment>



Economic matters

ECAC activities in the economic field aim at promoting an economically efficient, sustainable and competitive European air transport sector.

Through the [Economic Working Group](#) established in 2016, ECAC supports the understanding on economic issues of common interest to the aviation community within ECAC. This includes transversal matters, such as economic aspects relating to societal and environmental changes (for example, workforce and environmental sustainability).

ECAC experts in the economic field work together to prepare for ICAO events in this field to enable ECAC Member States to present coordinated and effective contributions and influence global outcomes. This coordination is undertaken in cooperation with the European Commission, in a European coordination group for economic matters. This group actively prepares for the meetings of the ICAO Air Transport Regulation Panel (ATRP) and its working group as well as for the Economic Commission of the ICAO Assembly and the ICAO Assembly itself.

In addition, the ECAC/EU Dialogue with the European air transport industry is held every three years to facilitate open and thought-provoking discussions between regulators and senior aviation industry representatives on a wide range of air transport issues of common interest. The latest ECAC/EU Dialogue took place in Valencia in 2023 entitled “Flying sustainably – from buzz to reality”.



▶ Economic Working Group

The [Economic Working Group](#) has been established to exchange views on current and future challenges for the aviation community (e.g. competition, market access, taxation, ownership and control) and to provide an effective forum for discussion on economic matters of common interest to all ECAC Member States.



▶ ECAC/EU Dialogue with the air transport industry

ECAC and the European Commission work in close cooperation on all aspects of European air transport. In 1995, they agreed that it would be worthwhile to periodically bring together leaders of the air transport industry – representing scheduled, non-scheduled and regional airlines as well as airport management – with the Directors General of ECAC's Member States.

The objective was to provide a forum that would facilitate open and thought-provoking discussions between the regulators and senior aviation industry representatives on a wide range of air transport issues, and to assess future implications and challenges.

Since 1995, twelve ECAC/EU Dialogues have taken place across Europe. Typically organised every three years, they have covered a wide range of topics, including airport capacity, economic issues, aviation and the environment, air passenger rights, improving the passenger experience and whether this should be achieved through competition or regulation, and European air transport competitiveness in a global environment.



The Dialogues attract approximately 150 delegates who are principally Directors General of Civil Aviation and their senior colleagues, and senior representatives of European airlines, airport operators, air navigation service providers, manufacturers, academics and European industry organisations. They continue to offer a welcome forum for the air transport industry and thanks to the seniority of the speakers contributing to each event, provide a stimulating and informative debate.

The most recent edition was held in Valencia on 24 and 25 October 2023 on the theme "[Flying sustainably - from buzz to reality](#)".

Read the press release from the 2023 ECAC/EU Dialogue [here](#).



Additional information here:
<https://www.ecac-ceac.org/events-and-meetings/past-events/2023-ecac-eu-dialogue>



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Unmanned aircraft systems (UAS)

Unmaned aircraft systems (UAS) are creating a new industry with large economic potential. Over the past years, the civil UAS sector has experienced significant and exponential growth, with a strong impact on traditional aviation systems and on shaping innovation in aviation.



It is within this context that ECAC Member States are being challenged with the safe, secure and efficient integration of UAS into environments shared by a highly regulated and well-established, manned aircraft industry.

UAS is considered to be a strategically important sector, with transversal implications affecting several industries. In 2019, ECAC added to its goals the promotion and harmonised development of the UAS future in Europe at a strategic level. ECAC's work in this area focuses on exchanging high-level views on possible developments to cope with current and future challenges in the field of UAS, which evolve dynamically.

At the same time, ECAC supports the sharing of experiences and national policies and practices on UAS among its Member States and other strategic international key partners such as China, India, Israel and the United States.

Current focus areas

UAS points of contact meet around twice a year to exchange in-depth information on key issues and practical developments under the domain of UAS. Current focus areas include:

- the implementation of unmanned traffic management systems, including U-Space;
- complex and high-risk UAS operations;
- Innovative Air Mobility and decarbonisation;
- electronic conspicuity; and
- safe and sustainable integration of UAS and manned aviation.



Additional information here:
<https://www.ecac-ceac.org/activities/unmanned-aircraft-systems>



Legal matters

ECAC's legal activities support the work in other fields of civil aviation, such as safety, environment and security.

Established in 1996, the Legal Task Force examines legal issues and develops proposals on various legal issues related to the role and various activities of ECAC.

It mainly performs the following functions:

- To advise Directors General of Civil Aviation on matters relating to the interpretation and amendment of the ECAC Constitution, the legal status of ECAC and its relationship with other international organisations.
- To study and make recommendations on matters relating to public international air law.
- To discuss legal issues relevant to the work of ICAO with a view to facilitating and supporting the participation of ECAC Member States in the legal work of ICAO (e.g. ICAO Legal Committee) as well as coordinating ECAC common positions, where possible and appropriate, including but not limited to the preparation and implementation of international legal instruments (e.g. conventions, resolutions) and submitting reports and recommendations thereon to Directors General of Civil Aviation.
- To discuss other legal issues relevant to the work of ECAC or of interest to ECAC Member States, as appropriate. This includes, for example, the legal analysis of draft cooperation agreements with international partners.

The Legal Task Force holds three meetings a year and reports to Directors General.

In 2022-2024, the Legal Task Force has contributed significantly to the following activities:

- Supporting ECAC Directors General, for example by providing legal advice on new procedures for contributions in arrears.
- Supporting ECAC's development as an organisation, for example: by contributing to the task group on ECAC's legal status (LEGS); by reviewing the draft cooperation arrangement between ECAC and Airports Council International for the implementation of peer reviews under the CASE II Project; by organising a survey on confidentiality and public sharing of information policies in ECAC Member States; and by addressing questions regarding the confidentiality of the summary of discussions of meetings of ECAC Directors General and other relevant meetings.
- Promoting the sharing of information among members of the task force, as the group is considered to be a valuable network in the day-to-day activity of aviation lawyers, through for example the creation of a (question-driven) information-sharing database.
- Monitoring the status of ratification of international legal instruments, and providing support as requested.
- Preparing contributions to the ICAO Legal Committee meetings and sharing information about on-going developments in ICAO Legal Committee working groups.
- Preparing contributions to the ICAO Assembly and analysing all relevant working papers from a legal perspective.



Additional information here:
<https://www.ecac-ceac.org/activities/legal-matters>



Communication

In July 2021, the ECAC Network of Communication Specialists (NETCOM) was established with the objective to foster cooperation and enhance the effectiveness of ECAC Member States' communication capabilities through the sharing of knowledge, experience, and best practices in the field of communication for civil aviation.

In line with this objective, NETCOM has the mandate to:

- Promote the sharing of knowledge, experience and information between communication specialists in ECAC Member States, including through the development of guidelines and best practices in the field of communication for civil aviation.
- Identify challenges faced by ECAC Member States in their communication activities, and propose possible actions to address and resolve them.
- Discuss other communication issues relevant to the work of ECAC and/or of interest to ECAC Member States, as appropriate.
- Contribute to the further development of the ECAC Communication Strategy and its Annexes.

NETCOM brings together communication specialists or other experts responsible for communication in civil aviation from 31 ECAC Member States. In 2022-2024, NETCOM focused its activities on a wider range of topics including:

- The development of a series of best practices through which ECAC Member States can promote civil aviation, including encouraging people to choose a career in aviation, promoting success through leaders, internship and traineeship programmes, promoting women in aviation, and developing national programmes that finance young people, in order for them to access and advance in an aviation career.
- The creation of a communication best practice document on media relations and the organisation of an internal workshop on media relations to be organised in the second part of 2024.
- The sharing of case studies on various topics of interest, such as communication activities during an airline bankruptcy, crisis communication after an aviation accident, safety promotion campaigns, internal communication strategies, communication and stakeholder management at airport level, and communication campaigns on drones.
- The development of best practice documents, such as on crisis communication in civil aviation, the delivery of communication training in ECAC Member States, communication during a pandemic, the role of communication in change management, and digital communication channels and communication with the media following aircraft accidents.



Additional information here:
<https://ecac-ceac.org/activities/communication-for-civil-aviation>

Diversity, equity and inclusion



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The adoption of the ECAC Charter on Diversity and Inclusion by Directors General of Civil Aviation in ECAC Member States in May 2023 represents a milestone in the promotion of diversity, equity and inclusion in Europe. Under the leadership of the Focal Point for Diversity and Inclusion, activities have been organised by the newly established Network on Diversity and Inclusion in civil aviation and by the Secretariat.

The Charter highlights ECAC Member States' commitment to creating and promoting a diverse, equitable, and inclusive environment where everyone feels valued and respected, where diversity is not merely a goal, but a means to achieve resilient workplaces. The Charter notes that implementing diversity and inclusion strategies and policies in ECAC Member States contributes to open work environments for all industry actors, enhancing performance, attracting and retaining talent, promoting innovation, and ultimately contributing to organisational success.

The Network on Diversity and Inclusion in civil aviation (NETD&I) was created in December 2022, bringing together persons dealing with diversity, equity and inclusion topics in the civil aviation administrations across the ECAC Member States. The main role of this network is to:

- Promote the sharing of knowledge, experience and information between representatives in ECAC Member States, including through the development of guidelines and best practices.
- Identify challenges faced by ECAC Member States in their activities and propose possible actions to address them.
- Discuss other diversity issues relevant to the work of ECAC and/or of interest to ECAC Member States, as appropriate.

In 2023-2024, the scope of work continued to expand as the NETD&I members presented a variety of initiatives being undertaken by their respective national civil aviation administrations. Besides promoting D&I champions within ECAC Member States, the group discussed topics such as expanding civil aviation's outreach to the public, assisting passengers with disabilities at airports, integrating newly arrived immigrants, and the relationship between innovation – such as artificial intelligence applications – and diversity-related topics, which the Network agreed would continue to be major topics of discussion.

The first survey was launched in July 2022 to gather data on the D&I activities and initiatives in ECAC Member States. Following the analysis of the replies received to this survey, and the overview it provided across the region, Directors General decided to repeat this survey in 2024 to evaluate the impact of the ECAC Charter on Diversity and Inclusion on D&I practices within the ECAC Member States, by comparing the results of the 2022 and 2024 surveys.

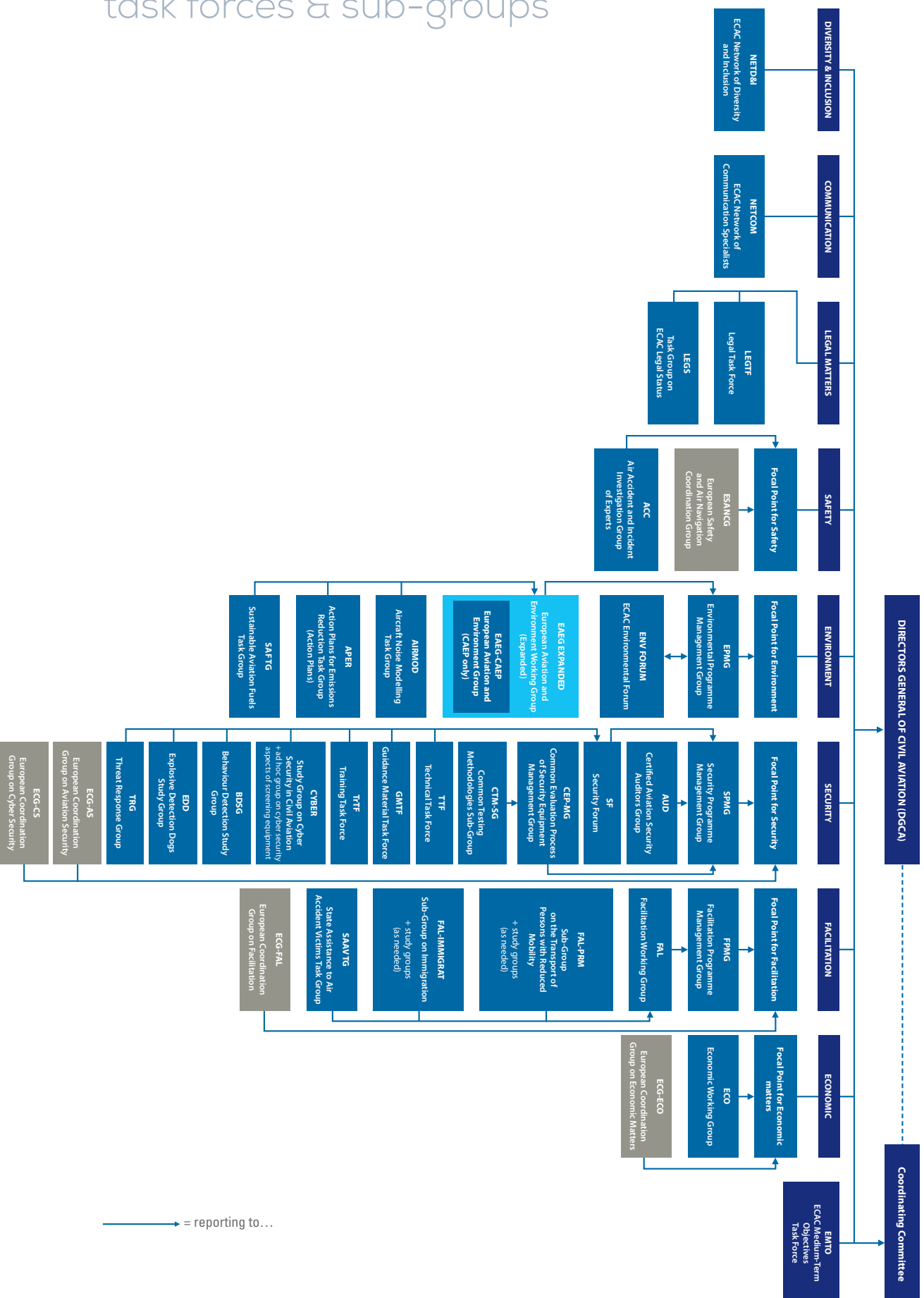
The Secretariat created an e-library dedicated to Directors General of Civil Aviation in ECAC Member States and their experts dealing with diversity, equity and inclusion matters. This e-library includes reference documents (such as national strategies, European policies, studies and articles) on diversity, equity, inclusion, and mentoring programmes and is regularly updated.

Training courses are regularly organised by the Secretariat for the benefit of ECAC Member States with the objective of promoting a better understanding of diversity good practices in the work environment.



Additional information here:
<https://ecac-ceac.org/activities/diversity-equity-and-inclusion>

Organisational chart of ECAC working bodies as of July 2024



ECAC working groups, task forces & sub-groups

► SAFETY

Title:	Air Accident and Incident Investigation Group of Experts (ACC)
Chair:	Crispin Orr (United Kingdom)
Deputy chair:	Kåre Halvorsen (Norway)
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> Observer States: Indonesia (as of 2016), Israel, Morocco, Qatar, Saudi Arabia, Singapore, United Arab Emirates, United States Observer organisations: ACAO, AFCAC, EASA, EUROCONTROL, European Commission, ICAO Observer industry organisations: Airbus, Airbus Helicopters, ATR, Dassault Aviation, ECA, Embraer, Heli-offshore, IATA, IFALPA, Rolls-Royce, SAAB Aircraft, SAFRAN Aircraft Engines, SAFRAN Helicopter Engines

Title:	European Safety and Air Navigation Coordination Group (ESANCG)
Co-chairs:	ECAC: Kari Siekkinen (Finland) European Commission: Hana Guyaux Pecháčková (DG MOVE)
Members:	Open to all ECAC Member States
Secretariat:	EASA, with support of ECAC

► AVIATION SECURITY

Title:	Security Programme Management Group (SPMG)
Chair:	Gunnar Ljungberg (Sweden) – ECAC Focal Point for Security
Members:	Chairs of the Security Forum (SF), Guidance Material Task Force (GMTF), Technical Task Force (TTF), Training Task Force (TrTF), CEP Management Group (CEP-MG) and the Executive Secretary of ECAC. Moderators of the Study Group on Cyber Security in Civil Aviation (CYBER), Behaviour Detection Study Group (BDSG) and Explosive Detection Dogs Study Group (EDD)

Title:	Certified Aviation Security Auditors' Group (AUD)
Chair:	Malgorzata Alberti (Poland)
Deputy chair:	Anna Jankowska (Poland)
Members:	ECAC certified auditors

ECAC working groups, task forces & sub-groups

Title:	Security Forum (SF)
Chair:	Eleanor Travers (Ireland)
Deputy chair:	Phil Dykins (United Kingdom)
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> • Observer State: United States • Observer organisations: ACI EUROPE, ASSA-I, ECA, EEA, EOS, EUROCONTROL, European Commission, IATA, ICAO

Title:	ECAC Common Evaluation Process Management Group (CEP-MG)
Chair:	Raquel Chinaea (Spain) in 2024 – rotation principle
Deputy chair:	<i>Vacant</i> – rotation principle
Members:	Contributing authorities to the CEP: France, Germany, Netherlands, Spain, United Kingdom, and supporting authorities: Ireland, Norway, Portugal and Switzerland

Title:	Common Testing Methodologies (CTM) Sub-Group
Chair:	<i>Vacant</i>
Deputy chair:	<i>Vacant</i>
Members:	Contributing authorities to the CEP: France, Germany, Netherlands, Spain, United Kingdom, and supporting authorities: Ireland, Norway, Portugal and Switzerland

Title:	Technical Task Force (TTF)
Chair:	Dorian de Carpentry (France)
Deputy chair:	<i>Vacant</i>
Members:	Open to all ECAC Member States' experts in aviation security equipment, testing of security equipment, or explosive detection
Observers:	<ul style="list-style-type: none"> • Observer States: Canada, Israel, United States (TSA) • Observer organisations: ACI EUROPE, European Commission

Title:	Guidance Material Task Force (GMTF)
Chair:	<i>Vacant</i>
Deputy chair:	Yener Çetinkaya (Türkiye)
Members:	Open to all ECAC Member States' experts in security regulations and challenges in the implementation of security measures
Observers:	<ul style="list-style-type: none"> • Observer State: United States • Observer organisations: A4E, ACI EUROPE, EUROCONTROL, European Commission, ECA, EEA, IATA

ECAC working groups, task forces & sub-groups

Title:	Training Task Force (TrTF)
Chair:	Nina Smith (United Kingdom)
Deputy chair:	Ana-Maria Finca (Romania)
Members:	Open to all ECAC Member States' experts in security training, human factors, responsible for the development and/or implementation of training programmes and courses in their respective entities
Observers:	<ul style="list-style-type: none"> • Observer State: United States • Observer organisation: ECA

Title:	Study Group on Cyber Security in Civil Aviation (CYBER)
Moderator:	David Nieto (Spain)
Deputy moderator:	Katharina Kirisits (Austria)
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> • Observer State: United States • Observer organisations: ACI EUROPE, EASA, ECA, EUROCONTROL, European Commission

Title:	Behaviour Detection Study Group (BDSG)
Moderator:	Jenny Krüger (Germany)
Deputy moderator:	<i>Vacant</i>
Members:	Open to all ECAC Member States with active behaviour detection programmes operating within the civil aviation environment
Observers:	<ul style="list-style-type: none"> • Observer States: United States, New Zealand

Title:	Explosive Detection Dogs Study Group (EDD)
Moderator:	<i>Vacant</i>
Deputy moderator:	Ronny Bo Rasmussen (Denmark)
Members:	Open to all ECAC Member States with active EDD programmes in civil aviation
Observers:	<ul style="list-style-type: none"> • Observer State: United States • Observer organisation: European Commission

ECAC working groups, task forces & sub-groups

Title:	Threat Response Group (TRG)
Chair:	<i>Vacant</i>
Deputy chair:	<i>Vacant</i>
Members:	Open to all ECAC Member States and European Commission
Observers:	Open to ECAC Observer States

Title:	European Coordination Group for Aviation Security (ECG-AS)
Co-chairs:	ECAC: Mark Rodmell (Deputy Executive Secretary of ECAC) European Commission: Christopher Ross (DG MOVE)
Members:	Open to all ECAC Member States
Secretariat:	ECAC

Title:	European Coordination Group on Cyber Security (ECG-CS)
Co-chairs:	ECAC: <i>Vacant</i> European Commission: José del Carmen Melero (DG MOVE)
Members:	Open to all ECAC Member States
Observers:	• Observer organisations: EASA, EUROCONTROL, European Commission
Secretariat:	ECAC

FACILITATION

Title:	Facilitation Programme Management Group (FPMG)
Chair:	David Benito (Spain) - ECAC Focal Point for Facilitation
Members:	Chairs of the Facilitation Working Group, Facilitation Sub-Group on Immigration, Facilitation Sub-Group on the Transport of Persons with Reduced Mobility (PRMs), and the Executive Secretary of ECAC

Title:	Facilitation Working Group (FAL)
Chair:	Teresa Antunes (Portugal)
Deputy chair:	Laurent Noël (Switzerland)
Members:	Open to facilitation authorities of all ECAC Member States
Observers:	<ul style="list-style-type: none"> • Observer States: Israel and United States • Observer organisations: A4E, ACI EUROPE, AIRE, EASA, EBAA, ECA/IFALPA, ECTAA, EDF, ERA, European Commission, FIATA, FRONTEX, GEA, IATA, WCO

ECAC working groups, task forces & sub-groups

Title:	Facilitation Sub-Group on Persons with Reduced Mobility (FAL-PRM)
Chair:	Mark de Laurentiis (Italy)
Deputy chair:	Kirsi Tervola-Joutsen (Finland)
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> Observer organisations: A4E, ACI EUROPE, AIRE, EASA, EBAA, ECA/IFALPA, ECTAA, EDF, ERA, European Commission, IATA

Title:	Facilitation Sub-Group on Immigration (FAL-IMMIGRAT)
Chair:	<i>Vacant</i>
Deputy chair:	<i>Vacant</i>
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> Observer organisations: A4E, ACI EUROPE, AIRE, EBAA, ECA/IFALPA, ERA, European Commission, FRONTEX, IATA

Title:	State Assistance to Air Accident Victims Task Group
Chair:	Diantha Raadgers (Netherlands)
Deputy chair:	Chiara Cicirello (Italy)
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> Open to the following observer organisations: A4E, ACI EUROPE, AIRE, EASA, EBAA, ECA/IFALPA, ECTAA, EDF, ERA, European Commission, FIATA, FRONTEX, GEA, IATA, WCO

Title:	European Coordination Group on Facilitation (ECG-FAL)
Co-chairs:	ECAC: Denia Priami (Italy) European Commission: Luigi Guidone (DG MOVE)
Members:	Open to all ECAC Member States
Secretariat:	ECAC

ENVIRONMENT

Title:	Environmental Programme Management Group (EPMG)
Chair:	Rannia Leontaridi (United Kingdom) – ECAC Focal Point for Environment
Members:	Co-chairs of EAEG and chair of the Environmental Forum

ECAC working groups, task forces & sub-groups

Title:	ECAC Environmental Forum
Chair:	Urs Ziegler (Switzerland)
Deputy chair:	<i>Vacant</i>
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> European observer organisations: EUROCONTROL, European Commission, EASA Associative bodies representing European stakeholders from the aviation industry or environmental NGOs): A4E, ACI EUROPE, AIRE, Airport Regions Conference, ASD, Aviation Environment Federation, EBAA, ERAA, European Express Association, FuelsEurope, Greenskies Alliance, IFPEN, SNECMA, UECNA European scientific or technical bodies engaged in ECAC working groups or task groups: ANOTEC, CERC, DLR, EMPA, ENVISA, Finavia, Manchester Metropolitan University, National Aviation University of Ukraine, NLR, ONERA, SINTEF, Swedavia, Technical University of Madrid, Transport & Environment, University of Southampton
International guests:	<ul style="list-style-type: none"> International organisations (ICAO, OECD, ITF) Sister regional organisations IATA Partner States of ECAC (MOUs and MOCs)

Title:	European Aviation and Environment Working Group (EAEG)
Co-chairs:	ECAC: Olivier Meynot (France) European Commission: Andrei Mungiu (DG MOVE)
Deputy co-chairs:	ECAC: Justo Hernandez Soto (Spain) European Commission: Cécile Gajate (DG MOVE)
Members:	<ul style="list-style-type: none"> European CAEP members and observers, EASA, EUROCONTROL, co-rapporteurs of CAEP working groups Open to all ECAC Member States (with prerequisite prior appointment of the expert to CAEP) Possibility of ad hoc participation of advisors involved in CAEP EAEG membership is expanded to 44 ECAC Member States for matters not concerning CAEP (no prerequisite concerning involvement in a CAEP group)
Observers:	There is no observer status in EAEG. Separate sessions are organised on an ad hoc basis for purposes of dialogue with European stakeholders from the industry and/or environmental NGOs

Title:	EAEG Aircraft Noise Modelling Task Group (AIRMOD)
Chair:	Darren Rhodes (United Kingdom, CAA)
Members:	<ul style="list-style-type: none"> Open to all ECAC Member States (high level of expertise required) ANOTEC, ATF, Copenhagen Airport, DLR, EASA, EMPA, EUROCONTROL, European Commission, Finavia, National Aviation University of Ukraine, NLR, SINTEF, Swedavia
Observers:	<ul style="list-style-type: none"> Observer organisations: ACI EUROPE, ASD members, Greenskies Alliance

ECAC working groups, task forces & sub-groups

Title:	Action Plans for Emissions Reduction Task Group (APER TG)
Co-rapporteurs:	ECAC: Stefan Bickert (Germany) European Commission: Cécile Gajate (DG MOVE)
Members:	<ul style="list-style-type: none"> France, Germany, Portugal, Spain, Switzerland, Ukraine EASA, EUROCONTROL, European Commission

Title:	EAEG Sustainable Aviation Fuels Task Group (SAF TG)
Co-rapporteurs:	ECAC: Inmaculada Gómez (Spain) European Commission: <i>Vacant</i>
Members:	<ul style="list-style-type: none"> Open to all ECAC Member States (SAF policies expertise required) – current members: Belgium, Finland, France, Germany, Ireland, Italy, Norway, Spain, Switzerland, Türkiye, Ukraine, United Kingdom EASA, EUROCONTROL, European Commission
Observers:	<ul style="list-style-type: none"> Consultation of stakeholders from the industry and/or environmental NGOs, via dedicated workshops

▶ ECONOMIC MATTERS

Title:	Economic Working Group (ECO)
Chair:	Mark Bosly (United Kingdom)
Deputy chair:	Päivi Jamsa (Finland)
Members:	Open to all ECAC Member States
Observers:	<ul style="list-style-type: none"> Observer organisations: ACI EUROPE, CANSO, European Commission, IATA

Title:	European Coordination Group for Economic Matter (ECG-ECO)
Co-chairs:	ECAC: Christine Mucina-Bauer (Austria) European Commission: Simon Brain (DG MOVE)
Members:	Open to all ECAC Member States

ECAC working groups, task forces & sub-groups

▶ LEGAL MATTERS

Title:	Legal Task Force (LEGTF)
Chair:	Machteld Cambridge (Netherlands)
Deputy chair:	Ann-Kristin Hanssen (Norway)
Members:	Open to all ECAC Member States
Observers:	• Observer organisation: European Commission

▶ COMMUNICATION

Title:	Network of Communication Specialists (NETCOM)
Chair:	Loredana Enăcheanu (Romania)
Deputy chair:	Francesca Miceli (Italy)
Members:	Open to all ECAC Member States

▶ DIVERSITY AND INCLUSION

Title:	Network of Diversity and Inclusion in civil aviation (NETD&I)
Chair:	Giovanna Laschena (Italy)
Deputy chair:	Mari Durban (United Kingdom)
Members:	Open to all ECAC Member States

▶ OTHER GROUPS

Title:	ECAC Medium-Term Objectives (EMTO) Task Force
Chair:	Karin Puleo-Leodolter (Austria)
Deputy chair:	Marina Köster (Germany)
Members:	Open to States represented on ECAC Coordinating Committee (i.e. 11 Member State representatives + experts invited by the chair)

PART III

ECAC structure and functioning



Plenary Sessions

ECAC Triennial Session
in Strasbourg in July 2024



ECAC meets in Plenary (Triennial) Session once every three years at the European Parliament in Strasbourg, the birthplace of ECAC. The duration of the meeting is one and a half days and it is typically held in June or July. The most recent Triennial Session – the forty-second – was held in Strasbourg on 9-10 July 2024.



ECAC President Alessio Quaranta
(9-10 July 2024)

Member State delegations are composed of Directors General of Civil Aviation and their senior advisors. Invitations to attend as observers are also extended to all other ICAO Member States, and to regional organisations (including ACAA, AFCAC, LACAC, ECOWAS, WAEMU) and bilateral partners with which ECAC has signed a Memorandum of Understanding. A number of European and international industry organisations are also invited to be present. The president and secretary general of ICAO are also invited to attend to give a keynote address. A typical Triennial Session would comprise approximately 160 delegates.

The Triennial Session considers reports on the activity of ECAC since the previous session, adopts ECAC's work programme and budget for the next three years, adopts recommendations, resolutions, guidelines or other conclusions, and elects the president, the vice-presidents and other members of the Coordinating Committee. The agenda may in addition include contributions and reports as appropriate from non-Member States and regional organisations, and recent Triennial Sessions have also provided an opportunity for general debate on an issue selected as being of interest to all of those present.

From time to time, Plenary Sessions are held in between Triennial Sessions if decisions at plenary level are required – for example, on the admission of a new Member State, or approval of documents.



Most recent
Triennial Session:

**42nd Plenary (Triennial)
Session (ECAC/42),
Strasbourg, 9-10 July 2024**



Director General meetings



162nd meeting of Directors General in Paris, April 2024.

Directors General of Civil Aviation (DGCA) of ECAC's 44 Member States meet three times a year, usually in May, end August and December.

▶ MEETINGS

DGCA meetings represent a unique opportunity for all Directors General to discuss issues of common interest at a pan-European level. In particular, DGCA meetings are empowered to:

- adopt conclusions, including guidelines, other than those presented to Triennial or Special Plenary Sessions for adoption;
- review policy developments;
- prepare the triennial work programme and amend it as necessary during the triennium;
- prepare triennial estimates of expenditures, and adjust such estimates annually if changes in the work programme so require; and
- establish broad priorities for the execution of the agreed work programme, and establish the groups and other working methods necessary to achieve them.

Although decisions taken by Directors General are not legally binding, they represent political commitments. Directors General are responsible for ensuring their implementation in their respective States. In addition to the formal agenda, Directors General usually seize the opportunity of DGCA meetings to discuss bilateral issues with their colleagues in the margins of the meeting.

Invitations to attend as observers are also extended to the European Commission, EASA, EUROCONTROL, ICAO and the JAA TO (as an associated body of ECAC). European representatives on the ICAO Council are also invited to participate in DGCA meetings.

The duration of the May and December meetings is one day, and they are held in Paris. Each meeting can include a closed session (Directors General of Member States only), to discuss more sensitive issues, such as elections to ICAO or security audit results.

▶ SPECIAL MEETINGS

The Special meetings of Directors General are held in the last week of August/ first week of September in one of the ECAC Member States. The more informal environment of such meetings creates a good setting for more strategic discussions and brainstorming sessions on policy issues.



72nd Special meeting of Directors General, Valletta, September 2023

Directors General meetings



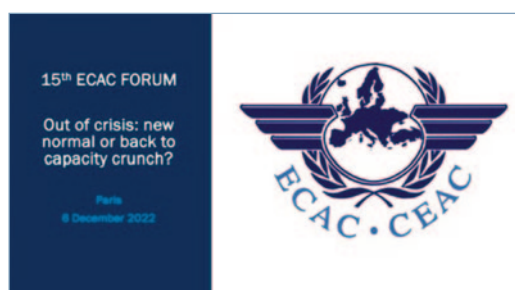
▶ ECAC FORUM

The ECAC Forum was established in 2008 to provide the Directors General of Civil Aviation of ECAC's Member States with the opportunity to openly discuss strategic issues with potentially far-reaching national and international significance. This one-day event is organised back-to-back with the December meeting of Directors General in the ECAC premises.

During the Forum, Directors General are joined by senior representatives from the European Commission, EASA, ICAO and EUROCONTROL, and the debates are very much facilitated and enhanced by input from selected guest speakers mainly from the industry, as well as academics.

In previous years, the ECAC Forum has focused on the following issues:

- the security of the long-term supply of aviation fuel (2008)
- the passenger experience (2009)
- crisis management in aviation with a special emphasis on the spring 2010 volcanic ash episode (2010)
- the impact of intermodality on aviation (2011)
- air cargo (2012)
- the economics of airports (2013)
- European air transport – a vision for the future (2014)
- connectivity and economic development (2015)
- remotely piloted aircraft systems (RPAS) (2016)
- how digitalisation is shaping the future of aviation (2017)
- sustaining aviation growth (2018)
- policies to address aviation environmental challenges (2019)
- COVID-19 crisis: from survival to recovery (2020)
- resilience of the air transport sector to crisis (2021)
- out of crisis: new normal or back to capacity crunch? (2022)





1955-1957

PIERRE J.M. NOTTET

Belgium

ECAC Presidents since 1955



1957-1970

LUIS DE AZCÁRRAGA

Spain



1970-1973

HENRIK WINBERG

Sweden



1973-1976

VICTOR VERES

Portugal



1976-1979

HANS RABEN

Netherlands



1979-1982

ERIC WILLOCH

Norway



1982-1983

FERNANDO PIÑA SAIZ

Spain



1983-1985

NOEL McMAHON

Ireland



1985-1987

ROLF KÜNZI

Switzerland



1987-1989

DETLEF WINTER

Germany



1989-1990

DANIEL TENENBAUM

France



1990-1993

DAVID C. MOSS

United Kingdom



1993

**PIERRE-HENRI
GOURGEON**

France



1994-1997

VAL H.K. EGGERS

Denmark



1997-2000

ANDRÉ AUER

Switzerland



2000-2003

ALFREDO ROMA

Italy



2003-2006

LASZLO KISS

Hungary



2006-2007

MICHEL WACHENHEIM

France



2007-2010

**LUIS FONSECA
DE ALMEIDA**

Portugal



2011-2014

CATALIN RADU

Romania



2015-2021

INGRID CHERFILS

Sweden



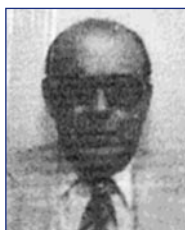
2021-

ALESSIO QUARANTA

Italy

ECAC Executive Secretaries

since 1957



1957-1969

NICOLAS DETIÈRE

Belgium



1970-1981

MAURICE DOZ

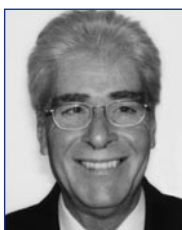
France



1982-1994

EDWARD HUDSON

United Kingdom



1994-2007

RAYMOND BENJAMIN

France



2007-2010

GERRY LUMSDEN

Ireland



2010-2019

**SALVATORE
SCIACCHITANO**

Italy



2020-

PATRICIA REVERDY

Switzerland



The ECAC Coordinating Committee (July 2024)



Alessio Quaranta
President

Italy

Focal Point for External Relations
First elected as member of the ECAC Coordinating Committee in September 2011



Damien Cazé
Vice-President

France

Focal Point for Economic matters
First elected as member of the ECAC Coordinating Committee in December 2020



Kemal Yüksek
Vice-President

Türkiye

Focal Point for Pan-European matters
First elected as member of the ECAC Coordinating Committee in May 2021



Rannia Leontaridi
Vice-President

United Kingdom

Focal Point for Environment
First elected as member of the ECAC Coordinating Committee in May 2020

The ECAC Coordinating Committee (July 2024)



Koen Milis

Belgium

First elected as member of the ECAC Coordinating Committee in July 2024



Zdeněk Jelínek

Czechia

Focal Point for Diversity and Inclusion

First elected as member of the ECAC Coordinating Committee in July 2024



Jari Pöntinen

Finland

Focal Point for Safety

First elected as member of the ECAC Coordinating Committee in July 2024



Mirjana Čizmarov

Serbia

Focal Point for Unmanned Aircraft Systems

First elected as member of the ECAC Coordinating Committee in December 2021



David Benito

Spain

Focal Point for Facilitation

First elected as member of the ECAC Coordinating Committee in May 2023



Gunnar Ljungberg

Sweden

Focal Point for Security

First elected as member of the ECAC Coordinating Committee in July 2021

The ECAC Coordinating Committee

The Coordinating Committee is the management body of ECAC and, according to Article 10 of the ECAC Constitution, has the authority to:

- establish the calendar of all meetings requiring the use of the Conference's resources;
- establish the provisional agenda for Triennial and Special Plenary Sessions;
- coordinate the activity of the bodies and, to the extent appropriate, associated bodies of ECAC and take the necessary action to complete the work undertaken;
- approve lists of non-Member States and organisations to be invited as observers to open sessions in each field of ECAC's work;
- ensure that expenses remain within the limits of the budget; and
- manage the resources of ECAC.

► MEMBERSHIP

A Director General can only become a member of the Coordinating Committee if a seat has become available. To become a member of the Coordinating Committee, he or she needs to be nominated by fellow Directors General in writing to the ECAC Secretariat. The ECAC Secretariat informs all Member States once a nomination/support of a nomination has been received. At the following Directors General meeting or Triennial Session, the successful nominee(s), determined if necessary by vote, is/are elected to the Coordinating Committee.

The Coordinating Committee is composed of a maximum of 11 members:

- the president of ECAC, elected for a three-year term of office;
- a maximum of three vice-presidents; and
- a maximum of seven other members, all of whom are Directors General of Civil Aviation of an ECAC Member State.

The Directors General of the States holding the current and next presidency of the European Union are invited to attend the meeting of the Coordinating Committee in an observing and non-voting capacity. The European Commission has the status of observer in the Coordinating Committee, given EU competency on aviation topics potentially discussed during meetings. The chair may allow other Directors General to join in the capacity as observers, on an ad hoc basis and for specific discussion topics.

► MEETINGS OF THE COORDINATING COMMITTEE

The Committee normally meets three or four times a year. Meetings are called and chaired by the president. It usually meets one month prior to DGCA meetings, and immediately after a Triennial Session.

► FOCAL POINTS

Focal Points are members of the Committee, appointed to be responsible for leading specific fields of ECAC activities. Under the Focal Point's direction, various groups such as working groups, tasks forces, and other specialist groups deliver the organisation's work programme. The Focal Points are actively involved in the preparation of DGCA meetings, for example validating discussion/information papers before they are issued, and liaising with the chairpersons of the different groups under their responsibility. During DGCA meetings, they present reports to their colleague Directors General on their specific areas of activities.

At present there are nine Focal Point portfolios:

- | | |
|---------------------------------------------------|----------------------------------------|
| • Focal Point for Diversity and Inclusion | • Focal Point for Economic matters |
| • Focal Point for Environment | • Focal Point for External Relations |
| • Focal Point for Facilitation | • Focal Point for Pan-European matters |
| • Focal Point for Safety | • Focal Point for Security |
| • Focal Point for Unmanned Aircraft Systems (UAS) | |

The terms of reference for Focal Points are defined in the ECAC Constitution. The role of the Focal Point for External Relations is traditionally held by the president of ECAC, who is assisted in his or her duties by the vice-presidents and the Focal Points.

ECAC Medium-Term Objectives (EMTO) Task Force

In the light of institutional developments and new strategic orientations in civil aviation at both the European and international levels, the ECAC Medium-Term Objectives (EMTO) Task Force ensures that ECAC maintains efficient working methods and adapts to new challenges.

In recent years, the Coordinating Committee and Directors General regularly gave specific mandates to the EMTO Task Force to support their own activities and strategic discussions.

As a consequence, the EMTO Task Force has become instrumental in preparing key documents for the organisation, such as the ECAC work programme and ECAC budget, and in assessing the implementation of the work programme and the performance of ECAC's working groups.

The continuous evolution of the role and tasks of the EMTO Task Force called for a review of its 2011 Terms of Reference (TORs), which was done in April 2016 by the Coordinating Committee. According to these TORs, the EMTO Task Force has the mandate to:

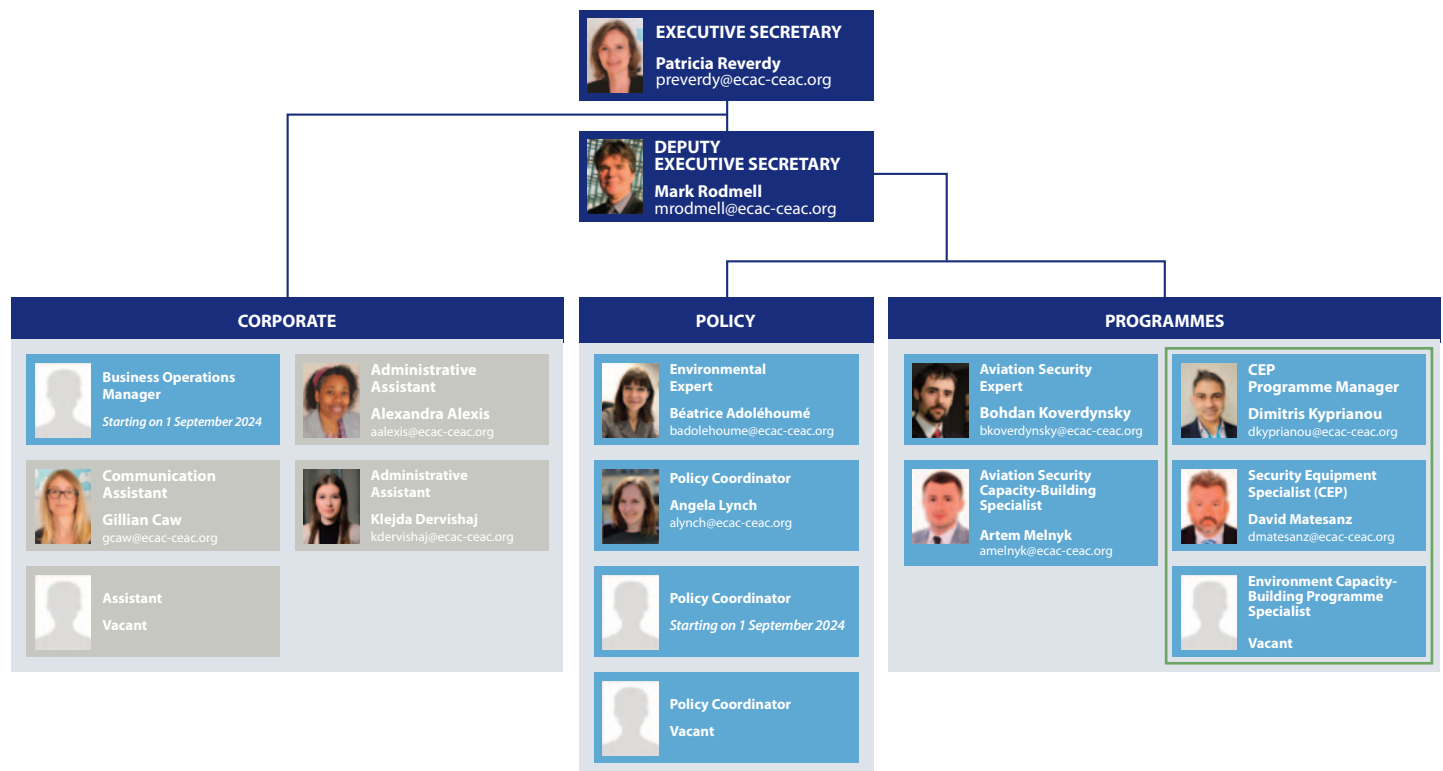
- conduct a mid-term assessment of performance against the ECAC work programme, including a review of the implementation of the external relations objectives and actions, and to evaluate the efficacy of these relations;
- assess the implementation of the previous work programme, based on the analysis received from the Focal Points, chairs and the [ECAC Secretariat](#);
- develop proposals for the work programme for the next triennium;
- develop proposals for the ECAC budget for the next triennium and review the use of the budget for the current triennium;
- prepare proposals in respect of the organisation's future [relationships](#) with other European aviation organisations, with ECAC's sister regional bodies and existing/future potential bilateral partners, and with aviation industry and other stakeholders, including consumer and environmental organisations; and
- periodically review [ECAC's Strategy for the Future – A Policy Statement](#) and ECAC's *External Relations Policy Statement*.



Member States represented on the [Coordinating Committee](#) may each designate one representative to become a member of EMTO. The chair may – at his or her own initiative – invite additional experts to join EMTO, on the basis of their personal knowledge and specific expertise, to contribute to the discussions of the task force.

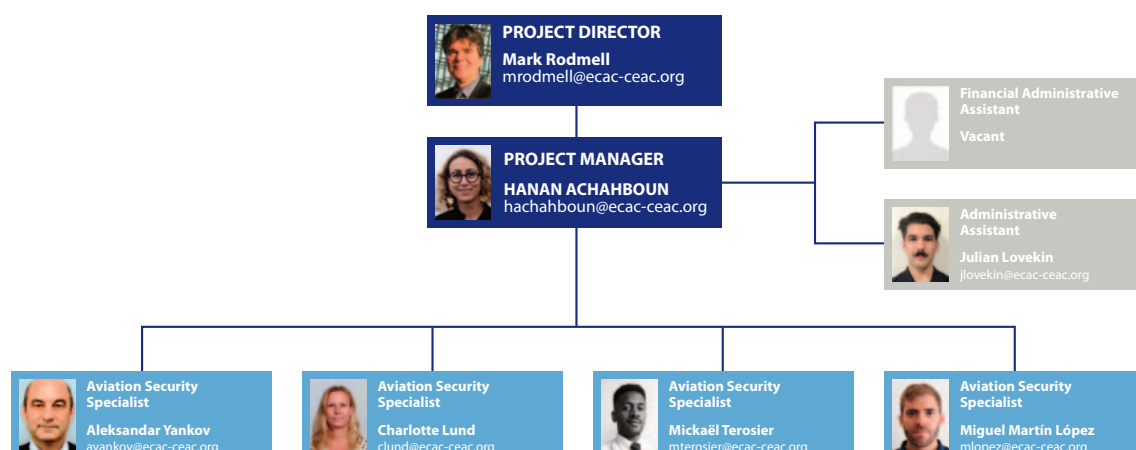
The Secretariat

Secretariat organisational chart as of July 2024



CASE II Project

CASE II Project organisational chart as of July 2024



The Secretariat

EXECUTIVE SECRETARY



Patricia Reverdy

Joined ECAC in September 2001

Nationality: Swiss

Languages: French, English, German

preverdy@ecac-ceac.org

The executive secretary is responsible for the preparation of policy advice on all aspects of ECAC's activities for the president of ECAC, members of the Coordinating Committee and other directors general. Patricia promotes ECAC's strategic priorities through participation in international meetings and coordination with international and regional organisations. She manages the ECAC Secretariat and the ECAC budget.

DEPUTY EXECUTIVE SECRETARY



Mark Rodmell

Joined ECAC in December 2020

Nationality: British

Languages: English, French

mrodmell@ecac-ceac.org

The deputy executive secretary manages and oversees the efficient and effective delivery of the ECAC work programme in most domains of activity of the organisation. He prepares policy advice and strategic options for the executive secretary and for senior level meetings and promotes ECAC activity in international forums. He also acts as the project director for the CASE II Project.

ADMINISTRATIVE ASSISTANT



Alexandra Alexis

Joined ECAC in September 2001

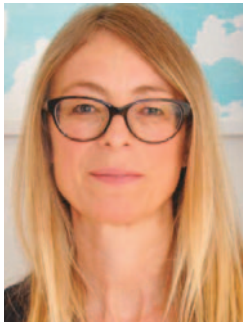
Nationality: British

Languages: English, French, Spanish

aalexis@ecac-ceac.org

The administrative assistant provides practical support in organising meetings and workshops across all domains. Within the facilitation domain, Alexandra offers administrative support in the implementation of the ECAC Quality Assessment Programme on the assistance to persons with disabilities and persons with reduced mobility.

COMMUNICATION ASSISTANT



Gillian Caw

Joined ECAC in October 1999

Nationality: British

Languages: English, French, Spanish

gcaw@ecac-ceac.org

The communication assistant produces the organisation's monthly newsletter, News Point, edits the ECAC News magazine published three times a year, compiles updates to the ECAC in Focus publication and inputs to the European Yearbook, and issues the weekly press review. She is responsible for the logistical preparations of ECAC's special events such as the ECAC/EU Dialogue with the air transport industry, Triennial Sessions, the ECAC Forum and ad hoc conferences. Gillian also manages the website and account access.

ADMINISTRATIVE ASSISTANT



Klejda Dervishaj

Joined ECAC in October 2022

Nationality: Albanian

Languages: Albanian, English, French, Italian

kdervishaj@ecac-ceac.org

Klejda provides administrative support to the organisation with a focus on corporate matters. Additionally, she is involved in the organisation's financial operations.

ENVIRONMENTAL EXPERT



Béatrice Adoléhoulmé

Joined ECAC in September 2009

Nationality: French

Languages: French, English, Portuguese

badolehoume@ecac-ceac.org

The environmental expert is responsible for developing and implementing ECAC's environment work programme. This involves coordinating the development and maintenance of ECAC standard methods, such as ECAC-CEAC Doc 29 4th Edition on the computation of aircraft noise contours, as well as supporting ECAC Member States in their contributions to ICAO's environmental activities, including the ICAO Committee on Aviation Environmental Protection (CAEP). Béatrice also supports the European coordination for ICAO events relating to the environment, and the sessions of its Assembly.

POLICY COORDINATOR



Angela Lynch

Joined ECAC in December 2022

Nationality: British

Languages: English, German

alynch@ecac-ceac.org

As policy coordinator with responsibility for facilitation and economic matters, Angela supports the implementation of the work programmes in these fields and serves as secretary to the pertinent expert groups. In the facilitation domain, her responsibilities include management of the Quality Assessment Programme on the assistance to persons with disabilities and persons with reduced mobility. She also serves as secretary to the recently established State Assistance to Air Accident Victims Task Group. Additionally, Angela supports the Legal Task Force and coordinates meetings and activities for the ECAC unmanned aircraft systems points of contact.

AVIATION SECURITY EXPERT



Bohdan Koverdynsky

Joined ECAC in November 2021

Nationality: Czech

Languages: Czech, English, Russian, German

bkoverdynsky@ecac-ceac.org

The aviation security expert is responsible for developing and maintaining effective delivery of the ECAC security work programme. Bohdan supports the ECAC Security Forum and technical working groups such as the Technical Task Force, the Explosive Detection Dogs Study Group and the Study Group on Cyber Security in Civil Aviation. Bohdan is also one of the instructors participating in developing and delivering capacity-building activities in the cyber security field. In addition, he is secretary of the European Coordination Group on Aviation Cyber Security matters.

AVIATION SECURITY CAPACITY-BUILDING SPECIALIST



Artem Melnyk

Joined ECAC in November 2020

Nationality: Ukrainian

Languages: Ukrainian, English, Russian

amelnyk@ecac-ceac.org

The aviation security capacity-building specialist supports the implementation of the ECAC Aviation Security Audit and Capacity-Building programmes, develops new, and updates existing, capacity-building activities (such as training courses, best practices, workshops) to meet the needs identified by Member States, and acts as instructor and moderator in delivering capacity-building activities for the benefit of Member States. Artem also contributes to keeping ECAC aviation security documents (such as ECAC Doc 30, Part II (Security) and the Aviation Security Handbook) up to date, and he supports the work of the ECAC Guidance Material Task Force, Training Task Force, Certified Aviation Security Auditors' Group and Behaviour Detection Study Group.

COMMON EVALUATION PROCESS (CEP) PROGRAMME MANAGER



Dimitris Kyprianou

Joined ECAC in February 2024

Nationality: Cypriot

Languages: Greek, English, Russian

dkyprianou@ecac-ceac.org

The Common Evaluation Process (CEP) programme manager is responsible for organising the CEP project management processes to ensure they are conducted reliably, efficiently and in a timely manner. The role includes facilitating better coordination among various technology strands and preparing the necessary management information, including reports and dashboards. Dimitris's principal tasks include organising meetings (CEP Management Group, information sessions with manufacturers, test centres) and interacting with several stakeholders (ECAC Member States, contributing authorities, test centres, equipment manufacturers, third countries). He uses appropriate channels to ensure all those impacted by the CEP are engaged and their specific interests are considered.

SECURITY EQUIPMENT SPECIALIST (CEP)



David Matesanz

Joined ECAC in October 2020

Nationality: Spanish

Languages: Spanish, English, French

dmatesanz@ecac-ceac.org

The CEP security equipment specialist manages the ECAC Common Evaluation Process (CEP) of security equipment, develops and maintains CEP reference documents and supports both the CEP Management Group and other ECAC bodies on policy discussions and high-level decisions. In addition, David assists the appropriate persons within ECAC Member States on accessibility issues and provides a better understanding of CEP test reports, follows up on the quality and financial aspects of the CEP, and cooperates with other States, organisations and the industry.

CASE II PROJECT TEAM

PROJECT MANAGER



Hanan Achahboun

Joined ECAC in June 2022

Nationality: French

Languages: French, English

hachahboun@ecac-ceac.org

The project manager is in charge of managing the CASE II Project, including the effective implementation of its activities and expansion to new Partner States. Reporting to the European Commission, Hanan ensures the compliant use of EU funds. She liaises with Partner States, ECAC Member States and other stakeholders to ensure the visibility of the Project, and manages the CASE II Project team.

AVIATION SECURITY SPECIALISTS

The aviation security specialists are responsible for organising and delivering virtual and on-site capacity-building activities in the field of risk management, quality control, security equipment and technologies, audits, security culture, and landside security to ECAC Partner States in the three areas of the Project, aimed at strengthening the civil aviation security regimes in the targeted regions of the CASE II Project.

The experts develop new training material for the Project, review existing courses, and prepare activity and assessment reports, while also liaising with external experts from both Member and Partner States for the delivery of activities.



Miguel Martín López

Joined ECAC in July 2023

Nationality: Spanish

Languages: Spanish, English

Training languages: English

mlopez@ecac-ceac.org



Charlotte Lund

Joined ECAC in October 2022

Nationality: Danish

Languages: Danish, English, Swedish, German, Norwegian

Training languages: English

clund@ecac-ceac.org

CASE II PROJECT TEAM



Mickaël Terosier

Joined ECAC in April 2023

Nationality: French

Languages: French, English

Training languages: French, English

| mterosier@ecac-ceac.org



Aleksandar Yankov

Joined ECAC in November 2021

Nationality: Bulgarian

Languages: Bulgarian, English, Russian

Training languages: English, Russian

| ayankov@ecac-ceac.org

ADMINISTRATIVE ASSISTANT



Julian Lovekin

Joined ECAC in October 2022

Nationality: Hungarian

Languages: English, French, Hungarian

| jlovekin@ecac-ceac.org

The administrative assistant provides general administrative support to the project manager and the team. Julian drafts document, maintains the filing system, the CASE II website, and the activity monitoring dashboard up to date, and prepares statistical reports on the delivered activities. He follows the Project's communication plan and is responsible for drafting social media posts and other communication and reporting documents.

Financing and auditing

Member State contributions to the ECAC budget

ECAC's programmes are funded by its Member States, under a formula derived from that used in ICAO to determine Member States' contributions to the ICAO budget. Annual contributions are called by the Secretariat in November of the preceding year.

▶ Financial reporting to Directors General

Directors General are provided with a report covering (i) spending against all budget heads in the year to date; and (ii) the status of contributions by Member States.

▶ Certification and auditing of ECAC accounts

Following its implementation by ICAO, ECAC also adopted the "International Public Sector Accounting Standards" (IPSAS) methodology in 2013. IPSAS is considerably more comprehensive in scope and more stringent in its information requirements than the "International Public Sector Accounting Standards" (UNSAS) used previously. ECAC applied the IPSAS methodology until 2019.

Following the entry into force of the ECAC-EUROCONTROL Agreement on the provision by EUROCONTROL of administrative services to ECAC in April 2020, ECAC adopted the International Financial Reporting Standards (IFRS) in 2020.

▶ Working Capital Fund and Special Reserve fund

Between 1992 and 1994, ECAC States contributed funds, pro rata, to the establishment of a reserve against any future temporary disruption of ECAC's cash flow. Initially, this sum was equivalent to the organisation's expenditures for one month. Recently, Member States agreed to increase the value of the working capital fund up to the equivalent of six months' expenditures.

A "Special Reserve" fund was created to cover the implementation of specific projects and new initiatives to support the organisation's activities.

Associated body of ECAC



The close-down of the former JAA system led to creation of the Joint Aviation Authorities Training Organisation (JAA TO), an organisation solely focusing on training activities.

JAA TO offers a [wide range of training courses](#) on European and international aviation safety rules and regulations, targeted at both authority and industry personnel, aiming to help improve aviation safety world-

wide and to promote the understanding of existing and new aviation regulations.

Under arrangements between ECAC and JAA TO signed in January 2009, the JAA TO is an associated body of ECAC.



Additional information here:

<https://www.ecac-ceac.org/activities/training/jaa-to-training-courses>

ANNEXES



> 69 years of ECAC
work

> Shaping civil aviation
in Europe

> A short history
of ECAC

> Constitution and
Rules of Procedure

> List of acronyms

69 years of ECAC work

- | | |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1955 | <ul style="list-style-type: none">• Inaugural Session of ECAC (29 November –16 December)• ECAC's founding Member States: Austria, Belgium, Denmark, Finland, France, the Federal Republic of Germany, Greece, Iceland, Ireland, Italy, Luxembourg, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey and the United Kingdom |
| 1956 | <ul style="list-style-type: none">• The Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe opens for signature (30 April) |
| 1959 | <ul style="list-style-type: none">• The Committee on Coordination and Liberalisation (COCOLI) was established |
| 1960 | <ul style="list-style-type: none">• The "Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft" was opened for signature (22 April) |
| 1967 | <ul style="list-style-type: none">• Major restructuring of ECAC working arrangements: Establishment of a Coordinating Committee and four Standing Committees (ECO I, ECO II, Facilitation, Technical)• The "International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services" was opened for signature (10 July) |
| 1969 | <ul style="list-style-type: none">• Cyprus became ECAC's 20th Member State |
| 1974 | <ul style="list-style-type: none">• The ANCAT group of experts and an ad hoc group dealing with security measures were established |
| 1976 | <ul style="list-style-type: none">• Amendment of the ECAC Constitution, giving Directors General meetings an institutional character |
| 1977 | <ul style="list-style-type: none">• Yugoslavia⁽¹⁾ joined ECAC |
| 1979 | <ul style="list-style-type: none">• Malta became a member of ECAC• The EURPOL Working Group was established• An operating ban was agreed for Europe, as of 1 January 1988, of aircraft not complying with noise standards of ICAO Annex 16• Establishment of Common European Procedures for the Authorisation of Category II and III Operations (Doc 17)• Publication of Joint Requirements for Emergency and Safety Airborne Equipment, Training and Procedures (Doc 18) |
| 1982 | <ul style="list-style-type: none">• First ECAC-US Memorandum of Understanding (MOU) on North Atlantic Pricing• Publication of the COMPAS report on Competition in Intra-European Air Services (Doc 25) |
| 1985 | <ul style="list-style-type: none">• Publication of Doc 30, Parts I (Facilitation) and II (Security) |
| 1986 | <ul style="list-style-type: none">• Report on Standard Method of Computing Noise Contours around Civil Airports (Doc 29) |
| 1987 | <ul style="list-style-type: none">• The "International Agreement on the Procedure for the Establishment of Tariffs for Intra-European Scheduled Air Services" was opened for signature (16 June)• The "International Agreement on the Sharing of Capacity on Intra-European Scheduled Air Services" was opened for signature (16 June) |

(1) What is nowadays meant by the term "former Yugoslavia" is the territory that was up to 25 June 1991 known as The Socialist Federal Republic of Yugoslavia (SFRY). Specifically, six republics made up the federation: Bosnia and Herzegovina, Croatia, Macedonia (officially renamed as North Macedonia in February 2019), Montenegro, Serbia (including the regions of Socialist Autonomous Province of Kosovo and Socialist Autonomous Province of Vojvodina) and Slovenia.

69 years of ECAC work

1988	<ul style="list-style-type: none"> • First ECAC meeting at ministerial level followed by the publication, in 1990 and 1992, of the <i>ECAC Strategy for the 1990s</i> • Development of a “Code of Conduct for Computer Reservation Systems” • JAA became an associated body of ECAC
1989	<ul style="list-style-type: none"> • ECAC Symposium on the Future of European Leisure Air Transport (23-25 October) • Monaco joined ECAC
1990	<ul style="list-style-type: none"> • First ECAC Symposium on Civil Aviation Security, in Paris (6-8 November) • Hungary and Poland became ECAC Member States
1991	<ul style="list-style-type: none"> • Development and publication of the <i>ECAC Handbook on Airport Guidelines</i> • Bulgaria, the Czech Republic, Romania and Slovakia joined ECAC
1992	<ul style="list-style-type: none"> • Croatia, Lithuania and Slovenia joined ECAC
1993	<ul style="list-style-type: none"> • Latvia joined ECAC
1994	<ul style="list-style-type: none"> • ECAC/ECMT Seminar on Access to Air Travel for People with Reduced Mobility
1995	<ul style="list-style-type: none"> • First ECAC/EU Dialogue with the European air transport industry, in Noordwijk (6-7 July) • Estonia joined ECAC
1996	<ul style="list-style-type: none"> • The ECAC SAFA Action Programme became operational • First ECAC Environmental Policy Statement • Armenia and Moldova joined ECAC • Publication of the first issue of the <i>ECAC News</i> magazine (March)
1997	<ul style="list-style-type: none"> • Finalisation of the “ECAC Institutional Strategy for Air Traffic Management in Europe” • The former Yugoslav Republic of Macedonia (officially renamed as North Macedonia in February 2019) joined ECAC • Inauguration of the ICAO/ECAC European Aviation Security Training Institute – EASTI, in Haren (19 November)
1998	<ul style="list-style-type: none"> • Signature of MOUs with AFCAC and LACAC • Albania joined ECAC
1999	<ul style="list-style-type: none"> • Directors General adopted the EMTO (ECAC’s Medium-Term Objectives) Task Force report, defining ECAC’s role at the beginning of the new millennium and introducing the concept of Focal Points • Ukraine joined ECAC • Signature of MOU between ECAC and ICAO for Cooperation on Safety Oversight Audits and Related Matters
2000	<ul style="list-style-type: none"> • MATSE/6, laying the foundations for a Single European Sky • Signature of an MOU with ACAC (now ACAO)
2001	<ul style="list-style-type: none"> • The ECAC Aviation Security Audit Programme became operational
2002	<ul style="list-style-type: none"> • Protocol of Intention signed with Russian Federation • Airline and Airport Voluntary Commitments on Air Passenger Services became operational (14 February) • Azerbaijan, Bosnia and Herzegovina and Serbia joined ECAC
2003	<ul style="list-style-type: none"> • Adoption of a modernised ECAC Environmental Policy Statement • Launch of the ECAC Aviation Security Capacity-Building Programme
2004	<ul style="list-style-type: none"> • Signature of an MOU with ICAO regarding aviation security audits and related matters
2005	<ul style="list-style-type: none"> • Georgia joined ECAC

69 years of ECAC work

-
- 2006**
- Recommendation on ECAC-wide application of the Community list of carriers subject to an operating ban
 - Recommendation on the prevention of the spread of communicable diseases by means of air travel
 - Code of Conduct on cooperation in the field of civil aviation accident incident investigation
 - Signature of an MOU with the West African Economic and Monetary Union (WAEMU)
-
- 2007**
- Following the implementation of the FUJA Report, the Joint Aviation Authorities became "JAA T" (Transition)
 - Signature of an MOU with the Civil Aviation Authority of Singapore
 - Signature of an MOU with the General Civil Aviation Authority of the United Arab Emirates
-
- 2008**
- San Marino and Montenegro joined ECAC
 - ECAC/EU Conference on meeting the environmental challenge (Geneva)
 - Launch of the ECAC Common Evaluation Process (CEP) of security equipment
 - Establishment of the first annual ECAC Forum
-
- 2009**
- Closure of the Joint Aviation Authorities
 - Establishment of JAA Training Organisation (JAATO) as an associated body of ECAC
 - Signature of an MOU with Republic of Korea's Ministry of Land, Transport and Maritime Affairs
 - Former ECAC Executive Secretary Raymond Benjamin became Secretary General of ICAO
-
- 2010**
- Signature of an Memorandum of Cooperation with ICAO
 - Directors General received the national safety oversight comparative analysis benchmarking study, conducted amongst ECAC Member States
-
- 2011**
- Signature of an MOU on aviation security with United States' Transportation Security Administration (TSA)
 - Establishment of ECAC Focal Point for Pan-European matters
 - Directors General, in a Special Plenary Session, adopted amendments to ECAC Recommendation 27/4 in respect of NOx emission charging schemes (September)
 - Signature of an MOU on aviation security with Australian Department of Infrastructure and Transport
 - Decision to establish ECAC standing group on coordination in European search and rescue
 - ECAC established first ever pan-European network of civil aviation training organisations (TRANET)
 - Establishment of ECAC Directors General Familiarisation Course
 - ECAC invited to address hearing of European Parliament's Transport and Tourism Committee on aviation security
-
- 2012**
- Signature of an MOU and Safety and Security Implementation Plan with IATA
 - Signature of an MOU with Transport Canada concerning civil aviation security
 - Signature of an MOU with the Economic Community of West African States (ECOWAS)
 - ECAC Secretariat joined ACI EUROPE Airport Carbon Accreditation Advisory Board
 - Publication of *ECAC Guidance on the Underwater Location and Recovery of Aircraft Wreckage and Flight Recorders*
 - Vice-president of the European Commission, Siim Kallas, participated in ECAC DGCA/139 meeting, and signed a joint declaration confirming shared ECAC/EU commitment to cooperate
 - Signature of a Cooperation Arrangement in the field of civil aviation security with the European Commission
-
- 2013**
- Workshop jointly organised by ECAC and the United States' Federal Aviation Administration on best practices in three key areas of aviation safety (Istanbul)
-

69 years of ECAC work

	<ul style="list-style-type: none"> • ECAC started activities on behaviour detection in aviation security • Signature of an MOU between ECAC and TRACECA (International Transport Corridor Europe-Caucasus-Asia)
2014	<ul style="list-style-type: none"> • Aviation Security Seminar jointly organised by ECAC and ICAO regional offices of Paris, Dakar and Cairo • Signature of a Cooperation Arrangement with the Civil Aviation Administration of Indonesia • Signature of a Cooperation Arrangement with CANSO • Signature of an MOU with the Civil Aviation Administration (CAAC) of China • First meeting between the Coordinating Committee and CAAC held in Paris
2015	<ul style="list-style-type: none"> • Signature of a Cooperation Arrangement with Malaysia • Directors General adopted the updated <i>ECAC Strategy for the Future</i> and <i>ECAC External Policy Statement</i> • Official launch of the EU-funded and ECAC-implemented CASE I Project (Civil Aviation Security in Africa and the Arabian Peninsula)
2016	<ul style="list-style-type: none"> • Creation of two new working groups: the Economic Working Group (ECO) and the Network of Chief Economists (NCE) • ECAC Coordinating Committee approved a new Focal Point portfolio on Remotely Piloted Aircraft Systems (RPAS) • ECAC Directors General issue the Bratislava Declaration at DGCA (SP)/65, a common statement on joining a global market-based measure scheme from its start • Official launch of the EU-funded and EASA/ECAC-implemented Project "Supporting the implementation of aviation agreements in the Eastern Partnership countries and upgrading civil aviation safety and security standards in Central Asia (EaP/CA Project)"
2017	<ul style="list-style-type: none"> • Development of an updated version of Doc 30 Part II (Security) and new comprehensive guidance material on cyber security • Adoption of the new ECAC Training Policy Statement • Disbanding of the ECAC Network of Training Organisations (TRANET)
2018	<ul style="list-style-type: none"> • Signature of a Cooperation Arrangement in the field of aviation security with the Civil Aviation Authority of New Zealand
2019	<ul style="list-style-type: none"> • First meeting of the newly established European Safety and Air Navigation Coordination Group (ESANCG) • Signature of a Cooperation Agreement with ACI EUROPE • A new ECAC capacity-building programme on facilitation was developed, with a strong focus on quality of services to persons with disabilities • Creation of consolidated guidance material on cyber security
2020	<ul style="list-style-type: none"> • Signature of an agreement between ECAC and EUROCONTROL concerning the provision of administrative services by EUROCONTROL to ECAC • Development of COVID-19 guidance material on economic measures, facilitation, training, security and communication • Signature of a Cooperation Arrangement between ECAC and the Ministry of Industry and Infrastructure Development of Kazakhstan • Launch of EU-funded and ECAC-implemented CASE II Project (Civil Aviation Security in Africa, Middle East and Asia), following successful completion of the CASE I Project
2021	<ul style="list-style-type: none"> • Launch of the ECAC capacity-building programme on environment • Creation of the ECAC Network of Communication Specialists (NETCOM)
2022	<ul style="list-style-type: none"> • Creation of the ECAC Network of Diversity and Inclusion in civil aviation (NETD&I) • Launch of the European Coordination Group on Cyber Security (ECG-CS)

69 years of ECAC work

2023

- Adoption of ECAC Charter on Diversity and Inclusion by Directors General at DGCA/160 (23 May)
- Directors General approve a new Focal Point portfolio on diversity and inclusion
- Publication of the first *ECAC Guidance on Sustainable Aviation Fuels (SAF)*
- Joint ECAC-ICAO EUR/NAT regional workshop on assistance to aircraft accident victims and their families, held in Milan
- ECAC hosted the first-ever formal meeting of the leaders of all four regional civil aviation organisations (ACAO, AFCAC, LACAC and ECAC) in Paris
- Decision of Directors General to organise a Diplomatic Conference in 2025

2024

- Joint ECAC-ICAO EUR/NAT workshop on National Facilitation Programmes and Committees, held in Athens
- Launch of the ECAC Quality Assessment Programme on the assistance to persons with disabilities and persons with reduced mobility
- Creation of the State Aviation Assistance to Air Accident Victims (SAAV) Task Group
- Creation of the Threat Response Group (TRG)
- Creation of the Common Testing Methodologies (CTM) Sub-Group

Shaping civil aviation in Europe

▶ 1955-1964

The opening meeting of the Conference on Coordination of Air Transport in Europe (CATE) was convened in the Assembly Chamber of the Council of Europe, Strasbourg on 21 April 1954, by Dr Edward Warner, President of the Council of ICAO, in the presence of Mr Léon Marchal, Secretary General of the Council of Europe. Stemming from a resolution adopted the previous year by the Committee of Ministers of the Council of Europe, the CATE concluded on 8 May 1954 with a decision to set up the “European Civil Aviation Conference”.

ECAC held its inaugural session in Strasbourg from 29 November to 16 December 1955. A Constitutional Commission considered the formal establishment and status of the “Conference” (as it came to be known), its Rules of Procedure and its relationship with ICAO and with those European governmental and non-governmental agencies whose tasks might be closely associated with those of ECAC. Nineteen States became members at ECAC’s inaugural session.

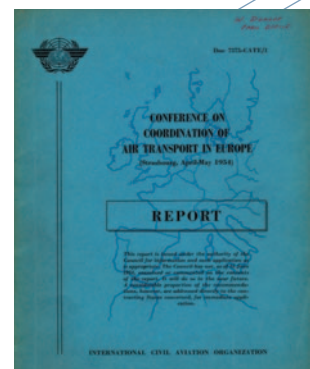
In the early years, the bulk of ECAC’s work was handled in Plenary Sessions, held annually and lasting between two and three weeks. In between those sessions, the work was guided by what was termed “the ECAC Bureau”, comprised initially of the president and three vice-presidents and later increased to include up to seven vice-presidents.

A prime objective of ECAC from the outset was to develop a multilateral agreement for scheduled services. Despite intensive efforts, fundamental differences on how to deal with route rights capacity sharing led to the setting in 1959 of a less ambitious goal. A Committee on Coordination and Liberalisation (COCOL) was established, its main task being to study the measures of a governmental nature that could be taken to facilitate and encourage coordination and cooperation between European airlines and to promote liberalisation. COCOL’s remit was subsequently widened to deal with any matters of economic concern and the Committee played a highly influential role in developing many facets of ECAC policy, before it was replaced in a restructuring undertaken in 1967.

A significant achievement was the conclusion in 1956 of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe. This provided liberal access for certain categories of non-scheduled operations. These categories were subsequently expanded by way of ECAC recommendations.

Other activities undertaken in the economic field included assessment of the effects of jet aircraft, collection of statistics on non-scheduled operations, the regulation of cargo on services and the categorisation of the different forms of charter operation. The introduction of helicopter services and their regulation was another item on the agenda in the early days.

From its establishment, ECAC took an active role in promoting the harmonisation of policies in the technical and facilitation fields. Technical subjects included rules governing the interchange of aircraft between registers, criteria for training air navigation and ground personnel, validation of pilots’ licences and flight testing of navigational and landing aids.



Shaping civil aviation in Europe

Particularly noteworthy was the conclusion in 1960 of a Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft.

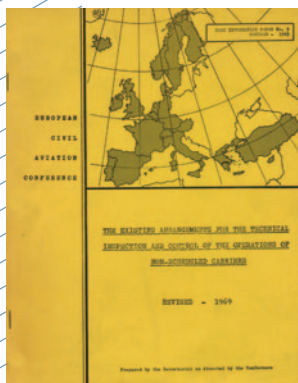
In the facilitation field, ECAC adopted many recommendations covering subjects as diverse as the elimination of embarkation disembarkation cards and the streamlining of baggage-handling arrangements. An interesting recommendation dating back to 1957 encouraged the establishment of duty-free shops at airports.

During its formative years, ECAC relied heavily on secretariat support provided by ICAO. This was particularly the case for Plenary Sessions. Noteworthy also was the close cooperation which existed between ECAC and the Air Research Bureau – a forerunner of the Association of European Airlines (AEA) – and between ECAC and the Institute of Air Transport (ITA). By the end of the decade, ECAC's working arrangements had evolved considerably, with the result that by 1964 it was agreed that the Plenary Session would only be needed on a triennial basis.

► 1965-1974

This decade saw the first increase in ECAC membership, with Cyprus joining in 1969. It also saw a major restructuring of working arrangements, with the creation of a Coordinating Committee and the establishment of four Standing Committees, two economic (one each for scheduled and non-scheduled air transport), a technical and a facilitation committee. The first formal meeting of Directors General took place in April 1967. High-level meetings of this kind had taken place earlier, but always on the initiative of a single Director General, with the meeting being held in his office.

10 July 1967 was a significant day in ECAC's history, with the opening for signature in Paris of the International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services. The Agreement set down procedures which were to prove the norm for the best part of the following twenty years.



The major preoccupation of ECAC during the decade was the rapid development of the non-scheduled service market, particularly on the North Atlantic. A decision in 1966 by the US Civil Aeronautics Board to authorise inclusive tour traffic by six supplemental, non-scheduled US carriers sparked off major activity within ECAC. Intensive negotiations involving ECAC, the United States and Canada continued over several years and culminated in the "Ottawa Declaration" of 1972, which established a common set of principles for the operation of North Atlantic charters. In June 1978, ECAC Member States supplemented the Declaration with a Memorandum of Understanding which established an agreed framework within which bilateral negotiations with the United States were pursued.

The era of mass transportation had arrived and the challenges which ECAC faced in finding ways of handling innovative concepts such as Inclusive Tour, Affinity, Advance Booking, Student and Special Event charters were clearly formidable.

Within Europe, the charter mode was also making its mark and here, too, ECAC played its part in defining an acceptable regulatory regime.

Topics dealt with in the technical field ranged from consideration of the sonic boom to widening of the scope of the 1960 Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft to cover the import of spare parts, engines, etc. All-weather operations, mutual recognition of private pilot licences and the performance characteristics of airborne navigation and communications equipment were amongst other issues considered.



Shaping civil aviation in Europe

Towards the end of the decade, work began to take a new direction in response to concern for protection of the environment. Thus, the Group of Experts on the Abatement of Nuisances Caused by Air Transport (ANCAT) was set up in 1974, with terms of reference to cover the abatement not only of noise, but of all nuisances caused by air transport.

Air navigation did not feature as a major issue, though concerns were beginning to be expressed about congestion. Of interest from that perspective is the fact that by the early 1970s a need was seen for consultations with the European Space Agency about a possible European air traffic control satellite.

Activity in the facilitation field concentrated in the main on implementation of already existing recommendations. Sabotage and air piracy became major problems and ECAC played a significant role in various actions undertaken by ICAO, including the preparation and signature of several international conventions. The heightened level of activity led in 1974 to the inclusion of security problems in ECAC's work programme, with the task entrusted to an ad hoc working group under the Facilitation Committee.

► 1975-1984

T "Open Skies" deregulation policy pursued by the United States in the late 1970s, the conclusion of radically new types of bilateral agreements between the US and some ECAC States, the inauguration of the Laker Skytrain and the arrival of "price wars" on the North Atlantic marked the beginning of a new era. The efforts which ECAC had devoted to securing a coordinated multilateral approach to North Atlantic charter policy proved futile in the rapidly changing environment, with the differences between scheduled and charter transport becoming less and less. Tripartite discussions continued between ECAC, the United States and Canada, but concentrated largely on exchanging views and monitoring statistically the results of charter liberalisation and scheduled service deregulation.

June 1978 saw the publication of the US Civil Aeronautics Board's Show Cause Order on the subject of IATA tariff agreements. With North Atlantic services specially targeted, ECAC mounted a strong campaign against the move, which was seen as forming part of an attempt by the United States to impose its policy of deregulation on other States. After much effort, the ECAC campaign bore fruit with the conclusion in May 1982 of the first ECAC-US Memorandum of Understanding on North Atlantic pricing. Combining flexibility, in the form of automatic approval zones for fares, with stability in the shape of assurances of anti-trust immunity for inter-carrier tariff coordination, the experimental MOU turned into a formidable instrument. What was initially agreed as an experiment for six months lasted for almost ten years.



Assad Kotaite, President of ICAO, with Erik Willoch, President of ECAC, and Franz Karasek, Secretary General of the Council of Europe, during the ECAC Plenary Session in 1982.

Shaping civil aviation in Europe

The climate of change was not confined to the North Atlantic. Within Europe, radical policy changes were also to emerge. The European Commission was beginning to have an important influence, publishing in 1979 its Memorandum No. 1, followed by Memorandum No. 2 in 1984. Pivotal in the process of change was a decision taken by ECAC to establish the EURPOL Working Group in 1979. From this stemmed the COMPAS Task Force with a remit to study the state of competition in intra-European air services. The COMPAS report, published in 1982, was a milestone in European civil aviation and provided much of the innovative thinking for the liberalisation measures that were to follow both within ECAC and in the European Community.

In the environmental field, measures to mitigate nuisances continued to be a major preoccupation. By 1979, a prohibition had been introduced on the operation of aircraft not complying with the noise standards of Annex 16 to the Chicago Convention. A major study was undertaken on the effects of limiting Chapter 2 operations, foreshadowing policies to be adopted later on. Other notable work in the technical field included the updating of procedures for authorisation of all-weather operations and the adoption of several recommendations for emergency and safety airborne equipment for which a special working group (REMSA) had been created in 1979.

Work in the facilitation and security areas intensified. Of particular significance in the facilitation field was a decision taken in 1985 to publish a Manual of ECAC recommendations. That year also saw the adoption of a major ECAC policy statement in the field of aviation security, which was later added to the facilitation manual to form Doc 30, ECAC's comprehensive policy document on facilitation and security matters.

Midway through this decade, ECAC celebrated its 25th anniversary, an occasion that was marked by a special meeting at which keynote addresses were made by Madame Simone Veil, then President of the European Parliament, and by Mr Anders Björck, at that time Vice-President of the Parliamentary Assembly of the Council of Europe.

During this decade, ECAC's membership grew to 22 States, Yugoslavia and Malta having joined in 1977 and 1979.



ECAC Plenary Session, Strasbourg, in 1982.

Discussion between Noel McMahon, then outgoing ECAC President, Rolf Künzi, then appointed ECAC President, and a delegate at the ECAC Plenary Session in 1982.



ECAC Plenary Session, Strasbourg, in 1976.

Shaping civil aviation in Europe

► 1985-1994

Raymond Benjamin, ECAC Secretariat, Detlef Winter, President of ECAC, Edward Hudson, Executive Secretary of ECAC, and Kevin Kealy, ECAC Secretariat, during the signature of the Tariffs and Capacity Agreement in June 1987.



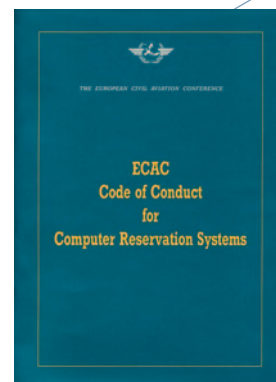
The political changes witnessed in Europe brought with them consequences of great significance to ECAC. With the admission of several Central and Eastern European States, membership grew to 33 States. ECAC was faced with the challenge of assisting its new Member States to adapt to their new circumstances, a task that continued throughout its fifth decade.

Another landmark in ECAC's history was the holding, for the first time, of a meeting at Ministerial level. Serious air traffic congestion called for urgent remedial action and led in 1988 to the bringing together of Ministers of Transport in an ECAC framework. This first meeting, held in Frankfurt, was followed by five further Ministerial meetings: Paris (1990), London (1992), Copenhagen (1994 and 1997) and Brussels (2000). Through these meetings, a political impetus was given to the establishment of a European Central Flow Management Unit, the EATCHIP and APATSI strategies were adopted, followed by the ATM 2000+ strategy leading to the construction of the 'Single European Sky'.

In the economic area, the decade was marked by the completion in 1987 of two international agreements, dealing respectively with capacity sharing and tariffs. These agreements constituted a significant step in the European liberalisation process, one that both ECAC and the European Community built on in the years that followed. Another piece of pioneering work was the development within the TARPOL group of a Code of Conduct for Computer Reservation Systems.

The North Atlantic dialogue continued, with policy on computer reservation system regulation becoming the major theme. The MOU on North Atlantic pricing was revised and renewed a number of times, until in October 1991 it lapsed, largely as a result of liberal tariff approval regimes concluded bilaterally between several ECAC Member States and the United States.

Environmental issues continued to dominate the technical scene. After several years of intensive effort, including close consultations with the African Civil Aviation Commission (AFCAC) and the Latin American Civil Aviation Commission (LACAC) and with other States, ECAC managed to develop a compromise formula for the phasing-out of Chapter 2 aircraft. This formed the basis for a worldwide solution adopted by the 28th Assembly of ICAO in 1990.



ECAC Code of Conduct for Computer Reservation Systems.



ECAC Plenary Session, Strasbourg, in 1985.



Raymond Benjamin, designate Executive Secretary of ECAC, Gerry Lumsden, ECAC Secretariat, and V. Junek, Representative of Czech Republic, during the ECAC Plenary Session, in 1994.

Shaping civil aviation in Europe

Also of significance in the technical area was the granting to the Joint Aviation Authorities (JAA) of the status of associated body of ECAC.

The loss of Pan Am flight 103 over Lockerbie in December 1988, the loss of UTA flight 772 over Africa in September 1989 and the heightened international tension during and following the first Gulf War led to a stepping up of ECAC's activity in the security field. This included the organisation in 1990 of a major symposium, which brought together in Paris some 600 participants from 50 countries worldwide, and some 20 manufacturers of security equipment.

Work in the facilitation field took up the challenge of the Single Market and the Schengen Agreement, and issues associated with ECAC's wider membership in Central and Eastern Europe. ECAC, in cooperation with the European Conference of Ministers of Transport (ECMT), also organised in 1994 a very successful conference dealing with the question of access to air travel for people with reduced mobility.

A revised version of ECAC's Constitution was adopted in 1993. In keeping with the terms of its revised Constitution, ECAC adopted in 1994 a statement of medium-term objectives, which formed the basis for its work programme.

▶ 1995-2004

ECAC membership continued to grow considerably during the decade. Nine more States (Armenia, Moldova, the former Yugoslav Republic of Macedonia, Albania, Ukraine, Azerbaijan, Bosnia and Herzegovina, Serbia and Georgia) joined the Conference, bringing its membership to 42 States. Integration naturally continued to rank among the highest priorities on the organisation's work programme. Participation in ECAC activities, presidential and integration visits, as

well as training and workshops laid the foundation for the successful integration of all of the new Member States, with activities being concentrated not only on individual States but also on regions. In this connection, a ministerial conference in South-East Europe, organised in Zagreb in Summer 2004 in cooperation with AEA, ACI EUROPE and ERA, offered a forum to discuss the role of the air transport industry in assisting economic development.

Safety and security remained major preoccupations during the decade. The SAFA (Safety Assessment of Foreign Aircraft) Action Programme was launched on 3 July 1996. Complementing the ICAO Universal Safety Oversight Audit Programme, which had been established in the same year, ECAC concentrated on ramp inspections of aircraft landing in ECAC Member States, carried out in a non-discriminatory manner with regard to ECAC Member State air carriers and those from other States. The SAFA



ECAC/JAA – SAFA Programme, in 2000.

ECAC Triennial Session, Strasbourg, in 2003.



Shaping civil aviation in Europe

André Auer, ECAC President, Assad Kotaite, President of ICAO, Pierre Graff, France, and Christian Eigl, ICAO Regional Director, at the opening of the auditorium in the ICAO EUR/NAT ECAC premises.



Programme was kept under constant scrutiny and periodically revised and improved, including through the creation of a database collecting the reports of all inspections, the development of a Handbook of SAFA Ramp Inspection Procedures, the launching of an exchange for SAFA inspectors, and an alert system. In the field of accident investigation, ECAC held, in 2000 in Tallinn, a Symposium on Assistance to Victims of Aviation Accidents and their Families.

In January 2001, ECAC launched a new Aviation Security Audit Programme to assess the implementation of Doc 30, Part II Recommendations and assist ECAC Member States by providing advice and technical expertise. In five years, more than 50 airports were audited, and a considerable number of auditors were trained and certified by ECAC. In November 2004, Directors General decided to further develop the ECAC Audit Programme by placing an equal emphasis on assistance activities, with the main objective of supporting Member States' efforts to rectify deficiencies identified during audits. This decision marked the start for what is known today as the ECAC Capacity-Building Programme.

The events of 11 September 2001 obviously had an enormous impact on ECAC's activities in the security field. The organisation immediately initiated work on issues such as control of access to the cockpit, in-flight security personnel and effective air-ground communication. All this work was carried out in close coordination with the European Union, which in 2002 for the first time issued regulations in the security area, using ECAC Doc 30, Part II as its reference document. In the technical area, a Threat Image Projection library was developed, and shared with all Member States. In addition, preparatory work started with regard to the development of a European certification system for security equipment.

19 November 1997 saw the inauguration of the ICAO/ECAC European Regional Aviation Security Training Institute, with a mission to develop standardised training courses on security-related issues for Europe. Environmental issues continued to be prominent. In 1997, Directors General of Civil Aviation demanded stronger measures to reduce aircraft noise in Europe and worldwide, something reflected in a new Environmental Policy Statement agreed in 2003 which confirmed ECAC's objective to limit or reduce the environmental impact of aviation and, in particular, to stabilise or preferably reduce the number of people affected by aircraft noise to the level achieved on 1 April 2002 (when normal operations using aircraft that met ICAO "Chapter 2" noise standards ceased in Europe); and to limit or reduce emissions from aviation. On the last topic, a common methodology for aircraft emissions calculations and a NOx classification scheme were each developed and put in place in 2003.

In the economic field, the first in a series of ECAC/EU Dialogues with the European air transport industry took place in the Netherlands, on 6 and 7 July 1995, and focused on "A Competitive European Air Transport Industry in a Global Environment". Four equally successful Dialogues followed that decade at two yearly intervals, each one presenting both regulators



Discussion during the fifth MATSE meeting between Kurt Larsen, Denmark, Neil Kinnock, European Transport Commissioner and two delegates, Copenhagen, 1997.

Shaping civil aviation in Europe

and those regulated an opportunity for a useful exchange of views on aviation topics of current concern. Passenger rights were among these, and as a result of the dialogue held in May 2001 in Lisbon, airlines and airports agreed on voluntary air passenger commitments, which were officially implemented on 14 February 2002. Still in the economic field, ECAC issued a Recommendation on Leasing of Aircraft in 1997, and a Resolution on Minimum Level of Insurance Cover for Passenger and Third-Party Liability (1994, modified in 2002). Capacity and air traffic management issues continued to be high on the agenda in the first half of this fifth decade of ECAC's existence. In 1996, ECAC Directors General of Civil Aviation decided to establish a Central Office for Delay Analysis (CODA), as a structure to identify bottlenecks in European air traffic management. A ministerial meeting in 1997 (MATSE/5) adopted a new institutional strategy for ATM in Europe, laying the grounds for a single, Europe-wide structure for ATM policy and planning, under the auspices of EUROCONTROL. This was completed by a MATSE meeting in January 2000, hosted by EUROCONTROL, which paved the way for the Single European Sky. A collaborative forum of stakeholders, initiated by ECAC, met first on 22 March 2001 to discuss the first edition of an ECAC/EUROCONTROL Study on Constraints to Growth, published in 2001.

External relations remained an important area of ECAC's work. Regular meetings took place with the United States and ECAC's sister organisations. ECAC signed Memoranda of Understanding with AFCAC and LACAC in 1998, followed by one with ACAC (now ACAO) in May 2000. On 1 February 2002, ECAC and the Russian Federation signed a Protocol of Intention which contemplated the possible future membership of the Russian Federation in ECAC.

A Symposium on Selected Aspects of Passenger Health in Air Travel, held in October 2002, initiated work in this new area and led to the development of an ECAC manual containing harmonised recommendations and guidance material for the use of operators and authorities alike.

▶ 2005-2014



ECAC membership continued to grow, with San Marino and Montenegro joining ECAC in 2008, bringing its membership to 44 States.

ECAC strengthened its international relations with regional organisations and individual States, including through regular meetings with the USA and sister organisations, in particular in preparation for and during the 37th and 38th ICAO Assemblies.

In 2006, ECAC signed an MOU with the West African Economic and Monetary Union (WAEMU), and in 2007 two further MOUs with the United Arab Emirates and Singapore. Following the MOU with the Republic of Korea in 2009, ones focusing on aviation security were concluded in 2011 with the Australian Department of Infrastructure and Transport and the US Transportation Security Administration, as well as with Transport Canada in 2012. 2012 also saw the signature of an MOU with the Economic Community of West African States (ECOWAS) and of a Cooperation Arrangement with the European Commission in the field of aviation security, which was complemented every year by a Rolling Programme

of activities. In 2013, ECAC signed an MOU with TRACECA (International Transport Corridor Europe-Caucasus-Asia), followed, in 2014, by a Cooperation Arrangement with the Directorate General of Civil Aviation of Indonesia and an MOU with the Civil Aviation Administration of China.

The relations with the aviation industry were also strengthened with ECAC's endorsement of the Airport Carbon Accreditation Program of ACI EUROPE in 2009 and of the IATA ISAGO (Safety Audit Ground Operations) Program in 2011. Furthermore, ECAC signed an MOU with IATA in 2012 and, in 2014, a Cooperation Arrangement with CANSO.

In aviation security, the ECAC Audit Programme continued to deliver support to Member States through the assessment of the implementation of Doc 30, Part II, and by providing advice and technical expertise to Member States. Building on the Directors General decision in November 2004 to place

Shaping civil aviation in Europe

Signature of a Memorandum of Understanding between ICAO and ECAC with Assad Kotaite, President of ICAO, Laszlo Kiss, President of ECAC, Raymond Benjamin, Executive Secretary of ECAC, Michel Wachenheim, France, and Taïeb Chérif, Secretary General of ICAO, Paris, in 2004.



equal emphasis on both audit and capacity-building activities, the ECAC Capacity-Building Programme saw a continuous growth of its scope and volume of activities to include multilateral workshops on issues such as risk management, cargo security, behaviour detection, cyber security, ATM security and communication in aviation security. In addition, ECAC developed and delivered several training courses (initial, recurrent and cargo) on best practices for national auditors. For the first time in 2011 ECAC published an aviation security capacity-building programme catalogue, which provided Member States with an easy reference guide to all ECAC capacity-building activities. Each year this catalogue is revised, updated, and re-issued to Member States.

Three Security Task Forces were incorporated into the ECAC aviation security organisational structure. The Guidance Material Task Force (GMTF) was established to produce best practice advice and guidance to support Member States' implementation of Doc 30, Part II Recommendations. Key documentation and guidance delivered by this Task Force were regularly included in the ECAC Aviation Security Handbook and in Doc 30, Part II. The Training Task Force (TrTF) was established to develop training materials and guidance for Member States on the various aspects of training and certification in aviation security, and the Technical Task Force (TTF) continued to develop technical specifications and common testing methodologies for security equipment. The TTF provides technical expertise in support of the ECAC Common Evaluation Process (CEP) of security equipment.

The ECAC CEP was launched in August 2008 with the signature of "Administrative Arrangements". Implementation of the CEP went forward quickly in 2009, with the completion of pilot tests and the first recognition under the Process of Explosive Detection Systems which had met the required performance standards. Directors General later agreed to extend the CEP to the testing of liquid explosive detection systems, security scanners, explosive trace detection equipment and in 2015 to metal detection equipment. The list of equipment meeting Doc 30 performance standards including the particular performance standard achieved, and the configuration of the equipment tested, is published on the ECAC website for the benefit of the wider aviation security community, i.e. industry stakeholders and non-ECAC States.

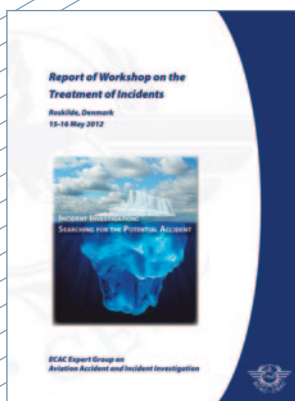


Tony Tyler, CEO and Director General of IATA, Salvatore Sciacchitano, Executive Secretary of ECAC, and Catalin Radu, President of ECAC, during the ECAC Triennial Session in 2012.

Shaping civil aviation in Europe



ECAC Triennial Session, Strasbourg, in 2012.



Accident and Incident Investigation Expert Group's (ACC) report of the workshop on the Treatment of Incidents held in 2012.

Work also focused on a more risk-based approach to security and gave priority to the development of guidance material on risk management, cyber threats, unpredictability, behaviour detection and insider threats.

In 2009, the ECAC Vulnerability Assessment Programme was developed, and at the request of Member States, ECAC began undertaking vulnerability assessments on landside security, insider threats, and cyber security. These activities allowed Member States to look beyond basic compliance monitoring to better identify and mitigate threats against civil aviation.

ECAC Member States participated actively in the ICAO High-level Conference on Aviation Security in September 2012, securing all their objectives for the event, and also contributed to the yearly meetings of the ICAO Security Panel. The coordination for ICAO security events and meetings was jointly organised by ECAC and the European Commission.

In the economic field, 2008 saw the launch of the "ECAC Forum", as an annual day-long event giving Directors General the opportunity to discuss

an issue of strategic importance. The first Forum addressed the security of the supply of aviation fuel, while that in 2009 focused on the passenger experience. In 2010 Directors General used the Forum to consider crisis management in aviation, 2011 saw the Forum explore issues around intermodality and its impact on aviation, and in 2012 the Forum focused on air cargo issues. The 2013 Forum was dedicated to the economics of airports while the 2014 edition enabled a debate on a vision for the future of European air transport. The Forum has proved itself a valuable innovation, with each example to date proving highly successful in generating lively and thoughtful discussion.

Four successful ECAC/EU Dialogues with the European air transport industry, which started in 1995, were organised in this decade (Edinburgh, Lisbon, London, Vienna).

Environmental issues have loomed very large on ECAC's agenda during recent years, as work moved forward only slowly in ICAO to try to find a common global position in respect of action to combat international aviation's greenhouse gas emissions. This work was focused in the first place in the ICAO Group on International Aviation and Climate Change, whose weak conclusions were tabled in October 2009 at an ICAO High-level Meeting in Montreal. This meeting proved even more difficult than expected, although Europe was able to prevent any stepping back from ICAO's past recognition of market-based measures. The focus then switched to the 2010 Assembly, where somewhat contrary to the expectations of many, a useful compromise was reached at length on a new climate change Resolution, albeit with reservations tabled by various parties, including Europe. This hard-won result was acceptable to Europe in not standing in the way of States wishing to move at a faster pace.

ECAC followed up quickly in respect of the Resolution's requirement that States should submit to ICAO an Action Plan describing the measures they were taking to reduce aviation emissions. The ECAC States elected to maintain the impressive unity they had shown at the Assembly by submitting with a minimum of delay an Action Plan, distinguishing between actions taken at the national and supra-national levels. Throughout 2012, a strong emphasis was placed on supporting the European input to work in ICAO on the role of market-based measures in emissions reduction, and also on preparations for CAEP/9. The first Action Plans were being submitted to ICAO by European States, many months ahead

of the Resolution's deadline. By the end of 2012, with strong support from a working group co-chaired by ECAC and the European Commission, 35 of ECAC's 44 Member States had submitted to ICAO action plans for aviation emissions reduction.

In 2009, ECAC formally endorsed ACI EUROPE's Airport Carbon Accreditation scheme, which provides a common methodology for airports to use in addressing their emissions, and in November that year organised a seminar on the noise and emissions performances of future aircraft. Directors General took the opportunity in 2010 to review progress in the area of aviation and alternative fuels, and in 2011 accepted advice from ECAC's ANCAT expert group that the model NOx classification scheme provided in ECAC Recommendation 27/4 be amended to address, additionally, unregulated engines and engines for which no emissions data were available. The amended Recommendation was endorsed on 3 September 2011 by ECAC's thirty-second Plenary Session.

During the 2013 38th ICAO Assembly, Resolution A-38/19, which essentially stated that a GMBM for CO₂ reduction should be developed for approval in the 39th Assembly in 2016, was endorsed. ECAC's work is now focused on coordinating and assisting States in their implementation of the ICAO Resolution, supporting the European input to work in ICAO on market-based measures for emissions reduction.

In the safety field, the final (joint) meeting of the JAA Board and JAA Committee took place on 28 May 2009, on the occasion of a JAA "farewell event" held at Hoofddorp in the Netherlands. Directors General took the opportunity of ECAC meetings in 2010 to discuss the handling and difficult consequences for European aviation of the eruption in March/April 2010 of the Icelandic volcano Eyjafjallajökull.

Safety activity in ECAC in the early part of 2010 focused on the extensive preparation for the ICAO High-level Safety Conference in Montreal that year. The opportunity was taken to put across key European messages, and there was general satisfaction subsequently that the Conference had confirmed the importance of transitioning over time to an ICAO safety policy founded on clear safety management principles and processes, evidence-driven by shared safety data and information, and characterised by a greater transparency. Also welcome was the movement towards giving serious safety concerns more visibility, including to the travelling public.

The 38th ICAO Assembly in September 2013 and the second High-level Safety Conference in February 2015 were critical to the development of instruments regarding Flight Tracking, risk assessment on conflict zones and CVR recording times. The further development of the Global Aviation Safety Plan was also high on the agenda with regulations regarding SMS and SSP to be further developed in particular regarding safety data collection and analysis. Both conferences required preparation of positions and papers, with ECAC, the European Commission, EASA and EUROCONTROL working together very closely.

It was agreed by Directors General in 2010 that a small group of national experts should be formed, tasked with quickly mapping Search and Rescue coordination in Europe considering the possible value of some work to strengthen present arrangements. This led to a decision to promote greater links between Europe's SAR practitioners, realised in 2011 and 2012 through conferences in Serbia and Denmark respectively. Preparations started in 2014 to follow up on these activities in order to discuss an inventory of existing cross-border arrangements as well as a possible template for such arrangements.

In the field of training, following the ECAC conference of June 2010, Directors General adopted the ECAC Training Policy in December 2010 and subsequently in May 2011 agreed on the establishment of the first pan-European Network of Training Organisations (TRANET). This network met twice a year and developed best practices documents in the field. In 2014, documents by TRANET on "Best Practices for the Certification of Trainers" and on "Forthcoming Training needs in Europe" were approved by Directors General and published on the ECAC website. TRANET was disbanded in 2017.

Following the four-year presidency of Catalin Radu (Romania), Ingrid Cherfils (Sweden) was elected as president of ECAC in December 2014. She addressed her first Triennial Session in this capacity on 30 June – 1 July 2015, which also saw the commemoration of the sixtieth anniversary of the creation of ECAC.

Shaping civil aviation in Europe

▶ 2015-2024



ECAC Triennial Session in Strasbourg, 2015

ECAC celebrated six decades of European cooperation since its creation in 1955 during its 36th Plenary (Triennial) Session held on 30 June and 1 July 2015. Gathering at the European Parliament in Strasbourg, Directors General of ECAC Member States were joined by high-level representatives from a wide range of ICAO Member States, international and regional organisations, including the European Commission, ICAO, EUROCONTROL, EASA, IATA and ACI EUROPE. ECAC's sister regional organisations ACAO, AFCAC and LACAC were also invited to highlight the milestones of their cooperation with ECAC..

External relations continued to be of particular significance. A cooperation agreement was signed between ECAC and the Department of Civil Aviation of Malaysia in June 2015. The two parties agreed to strengthen, promote and develop their cooperation in several areas of international civil aviation, in particular on safety, accident investigations, aviation security and environment.

In the framework of the MOU signed between ECAC and the Civil Aviation Administration of China (CAAC) in December 2014, the Coordinating Committee and CAAC held their third meeting in Beijing in May 2016. The meeting offered the opportunity for a wide-ranging discussion on current and strategic issues regarding the relations between Europe and China.

Regional cooperation strengthened in 2018 with the signature of a cooperation agreement in the field of aviation security between ECAC and the Civil Aviation Authority of New Zealand.

In 2022, outreach activities continued between ECAC and ACAO, with the signature of a Joint Work Programme for the period 2022-2024. ECAC also continued to enhance its cooperation with AFCAC and LACAC. Since 2023, all four regional organisations have been meeting regularly to strengthen cooperation and discuss a range of important topics. These meetings provide a platform to discuss strategic issues, such as upcoming ICAO Council elections, ratification of Protocols amending the Chicago Convention, and collaboration on events.



ECAC President Ingrid Cherfils and ACI EUROPE Director General Olivier Jankovec sign cooperation agreement, 10 December 2019

Europe played a very full part in the 40th session of the ICAO Assembly held from 24 September to 4 October 2019 in Montreal, tabling 15 working papers and 3 information papers on behalf of the 44 ECAC Member States, and actively and constructively contributing to all areas of the agenda. Similarly, at the 41st Assembly held from 27 September to 7 October 2022, 18 working papers across the full range of domains were presented by European States and organisations, with European objectives achieved in these fields.

A cooperation agreement between ECAC and ACI EUROPE was signed in December 2019, strengthening the organisations' collaboration in matters of mutual interest. The main areas of cooperation between the two organisations include sharing information in the economic domain, discussing measures on issues

Shaping civil aviation in Europe

related to supporting and facilitating the passenger experience (e.g. passengers with reduced mobility), enhancing cooperation in airport-related security matters, and promoting ECAC's Environmental Programme and the Airport Carbon Accreditation programme developed by ACI EUROPE. This cooperation follows the agreement signed between ECAC and ACI EUROPE in 2017 on the exchange of airport traffic data.

In December 2020, ECAC and the Ministry of Industry and Infrastructure Development of Kazakhstan signed a Memorandum of Cooperation to cooperate in promoting the safe, efficient and sustainable development of civil aviation in Kazakhstan and Europe, through the exchange of information, participation in international events and meetings, and organisation of training activities.

The importance of strong regional cooperation to foster implementation of international requirements and promote the interests of civil aviation was at the heart of ECAC President Ingrid Cherfils' address at ACAO's 25th anniversary celebration held virtually in February 2021. Ms Cherfils underlined how much ECAC valued the close and fruitful relationship with ACAO. She emphasised that regular communication on policy matters of common interest to both organisations, and enhanced cooperation on capacity building were key to strengthening their partnership in order to meet the future challenges to aviation caused by the unprecedented COVID-19 crisis and to foster a sustainable recovery of the sector.

On **aviation security matters**, within the framework of the MOU between the West African Economic and Monetary Union (WAEMU) and ECAC, signed in December 2006, ECAC also lent its support to the sixth WAEMU auditors' training course and certification session, organised from 17 to 24 August 2015.

Support for ECAC's Member States in the security domain has continued to focus on capacity development and information sharing, and following a hiatus caused by the COVID-19 pandemic which – among many other disruptive effects – required the recertification of all ECAC security auditors, this area of work has continued to expand. New training courses have been offered to Member States under the ECAC Aviation Security Capacity-Building Programme. A new edition of the ECAC Aviation Security Handbook was prepared in September 2023, which now contains more than 100 documents and aims to provide Member States with best practices and assistance and to promote innovation in aviation security.

A particular focus on the developing area of cyber security, to further support Member States in implementing cyber security-related recommendations from Doc 30, Part II, has included the development of new ECAC cyber security audits to be offered in 2025 in the framework of the ECAC Aviation Security Audit Programme, with a pilot audit scheduled to be organised by the end of 2024.

Since 2015, the application of the Common Evaluation Process for security equipment has been extended to nine categories of security equipment: explosive detection systems (EDS), liquid explosive detection systems (LEDS), security scanners (SSc), explosive trace detection (ETD) equipment, metal detection equipment (MDE), explosive detection systems for cabin baggage (EDSCB), walk-through metal detection (WTMD), explosive vapour detection (EVD) equipment, and automated prohibited item detection software (APIDS).

In January 2020, the European Commission acknowledged the CEP as a pre-condition for the approval of civil aviation security equipment in the European Union. As a consequence, the European Commission grants automatic eligibility for the EU approval of security equipment and the "EU Stamp" marking to security equipment confirmed by the CEP as meeting ECAC/EU performance standards.

Since April 2024, with the adoption of new terms of reference, the CEP Management Group is open to all ECAC Member States, aiming to promote the engagement of more Member States into the CEP as supporting authorities.

In 2015, the EU-funded and ECAC-implemented CASE Project (Civil Aviation Security in Africa and the Arabian Peninsula) was officially launched and the first meeting of the CASE Project Steering Group took place in February 2016 at the ECAC offices in Paris. The Project, which was implemented over a four-year period (2016-2020), aimed to improve the level of aviation security in beneficiary States mainly through organising targeted capacity-building activities.

Shaping civil aviation in Europe



CASE II Project Interregional Workshop on Threat Assessment and Risk Management – Qatar, 14-15 November 2023

After the successful outcome achieved by the CASE Project, with 88 on-site activities and 22 inter-regional, regional and sub-regional workshops delivered for 38 Partner States, in partnership with regional organisations (including ACAO and AFCAC), the CASE II Project was launched in January 2020. The main focus of this project is on delivering civil aviation security activities for beneficiary States in Africa, the Middle East and Asia, the inclusion of Asia being a new feature of CASE II compared to CASE I. The CASE II Project is also an EU-funded and ECAC-implemented project, to be carried out within a four-year timeframe (2020-2024) with the overall objective to counter the threat of terrorism to civil aviation by partnering with States in the three regions in order to strengthen the civil aviation security regimes in the Partner States. Since its inception, the CASE II Project has delivered 172 activities for the benefit of 79 Partner States. This includes three APEX reviews (performed by ACI World), 12 regional or inter-regional workshops, 14 mentoring activities (MANPADs), 27 webinars, and 116 training activities. In July 2024, the CASE II Project was formally extended for one year, until November 2025.

Another EU-funded project was launched in 2016 when the European Commission awarded a grant to EASA in December 2015 to run a project focusing on the implementation of aviation agreements in the Eastern Partnership countries and the upgrade of civil aviation safety and security standards in Central Asia (EaP/CA - EU-EASA-ECAC Central Asia Project). It was specified that implementation of the project's aviation security component should be entrusted to ECAC. A collaboration agreement outlining the implementation of the security component was signed between EASA and ECAC in July 2016.

The overall objective of this project was to support the sustainable development of civil aviation administration systems in the Partner States: six Eastern Partnership countries (Armenia, Azerbaijan, Belarus, Georgia, Republic of Moldova and Ukraine) and four Central Asian countries (Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan). The project was designed to be implemented over a three-year period, and the kick-off meeting was held in July 2016 in Chisinau (Republic of Moldova). The project was extended for two more years and then officially closed in June 2021.

In the **facilitation field**, two pilot phases of the ECAC Quality Assessment Programme were carried out to create a systematic and harmonised method for air carriers and airports to be assessed by teams of experts from Member States, with the ultimate objective of providing passengers with disabilities or with reduced mobility with the same high level of service in all ECAC Member States. Phase I was launched in 2019, and (following a suspension during the COVID-19 pandemic) phase II was completed at the end of 2023, with the agreement of Directors General to launch the full programme from 2024. Assessments were carried out during the pilot phases by nominated experts from 11 Member States on seven airports and airlines across the region. To date, two training courses have been held to create a pool of certified assessors to take the programme forward for the benefit of Member States.

Since the COVID-19 pandemic, the field of facilitation has continued to broaden, and ECAC's agenda has also developed further to reflect this. A study group was set up to review the ECAC Doc 30, Part I policy statement document on facilitation with a revised 13th edition published in January 2024. The expansion of ECAC's work under facilitation in line with the increased profile of facilitation as an aviation domain following the pandemic has been reflected in its increased visibility on a global level. This included the organisation of two joint regional events with ICAO: a workshop on assistance to aircraft accident victims and their families (Milan, February 2023); and a workshop on National Facilitation Committees and Programmes (Athens, March 2024).

Shaping civil aviation in Europe

In the **safety field**, at their Special Plenary Session in Paris in May 2016 (ECAC/35), ECAC Directors General adopted [Recommendation ECAC/35-1](#) on the mutual acceptance by ECAC Member States of “permits to fly” of certain historical aircraft.

The key focus of the activities of the ECAC Air Accident and Incident Investigation Group of Experts (ACC) continued to be the exchange of knowledge on investigation methods, the evolution of investigation techniques and tools, and the challenges encountered during investigations. ACC produced best practices on general aviation accident investigations, using as a basis the material presented during the ACC Workshop on General Aviation Accident Investigation held in Valletta in November 2018 and capturing the best practices that were identified at that workshop.

ACC also cooperates with stakeholders from other international and European organisations and the industry, including a close cooperation with the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA). In the framework of this cooperation, a joint initiative on the creation of a guidance note on the investigation of serious incidents was launched in 2023. The [ECAC/ENCASIA Guidance Note on the Investigation of Serious Incidents](#) was finalised in March 2024, and adopted by ECAC Directors General in April 2024.

In 2020, due to the challenges faced by air accident investigators during the COVID-19 crisis, the group developed a [guidance note on conducting investigations during a pandemic](#). This proposal was approved by the group in December 2020 and has been endorsed by ECAC Directors General.

The first meeting of the new European Safety and Air Navigation Coordination Group (ESANCG) took place at EASA's offices in January 2019. The group was established by decision of ECAC Directors General during DGCA/151 in December 2018 as a permanent group in charge of European coordination in the safety and air navigation domains, including for the preparation of major ICAO events. Since its establishment, the group has continued to meet on a regular basis. At the time of writing, the group was making preparations for the presentation of coordinated European papers at the 14th ICAO Air Navigation Conference.

Environmental matters continued to be a core focus of ECAC, in particular climate change, as well as the local environmental impacts in terms of noise and local air quality.

In September 2016, ECAC Directors General endorsed the [Bratislava Declaration](#), committing to the voluntary implementation of the ICAO global market-based measure scheme for international aviation from the start. Following the 39th ICAO Assembly's historic agreement (27 September – 7 October 2016) to implement the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), ECAC Member States proceeded to implement the scheme in Europe.



ECAC Directors General at the DGCA(SP)/65 meeting in Bratislava, September 2016

ECAC expert groups played a significant role in advancing progress on climate change initiatives, contributing to the ICAO Assembly's adoption in 2022 of the long-term aspirational goal (LTAG) of net-zero emissions by 2050 for international aviation, and the adoption at CAAF/3 (Dubai, November 2023) of a global framework aiming for a 5% reduction in emissions through the use of sustainable aviation fuels and other clean energy sources.

Shaping civil aviation in Europe



Participants in the first Environmental Forum in Paris (17-18 December 2017)

In December 2020, ECAC enhanced its environmental capacity building by recruiting a climate change and capacity-building specialist to support Member States in meeting their environmental obligations. This led to the adoption of a capacity-building programme for environment in 2021.

Alongside the activities organised under this programme, ECAC continued to develop and publish guidance in various environmental areas, including:

- the 4th edition of [ECAC Doc 29](#), “Report on Standard Method of Computing Noise Contours around Civil Airports”, a document originally developed by the ANCAT task group on aircraft noise modelling (AIRMOD) in 1986;
- the 4th edition of the [ECAC/EU guidance for the submission to ICAO of State Action Plans for CO₂](#) emissions reduction, including a common section of European States’ Action Plans presenting the regional mitigating measures and assessing their benefits and contributions to the ICAO global goals (June 2021);
- the 1st edition of the ECAC [Guidance on Sustainable Aviation Fuels](#) (SAF) in February 2023.

A key event in ECAC’s environmental activities is the Environmental Forum, which gathers State representatives, stakeholders from the European aviation industry, environmental NGOs and international organisations. The seventh and latest edition, held in Paris in May 2024, addressed non-CO₂ emissions from international aviation, their effect on climate change, mitigation options, sustainable aviation fuels, and the environmental impact of drones.

On **economic matters**, two new ECAC working groups were established in 2016: the Economic Working Group (ECO) and the Network of Chief Economists (NCE).

The Economic Working Group was set up to exchange views on current and future challenges for the aviation community (e.g. competition, market access, taxation, ownership and control). It also provides an effective forum for discussion on economic matters of common interest to all ECAC Member States. The group held its inaugural meeting (ECO/1) in Vienna in February 2016.

The Network of Chief Economists was established to support mutual understanding on economic issues of common interest to the aviation community within ECAC, and in particular to share information on economic studies and statistics. Its inaugural meeting (NCE/1) was held in Paris in May 2016. In December 2023, it was decided that the group’s work would be pursued by the Economic Working Group.

The annual ECAC Forum of Directors General continues to be organised back-to-back with the December meeting of Directors General. The latest Forum, the 15th edition, entitled “Out of crisis: new normal or back to capacity crunch”, took place in December 2022 and addressed the consequences of the COVID crisis and the future resilience of the air transport sector.

Shaping civil aviation in Europe

The 12th ECAC/EU Dialogue with the air transport industry, held in Valencia on 24-25 October 2023, continued the theme of sustainability from the economic point of view, taking a particular look at what is needed for the aviation sector to achieve long-term sustainability.

In 2019, ECAC added to its goals the promotion and harmonised development of **unmanned aircraft systems (UAS)** in Europe at a strategic level. ECAC's work in this area focuses on exchanging high-level views on possible developments to cope with current and future challenges in the field of UAS, which evolve dynamically. At the same time, ECAC has supported the sharing of experiences and national policies and practices on UAS among its Member States and other strategic international key partners, including in 2024 in discussions with the United States on the development of advanced air mobility regulation.



David Benito, Director General of Civil Aviation, Spain, at the 12th ECAC/EU Dialogue with the European air transport industry, "Flying sustainably: from buzz to reality", Valencia, 24-25 October 2023

In December 2020, two amendments to the **ECAC Constitution** (8th edition/August 2019) were adopted at the 38th ECAC Special Plenary Session, convened to incorporate recent decisions taken by ECAC Directors General, in particular regarding the legal and administrative separation of ECAC from ICAO. The Session adopted an amendment to Article 13 of the Constitution to insert a reference to the agreement signed between ECAC and EUROCONTROL on 26 March 2020 on the provision of services to ECAC by EUROCONTROL. The second amendment adopted by the Session refers to the Terms of Reference of the ECAC Focal Point for Remotely Piloted Aircraft Systems (RPAS), which are included in the ECAC Constitution. The term "Remotely Piloted Aircraft Systems" was replaced by "Unmanned Aircraft Systems" throughout the Terms of Reference.

December 2021 saw two further amendments to the Constitution adopted at the 40th Special Plenary Session of ECAC (ECAC/40): amendment to articles 4, 8 and 10 of the Constitution reflecting the current relationship between ECAC and its associated body; and amendment to the Terms of Reference of the Focal Point for Facilitation and Security to reflect the split of the portfolio of the ECAC Focal Point for Facilitation and Security into two separate portfolios, one for facilitation and one for security.

In September 2023, the 11th edition of the Constitution was published reflecting the creation of a new role of Focal Point for Diversity and Inclusion, adopted by Directors General at the 41st Special Plenary Session of ECAC (ECAC/41).

July 2021 saw the establishment of the ECAC Network of **Communication Specialists (NETCOM)**. The Network's objective is to foster cooperation among Member States and enhance the effectiveness of their communication capabilities through sharing information, experiences and best practices in the field of civil aviation communication. The group meets twice a year and develops best practice documents and guidance. A key aspect of NETCOM's cooperation involves learning through case studies and good practices presented during the NETCOM meetings.



Members of the Network of Communication Specialists at their first in-person meeting, Lisbon, 25 October 2023

A Short History of ECAC

Promoting **diversity and inclusion** is essential for creating a sustainable, innovative, and resilient air transport sector. In December 2022, the Network on Diversity and Inclusion in civil aviation was established to foster cooperation between Member States by sharing knowledge, experience and best practices. The Network's first meeting was held on 27 January 2023, and by July 2024, seven meetings had taken place. The ECAC Charter on Diversity and Inclusion, adopted at DGCA/160 in Paris on 23 May 2023, outlines several actions that ECAC's Directors General and the organisation commit to undertake. Additionally, an e-library is available for ECAC's Directors General and the Network members, providing various documents on diversity, equity, inclusion and mentoring, including resources from external sources.

In 2020 and 2021, due to the **COVID-19** outbreak, ECAC Member States and the European aviation industry were confronted with exceptional circumstances calling on the global community to cooperate and act rapidly, efficiently and flexibly to unfolding developments. Europe, like the rest of the world, was at a complete standstill with almost no traffic except for cargo, repatriation and medical flights. The entire aviation system was deeply impacted by the crisis with layoffs and unemployment increasing day by day. The main challenge for the ECAC Member States remained to keep the aviation system afloat and enable the sector to recover from the crisis in a sustainable manner.

ECAC hosted European coordination meetings via videoconference from 17 March 2020, bringing together the Directors General of the 44 ECAC Member States, the European Commission, EASA and EUROCONTROL. The main objective of these meetings was to exchange on latest developments, explore relief measures for stakeholders and the industry at both national and European levels, and to look at challenges and solutions that needed to be urgently addressed for the benefit of the Member States and the aviation sector.

A number of policy documents and guidelines were issued as a result. These included documents comprising key elements on economic matters, security, facilitation, and passengers with reduced mobility (PRM) charges, as well as a communication strategy to strengthen public confidence.

On the occasion of the Aviation Day conference organised in Lisbon and virtually on 3 May 2021 under the Portuguese Presidency of the Council of the European Union, the president of ECAC, Ingrid Cherfils, introduced the Lisbon Declaration on the recovery of European aviation, which had been endorsed by all ECAC Member States. More than ever, ECAC Member States are coordinating their efforts within Europe as well as at the global level to promote the continued development of a safe, efficient and sustainable European air transport system.

Following the six-year presidency of Ingrid Cherfils (Sweden), Alessio Quaranta (Italy) was elected president of ECAC during the 39th Plenary (Triennial) Session on 12 July 2021. His mandate was extended for a further three years during the 42nd Plenary (Triennial) Session held in Strasbourg in July 2024.



ECAC Triennial Session in Strasbourg in July 2024

A short history of ECAC

► Events which led to the establishment of ECAC

A European air transport body was first envisaged when the Consultative Assembly of the Council of Europe considered, in 1951, certain proposals⁽¹⁾ submitted to it with a view to achieving the greatest possible degree of coordination in inter-European air transport. The Consultative Assembly at that time recommended to its Committee of Ministers: “that a conference of governmental experts and of representatives of the various European air companies be immediately convened in order:

- a) to examine the possibility of setting up, under conditions to be laid down and approved, an association of airline companies to take charge of air communications between Member States, or
- b) to report on other possible methods of achieving closer collaboration in order to secure the economic and efficient operation of European air transport.”

The Committee of Ministers, however, decided not to convene such a conference, but instead agreed that ICAO, as the most appropriate body, should be invited to undertake the task. This decision was embodied in a resolution⁽²⁾ adopted on 19 March 1953, inviting ICAO to convene a European conference to debate the following agenda:

- a) Methods of improving commercial and technical cooperation between the airlines of the countries participating in the conference.
- b) The possibility of securing closer cooperation by the exchange of commercial rights between these European countries.

The Council of ICAO, in response to the invitation of the Council of Europe, adopted in May 1953 a resolution⁽³⁾ expressing ICAO's desire to cooperate with the Council of Europe to the fullest extent practicable, but suggesting that, before a full-scale conference was actually convened, a preparatory committee should be established in order to ensure that ICAO's role would be clear and effective and to determine clearly the issues involved. This preparatory committee would be charged with the study of the agenda proposed for the conference and any other material referred to it, would give preliminary consideration to the problems arising under the proposed agenda, and would report its findings to the Council of ICAO.

The Preparatory Committee consisting of nine States met in Paris in November 1953 and, having carried out the tasks assigned to it by its terms of reference, reported to ICAO that it had reached unanimous agreement on an agenda for the plenary conference, which, it suggested, should be convened in the spring of 1954⁽⁴⁾.

The proposed agenda was drawn up to allow the widest latitude in debate and ranged from a general examination of the possible expansion of air transport in Europe (including the exchange of commercial rights), to the measures necessary to achieve the maximum degree of facilitation within the territories of Member States. The matters covered by it thus formed a framework from within which the work programme of ECAC was subsequently developed.

(1) Including :

- a) A French proposal (the “Bonnefous” Plan) to create a European high authority for transport;
- b) An Italian proposal (the “Sforza” Plan) for a joint European airspace, a supra-national air authority and a European air syndicate to conduct all operations in the European airspace;
- c) A Council of Europe report, prepared by its Committee on Economic Questions, recommending a conference to examine the possibility of establishing a single European body to assume, under certain conditions, the operation of air routes between Member States.

(2) Resolution (53) 2. Reproduced in full in ICAO Doc 7447-C/868 entitled “Resolutions of the Council of ICAO and the Council of Europe Relative to the Convening of a Conference on the Co-ordination of Air Transport in Europe”.

(3) See ICAO Doc 7447-C/868.

(4) cf. the Preparatory Committee's Report, CATE/P-23.

A short history of ECAC

► Conference on Coordination of Air Transport in Europe

The Conference on Coordination of Air Transport in Europe (CATE), formally constituted by ICAO in December 1953⁽⁵⁾, met in Strasbourg in April 1954. As many of the recommendations being adopted at the meeting would require follow-up action by some duly authorised and competent body operating in close liaison with ICAO, the meeting proposed the establishment of a permanent European organisation of high-level aviation authorities to implement its recommendations and to carry out the work it had initiated.

This proposal envisaged a body that would meet periodically and that would at least at the outset be serviced by the ICAO Secretariat. It went on to recommend that this body, which, it suggested, might be named the “European Civil Aviation Conference”, should maintain the closest liaison with ICAO as well as with other interested organisations, and that its objectives should be:

- “a) to continue the work of this Conference, as set forth in its agenda and the records of its proceedings;
- b) generally to review the development of intra-European air transport with the object of promoting the coordination, the better utilisation and the orderly development of such air transport;
- c) to consider any special problem that may arise in this field.”⁽⁶⁾

A number of other CATE recommendations called upon ICAO to assume the responsibility of initiating studies on certain problems. These recommendations were considered by the ICAO Council which agreed to call the first meeting of the proposed European Civil Aviation Conference and to provide the necessary secretariat services for it (a decision to provide such services on a continuing basis, as requested in CATE Recommendation No. 28, was deferred pending a specific request by ECAC for them).

► The European Civil Aviation Conference

ECAC held its inaugural session in Strasbourg at the end of 1955. The session established a Constitutional Commission which considered the formal establishment and status of the Conference, its Rules of Procedure and its relationship with ICAO as well as with those European governmental and non-governmental agencies whose tasks might be closely associated with that of ECAC.

When discussing its constitution, the Conference agreed that the provisions of Recommendation No. 28 of CATE afforded a satisfactory criterion for establishing ECAC, and then proceeded to examine three possible alternatives, that ECAC should be:

- a) a completely independent agency;
- b) a body subordinate to ICAO and entirely integrated with that Organisation, as anticipated in Article 55(a) of the Chicago Convention;
- c) a body of intermediate status, as contemplated in CATE Recommendation No. 28, which would formulate its own work programme, call its own meetings and establish their agenda, but would work in the closest liaison with ICAO and would use the services of the ICAO Secretariat.

The Conference examined the three alternatives with care and came to the conclusion that a body of intermediate status afforded the greatest advantages. One reason for this decision was that ECAC, subject to ICAO’s concurrence, would be provided from the outset with a competent and fully-trained secretariat, which would be able to service its meetings and keep its records.

(5) cf. Doc 7447-C/868. The Council resolution was endorsed by the Seventh Session of the ICAO Assembly in Resolution A7-15.

(6) CATE Recommendation No. 28 (Doc 7575-CATE/1).

At the same time, it recognised that some sort of financial arrangement would have to be concluded with ICAO to cover the convening, running and preparation of ECAC meetings, and the Conference proceeded to adopt the following formal resolution:

▶ Resolution Formally Constituting ECAC (ECAC/1-Res. 1, 1955)

The Conference resolves that the European Civil Aviation Conference is constituted as follows:

- 1) The European Civil Aviation Conference (hereinafter called the Conference) will meet in ordinary Plenary Session every three years; extraordinary Sessions may be convened by the Bureau and must be convened if the Bureau receives a request from eight Member States⁽⁷⁾.
- 2) The Conference shall be composed of the States invited to be members of the 1954 Strasbourg Conference on Coordination of Air Transport in Europe⁽⁸⁾ together with such other European States as the European Civil Aviation Conference may unanimously admit as members⁽⁹⁾.
- 3) The objects of the Conference are:
 - a) to continue the work of the aforesaid 1954 Conference and of its own first session, held in November-December 1955, as set forth in the agenda and records of the proceedings of those meetings;
 - b) generally to review the development of intra-European air transport with the object of promoting the coordination, the better utilisation, and the orderly development of such air transport;
 - c) to consider any special problem that may arise in this field.
- 4) The Conference shall bring within its scope all matters relevant to these objects and shall supersede independent and more specialised arrangements for carrying out said objects.
- 5) The functions of the Conference shall be consultative and the conclusions and recommendations shall be subject to the approval of governments.
- 6) The Conference shall determine its own internal arrangements and procedures, including the formation of:
 - i) groups of limited membership to study and discuss matters presenting special interest to certain members only; and
 - ii) committees of experts to deal with specific aspects of intra-European air transport.
- 7) States should be represented at meetings of the Conference by delegations in number and rank suitable for handling the problems to be discussed, it being understood that heads of delegations would normally be officials of high level.
- 8) The Conference shall maintain close liaison with ICAO. It shall also establish relations with any other governmental or non-governmental international organisation concerned with European air transport.
- 9) The Conference will, at least at the outset, not establish a separate secretariat of its own, but requests the Council of ICAO to provide, to the extent practicable:
 - a) secretariat services for studies, meetings, or otherwise;
 - b) for maintenance of records of the meetings, correspondence, etc., in the ICAO Paris Office.

(7) Text as amended by ECAC/5 in 1964.

(8) These States are: Austria, Belgium, Denmark, Finland, France, the Federal Republic of Germany, Greece, Iceland, Ireland, Italy, Luxembourg, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

(9) Cyprus was admitted in 1969, Yugoslavia in 1977 (until 1992), Malta in 1979, Monaco in 1989, Hungary and Poland in 1990, Bulgaria, Czechoslovakia and Romania in 1991, Croatia, Lithuania and Slovenia in 1992, the Czech Republic, the Slovak Republic and Latvia in 1993, Estonia in 1995, Armenia and Moldova in 1996, the former Yugoslav Republic of Macedonia in 1997, Albania in 1998, Ukraine in 1999, Azerbaijan, Bosnia and Herzegovina, Serbia and Montenegro (then Yugoslavia) in 2002, Georgia in 2005, Montenegro and San Marino in 2008.

A short history of ECAC

► Establishment of basic relationship between ICAO and ECAC

The 8th and 9th clauses of the resolution establishing ECAC referred to its proposed relationship with ICAO. After considering the ECAC resolution, the Tenth Session of the ICAO Assembly (Caracas, 1956) took the following action in Resolution A10-5:

► Relationship of ICAO with the European Civil Aviation Conference

Whereas the Assembly notes:

- 1) that, at the instance of the Council of Europe and as a result of action by ICAO, 19 European States, presently members of ICAO, have constituted the European Civil Aviation Conference (ECAC) – whose constitution, objectives and rules of procedure are set forth in ICAO Document 7676, ECAC/1 – with the particular purpose, among other things, of promoting the co-ordination and better utilisation of intra-European air transport;
- 2) that ECAC has sought close liaison with ICAO in order, through regional cooperation, to help achieve the aims and objectives of ICAO as set forth in the Convention on International Civil Aviation;
- 3) that ECAC does not intend, at least at the outset, to establish a separate secretariat of its own, but desires the Council of ICAO to provide, to the extent practicable:
 - i) secretariat services for studies, meetings (plenary meetings normally to take place annually) and other related activities, and
 - ii) maintenance of records, correspondence and the like in the ICAO Paris Office;
- 4) that specific aspects of the relationship to be developed between ECAC and ICAO, at the request of the former, include consultation as to dates of and agenda for ECAC meetings, distribution of ECAC reports to the ICAO Council, performance by ICAO of various functions relating to ratifications, entry into force, adherences, denunciations, safekeeping, etc., of agreements on commercial rights and the like developed by ECAC and also the interchange of documentation and studies on technical aviation subjects;
- 5) that ICAO's work in the Joint Financing field under Chapter XV of the Convention has developed a practice under which the direct costs (such as travel, subsistence, cost of accommodation, and supplies at meetings, cost of temporary personnel engaged for meetings, etc.) are charged to the States participating in the particular project involved; and indirect costs (such as salaries of the regular ICAO staff, research and production of advance documentation at headquarters, etc.) are borne by ICAO;

and further notes:

that the work programme of ECAC is consistent with, and should usefully complement, the work that ICAO is pursuing in the air transport field, particularly along the lines laid down by Assembly Resolutions A7-15 and 16, and is in furtherance of the objectives of ICAO as defined in the Convention;

The Assembly resolves:

- 1) to assume, on behalf of ICAO, the responsibilities that will devolve upon the organisation as a result of acceding to the request of ECAC, and to declare ICAO's readiness to maintain, for its part, the close liaison proposed by ECAC;
- 2) to direct the Council to provide, always taking into account the overall workload of the ICAO Secretariat, the secretariat and other services requested by ECAC to the extent necessary for its proper functioning;

- 3) that indirect costs attributable to the ECAC activity hereunder shall be borne by ICAO;
- 4) that the direct costs attributable to the ECAC activity shall be the responsibility of the Member States of ECAC, but may be advanced by ICAO, in which event they shall be recovered from the Member States of ECAC in such proportions as may be agreed upon by such States within the framework of ECAC.

Whereupon ECAC, meeting at the Assembly site, adopted the companion resolution reproduced below:

▶ Companion ECAC Resolution ⁽¹⁰⁾

Whereas

ICAO, by Resolution of the tenth session of its Assembly, has accepted the obligations resulting from the fact that it accedes to the request of the European Civil Aviation Conference expressed in Resolution No.1 of its First Session (29 November – 16 December 1955) and has declared its readiness to maintain the close liaison proposed by the Conference;

the Council of ICAO will provide, taking into account the overall workload of the Secretariat of the organisation, the secretariat and other services requested by ECAC to the extent necessary for its proper functioning;

ICAO has agreed to bear the indirect costs it incurs within the framework of ECAC activities;

ICAO has decided that the direct costs attributable to the ECAC activity shall be the responsibility of the Member States of the Conference, but may be advanced by ICAO, in which event they shall be recovered from the Member States of ECAC in such proportions as may be agreed upon by those States within the framework of ECAC;

The European Civil Aviation Conference therefore resolves

that the direct costs incurred by ICAO which are attributable to the ECAC activity shall be apportioned among the Member States of ECAC in proportion to the number of units of their contribution to ICAO for the year in which any payment hereunder is to be made;

that these direct costs shall be recovered from the Member States of ECAC in Canadian dollars or in such other currency as the Secretary General of ICAO may arrange, in the form of a contribution supplementary to that which they pay towards the costs of ICAO.

In 1989, the twenty-seventh session of the ICAO Assembly adopted the following Resolution:

▶ ICAO Resolution A27-17 on the relationship between ICAO and regional civil aviation bodies (superseding Resolution A10-5)

(Adopted at the twenty-seventh Assembly of ICAO in 1989)

Whereas

in Resolution A10-5 the Assembly established a policy framework to govern relations, including financial arrangements, between ICAO and the European Civil Aviation Conference (ECAC);

Whereas

in Resolution A18-21 the Assembly, inter alia, invited the Council to extend such policy and arrangements to other regional civil aviation bodies and in Resolution A21-8 invited regional bodies to consider inviting to their meetings States not members of the body in question;

(10) cf. Report of the 2nd Intermediate Meeting, Caracas (Doc 7720, ECAC/IM2).

A short history of ECAC

Whereas

pursuant to Resolutions A10-5 and A18-21 ICAO has established a close and beneficial relationship with ECAC, the African Civil Aviation Commission (AFCAC) and the Latin American Civil Aviation Commission (LACAC), which has furthered the universal aims and objectives of the Convention on International Civil Aviation and facilitated the development of regional fora within which States can cooperate and coordinate on air transport issues of common concern;

Whereas

the financial arrangements incorporated in A10-5 should be modified to take account of changes in circumstances since their adoption, the growth and development of the regional bodies and to allow those bodies to assume full responsibility for their own financial affairs;

Whereas

the continued viability and operation of regional bodies serves the interests of international civil aviation;

The Assembly

1. Resolves that

- a) the Organisation supports the work and activities of any existing or future regional civil aviation bodies wherever such support is requested by the regional body concerned and duly approved, taking into account the resources of ICAO and the implementation of its work programme;
- b) any financial support to regional civil aviation bodies by the Organisation, such as in continued provision of secretariat services, should be approved by the Assembly as part of the Organisation's regular programme budgets and identified in the budget as support for regional bodies.

2. Directs the Council

- a) to conclude with each regional civil aviation body appropriate working arrangements that reflect the above principles and ensure a close working relationship, including cooperation and coordination, harmonisation of work programmes to avoid unnecessary duplication and attendance at certain of each others' meetings, as agreed;
- b) to incorporate in such working arrangements wherever practicable and so agreed, provision for cost sharing of common facilities and services to Member States; and
- c) to give sympathetic consideration to requests by regional bodies for assistance in air transport matters of regional interest.

3. Invites regional civil aviation bodies, pursuant to their rules of procedure, to give sympathetic consideration to the possibility of inviting ICAO Contracting States not members of the regional body in question to participate as observers in its meetings.

4. Declares that the present resolution supersedes Resolution A10-5, Resolving Clause 1a) of Resolution A18-21 and Resolution A21-8.

Whereupon ECAC, at its fourteenth Plenary Session (Triennial) (ECAC/14) adopted the companion resolution reproduced below:

ECAC Resolution on the Administrative and Financial Relationship between ECAC and ICAO

(Adopted at the fourteenth Plenary Session (Triennial) in June 1991)

Whereas

the Inaugural Session of the European Civil Aviation Conference (ECAC) resolved, at least at the outset, not to establish a separate secretariat of its own, but to request the Council of the International Civil Aviation Organization (ICAO) to provide, to the extent practicable, secretariat services and maintenance of records for ECAC;

A short history of ECAC

Whereas

the Tenth Session of the Assembly of ICAO, in acceding to that request, established, in Resolution A10-5, a policy framework to govern relations, including financial arrangements, between ICAO and ECAC;

Whereas

Resolution A10-5 provided, inter alia, that the indirect costs attributable to ECAC activity should be borne by ICAO and that the direct costs attributable to that activity should be the responsibility of ECAC Member States;

Whereas

the Second Intermediate Meeting of ECAC responded by adopting a resolution on the recovery from ECAC Member States of the direct costs attributable to ECAC activity, incurred by ICAO, and on the currency in which they are to be recovered;

Whereas

the financial arrangements incorporated in Resolution A10-5 have been modified by the 27th Session of the Assembly of ICAO, in Resolution A27-17, to take account of changes in circumstances since their adoption, as well as the growth and development of regional bodies such as ECAC, and to allow those bodies to assume full responsibility for their own financial affairs;

Whereas

ECAC has already amended Article 18 of its Constitution, in conformity with Resolution A27-17, to reflect the responsibility of its Member States for the costs attributable to the activity of its bodies, without the former limitation to direct costs only;

Whereas

ICAO has resolved, in Resolution A27-17, to support the work and activities of regional civil aviation bodies wherever such support is requested by the regional body concerned and duly approved, taking into account the resources of ICAO and the implementation of its work programme; and

Reaffirming

its desire to maintain and strengthen the close and beneficial relationship which Resolution A27-17 recognises to have been established between ICAO and ECAC,

The Conference resolves

- 1) that it shall assume full responsibility for its own financial affairs, as provided for in Resolution A27-17;
- 2) that its standing request to ICAO to support its activities through the provision of secretariat services, the cost of which shall continue to be reimbursed by ECAC, shall be maintained;
- 3) that the costs attributable to the activity of the bodies of ECAC shall continue to be the responsibility of ECAC Member States;
- 4) that Member States' contributions to ECAC shall continue to be calculated in proportion to the number of units of their contribution to ICAO for the year in respect of which each contribution is made; and
- 5) that such ECAC contributions shall be payable in advance to ECAC in French francs,

Directs

the Coordinating Committee to conclude with the Council of ICAO appropriate working arrangements that reflect the above principles and ensure a close working relationship, and

Declares

that the present resolution supersedes the resolution adopted by the Second Intermediate Session of ECAC.

A short history of ECAC

Relationship between the European Civil Aviation Conference and EUROCONTROL

Following the Agreement signed between EUROCONTROL and ECAC on 26 March 2020, with effect from 1 April 2020, EUROCONTROL has been providing a wide range of administrative services to ECAC. This includes financial and accounting services and HR support to the ECAC Secretariat.

EUROCONTROL administrative services supported the continuity of ECAC functions and activities after its legal and administrative separation from ICAO in 2020, so as to be able to support ECAC in achieving its objectives.

Constitution and Rules of Procedure

■ ECAC Constitution, 11th Edition

adopted by the 41st Special Plenary Session of ECAC (ECAC/41) on 8 September 2023.

ARTICLE 1 | OBJECTIVE AND FUNCTIONS

(1) (1) The objective of the European Civil Aviation Conference, hereinafter called “the Conference”, shall be to promote the continued development of a safe, efficient and sustainable European air transport system.

(2) The Conference shall bring within its scope all matters relevant to this objective, taking into account the following principles regarding the selection of items for the work programme:

- a) importance and interest of the subject to a large number of Member States or to other European organisations;
- b) possibility of an acceptable solution to the problems involved;
- c) cooperation with, and possibility of making an effective contribution to the work of, ICAO and other organisations.

(3) The functions of the Conference shall be consultative and its resolutions, recommendations or other conclusions shall be subject to the approval of governments.

(4) The Conference may foster the conclusion and implementation of multilateral instruments or arrangements by a number of Member States in furtherance of the objective and functions of the Conference. Such instruments or arrangements may, where appropriate, establish joint procedures for carrying out some of the national responsibilities of the Member States concerned in a coordinated manner.

ARTICLE 2 | MEMBERSHIP OF THE CONFERENCE

(1) The Conference is composed of the States which founded it in 1954 under the auspices of ICAO and of the Council of Europe, together with such other European States as the Conference has unanimously admitted or may unanimously admit as members. Unless otherwise unanimously agreed by the Conference in exceptional circumstances, Member States of the Conference shall be ICAO Contracting States.

(2) All Member States shall have an equal right to be represented at meetings of the bodies of the Conference. No person shall represent more than one State.

ARTICLE 3 | RELATIONS WITH ICAO AND OTHER ORGANISATIONS

The Conference shall maintain a close relationship with ICAO in order, through regional cooperation, to further the aims and objectives of the Convention on International Civil Aviation (the Chicago Convention). It shall establish such relations with other governmental or non-governmental international organisations as it considers necessary for the achievement of the objective of the Conference.

ARTICLE 4 | BODIES AND ASSOCIATED BODIES OF THE CONFERENCE

(1) The bodies of the Conference, which are assisted by the Secretariat of the Conference, shall be:

- a) the Plenary Conference in the form of Triennial Sessions and Special Plenary Sessions;
- b) the meetings of Directors General of Civil Aviation; and
- c) groups established from time to time by Directors General of Civil Aviation to carry out specific tasks under the work programme.

Constitution and Rules of Procedure

(2) The associated bodies of the Conference shall be any boards established, under the terms of the multilateral instruments or arrangements referred to in Article 1(4), for the purpose of steering activities performed under such instruments or arrangements, and listed in the Annex to this Constitution. The working methods and procedures of boards thus established, and arrangements for meeting the costs of their activity, shall be in accordance with the provisions of the relevant multilateral instrument or arrangement.

(3) The activities of the bodies of the Conference are coordinated by the Coordinating Committee, which is assisted by the Secretariat of the Conference.

(4) The reports of all meetings of the bodies of the Conference shall be public documents, unless the meeting in question decides otherwise.

ARTICLE 5 | TRIENNIAL SESSIONS

(1) The Plenary Conference shall hold every third year a session called a Triennial Session.

(2) The powers and duties of the Triennial Session shall be to:

- a) elect the president and the vice-presidents;
- b) elect the other members of the Coordinating Committee;
- c) consider reports on the activity of the Conference since the last Triennial Session;
- d) establish the general work programme for the next three years and methods for fulfilling this programme;
- e) approve estimates of expenditures for the next three years; and
- f) adopt recommendations, resolutions, guidelines or other conclusions.

(3) Triennial Sessions shall, unless the Session in question decides otherwise, be open to invited observers. Delegations of Member States will normally be led by Directors General of Civil Aviation or other officials of high level.

ARTICLE 6 | SPECIAL PLENARY SESSIONS

(1) The Plenary Conference shall hold Special Plenary Sessions as necessary in the intervals between Triennial Sessions to adopt formal recommendations or resolutions prepared by subordinate bodies.

(2) Special Plenary Sessions will normally be attended by Directors General of Civil Aviation, accompanied or represented by a limited number of other officials of high level, and will be open to invited observers.

(3) Special Plenary Sessions may, at the suggestion of a meeting of Directors General of Civil Aviation, be held at ministerial level. In such cases, the Session shall be convened and chaired by the minister responsible for civil aviation in the same Member State as that of the president of the Conference.

ARTICLE 7 | MEETINGS OF DIRECTORS GENERAL OF CIVIL AVIATION

(1) Meetings of Directors General of Civil Aviation may be convened whenever the Coordinating Committee deems appropriate.

(2) The powers and duties of meetings of Directors General of Civil Aviation shall be to:

- a) adopt conclusions, including guidelines, other than those presented to Triennial or Special Plenary Sessions for adoption;
- b) review policy developments;
- c) prepare the triennial work programme and amend it as necessary during the triennium;
- d) prepare triennial estimates of expenditures, and adjust such estimates annually if changes in the work programme, in priorities or in general economic factors so require, as the basis for calling Member States' contributions;

Constitution and Rules of Procedure

- e) establish broad priorities for the execution of the agreed work programme, and establish the groups and other working methods necessary to achieve them; and
 - f) consider any matters arising under Article 8(4) and conduct any elections necessary under Article 8(5).
- (3) At these meetings, Directors General of Civil Aviation may be accompanied or represented by a limited number of other officials of high level.

ARTICLE 8 | OFFICERS OF THE CONFERENCE

- (1) The Conference, at each Triennial Session, shall elect the president, not more than three vice-presidents, and the other members of the Coordinating Committee.
- (2) All such officers shall be Directors General of Civil Aviation in Member States or other officials of high level.
- (3) The newly elected officers shall assume office at the closing of the Triennial Session and shall, subject to the provisions of (4) and (5) below, continue until the end of the next Triennial Session.
- (4) Any officer may be removed from office at any time by a decision taken by an absolute majority of the Directors General of Civil Aviation, provided that a motion for that purpose has been proposed in writing by not less than one-third of the Directors General. Pending a decision on the motion, the officer shall refrain from carrying out the normal functions of the office. A meeting of Directors General of Civil Aviation to consider the motion for removal from office shall be convened as soon as possible, giving thirty days' notice of the date of the meeting.
- (5) In the event of the death, removal from office, or resignation of an officer, or if he or she is otherwise unable to complete his or her term of office, a successor shall be elected at the first meeting of Directors General of Civil Aviation compatible with the provisions for notice in paragraph (6) below. The new officer shall hold office for the remainder of the term of his or her predecessor.
- (6) Nominations for election as officers of the Conference shall be invited at least sixty days, and put forward at least thirty days, before the opening date of the Triennial Session or the meeting of Directors General of Civil Aviation at which the election is to take place. Such nominations shall be notified immediately by the Secretariat to all Member States.
- (7) The officers of the Conference shall be elected by a simple majority.
- (8) The President can be re-elected to serve only two consecutive three-year terms of office in addition to any term of office served following an election under paragraph (5) of this Article.

ARTICLE 9 | POWERS OF THE PRESIDENT

- (1) Except as provided in Article 6(3), the president shall preside over the Sessions of the Conference and the meetings of Directors General of Civil Aviation and of the Coordinating Committee.
- (2) He or she shall represent the Conference between its Sessions; he or she can to this end delegate authority to the vice-presidents.
- (3) Except as provided in Article 6(3), the president shall convene the Sessions of the Conference and the meetings of the Directors General of Civil Aviation and of the Coordinating Committee.
- (4) The president shall establish the provisional agenda for the meetings of Directors General of Civil Aviation and of the Coordinating Committee.
- (5) He or she shall decide upon the advisability of inviting to the meetings of Directors General of Civil Aviation any person or organisation as expert or observer.
- (6) He or she may consult with representatives of Member States or with any other person or organisation, with a view to carrying out the tasks assigned to him or her.
- (7) If the president is not available, the vice-presidents shall assume his or her functions in order of seniority.

Constitution and Rules of Procedure

ARTICLE 10 | COORDINATING COMMITTEE

- (1) Between the Sessions of the Conference, a Coordinating Committee composed of the president of the Conference, the vice-presidents, and other members of the Committee, up to a maximum total of eleven, shall assume the functions set forth in paragraph (2) below.
- (2) The Coordinating Committee shall meet under the chairmanship of the president of the Conference, and shall be empowered to:
- a) establish the general calendar of all meetings requiring the use of the Conference's resources;
 - b) establish the provisional agenda for Triennial and Special Plenary Sessions;
 - c) coordinate the activity of the bodies and take the necessary action to complete the work undertaken. The Coordinating Committee may delegate such responsibility in one or more fields of activity to any of its members;
 - d) approve lists of non-Member States and organisations to be invited as observers to open sessions in each field of the Conference's work;
 - e) ensure that expenses remain within the limits of the budget; and
 - f) manage the resources of the Conference, and exercise such powers under Article 13(1) as the Conference may delegate.
- (3) The Coordinating Committee shall meet as necessary and at least once a year, when it is convened by the president of the Conference.

ARTICLE 11 | WORKING METHODS

- (1) Groups shall be established as necessary under the work programme to prepare the work in each field of the Conference's activity. Their chairpersons shall be appointed by meetings of Directors General of Civil Aviation.
- (2) Each group shall report directly to Plenary Sessions or meetings of Directors General unless the Coordinating Committee considers that further coordination procedures are necessary before a group so reports.

ARTICLE 12 | DECISIONS BY BODIES OF THE CONFERENCE

Except as provided in Articles 2(1), 8(1), 8(4) and 16, the decisions of the bodies of the Conference shall be taken by a majority of the votes cast by the States represented. An abstention shall not be considered as a vote.

ARTICLE 13 | SECRETARIAT OF THE CONFERENCE

- (1) The Conference shall be served by its own Secretariat, the number, duties and level of posts in which it shall determine, and appointments to which shall be subject to its approval.
- (2) The regular staff of the Secretariat shall comprise EUROCONTROL staff members on exclusive assignment to the Conference according to the ECAC-EUROCONTROL Agreement dated 26 March 2020, and may be supplemented, where the Conference deems necessary for specific tasks, by staff and experts employed under such other arrangements as it may decide (e.g. secondment from Member States). All members of the Secretariat shall hold the nationality of a Member State of the Conference.
- (3) The Secretariat shall carry out its work under the direction of the Executive Secretary of the Conference who shall be responsible to the Coordinating Committee for the proper execution of the Secretariat's tasks and to the meetings of Directors General of Civil Aviation for the handling of the Conference's funds.
- (4) No member of the Secretariat may seek or accept from any government or other authority external to the Conference any instructions in regard to the discharge of his or her official business.

Constitution and Rules of Procedure

ARTICLE 14 | FINANCIAL PROVISIONS

(1) The costs attributable to the activity of the Conference shall be the responsibility of the Member States of the Conference, and shall be apportioned among them in proportion to the number of units of their contribution to ICAO for the year in which any payment is to be made, or, where a Member State is not a Contracting State of ICAO, on such basis as the Conference may decide. This shall not apply to the costs attributable to the activity of associated bodies, where these have separate budgets and financial arrangements.

(2) Member States' contributions shall be payable in advance to the Conference in euros. Interest, at rates to be determined from time to time by meetings of Directors General of Civil Aviation, shall be due on contributions more than one year in arrears.

(3) The Conference may receive, hold and disburse funds and have accounts in any currency in so far as is necessary for the execution of the transactions required for its objective.

ARTICLE 15 | LANGUAGES

(1) English and French shall be the working languages of the bodies of the Conference.

(2) Interpretation from Spanish and from other languages will be supplied in so far as resources permit.

(3) The English and the French texts of this Constitution shall be regarded as equally authentic.

ARTICLE 16 | AMENDMENT OF THE CONSTITUTION

This Constitution may be amended in Plenary Session by an absolute majority of all Member States. The Annex may be amended in Plenary Session or in a meeting of Directors General of Civil Aviation by an absolute majority of all Member States.

Fiftieth anniversary of ECAC,
in Strasbourg, 2005.



ECAC Triennial Session in Strasbourg, 2018.

Constitution and Rules of Procedure

> ANNEX TO THE ECAC CONSTITUTION

ASSOCIATED BODY OF THE CONFERENCE

Under the terms of Article 4(2) of the Constitution, the JAA Training Organisation is an associated body of the Conference.

> APPENDIX TO THE ECAC CONSTITUTION

CRITERIA AND PROCEDURES TO BE USED IN CONSIDERING APPLICATIONS FOR MEMBERSHIP OF ECAC

1. The basic criteria for membership as laid down in Article 2(1) of the Constitution are as follows:
 - i) that part or all of the territory of an applicant State must, in all cases, be geographically situated within Europe for it to be eligible for membership of ECAC;
 - ii) that, unless otherwise unanimously agreed by the Conference in exceptional circumstances, an applicant State must be an ICAO Contracting State for it to be eligible for membership of ECAC; and
 - iii) that admission must be unanimously decided by the existing Member States.
2. States seeking admission to ECAC must also provide assurances not only that they are ready to play an active part in furthering ECAC's objective as set forth in Article 1(1) of the ECAC Constitution, but also that they will comply fully with all other parts of the Constitution, inter alia with the financial obligations. It is also expected that they will not require the introduction of further working languages.
3. In reaching the decision referred to in 1. iii) above, Member States shall have regard to further criteria (not necessarily to be met simultaneously or to the same extent), including the following:
 - i) that the applicant State enjoys full sovereignty and exercises it in civil aviation matters;
 - ii) that, given the references in the Constitution to ECAC's relationship to ICAO, the applicant State is Party to the International Air Services Transit Agreement (1944); and
 - iii) that the applicant State's standards are consistent with ECAC's objective in such fields as safety (e.g. flight inspection, airport construction and airworthiness) and security.
4. Member States shall bear in mind the implications of expanded ECAC membership for ECAC's associated bodies.
5. In order to provide Member States with the necessary information to apply the foregoing criteria:
 - a) each applicant State shall be requested to present a written description of its civil aviation arrangements, covering the structure, organisation and functions of its civil aviation administration and its international commitments, as well as the volume, nature and international dimension of its civil aviation industry (including airlines, airports and, where appropriate, aeronautical manufacturing);
 - b) an ECAC team shall visit the applicant State, and report its findings on relevant matters to Directors General; and
 - c) policy-level discussions between the president of ECAC and the heads of the applicant civil aviation administration shall be held when a) and b) above have been deemed satisfactory by Directors General.

■ Rules of procedure

RULE 1 | DELEGATIONS

(1) Delegations of Member States may be composed of delegates, alternates and advisers. One of the delegates shall be designated as chief delegate. In case of his or her absence, the chief delegate may designate another member of his or her delegation to serve in his or her stead.

(2) States not in membership of the Conference and organisations invited to attend Sessions or meetings of the Conference shall be represented by observers. Where a delegation consists of two or more observers, one of them shall be designated as chief observer.

RULE 2 | CREDENTIALS

(1) The Coordinating Committee can decide to require for a particular Plenary Session of the Conference that every member of a delegation shall be provided with credentials from the State or organisation concerned, duly authenticated and specifying his or her name and status. The credentials shall be deposited with the Executive Secretary of the Conference or his/her representative.

(2) The Executive Secretary of the Conference shall examine the credentials and report to the Conference without delay.

RULE 3 | PARTICIPATION IN SESSIONS

Delegates, alternates, advisers and observers shall be entitled, pending the presentation of a report on credentials by the Executive Secretary and action thereon by the Conference, to attend Sessions and participate in them, subject, however, to the limits set forth in these Rules. The Conference may debar from participation in its work any delegate, alternate, adviser or observer whose credentials it finds to be defective.

RULE 4 | AGENDA

(1) a) The provisional agenda for the Triennial Sessions shall be communicated to Member States so as to reach them at least two months before the opening of the Session.

- b) The provisional agenda shall comprise at least the following items:
- report of the president on action taken since the previous Session;
 - election of the president and vice-presidents of ECAC and of other officers of the Conference;
 - approval of a general work programme for a period of three years;
 - expenditure estimates for the three-yearly period.

c) The Triennial Session shall approve the final agenda at the commencement of the Session. It may, during the Session, modify the order of items on the agenda for the better conduct of its work.

(2) The provisional agenda for the Special Plenary Sessions prepared by the Coordinating Committee shall be communicated to Member States so as to reach them at least one month before the opening of the Session. The Special Plenary Session shall approve the final agenda at the commencement of the Session.

RULE 5 | COMMITTEES AND GROUPS

(1) Normally, only an Executive Committee shall sit during Triennial and Special Plenary Sessions.

(2) The Conference may set up working groups or groups of experts open to all States members of the Conference and, if it sees fit or necessary, groups of restricted membership. The Conference itself, or its president, shall lay down the terms of reference of such working groups or groups of experts. The chairpersons of the latter shall be persons appointed by meetings of Directors General of Civil Aviation, in accordance with Article 11(1) of the Constitution. Failing such appointment, the groups shall choose their own chairpersons.

Constitution and Rules of Procedure

RULE 6 | DOCUMENTATION AND REPORTS

(1) Documentation relating to the provisional agenda for Triennial Sessions shall, in principle, be dispatched to Member States six weeks before the opening date of the Session. States which have taken the initiative of having an item included in the agenda shall submit the document concerning that item at least two months in advance so that the Secretariat may circulate it to Member States six weeks before the opening of the Session.

(2) Documentation relating to Special Plenary Sessions and to other meetings shall be dispatched in time so as to permit adequate preparation by Member States.

(3) Documentation relating to meetings of Directors General shall be available in English and French two weeks before the meeting. The same shall apply for meetings of working groups, except in exceptional circumstances.

(4) Reports of Triennial and Special Plenary Sessions shall be distributed to States members of the Conference, to the European Commission, to the Council of Europe and to the ICAO Council, and to other bodies as decided by the Conference. The reports of all meetings of the bodies of the Conference shall be public documents, unless the meeting in question decides otherwise.

RULE 7 | PUBLIC AND PRIVATE MEETINGS

Plenary meetings at Triennial Sessions shall be held in public, and Special Plenary Sessions and meetings of Directors General of Civil Aviation, working groups and subordinate organs in private, unless in any case the body concerned decides otherwise.

RULE 8 | PARTICIPATION OF OBSERVERS

Observers shall have the right to attend all public meetings and such private meetings as the Conference, or, in the absence of a decision by the Conference, as the private meeting may decide. Observers shall have the right to participate in discussions of the meetings that they are allowed to attend and to present documents, but not to vote or to make or second proposals.

RULE 9 | QUORUM

(1) A majority of the States members of the Conference, having delegations registered and not known to have withdrawn the same, shall constitute a quorum for the plenary meetings of the Conference.

(2) The Conference shall determine the quorum for other meetings if, in any case, it is considered necessary that a quorum be established for such bodies.

RULE 10 | POWERS OF THE PRESIDING OFFICER

The presiding officer of the Sessions and meetings shall declare the opening and closing of each meeting, direct the discussion, ensure observance of these Rules, accord the right to speak, put questions and announce decisions. He or she shall rule on points of order and, subject to these Rules, shall have complete control of the proceedings of the body concerned and maintain order at its meetings.

RULE 11 | SPEAKERS

(1) The presiding officer shall call upon speakers in the order in which they have expressed their desire to speak. He or she may call a speaker to order if his or her observations are not relevant to the subject under discussion.

(2) Generally, no delegation may speak a second time on any question, except for clarification, until all other delegations have had an opportunity to do so.

(3) At Plenary Sessions and meetings of Directors General, the chairperson of a working group may be accorded precedence for the purpose of explaining the conclusions arrived at by the body concerned. In meetings of a working group, similar precedence may, for the same purpose, be accorded to the chairpersons of any other body of the Conference.

Constitution and Rules of Procedure

RULE 12 | TIME LIMIT OF SPEECHES

A presiding officer may limit the time allowed to each speaker, unless the body concerned decides otherwise.

RULE 13 | POINTS OF ORDER

(1) Notwithstanding the provisions of Rule 11, a delegate may at any time raise a point of order, and the point shall immediately be decided by the presiding officer.

(2) Any delegate may make a motion appealing against such decision. In that case, and subject to the provisions of Rule 14, the procedure specified in Rule 15 (2) shall be followed. The decision given by the presiding officer under paragraph (1) shall stand unless overruled by a majority of the votes cast.

RULE 14 | MOTIONS AND AMENDMENTS

(1) A motion or amendment shall not be discussed until it has been seconded.

(2) Motions and amendments may be presented and seconded only by members of the delegations of States members of the Conference.

(3) No motion may be withdrawn if an amendment to it is under discussion or has been adopted.

(4) Proposals for formal action shall not be discussed until 24 hours after they have been submitted in writing, except in the absence of objection to earlier discussion.

RULE 15 | PROCEDURAL MOTIONS

(1) Subject to the provisions of Rule 14, any delegate may move at any time the suspension or adjournment of the meeting, the adjournment of the debate on any question, the deferment of discussion on an item, or the closure of the debate on an item.

(2) After such a motion or one under Rule 13(2) has been made and explained by its proposer, only one speaker shall normally be allowed to speak in opposition to it and no further speeches shall be made in its support before a vote is taken. Additional speeches in such motion may be allowed at the discretion of the presiding officer. A delegate speaking on such a motion may speak only on that motion and not on the substance of the matter which was under discussion before the motion was made.

RULE 16 | ORDER OF PROCEDURAL MOTIONS

The following motions shall have priority over all other motions, and shall be taken in the following order:

- a) to suspend the meeting;
- b) to adjourn the meeting;
- c) to adjourn the debate on an item;
- d) to defer the debate on an item;
- e) for closure of the debate on an item.

RULE 17 | REOPENING OF DEBATE

Reopening within the same body and at the same Session of a debate already completed by a vote on a given item shall require a majority of votes cast. Permission to speak on such a motion shall normally be accorded only to the proposer and to one speaker in opposition, after which it shall be immediately put to vote. Additional speeches may be allowed at the discretion of the presiding officer, who shall decide the priority of recognition. Speeches on a motion to reopen shall be limited in content to matters bearing directly on the justification for reopening.

RULE 18 | DISCUSSIONS IN SUBORDINATE ORGANS

A subordinate organ established by a working group may conduct its deliberations informally, save that it may at any stage decide that these Rules shall be observed at its meetings.

Constitution and Rules of Procedure

RULE 19 | VOTING RIGHTS

Each State member of the Conference, if duly represented, shall have one vote at Sessions and meetings of the Conference.

RULE 20 | VOTING OF PRESIDING OFFICER

Subject to the provisions of Rule 19, the presiding officer of the Sessions and meetings shall have the right to vote on behalf of his or her State.

RULE 21 | METHOD OF VOTING

(1) Except as otherwise provided in the Constitution or in these Rules and subject to paragraphs (2) and (3) hereof, voting shall be by voice, by show of hands, or by standing, as the presiding officer may decide.

(2) Voting may be by secret ballot if a Session or meeting so decide by majority vote of the Member States represented there.

(3) In Sessions of the Conference and in meetings of Directors General of Civil Aviation and of working groups there shall be a roll-call vote if requested by two States members of the Conference. The vote or abstention of each State participating in a roll-call vote shall be recorded.

RULE 22 | DIVISION OF MOTIONS

On request of any delegate, and unless the meeting otherwise decides, parts of a motion shall be voted on separately. The resulting motion shall then be put to a final vote in its entirety.

RULE 23 | VOTING ON AMENDMENTS

Any amendment to a motion shall be voted on before a vote is taken on the motion. When two or more amendments are moved to a motion, the vote should be taken on them in the order of their remoteness from the original motion, commencing with the most remote. The presiding officer shall determine whether a proposed amendment is so related to the motion as to constitute a proper amendment thereto, or whether it must be considered as an alternative or substitute motion.

RULE 24 | VOTING ON ALTERNATIVE OR SUBSTITUTE MOTIONS

Alternative or substitute motions shall, unless the meeting otherwise decides, be put to vote in the order in which they are presented, and after the disposal of the original motion to which they are alternative or in substitution. The presiding officer shall decide whether it is necessary to put such alternative or substitute motions to vote in the light of the vote on the original motion and any amendment thereto. Such decisions may be reversed by a majority of the votes cast.

RULE 25 | TIE VOTE

In the event of a tie vote, a second vote on the motion concerned shall be taken at the next meeting, unless the Conference or body concerned decides that such second vote be taken during the meeting at which the tie vote took place. Unless there is a majority in favour of the motion on this second vote, it shall be considered lost.

RULE 26 | ELECTION OF THE PRESIDENT, VICE-PRESIDENTS AND OTHER OFFICERS AND APPOINTMENT OF CHAIRPERSONS OF WORKING GROUPS

The election of the president, vice-presidents and other officers referred to in Article 8 of the Constitution shall be governed by the procedure stated in Rule 21. The same shall apply to the appointment of the chairpersons of working groups referred to in Article 11(1) of the Constitution.

Constitution and Rules of Procedure

RULE 27 | RECORDS OF PROCEEDINGS

Unless otherwise decided by the Conference, records of the proceedings of Triennial and Special Plenary Sessions, meetings of Directors General of Civil Aviation, working groups, groups of experts and subordinate organs shall not take the form of minutes but of reports and, in certain cases, of brief summaries or summaries of decisions.

RULE 28 | AMENDMENT OF THE RULES OF PROCEDURE

These Rules or any portion thereof may be amended or suspended at any time by the Conference in Plenary Session by a majority of the members present, or in meetings of Directors General of Civil Aviation by an absolute majority of all Member States.



Meeting of ECAC Directors General of Civil Aviation.

■ Terms of Reference for Focal Points

Focal Points:

- a) shall be members of the Coordinating Committee and exercise their functions in their specific field of activity under authority delegated by the Coordinating Committee, in accordance with Article 10(2)c) of the Constitution;
- b) shall be responsible for the implementation of the work programme in their field of activity, within the overall work programme established by a Triennial Session (or as amended during a triennium by a meeting of Directors General);
- c) subject to h) below, shall be empowered to convene meetings of groups under their chairmanship, establish task forces/appoint their chairpersons, approve their terms of reference, and their membership (including observers);
- d) shall maintain regular contact with the chairpersons/rapporteurs of task forces in order to monitor the progress of the work. They shall also be available to provide guidance, if requested by chairpersons/rapporteurs during the course of the work of task forces;
- e) shall report at regular intervals to meetings of the Coordinating Committee/ Directors General, as appropriate, or as requested, on the progress of work in their area of activity. They shall also submit a final report on the outcome of this work;
- f) shall be responsible for the preparation of working papers and full reports on their field of activities for consideration at ECAC Plenary Sessions;
- g) shall, subject to the approval of the Coordinating Committee, be empowered to organise events such as symposia, workshops, etc. in their field of activity or to represent ECAC at such events involving their field of activity;
- h) shall submit for approval to the Coordinating Committee their proposals as regards meetings anticipated in their field of activity involving the use of Conference resources, within the framework of Article 10(2)a), 10(2)e) and 10(2)f) of the Constitution.

List of acronyms

ACC	Air Accident and Incident Investigation Group of Experts
APER TG	Action Plans for Emissions Reduction Task Group
AUD	Certified Aviation Security Auditors' Group
BDSG	Behaviour Detection Study Group
CAEP	ICAO Committee on Aviation and Environmental Protection
CC	Coordinating Committee
CEP	Common Evaluation Process of security equipment
CEP-MG	Common Evaluation Process of security equipment Management Group
CYBER	Study Group on Cyber Security in Civil Aviation
DGCA	Directors General of Civil Aviation
EAEG	European Aviation and Environment Working Group
EAEG-AIRMOD	EAEG Aircraft Noise Modelling Task Group
ECG-AS	European Coordination Group on Aviation Security
ECG-CS	European Coordination Group on Cyber Security
ECG-ECO	European Coordination Group on Economic matters
ECG-FAL	European Coordination Group on Facilitation
ECO	Economic Working Group
EDD	Explosive Detection Dogs Study Group
EMTO	ECAC Medium-Term Objectives Task Force
ENV FORUM	ECAC Environmental Forum
EPMG	Environmental Programme Management Group
ESANCG	European Safety and Air Navigation Coordination Group
FAL	Facilitation Working Group
FAL-IMMIGRAT	Sub-Group on Immigration
FAL-PRM	Sub-Group on the Transport of Persons with Reduced Mobility
FPMG	Facilitation Programme Management Group
GMTF	Guidance Material Task Force
LEGTF	Legal Task Force
NETCOM	Network of Communication Specialists
NETD&I	Network on Diversity and Inclusion in Civil Aviation
SAAV	State Assistance to Air Accident Victims Task Group
SF	Security Forum
SPMG	Security Programme Management Group
SAF-TG	Sustainable Aviation Fuels Task Group
TG	Task Group
TRG	Threat Response Group
TrTF	Training Task Force
TTF	Technical Task Force
WG	Working Group
ACAO	Arab Civil Aviation Organization
AFCAC	African Civil Aviation Commission
DG MOVE	Directorate-General for Mobility and Transport
EASA	European Union Aviation Safety Agency
ECOWAS	Economic Community of West African States
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
JAA TO	JAA Training Organisation
LACAC	Latin American Civil Aviation Commission
MOC	Memorandum of Cooperation
MOU	Memorandum of Understanding
WAEMU	West African Economic and Monetary Union



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