**EUROPEAN CIVIL AVIATION CONFERENCE**

**CONFÉRENCE EUROPÉENNE DE L'AVIATION CIVILE**

**THIRTY-NINTH PLENARY (TRIENNIAL) SESSION**

(Videoconference, 12 July 2021)

**Agenda item 6.** **Consideration and approval of the ECAC work programme and associated budget for 2022-2024**

**ECAC WORK PROGRAMME FOR 2022-2024**

(Presented by the Executive Secretary of ECAC)

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**SUMMARY**

This paper presents the proposed ECAC Work Programme for the next Triennium, i.e. the period 2022-2024, as endorsed by Directors General during DGCA/155 (10 December 2020).

**ACTION TO BE TAKEN**

The Plenary Session is invited to approve the work programme for the 2022-2024 triennium, as presented in the **Attachment**.

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(31 pages)

**Introduction**

1.          In accordance with its Terms of Reference, the EMTO Task Force was tasked by the Coordinating Committee with preparing the ECAC work programme and associated budget for the next Triennium, i.e., 2022-2024. The EMTO Task Force met virtually on several occasions in 2020, under the chairmanship of Mr Urs Haldimann (Switzerland). In developing its thinking on ECAC's 2022-2024 Work Programme, the Task Force consulted the chairs of the various working groups and the ECAC Focal Points. Its progress was reported to each subsequent meeting of the Coordinating Committee and of Directors General, and its work was informed by views expressed and requests made at those meetings.

**2022-2024 ECAC Work Programme**

2.          At their December 2020 meeting (DGCA/155, 10 December 2020), Directors General endorsed the draft 2022-2024 Work Programme. In May 2021 (DGCA/156, 5 May 2021), they agreed on the inclusion of a reference to the newly established European Coordination Group on aviation cyber security matters, for the sake of completeness and that the proposed 2022-2024 Work Programme would be presented for approval at ECAC/39 (12 July 2021) in line with Article 5 of the ECAC Constitution (9th edition, December 2020).

3.          As presented in the **Attachment** the 2022-2024 ECAC Work Programme builds on:

   ▪ the current 2019-2021 Work Programme and the experience of its delivery to date;
   ▪ the inputs received from ECAC working groups and Focal Points; and
   ▪ the anticipated evolution of the civil aviation sector in the years to come and forthcoming major international events (e.g. 2022 ICAO Assembly).

4.          Overall, the proposed Work Programme is based on the following elements:

   ▪ ECAC should retain its three current strategic priorities: safety and accident investigations, security and facilitation, and environment;
   ▪ ECAC should keep the flexibility to undertake work in areas other than those covered in the proposed Work Programme and to incorporate new initiatives, depending on the importance of the subject to a sufficient number of Member States, the resources available, and the extent to which ECAC can bring added value to the discussions on this topic. This re-prioritisation may also lead to some planned deliverables included in the Programme to be deleted at the mid-term review to be completed by the EMTO Task Force in 2023 (see paragraph 8); and
   ▪ Duplication of activities with other organisations, such as the European Union and EUROCONTROL, should be avoided.

5.          As a consequence, the proposed 2022-2024 Work Programme focus on the following seven domains:

   ▪ safety and accident investigations;
   ▪ Unmanned Aircraft Systems (UAS);
   ▪ security and facilitation;
   ▪ environment;
   ▪ economic matters;
   ▪ legal matters; and
   ▪ external relations.

6.          For each of these domains, aims, objectives and deliverables have been elaborated, using the same format as in 2019-2021. Special attention has been given to the definition of smart and measurable deliverables, and these deliverables have also been assigned to one or more ECAC working groups where applicable. They also define results that can realistically be achieved given the available resources. It is expected that this new approach should facilitate the conduct of the mid-term review.

7.          In addition, consistent with the approach taken with the current Work Programme, a qualitative indication of the costs and/or workload implications on the ECAC Secretariat of each expected deliverable has been included in the work programme, with a colour code indicator as follows:

- *Red: high costs and/or workload implications*
- *Orange: medium costs and/or workload implications*
- *Green: low costs and/or workload implications*

**Mid-term review of the implementation of the 2022-2024 Work Programme**

8.          Consistent with the practice adopted during the current Triennium, Directors General (DGCA/155, 10 December 2020) agreed that a mid-term review of the implementation of the ECAC 2022-2024 Work Programme would be conducted by the EMTO Task Force in mid-2023.

**Action to be taken**

9.          The Plenary Session is invited to approve the work programme for the 2022-2024 triennium, as presented in the **Attachment**.

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**ATTACHMENT**

**WORK PROGRAMME 2022-2024**

*Note: qualitative indication of the costs and/or workload implications on the ECAC Secretariat of each expected deliverables, as follows:*

- ▪ *Red: high costs and/or workload implications*
- ▪ *Orange: medium costs and/or workload implications*
- ▪ *Green: low costs and/or workload implications*

**SAFETY AND ACCIDENT INVESTIGATIONS**

| SAF/1 Aim: To promote European priorities in safety with international partners, regional and international organisations | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SAF/1/1: To promote European safety aviation policies and best practices in international meetings and events, (i.e. at ICAO and in the framework of ECAC's MoUs with sister regional organisations and in bilateral relationship). | ▪ SAF/1/1-1: Pan-European positions are defined and coordinated, and common position papers prepared in advance of international meetings. with the operational support of the European Commission, EASA and EUROCONTROL.<br><br>▪ SAF/1/1-2: Reports on European priorities as well as positions and papers are presented to ECAC Directors General for consideration and adoption.<br><br>▪ SAF/1/1-3: Pan-European contributions and positions to ICAO meetings/groups including the 2022 ICAO Assembly are prepared, well represented and well reflected in the outcome of these meetings.<br><br>▪ SAF/1/1-4: The European Safety and Air Navigation Coordination Group (ESANCG) meets as necessary to prepare Pan-European contributions and positions.<br><br>▪ SAF/1/1-5: Coordination meetings between all ECAC Member States before/during/after international meetings are organised as required. | ECAC Secretariat + European Safety and Air Navigation Coordination Group (ESANCG)<br><br>European Coordination Group on Cyber Aviation Security matters (ECG-CS) |

| SAF/2 Aim: To increase the effectiveness of the ECAC Member States' safety investigation authorities | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SAF/2/1: To enhance the effectiveness of ECAC Member States' safety investigation capabilities | ▪ SAF/2/1-1: Expertise, experience and information are shared between safety investigation authorities (SIA), including through the development and promulgation of best practices.<br>▪ SAF/2/1-2: The ECAC Code of Conduct on Co-operation in the field of Civil Aviation Accident/Incident Investigation is signed by all ECAC Member States, to the extent possible. Its implementation is kept under review and its adoption promoted during Group of Experts on Accident and Incident Investigation (ACC) meetings.<br>▪ SAF/2/1-3: Information on challenges met by ECAC Member States during safety investigations is shared, and possible actions to address them are discussed in ACC meetings.<br>▪ SAF/2/1-4: The major lessons learnt from investigations are reviewed in ACC meetings, to identify any trends or areas where follow-up work by the ACC might be appropriate.<br>▪ SAF/2/1-5: Knowledge and expertise of the ECAC safety investigation community is refreshed through specially focused presentations by invited guests from outside that community, in particular from industry, academia and States.<br>▪ SAF/2/1-6: A workshop is organised bi-annually on specific investigative issues.<br>▪ SAF/2/1-7: Cooperation with other European stakeholders, particularly the European Network of Civil Aviation Safety Investigation Authorities (ENCASIA) is ensured with the objective of avoiding duplication and adding value to the work of both ACC and ENCASIA. | Group of Experts on Accident and Incident Investigation (ACC) |
| SAF/2/2: To promote European experience and know-how in safety investigation within the wider international aviation community. | ▪ SAF/2/2-1: Safety and investigative materials developed by ACC and during ACC workshops are shared with the wider international aviation investigative community.<br>▪ SAF/2/2-2: Active participation in ICAO fora is ensured with the objective of sharing European expertise and promoting the use by ICAO of accident investigation concepts, tools, systems and processes developed in Europe.<br>▪ SAF/2/2-3: ICAO developments, in particular the ones in the ICAO Accident Investigation Panel (AIGP), are monitored and reported to ACC meetings.<br>▪ SAF/2/2-4: The development of international standards and recommended practices are shaped through active participation of ACC members in the work of the AIGP, where appropriate. | Group of Experts on Accident and Incident Investigation (ACC) |

| SAF/3 Aim: To contribute to safety improvement by sharing expertise from ECAC Member States' safety investigation authorities | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SAF/3/1 To promote safety performance by sharing data from safety investigations | ▪ SAF/3/1/1: Presentation on the types of incidents/accidents, main causes of accidents/incidents, safety recommendations and safety actions in the ECAC area are given to Directors General, on a yearly basis. | Group of Experts on Accident and Incident Investigation (ACC) |

## UNMANNED AIRCRAFT SYSTEMS (UAS)

| UAS/1 Aim: To support the development of UAS in Europe | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| UAS/1/1 To promote strategic debates on the UAS future by Member States. | ▪ UAS/1/1-1: High-level exchange of views on possible developments to cope with current and future challenges in the field of UAS (e.g. U-space development and financing, development strategies for future Urban Air Mobility and, Infrastructure protection, etc.) is ensured at Directors General level. | ECAC Secretariat + network of national contact points |
| UAS/1/2 To support the sharing of experiences and national policies and practices on UAS among ECAC Member States | ▪ UAS/1/2-1: Regular exchange of information between EASA and ECAC on UAS activities is ensured. In addition, strategic discussions with the objective of sharing national experiences are organised.<br>▪ UAS/1/2-2: A workshop/conference to share national experiences (stakeholders or States) is organised in order to exchange information on best practices (e.g. communication with the UAS community) and how to remove barriers (legal, technical, operational) for drone sector growth.<br>▪ UAS/1/2-3: Contacts with key partners such as China, Israel and the United States are established and maintained.<br>▪ UAS/1/2-4: The established web platform for exchanging data and information on UAS among Member States is maintained and updated (e.g. the list of national contacts, national practices, experience and engagement practices with the UAS communities, national strategic plans on UAS, communication policies)[1]<br>▪ UAS/2/1-5: Issues relevant to the ICAO work are considered with a view of facilitating and supporting the participation of ECAC Member States in the UAS related work of ICAO (e.g. RPAS Panel, ICAO Assembly 2022) as well as coordinating ECAC common positions, as needed and considered appropriate.<br>▪ UAS/2/1-6: Cooperation with other organisations (e.g. EASA, EUROCONTROL, JARUS) is ensured through regular contacts, to the objective of avoiding duplication and adding value to the work of ECAC. | ECAC Secretariat + network of national contact points |

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[1] *Conscious of the need to avoid duplications of activities with other organisations, the platform would aim to contribute to the sharing of information and to support the discussions in several fields (e.g. safety, security, privacy).*

**AVIATION SECURITY**

| SEC/1 Aim: To promote a risk-based approach to aviation security | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SEC/1/1 To promote the knowledge and understanding of new or evolving threats to aviation security and to develop possible mitigation measures. | ▪ SEC/1/1-1: Debates on new or evolving threats and related methods of attack against civil aviation are organised and result in the drafting of best practices on mitigation measures shared between Member States. | Security Forum<br><br>All task forces and study groups |
| | ▪ SEC/1/1-2: Guidelines and best practices are developed on cyber security and UAS, in cooperation with EASA and relevant UAS organisations. | All task forces and study groups |
| SEC/1/2 To encourage the implementation of a risk-based and outcome-based approach to aviation security. | ▪ SEC/1/2-1: Debates are organised to evaluate the overall effectiveness of existing security measures in mitigating threats to aviation. | Security Forum<br><br>Guidance Material Task Force |
| | ▪ SEC/1/2-2: Methods and procedures for the application of differentiated, risk-based screening regimes are shared between Member States. | Guidance Material Task Force |
| | ▪ SEC/1/2-3: ECAC vulnerability assessments (e.g. landside security, insider risks, cyber security) are performed upon request from Member States. | N/A |
| | ▪ SEC/1/2-4: Pre-opening surveys of airports to identify security needs are performed upon request from Member States. | N/A |
| SEC/2 Aim: To promote the development and use of security technology to address current and emerging threats | | |
| **Objectives** | **Expected deliverables** | **Group(s) involved** |

| | | |
|---|---|---|
| SEC/2/1 To develop and update technical specifications for security equipment. | ▪ SEC/2/1-1: Performance standards that are of high security value, practicable and affordable to the stakeholders are developed and updated on a regular basis. | Technical Task Force and its study groups |
| | ▪ SEC/2/1-2: Common Testing Methodologies (laboratory type testing) are developed and updated on a regular basis. | Technical Task Force and its study groups |
| SEC/2/2 To promote the deployment at European airports of security equipment meeting the required minimum standards. | ▪ SEC/2/2-1: Guidelines on on-site testing methodology upon installation (e.g. acceptance tests) and periodic operational trials for deployed security equipment are developed and kept up to date. | Technical Task Force and its study groups |
| | ▪ SEC/2/2-2: Common Routine Testing Methodologies (CRTM) to assess the detection capability of security equipment are developed and kept up to date. | Technical Task Force and its study groups |
| | ▪ SEC/2/2-3: Best practices to support the operational deployment of security equipment are developed in cooperation with the industry. | Guidance Material Task Force |
| | ▪ SEC/2/2-4: Recommendations to support the manufacturing and operational deployment of security equipment with higher cyber security maturity are developed. | Study Group on Cyber Security in Civil Aviation |
| SEC/2/3 To ensure that Research and Development efforts meet end users' needs and aim at facilitating passengers' journey. | ▪ SEC/2/3-1: Inputs to R&D discussions on the future evolution of security technology and equipment, including regular participation in EU research advisory groups, are provided. | N/A |
| | ▪ SEC/2/3-2: The development of security technologies capabilities is monitored for the benefit of ECAC Member States. | Technical Task Force and its study groups |
| | ▪ SEC/2/3-3: The use and impact of artificial intelligence in aviation security is examined, and ECAC Member States receive relevant information and guidance material. | Technical Task Force and its study groups |

| SEC/3 Aim: To enhance the efficiency and effectiveness of the ECAC Common Evaluation Process of security equipment (CEP) | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SEC/3/1 To implement and further develop the ECAC Common Evaluation Process of security equipment (CEP), ensuring it has the resources to provide a professional, responsive and world-leading equipment certification process. | ▪ SEC/3/1-1: The ECAC Common Evaluation Process of security equipment (CEP) is managed and the implementation of tests of CEP categories are monitored with Contributing Authorities and Participating Test Centres. | CEP Management Group (CEP-MG) |
| | ▪ SEC/3/1-2: Reliable test results on security equipment performance are shared with all ECAC Member States and the European Commission – DG MOVE. | CEP-MG |
| | ▪ SEC/3/1-3: CEP procedures (e.g. quality control of Participating Test Centres, inputs from manufacturers, etc.) are continuously reviewed and improved. | CEP-MG and its Quality Control Study Group |
| | ▪ SEC/3/1-4: The CEP is extended to other categories of equipment, subject to development of new Common Testing Methodologies. | DGCA, SPMG, CEP-MG, Technical Task Force and its study groups |
| | ▪ SEC/3/1-5: Regular information sessions with equipment manufacturers are organised. | CEP-MG, Technical Task Force and its study groups |
| | ▪ SEC/3/1-6: Cooperation with international partners interested in CEP procedures and results is ensured. | N/A |
| SEC/4 Aim: To harmonise aviation security measures on a Pan-European basis. | | |
| **Objectives** | **Expected deliverables** | **Group(s) involved** |

| SEC/4/1 To update ECAC Doc 30, Part II (Security) as necessary and ensure consistency between ECAC Doc 30, Part II (Security) and EU Regulations and ICAO Annex 17 SARPs. | ▪ SEC/4/1-1: Regular amendments to ECAC Doc 30, Part II, Recommendations and Annexes are made to reflect current practices, and the needs of Member States and industry stakeholders. | All task forces and study groups<br><br>Security Forum |
|---|---|---|
| | ▪ SEC/4/1-2: Regular amendments to Doc 30, Part II, are made to reflect amendments to EU Regulations and ICAO Annex 17 SARPs. | All task forces and study groups<br><br>Security Forum |
| | ▪ SEC/4/1-3: A thorough review of Doc 30, Part II, is conducted. | All task forces and study groups |
| SEC/4/2 To further develop ECAC Aviation Security Handbook | ▪ SEC/4/2-1: Regular amendments to ECAC Aviation Security Handbook are made to reflect current practices, and the needs of Member States and industry stakeholders. | All task forces and study groups |
| SEC/4/3 To support the implementation of security measures by ECAC Member States. | ▪ SEC/4/3-1: Multilateral workshops are organised to promote common understanding and interpretation of aviation security requirements. | N/A – with all task forces and study groups |
| | ▪ SEC/4/3-2: Guidance material and best practices on issues of common interest for Member States are provided. | All task forces and study groups |
| | ▪ SEC/4/3-3: Guidance material and best practices on explosive detection dogs and their use for aviation security are provided to Member States. | Explosive Detection Dogs Study Group |
| | ▪ SEC/4/3-4: Guidance material and best practices on behaviour detection and its use for aviation security are provided to Member States. | Behaviour Detection Study Group |

| SEC/4/4 To promote advanced training methodology for obtaining the best efficiency in the harmonised implementation of aviation security measures | ▪ SEC/4/4-1: Guidance material and best practices for implementation of aviation security training in Member States are developed. | Training Task Force |
|---|---|---|
| SEC/4/5 To support the implementation of security measures related to UAS by Member States. | ▪ SEC/4/5-1: Guidance material and best practices are developed to support Member States' efforts in implementing/developing security measures on UAS. | Guidance Material Task Force, Training Task Force |
| SEC/4/6 To promote the implementation of One Stop Security in ECAC region. | ▪ SEC/4/6-1: Support to non-EU ECAC Member States is provided so that are ready to apply for recognition of their aviation security measures in the relevant areas by the European Union (EU). | N/A |

| **SEC/5 Aim: To support Member States in maintaining effective aviation security in the face of current changes and challenges within the aviation industry** | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SEC/5/1 To assess ECAC Member States' level of compliance with ECAC Doc 30, Part II. | ▪ SEC/5/1-1: Initial and follow-up audits (i.e. national, airport and cargo and mail) are carried out at the request of Member States, and audit reports issued within set deadline. | Auditors Group (AUD) |
| | ▪ SEC/5/1-2: Trend analysis of areas of compliance and non-compliance with ECAC Doc 30, Part II, is regularly presented to DGCA. | N/A |
| | ▪ SEC/5/1-3: Discussions are held with the European Commission to ensure a consistent interpretation of European requirements (EU and ECAC provisions). | N/A |

| SEC/5/2 To support the implementation of efficient oversight regimes by ECAC Members States | ▪ SEC/5/2-1: Best practices for the organisation and management of national quality control activities are developed and shared among ECAC Member States. | GMTF |
|---|---|---|
| | ▪ SEC/5/2-2: Training for conducting audits/inspections in several domains is delivered for the benefit of national auditors of ECAC Member States. | N/A |
| | ▪ SEC/5/2-3: Training for conducting covert tests is delivered for the benefit of ECAC Member States. | N/A |
| | ▪ SEC/5/2-4: Best practices for conducting cyber penetration tests are established for the benefit of ECAC Member States. | Study Group on Cyber Security in Civil Aviation |
| SEC/5/3 To provide capacity-building activities for the benefit of ECAC Member States | ▪ SEC/5/3-1: Capacity building activities are delivered to meet the needs expressed by ECAC Member States. | N/A |
| | ▪ SEC/5/3-2: Regular updates of existing capacity building tools and materials are made and new capacity building tools and materials are developed. | N/A |
| | ▪ SEC/5/3-3: Multilateral workshops are organised on topics identified by Member States and working groups. | N/A |
| | ▪ SEC/5/3-4: ECAC vulnerability assessments (e.g. landside security, insider risks, cyber security) are conducted upon request from Member States. | N/A |

| SEC/6 Aim: To promote European priorities in aviation security with international partners, regional and international organisations | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| SEC/6/1 To promote Pan-European priorities and positions in international meetings. | ▪ SEC/6/1-1: Pan-European positions are coordinated and common position papers developed, when necessary, in advance of international meetings (e.g. ICAO Assembly, ICAO AVSEC Panel). | DGCA + European Coordination Group on Aviation Security matters (ECG-AS)<br><br>ECG-CS |
| | ▪ SEC/6/1-2: Pan-European contributions and positions are prepared in advance, well represented and well reflected in the outcome of these meetings. | ECG-AS, ECG-CS |
| | ▪ SEC/6/1-3: The European Coordination Group on Aviation Security matters (ECG-AS) meets as necessary to prepare European positions, and pan-European contributions to meetings are prepared. | ECG-AS, ECG-CS |
| | ▪ SEC/6/1-4: Coordination meetings between all ECAC Member States before/during/after international meetings are organised to prepare European positions and to consolidate a Key Briefing Document. | N/A |
| SEC/6/2 To deliver capacity-building activities for non-ECAC States on the basis of projects funded outside the ECAC regular budget. | ▪ SEC/6/2-1: EU-funded projects (e.g. CASE II Project for Africa, Asia and Middle East) are efficiently delivered. | N/A |
| | ▪ SEC/6/2-2: Opportunities for the delivery of new projects for States representing interest for ECAC Member States are explored, with relevant organisations. | N/A |

**FACILITATION**

| FAL/1 Aim: To develop efficient, effective and harmonised aviation facilitation measures on a Pan-European basis | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| FAL/1/1 To further develop ECAC Doc 30, Part I, Recommendations and its Annexes in order to meet the evolution of facilitation matters and current practices of Member States and the industry. | ▪ FAL/1/1-1: Regular amendments to ECAC Doc 30, Part I, are made to reflect current practices, and the needs of Member States and industry stakeholders.<br><br>▪ FAL/1/1-2: Doc 30, Part I Recommendations and Annexes are kept up-to-date and further developed (e.g. transport of persons with reduced mobility, immigration, cargo and customs, health) covering issues such as<br>- API and PNR implementation;<br>- Human trafficking,<br>- Unruly passengers; and<br>- Definition and scope of service animals.<br><br>*Note: A sub-group should be established under the Facilitation Working Group for overseeing the amendments to Doc 30, Part I, consisting of Member States and relevant industry observers to ensure the harmonisation of the document and internal consistency. This group will also coordinate closely with the ECAC Guidance Material Task Force to ensure the link between aviation security and facilitation matters.* | FAL Working Group<br><br>FAL Sub-Group on the Transport of Persons with Reduced Mobility (FAL-PRM-SG)<br><br>FAL Sub-Group on Immigration (FAL-IMMIGR-SG)<br><br>Doc 30 Sub-Group |
| FAL/1/2 To ensure consistency between ECAC Doc 30, Part I (Facilitation), and EU/EC Regulations, and ICAO Annex 9 SARPs. | ▪ FAL/1/2-1: Regular updates of ECAC Doc 30, Part I, are made to reflect amendments to EU Regulations and ICAO Annex 9 SARPs.<br><br>▪ FAL/1/2-2: Elements for answering ICAO's Electronic Filing of Differences (EFOD) System questionnaire related to PRM and Immigration provisions are developed. | FAL Working Group<br><br>FAL-PRM-SG<br><br>FAL-IMMIGR-SG |

| FAL/2 Aim: To support the harmonised implementation of ECAC Doc 30, Part I, Recommendations in the field of facilitation | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| FAL/2/1 To promote the sharing of information and best practices on the implementation of facilitation measures among ECAC Member States. | ▪ FAL/2/1-1: ECAC Facilitation meetings are organised for the exchange of information and best practices, covering issues such as: assistance given to PRMs, biometric applications and automated border controls, air carrier liability, API/PNR implementation and passenger data exchange systems, as well as cooperation between customs and civil aviation authorities, cargo and health issues.<br>▪ FAL/2/1-2: Developments in relevant industry fora (e.g. IATA/CAWG) are monitored, and Member States updated during facilitation meetings.<br>▪ FAL/2/1-3: Surveys on national initiatives and compliance in the field of facilitation are updated and/or developed, and their results analysed; they include, but are not limited to surveys on:<br>- Implementation of national facilitation programme<br>- API and PNR initiatives.<br>- Air carrier liability.<br>- ECAC PRM complaint database. | FAL Working Group<br>FAL-PRM-SG<br>FAL-IMMIGR-SG |
| FAL/2/2 To support Member States in the effective implementation of Doc 30, Part I Recommendations on facilitation and encourage the development of expertise in ECAC Member States. | ▪ FAL/2/2-1: Guidance material and other best practices documents (e.g. checklists) are developed to support ECAC Member States' efforts in implementing facilitation measures.<br>▪ FAL/2/2-2: Joint assessments are organised under the Quality Assessment Programme on the assistance to persons with disabilities and persons with reduced mobility (QAP) to assess the quality of assistance provided to PRMs in ECAC Member States.<br>▪ FAL/2/2-3: Capacity building activities (e.g. workshops on PRMs, health issues, etc.) are organised for the benefit of ECAC Member States, and in cooperation with State authorities, airport operators, air carriers and relevant organisations (e.g. ACI, EC, IATA). | FAL Working Group<br>FAL-PRM-SG<br>FAL-IMMIGR-SG |

| FAL/3 Aim: To promote European priorities in facilitation with international partners, regional and international organisations | | |
|---|---|---|
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| FAL/3/1 To promote Pan-European priorities and positions in international meetings. | ▪ FAL/3/1-1: Pan-European positions are coordinated and common position papers prepared in advance of international meetings.<br>▪ FAL/3/1-2 Pan-European contributions and positions to ICAO Facilitation Panel meetings and groups as well as ICAO Assembly (2022) are prepared in the European Coordination Group, well represented and well reflected in the outcome of these meetings.<br>▪ FAL/3/1-3: The European Coordination Group meets as necessary to prepare European positions.<br>▪ FAL/3/1-4: Coordination meetings between all ECAC Member States before/during/after international meetings are organised as required. | ECAC Secretariat + European Coordination Group on Facilitation (ECG-FAL) |
| **FAL/4 Aim: To support the harmonised implementation of health-related measures** | | |
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| FAL/4/1 To further develop ECAC Doc 30, Part I, in order to reflect and address the management of pandemics and related health measures. | ▪ FAL/4/1-1: Doc 30, Part I is updated to adequately reflect the main developments and health related matters, in particular relating to lessons learnt from pandemics (e.g. COVID-19) and best practices on health issues:<br>- passenger information in extraordinary circumstances (e.g. Passenger Locator Cards, health declarations, etc.); and<br>- specific sanitary/health related measures for the assistance provided to PRMs. | FAL Working Group<br>FAL-PRM-SG<br>FAL-IMMIGR-SG |
| | ▪ FAL/4/1-2: New guidance is developed related to health matters and the management of pandemics on topics such as:<br>- aviation public health policy;<br>- public health risk assessments and evidence-based approach mitigation measures;<br>- contingency measures; | FAL Working Group<br>FAL-PRM-SG<br>FAL-IMMIGR-SG |

| | | |
|---|---|---|
| | - communication practices; and<br>- coordination practices (e.g. focal point nomination, use of National Facilitation Committees). | |
| | ▪ FAL/4/1-3: Exchange of information is established with European and international organisations (e.g. ECDC, CAPSCA) to ensure that ECAC work on health issues takes into account most relevant scientific data. | ECAC Secretariat<br>+<br>FAL Working Group |

**ENVIRONMENT**

| ENV/1- Aim: To promote internationally European environmental priorities, policies and practices | | |
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| **Objectives** | **Expected deliverables** | **Group(s) involved** (with leading role) |
| ENV/1/1: To promote European environmental aviation priorities, policies and practices in international fora, i.e. at ICAO and in the framework of ECAC's MoUs with sister organisations and other bilateral agreements, and to coordinate European positions. | ▪ ENV/1/1-1: European positions are coordinated and common position papers are prepared for major ICAO events in the ad hoc group co-led by the European Commission (with support of EASA and EUROCONTROL, to the extent possible). <br><br> ▪ ENV/1/1-2: European coordination group meets as necessary before/during/after international meetings to prepare European positions and to consolidate a Key Briefing Document. <br><br> ▪ ENV/1/1-3: European members of the ICAO Council are provided with coordinated briefing material for the environmental points of the agenda of Council sessions and its advisory groups, and replies to ICAO State letter consultations are coordinated as necessary, in both cases coordinated with the EU. <br><br> ▪ ENV/1/1-4: European participation in and contribution to environmental international and regional seminars (CORSIA, action plans, alternative fuels, green airports, etc.) is promoted to ensure a satisfactory level of European representation, and supported via the preparation of presentations that promote European approaches. <br><br> ▪ ENV/1/1-5: Information is exchanged with other regional organisations and bilateral partners on environmental priorities, policies, and practices. | ECAC Secretariat + Ad hoc group <br><br> ECAC Secretariat + Ad hoc group <br><br> EAEG and EAEG expanded <br><br> ECAC Secretariat, based on Member States support and release of env. experts <br><br> Environment Forum |
| ENV/1/2: To maintain European participation and increase its influence in the ICAO Committee on aviation environmental protection (CAEP) | ▪ ENV/1/2-1: European positions, Working Papers and Information Papers to CAEP meetings and CAEP steering group (SG) meetings are coordinated amongst European CAEP members and observers (with support of EUROCONTROL and EASA, to the extent possible). <br><br> ▪ ENV/1/2-2: Briefing material is coordinated and provided to European CAEP members and observers ahead of CAEP and CAEP SG meetings for ensuring consistent and efficient European interventions at these meetings. It is kept under review and updated at the daily coordinating meetings held during CAEP and CAEP SG meetings, in order to maintain | EAEG and ECAC Secretariat <br><br> EAEG and ECAC Secretariat |

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| | the unity amongst European CAEP members and observers as developments arise in CAEP.<br>▪ ENV/1/2-3: European stakeholders (industry and environmental NGOs) involved in CAEP work are consulted, and respective views are shared on main concerns and priorities relating to CAEP work, ahead of the determination of European positions (in view of ENV1/2/1).<br>▪ ENV/1/2-4: Outreach to CAEP members from non-European States is undertaken ahead of and during CAEP and CAEP SG meetings in order to improve mutual understanding to and facilitate emergence of consensus<br>▪ ENV/1/2-5: European participation and leadership in CAEP is promoted and supported.<br>▪ ENV/1/2-6: Developments and updates of ECAC.CEAC/Doc.29 4th Edition are promoted in ICAO via the issuance of WPs and IPs to CAEP and its appropriate Working Groups, with a view to maintaining the European leadership in this area and maintaining the alignment of ICAO doc9911 with ECAC.CEAC Doc29, from which the ICAO guidance originates.<br>▪ ENV/1/2-7: Support to European experts involved in CAEP Working groups or task groups is provided as necessary, via coordination meetings (with support of EUROCONTROL and EASA, to the extent possible) held ahead and/or during meetings, and common WPs or IPs are prepared when deemed necessary. | EAEG (with stakeholders) and ECAC Secretariat<br><br>EAEG and ECAC Secretariat<br><br>ECAC Secretariat and EAEG<br>ECAC Secretariat and EAEG<br><br><br><br>ECAC Secretariat and EAEG |
| ENV/1/3: To contribute to improve the robustness, environmental integrity and compliance of CORSIA over time, via European contribution to the relevant CAEP Working Groups and Task Forces | ▪ ENV/1/3-1: Developments in the standing Technical Advisory Body on the Emissions Unit Criteria (EUC) are kept under review to ensure that criteria set in the CORSIA package are met.<br>▪ ENV/1/3-2: European coordinated contribution to CAEP (co-led by ECAC/EC with support of EASA and ECTRL) is pursued for the update, maintenance, and improvement of the CORSIA package, relating to eligible emissions units, alternative fuels, MRV and transparency, taking into account feedback from experience, progress in scientific knowledge and the improvement of compliance by way of transparency.<br>▪ ENV/1/3-3: European coordinated contribution to the review of CORSIA periodic review (in 2022 and 2025) is undertaken in order for Europe to actively contribute to meeting the objective ENV/1/3.<br>▪ ENV/1/3-4: European coordinated contribution to any High-level meeting on CORSIA. | EAEG and ECAC Secretariat<br><br>EAEG and ECAC Secretariat<br><br><br>EAEG and ECAC Secretariat |

| ENV/1/4 Support work on a Long-Term Aspirational Goal (LTAG) for international aviation | • ENV/1/4-1: Coordinated action is taken to promote the adoption vs/the achievement of an LTAG for international aviation, including via outreach activities<br>• ENV/1/4-2: Coordinated action is undertaken to increase the feasibility of an ambitious, science and technology based LTAG, including via the promotion of best practices in terms of supporting policies to innovation, notably in the domain of Sustainable Aviation Fuels<br>• ENV/1/4-3: European coordinated contribution to the High-level meeting on LTAG. | EAEG and ECAC Forum |
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| **Aim: ENV/2- To further harmonise European environmental policies, practices and tools and to showcase internationally** | | |
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| ENV/2/1: To share information on current European practices, initiatives and regulations and to identify areas and needs for further European harmonisation | • ENV/2/1-1: Information is shared between ECAC States on their current practices, initiatives and regulations, and debate is fostered on needs for further European harmonisation and options for addressing them, including via the development of best practices documents.<br>• ENV/2/1-2: Information provided by European organisations is shared, regarding their current and future priorities and initiatives for regulation, and communication is facilitated between EU institutions and ECAC's non-EU Member States.<br>• ENV/2/1-3: Information provided by European stakeholders is shared, regarding their main concerns regarding practices and regulations in ECAC States and identified needs for further harmonisation or sharing of best practices. | Environment Forum and ECAC Secretariat<br><br>Environment Forum<br><br>Environment Forum |
| ENV/2/2: To support the development and maintenance by Europe of effective tools for the analysis of environmental impacts, in order to support policy decisions at the European and international levels, and to foster synergies and mutualisation of resources in this area | • ENV/2/2-1: European tools and guidance material for the analysis of environmental impacts of aviation and the impact of environmental policies are shared between ECAC States, European organisations and European stakeholders.<br>• ENV/2/2-2: ECAC Guidance material, ECAC recommendations and best practices documents are maintained and updated, and new ones are developed as necessary (see ENV 2/1/1) for supporting ECAC States in their implementation of all aspects of the European comprehensive approach<br>• ENV/2/2-3: In particular, ECAC.CEAC/Doc.29 4th Edition on the computation and validation of noise contours is completed and updated in close coordination with the European Commission, in order to meet | AIRMOD, Environment Forum<br><br>AIRMOD, EAEG and ECAC Secretariat<br><br>AIRMOD and ECAC Secretariat |

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| | the requirements of EU regulation as it evolves, with a view to maintaining and further improving its alignment with the Annex II to the EU directive on environmental noise in particular | |
| ENV/2/3: To aim for the harmonised submission of 44 European action plans for emissions reductions to show European determination against climate change, and to mutualise efforts. | ▪ ENV/2/3-1: ECAC member States are provided with an updated guidance for a harmonised submission of European action plans, developed in close cooperation with the European Commission and with support of EUROCONTROL. It should comprise:<br>○ a guidance for the drafting of the European action plans including their national section,<br>○ an aggregated ECAC baseline provided by EUROCONTROL, to mutualise the forecasting exercise and ensure its robustness and European consistency<br>○ a section common to all ECAC States, presenting the measures taken collectively and providing an estimation of the European contribution to the ICAO climate change goals<br><br>▪ ENV/2/3-2: The effective submission of European action plans to ICAO is promoted, and visibility is provided to the European mitigating action via the ECAC Website (including public availability of national action plans, subject to authorisation by individual States), and IPs to international events. | ECAC Secretariat and APER task group<br><br><br><br><br><br><br><br><br>ECAC Secretariat and Environment Forum |
| ENV/2/4: To support the implementation of CORSIA in application of ECAC's Bratislava Declaration and the subsequent ECAC States' notification of participation in CORSIA, and to organise feed-back from experience (pilot phase) | ▪ ENV/2/4-1: Capacity building needs of ECAC States are monitored, and options for addressing them are identified as needs arise<br>▪ ENV/2/4-2: Capacity building needs are addressed via either the facilitation of administrative partnerships between ECAC States, or coordinated development of capacity building material within ECAC, possibly with the support of training organisations and associated bodies of ECAC, and in close relationship with ICAO<br>▪ ENV/2/4-3: States are kept abreast of the expected developments of CORSIA (resulting from CAEP work) in order to be prepared for the following phases of implementation<br>▪ ENV/2/4-4: Initial feed-back from the pilot and first phases is shared amongst ECAC States and with stakeholders, in close cooperation with the European Commission, in view of suggestions for improvements, notably in order to feed the process of CORSIA periodic review, and guidance and/or best practices may be developed as necessary | EAEG and ECAC Secretariat<br><br>Environment Forum<br><br><br>Environment Forum and ECAC Secretariat<br><br><br>Environment Forum<br><br><br>Env Forum and ECAC Secretariat |

| ENV/3- Aim: To actively contribute to the enhancement of international environmental policies and technical developments in aviation, also taking into account priorities and concerns from European stakeholders | | |
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| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| ENV/3- To keep abreast of results of assessment work on current and expected impacts of environmental policies, expected technical enhancements and of scientific developments, with a view to informing the determination of environmental priorities for the medium and long term. | ▪ ENV/3/1-1: Information on the current status and trends of benefits/impacts of environmental policies is shared, including beyond Europe, in the context of MoU, MoC, and via the presentation of assessment work undertaken by EASA, EUROCONTROL, EEA and the EC notably for the purposes of the European Aviation and Environment Reports as well as Research organisations, or international organisations. In particular, this overview will focus on climate change, local air quality and noise, including aspects relating to impacts on health.<br>▪ ENV/3/1-2: Information provided by stakeholders from the European industry is shared regarding future/expected technical enhancements, including on alternative fuels, and debate is fostered on incentivising policies | Environment Forum |
| ENV/3/2: To support the determination of European priorities for the future regarding international aviation and the environment | ▪ ENV/3/2-1: Information is shared amongst European States, organisations and stakeholders, on arising issues, their initiatives and future priorities.<br>▪ ENV/3/2-2: Information is shared with other partner States representing political or economic interest for ECAC, on initiatives, arising issues, and future priorities.<br>▪ ENV/3/2-3: Looking ahead, arising issues, areas for improvement, and European priorities for the future are determined on the basis of a debate informed in particular by the deliveries under ENV/3/1/1, ENV/3/1/2, ENV/3/2/1, and ENV/3/2/2 and reflexions are engaged on main environmental priorities for Europe at the 2022 ICAO Assembly.<br>▪ ENV/3/2-4: The necessary support work is coordinated in EAEG in order to inform European positions at ICAO A/41 on an LTAG. | Env Forum and EAEG expanded<br><br>Environment Forum<br><br>Environment Forum and EAEG expanded<br><br><br>EAEG |
| ENV/4: Aim: To build capacity in ECAC Member States and other partner States representing political or economic interest for ECAC, and increase European expertise on aviation and the environment | | |
| **Objectives** | **Expected deliverables** | **Group(s) involved** |

| ENV/4/1: To maintain and update and develop the experts' knowledge and increase the availability of European expertise, including a good understanding of major priorities and concerns of European stakeholders (industry and environmental NGOs) | ▪ ENV/4/1-1: Expertise is developed in all areas of environmental work within ECAC, with specific focus on CORSIA, in the context of its voluntary implementation by ECAC States, from its start (see ENV/2/4/1 to /4 for more detailed CORSIA related capacity building activities). | EAEG, Environment Forum and ECAC Secretariat |
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| | ▪ ENV/4/1-2: Noise expertise is maintained and further developed via the promotion of the latest updates of ECAC.CEAC/Doc.29, including public availability of supporting material and the organisation of ECAC workshops presenting the latest updates of ECAC.CEAC/Doc.29, with the aim of building capacity and further harmonising noise mapping and measurements throughout Europe. | AIRMOD and ECAC Secretariat |
| | ▪ ENV/4/1-3: Expertise is developed in the area of projections of recovery from the COVID-19 crisis and implications for the environment including in relation to CORSIA. | EAEG and ENV Forum |
| | ▪ ENV/4/1-4: Dialogue is maintained with European stakeholders to improve the understanding of technical developments and potential technical challenges faced and to identify potential ways forward. | Environment Forum and ECAC Secretariat |
| ENV/4/2: To promote implementation of CORSIA via the provision of capacity-building activities to partner States or regions | ▪ ENV/4/2-1: In the context of MoC/ MoUs with other regional organisations, States voluntarily implementing CORSIA are given access to capacity building activities organised by ECAC or its associated bodies, upon their request. | Environment Forum and ECAC Secretariat |
| ENV/4/3: To keep abreast of developments in other fora, in particular relating to international agreements on climate change and scientific developments | ▪ ENV/4/3-1: Developments in other fora are monitored, and information on developments in UNFCCC and the implementation of Paris agreement, (in particular its Article 6 on cooperation by using mitigation mechanisms) | Environment Forum |
| | ▪ ENV/4/3-2: Experts are kept abreast of scientific developments relating to aviation environmental impacts (IPCC, Research centres, World Health organisation, etc.) | Environment Forum |

**ECONOMIC MATTERS**

| ECO/1 Aim: To develop economic expertise in ECAC Member States | | |
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| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| ECO/1/1 To support mutual understanding on economic issues of common interest to the aviation community within ECAC. | ▪ ECO/1/1-1: Relevant topics for developing economic studies are identified and discussed at meetings, including further analysis related to the effects and consequences of the crisis caused by the COVID-19 pandemic. | Network of Chief Economists (NCE) |
| ECO/1/2 To promote and support understanding of current issues and future challenges of common interest to the aviation community within ECAC; to maintain, update and develop the experts' knowledge and increase the availability of European expertise, including a good understanding of major priorities and concerns of European stakeholders. | ▪ ECO/1/2-1: Topics considered by ECAC Member States as relevant, under regulators' perspective, are analysed and debated among ECAC Member States and with key stakeholders (e.g. market access, ownership and control, connectivity, airport charges, consumer protection).<br>▪ ECO/1/2-2: Challenges in the future development of European air transport (e.g. COVID-19, labour and social issues, fair competition, state aid and environmental issues, new business models) are addressed during meetings and the impact on ECAC Member States is evaluated. Recommendations for best practices are compiled and developed for presentation to Directors General.<br>▪ ECO/1/2-3: Barriers to market access are identified and business impediments (policies and processes) in the ECAC region (e.g. through surveys of both authorities and industry) are analysed. Recommendations to break down these barriers are discussed and developed for presentation to Directors General.<br>▪ ECO/1/2-4: International developments on economic regulation are monitored on a continuous basis and discussed at the Economic Working Group meetings, their impacts on ECAC Member States is evaluated and possible actions required are developed.<br>▪ ECO/1/2-5: Events are organised in cooperation with industry stakeholders, e.g. ECAC Forum, ECAC/EU Dialogue with the air transport industry (2023).<br>▪ ECO/1/2-6: Exchanges of information on economic studies and statistics are regularly ensured.<br>▪ ECO/1/2-7: The common web platform for sharing statistical data and economic studies between all ECAC Member States is regularly updated.<br>▪ ECO/1/2-8: Analysis of data and figures requested to support policy discussions in the Economic Working Group are undertaken. | Economic Working Group (ECO)<br><br>NCE |

| ECO/2 Aim: To promote cooperation and mutual understanding with international partners, regional and international organisations | | |
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| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| ECO/2/1 To promote Pan-European priorities and positions in international meetings. | ▪ ECO/2/1-1: Pan-European positions are coordinated and common position papers developed, when necessary, in advance of international meetings, e.g. ICAO Air Transport Regulation Panel (ATRP) and ICAO Assembly (2022).<br>▪ ECO/2/1-2: Pan-European positions on issues discussed progressed and coordinated in advance of ATRP and ATRP Working Group meetings in order to best promote Pan-European priorities, as appropriate and where a Pan-European consensus can be found.<br>▪ ECO/2/1-3: The European Coordination Group meets as necessary to prepare European positions andPan-European contributions to ICAO ATRP and to ICAO ATRP Working Group including related meetings are prepared.<br>▪ ECO/2/1-4: Coordination meetings between all ECAC Member States before/during/after international meetings are organised to prepare European positions and to consolidate a Key Briefing Document. | European Coordination Group on Economic Matters (ECG-ECO) |

**LEGAL MATTERS**

| LEG/1 Aim: To promote expertise on legal issues in ECAC Member States | | |
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| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| LEG/1/1 To support understanding on legal aspects of topics of common interest to aviation community within ECAC. | ▪ LEG/1/1-1: Legal advice or opinions are provided to Directors General as requested including on matters relating to the interpretation and amendment of the ECAC Constitution, the legal status of ECAC and its relationship with other international organisation or any legal aspect of ECAC activities.<br>▪ LEG/1/1-2: Legal advice or opinions are given on legal aspects of ECAC activities, on request from the ECAC Secretariat or ECAC working groups.<br>▪ LEG/1/1-3: Exchange of views and benchmarking on current and future legal issues of interest to ECAC Member States is promoted, including discussing legal aspects and implications of international aviation developments. | Legal Task Force (LEGTF) |
| **LEG/2 Aim: To strengthen understanding of legal issues addressed in international fora** | | |
| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| LEG/2/1 To promote Pan-European priorities and positions in international meetings. | ▪ LEG/2/1-1: Legal issues and approaches are discussed with a view of facilitating and supporting the participation of ECAC Member States to international meeting (in particular for ICAO, e.g. Legal Committee and ICAO Assembly 2022) and, where appropriate, ECAC common positions are prepared.<br>▪ LEG/2/1-2: Follow up actions to decisions adopted at international meetings is ensured and support to their implementation among ECAC Member States, where appropriate, is provided, in particular for the ratification of international legal instruments (e.g. amendments to Articles 50a and 56 of Chicago Convention). | LEGTF |

**EXTERNAL RELATIONS**

| EXTREL/1 Aim: To promote European positions and priorities internationally | | |
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| **Objectives** | **Expected deliverables** | **Group(s) involved** |
| EXTREL/1/1 To ensure European positions, priorities and good practices are well represented and influence the outcome of major international events. | ▪ EXTREL/1/1-1: European positions are coordinated in advance of major international events (e.g. ICAO Assembly, ICAO High Level Conferences, Panels) in accordance with the Best Practice Document for European Coordination in ICAO events. | ALL/coordination groups |
| | ▪ EXTREL/1/1-2: The Best Practice Document for European Coordination in ICAO events is regularly reviewed and improved to reflect lessons learnt during international events. | ECAC Secretariat<br><br>DGCA |
| | ▪ EXTREL/1/1-3: Common position papers are prepared and presented at such events. | ALL/coordination groups |
| | ▪ EXTREL/1/1-4: European Coordination Meetings (ECM) between ECAC Member States before/during/after such events are organised. | ALL/coordination groups |
| | ▪ EXTREL/1/1-5: Views of key international partners and other regional organisations are sought in advance of such events in order, where possible, to achieve a cooperative approach and support to European positions. | N/A |
| EXTREL/1/2 To ensure close coordination with the European representatives on the ICAO Council. | ▪ EXTREL/1/2-1: European representatives on ICAO Council are well informed on positions and decisions of Directors General of ECAC Member States in order to offer them the possibility to take positions in the ICAO Council consistent with ECAC interests (e.g. inviting the European Council members at DGCA meetings, providing them with DGCA papers, reports and access to the website area restricted to Directors General). | N/A |
| | ▪ EXTREL/1/2-2: Directors General of ECAC Member States are informed of decisions taken in ICAO Council and ongoing/forthcoming discussions thanks to regular updates on the works of the Council provided by European representatives | N/A |

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| | on ICAO Council (e.g. presentation at DGCA meetings, report after Council sessions). | |
| | ▪ EXTREL/1/2-3: Directors General of ECAC Member States which do not have a representation on the ICAO Council are informed of the positions taken by the European Representatives on ICAO Council and have the possibility to express advice, through organising:<br><br>▪ periodic meetings/videoconferences between the European Representatives on ICAO Council and ECAC representatives (President, Executive Secretary, Coordinating Committee members);<br><br>▪ specific briefings or information papers on agenda items of the ICAO Council, especially on issues on which ECAC Directors General have expressed an interest or have taken a position. | N/A |
| | EXTREL/1/2-4: The main outcomes of the European coordination meetings organised in Montreal are shared with all Directors General for information purposes. | N/A |
| | EXTREL/1/2-5: Regular meetings are organised between the ECAC President and European representatives on the ICAO Council. | N/A |

**EXTREL/2 Aim: To strengthen cooperation with existing partners within and beyond Europe**

| Objectives | Expected deliverables | Group(s) involved |
|---|---|---|
| EXTREL/2/1 To strengthen close cooperation with the EU and with European organisations | ▪ EXTREL/2/1-1: Efficient and effective cooperation with EC, EUROCONTROL, EASA, SESAR through reciprocal invitations to meetings, participation in conferences, exchange of information, etc. is achieved. | N/A |
| | ▪ EXTREL/2/1-2: Regular bilateral meetings with EU officials on various aspects of air transport policy are organised. | N/A |

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| | • EXTREL/2/1-3: ECAC-EC coordination in advance of all ICAO meetings and high-level conferences is ensured. | N/A |
| EXTREL/2/2 To strengthen close coordination with ICAO | • EXTREL/2/2-1: ECAC and ICAO, and in particular the EUR/NAT office, activities are coordinated, within their respective mandates, through:<br><br>   o  Regular exchange of information on respective activities.<br><br>   o  Invitation of respective representative to attend meetings and events as appropriate, on a reciprocity basis. | N/A |
| | • EXTREL/2/2-2: Joint activities aiming to promote a safe, secure and sustainable air transport in Europe are organised. | N/A |
| EXTREL/2/3 To strengthen effective relationships with regional aviation organisations (e.g. ACAO, AFCAC, LACAC, WAEMU, ECOWAS) and promote European priorities. | • EXTREL/2/3-1: Exchange of information, best practices and experiences in areas of common interest is ensured through regular meetings at both technical and political levels (e.g. in advance of international events). | ALL |
| | • EXTREL/2/3-2: Participation in major events (e.g. general assemblies, conferences) is ensured on a reciprocal basis. | N/A |
| | • EXTREL/2/3-3: Capacity-building activities aiming to promote a safe, secure and sustainable air transport are organised, subject to the availability of appropriate financial and human resources. | N/A |
| EXTREL/2/4 To strengthen relationships with bilateral partners (e.g. United States, Canada, Australia, Republic of Korea, New | • EXTREL/2/4-1: Exchange of information, best practices and experiences in areas of common interest is ensured through regular meetings at both technical and political levels (e.g. in advance of international events). | N/A |
| | • EXTREL/2/4-2: Participation in major events (e.g. conferences) is ensured on a reciprocal basis. | N/A |

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| Zealand, China, Singapore, United Arab Emirates, Malaysia, Indonesia) and promote European priorities. | ▪ EXTREL/2/4-3: Capacity-building activities aiming to promote a safe, secure and sustainable air transport are organised, subject to the availability of appropriate financial and human resources. | N/A |
| EXTREL/2/5 To promote the visibility of ECAC activities and priorities | ▪ EXTREL/2/5-1: Contribution to international meetings and conferences, where appropriate, is ensured through acting as moderators/speakers/panellists. | ECAC President, Vice-Presidents, Coordinating Committee members<br><br>+ ECAC Secretariat |

**EXTREL/3 Aim: To strengthen cooperation with industry and other stakeholders**

| Objectives | Expected deliverables | Group(s) involved |
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| EXTREL/3/1 To consolidate cooperation with the air transport stakeholders (industry, NGOs, consumers organisations) on areas of common interest. | EXTREL/3/1-1: Regular exchange of views in areas of common interest and on strategic priorities (e.g. evolution of air transport, impact of aviation on climate change) is organised. | ALL |
| | EXTREL/3/1-2: Cooperation is strengthened through cross participation in meetings, workshops and conferences. | ALL |

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