



ECACNEWSPPOINT # 05

European Civil Aviation Conference monthly news



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United for safe and secure aviation

27 May – All 44 ECAC Member States, deeply concerned over the diversion of Ryanair flight FR4978 to Minsk on 23 May 2021, issued a joint statement recalling the founding principle of international aviation set out in the 1944 Chicago Convention on international civil aviation, that *“development of international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet its abuse can become a threat to the general security”*.

Read the full statement by ECAC Directors General of Civil Aviation [here](#). ■

OUTREACH ACTIVITIES

ECAC President contributes to EU Aviation Day



Luis Ribeiro, Chairman of the Board of ANAC, Portuguese Civil Aviation Authority, speaking at Aviation Day

Lisbon and virtually, 3 May — ECAC President Ingrid Cherfils emphasised the importance of strong international cooperation for the success of recovery measures in the short and long term, at the Aviation Day conference organised under the Portuguese Presidency of the Council of the European Union.

Speaking in the first panel of the event, dedicated to the recovery of the aviation sector during and after the COVID-19 pandemic, Ms Cherfils underlined that to respond to the increasingly complex needs of

the air transport industry in Europe and to restart aviation after the COVID-19 pandemic, ECAC Member States must combine their efforts and use their collective expertise through strong pan-European cooperation and coordination, in order to deliver a common message.

During the closing ceremony of the meeting, Ms Cherfils introduced the [Lisbon Declaration](#) agreed by the Directors General of Civil Aviation of ECAC Member States on the recovery of European aviation.

The summer period and the progress of vaccination campaigns provide an opportunity for the travel and tourism sectors to restart, bringing economic and social benefits to all European countries and their citizens. ECAC Member States agreed to support the sustainable development of the aviation sector - heavily impacted by the coronavirus crisis - while protecting public health.

They also agreed that, while vaccination should not be a precondition for travel, the application of measures affecting travel should include consideration to determine how vaccination, in conjunction with other measures, could be reflected in the progressive easing of travel restrictions, including notably quarantine and the suspension of traffic rights as a major impediment to travel.

To fulfil the objectives of the Lisbon Declaration, a coordinated approach across Europe is essential, and one of ECAC's main roles is to provide a platform to support and strengthen inter-governmental cooperation in air transport matters in Europe. ■

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Directors General adopt documents, review activities and appoint new Coordinating Committee members

5 May — ECAC's Directors General met virtually for their 156th meeting, joined by observers from the European Commission, EASA, EUROCONTROL, ICAO and JAA TO.

The impact of the pandemic on the European air transport sector - including on civil aviation authorities - and the challenges associated with the recovery of the sector, featured high on the agenda.

Directors General heard an update from Slovenia on its priorities for the forthcoming presidency of the Council of the EU, which it will hold in the second half of 2021. The briefing was complemented by information from the European Commission stating that most of the work during the Portuguese Presidency had been devoted to the Single European Sky SES2+ proposal, and that under the Slovenian Presidency good progress was hoped for on the environmental component of the Fit for 55 legislative package to be adopted in July 2021. This would include changes in the EU Emissions Trading System (ETS) Directive, a new proposal for renewable energies use in transport, and the ReFuel EU Aviation initiative, aiming to boost the uptake of sustainable aviation fuels.

Other key topics discussed were related to preparations for the ECAC Triennial Session (12 July 2021), including the draft 2022-2024 ECAC work programme and related budget.

Two strategic documents were adopted by Directors General: the amendments to *ECAC's Strategy for the Future – A Policy Statement* (December 2015), and the new *ECAC Communication Strategy*. The Terms of Reference of the new European Coordination Group on Aviation Cyber Security Matters were also adopted. On environmental matters, Directors General adopted a new ECAC environment capacity-building programme, and reviewed progress made on the definition of a Long-Term Aspirational Goal (LTAG).

The representative of the Netherlands (ABIS Group) on the ICAO Council briefed the meeting on the 222nd Session of the ICAO Council, held virtually from 22 February to 19 March 2021, and which addressed the following main topics: appointment of the Secretary General, ICAO Ethics Framework, work by the Council Aviation Recovery Task Force (CART), preparations for the ICAO High-Level Conference on COVID-19 (HLCC 2021), RPAS amendments, cyber security, gender equality, as well as enhancing the efficiency of the working methods of the Council and its subsidiary bodies.

Directors General also had the opportunity to hear an update on safety and ATM matters from EASA and EUROCONTROL. ■

New Coordinating Committee members



During DGCA/156, Directors General appointed by acclamation two new members of the ECAC Coordinating Committee: **Elisabeth Landrichter**, Director General of Civil Aviation - Austria, and **Kemal Yüksek**, Acting Director General of Civil Aviation - Turkey.



COVID-19

European coordination in May

26 May — ECAC organised one European coordination meeting in May with Directors General of ECAC Member States, DG MOVE, EASA and EUROCONTROL to discuss the most recent developments surrounding the COVID-19 pandemic, as well as the diversion of Ryanair flight FR4978 to Minsk on 23 May. Participants exchanged information on the measures implemented and planned at national level in their own States in the follow-up to the diversion.

EUROCONTROL provided the latest updates on the traffic situation, noting an upward trend and a reasonable increase in traffic over the last weeks, though nonetheless rising from a very low base. The gradual easing of restrictions in many Member States

gives hope for a more positive outlook for a late summer travel season this year.

Participants shared information on their current travel requirements and welcomed the EU Digital COVID Certificate (EUDCC), which was approved in the European Council on 21 May and that will contribute significantly to movement inside the EU during the COVID-19 pandemic.

The meeting was also briefed on the main outcomes of the round table organised by the International Transport Forum (ITF-OECD), *Reshaping the Aviation Sector in the Wake of COVID-19 Roundtable* (6 - 7 May 2021) and which was chaired by ECAC President Ingrid Cherfils. ■

Security experts endorse guidance material

11-12 May — Policy guides on how to conduct risk-based and remote security oversight, and the working papers on human factors in aviation security and on evaluating aviation security measures in the context of the COVID-19 pandemic and relevant technology solutions were endorsed at the 52nd meeting of ECAC's Guidance Material Task Force. The meeting also endorsed the revised guidance material for aviation security audits, inspections and tests.

Following a brainstorming session on machine-learning technology and artificial intelligence in aviation security, the task force agreed to develop new guidance material on the potential benefits and key principles of the application of these technologies to different areas of aviation security.

Given the high number of working papers already developed, the task force agreed to propose an amendment to its 2021 work programme with additional tasks focused on developing new, and updating existing guidance material before the end of the year.

Consideration of proposed amendments to Annex 17 of the Chicago Convention

26 May — European AVSEC Panel members and observers focused on proposals for amendment of Annex 17 to the Chicago Convention, at the eighth meeting of the European Coordination Group for Aviation Security matters.

A large number of amendments is proposed to clarify ICAO's aviation security Standards and Recommended Practices, and to build on previous successes on insider threat Standards with proposals for vehicle screening and related matters, as well as procedural changes to improve the process for subsequent amendments. The proposals themselves will be considered for recommendation to the ICAO Council at the 32nd AVSEC Panel (31 May to 4 June 2021), which will also discuss developments in the aviation security situation including in the context of the COVID-19 pandemic, and ICAO's other AVSEC activities.

ECAC Security Forum: focus on the implications of restarting security operations

27-28 May — The security implications of restarting operations with the gradual easing of travel restrictions were on the table for discussion at the 32nd meeting of the ECAC Security Forum. ECAC Member States, observer States and observer organisations exchanged views on the challenges for security operations notably due to staff returning after long periods of inactivity. The impact on security culture, the insider threat and training to implement adapted security measures were among the issues raised by participants.

Considering the long-term sustainability of the recovery of operations, the meeting identified as crucial the ability to

respond quickly to potential new restrictions with security staff policies on flexibility, as well as cost efficiency, for which security equipment with artificial intelligence was considered a potential value.

Participants looked at the status of the 2021 work programmes and future developments by ECAC's security task forces, study groups and the CEP, as well as the implementation of the ECAC capacity-building programmes in aviation security, including new activities developed to meet the needs of Member States. New amendments to ECAC Doc 30, Part II (Security) were also presented to Member States.

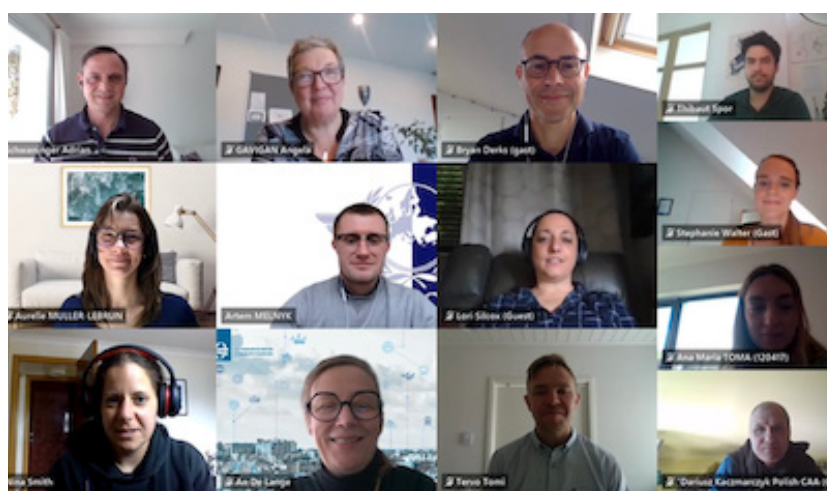
Security training guidance material and best practices reviewed

20-21 May — One of the key issues considered at the ECAC Training Task Force's second meeting of 2021 was the training module developed for Appropriate Authorities and regulators to train their staff on how to integrate insider threat measures into their national frameworks.

The task force also discussed progress in developing best practices for the security of e-learning and remote learning technologies, as well as guidance and best

practices for the written, oral and practical/on-the-job assessment of aviation security instructors.

To further support ECAC Member States, the meeting agreed to cooperate with the ECAC Study Group on Cyber Security in Civil Aviation in developing additional guidance material for training people with roles and responsibilities related to cyber threats.



Participants in the 47th meeting of the ECAC Training Task Force

First joint workshop on the impact of artificial intelligence techniques on aviation security equipment

20-21 May — The ECAC Secretariat joined forces with the European Commission's DG MOVE to organise a first workshop on the impact of artificial intelligence (AI) techniques on aviation security.

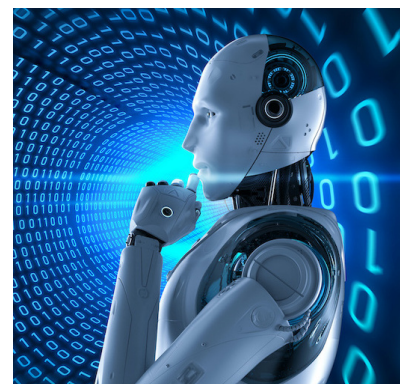
Held virtually and gathering over 200 AI experts, practitioners, developers and end users, the workshop considered AI applications, their opportunities and risks, and featured presentations by regulators (United Kingdom Department for Transport, European Commission Directorate-General for Communications Networks, Content and Technology – DG-CNECT, the Dutch National Coordinator for Security and Counterterrorism – NCTV, United States Transportation Security Administration), organisations (EUROCONTROL, JRC), airports (ACI EUROPE) and the industry.

Although there was a clear understanding on the many opportunities AI could

bring to aviation security equipment, a first lesson learnt from this workshop was that Automated Prohibited Item Detection (APID) was the most expected outcome in the short term when it comes to the use of AI in security equipment.

Participants also agreed to focus in the future on four different aspects to develop AI in aviation security:

- *concept of operations*: how to use AI algorithms in aviation security (in combination with human beings, stand alone, etc.);
- *testing environment*: AI can bring a lot of opportunities, but “many things can also go wrong”, so approval/certification should ensure the AI algorithm is safe and secure and works perfectly when installed in airports;
- *regulatory environment*: it is essential to encourage, guide and trigger development of solutions by manufacturers to promote trials at opera-



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tional level by airports. It should also adequately manage the potential risks and vulnerabilities to prevent unwanted outcomes;

- *data used to train AI algorithm* is obviously essential. Stakeholders should work on ensuring the data used enables AI to work in Europe.

Cyber security activities

19 and 26 May — The development of guidance for crisis management in case of cyber incidents in the supply chain, the development of general guidance material for the integration of drones/unmanned aircraft systems, and recommendations on how to train staff on cyber security issues were the focus of discussions at the 40th meeting of the ECAC Study Group on Cyber Security in Civil Aviation held online in May.



Security equipment: ECAC continues to support Member States strengthen their technical knowledge

May — Two ECAC training courses on Best Practices for Drafting Technical Specifications for Security Equipment were held online on 4-5 and 7 May for security experts from Austria, and on 26-28 May for security experts from Denmark, Italy, Switzerland and the United Kingdom.

Through a combination of presentations and theoretical exercises, the participants acquired a deeper understanding of the need to approve

security equipment and of the key steps to establish and implement this process. They also improved their knowledge and understanding of the technical specifications and performance standards for different types of security equipment. The capabilities and limitations of currently available security technologies to address threats were also covered during the training. ■

Facilitation experts discuss upcoming ICAO Facilitation Panel

4 May — The European Coordination Group on Facilitation matters met for the second time this year to discuss and prepare for the upcoming ICAO Facilitation Panel (FALP/12, 13-23 July 2021). The meeting considered the expectations for FALP/12, and was co-chaired by Teresa Antunes (Portugal) and Antoine Toulemont (DG MOVE).

Participants noted that the main focus of the Panel would be on the outcomes of the Task Force on Health Issues Outbreaks in Aviation (TF-HIOA) and the Working Group on Human Trafficking (WGHT), and on preparations for the ICAO High-Level Conference on COVID-19 (HLCC2021). The meeting agreed on the submission of a paper to FALP/12 on upgrading certain Recommended Practices to Standards, relating to passengers with disabilities and passengers with reduced mobility.

The group expects to meet again in June to discuss FALP/12 preparation in more detail and to prepare for the facilitation stream of HLCC2021.

European Aviation and Environment Working Group meetings in May

19 May — The Expanded European Aviation and Environment Working Group (EAEG-Expanded) met to discuss recent CORSIA developments, including the ICAO State letter issued on the CORSIA questionnaire. Participants exchanged feedback from the ICAO Global Aviation Dialogues, as well as views on next steps on the long-term aspirational goal for international aviation. The meeting was briefed on the status of endorsement by ECAC Directors General of the ECAC/EU common section of State action plans for CO₂ emissions reduction and the associated ECAC/EU guidelines. The group also initiated an analysis on the balanced approach to aircraft noise at airports, and heard information from EASA on its Sustainable Aviation Programme, and from ECAC on a plan to establish an ad hoc task force of EAEG (Expanded) on sustainable aviation fuels.

20 May — The European Aviation and Environment Working Group gathered to discuss the recent developments on the CAEP work programme in the following areas: noise, supersonic air transport, emissions, long-term aspirational goal, CORSIA, aviation fuels, modelling and database, forecast and economic assessment, airport and operations, impact and science. The group exchanged views on anticipated challenges for the 3rd Steering Group meeting of CAEP/12, and on intentions for the submission of working papers.

The next EAEG meeting will be held on 11 June 2021 with the morning session dedicated to exchanging views with European stakeholders.

ECAC PUBLICATIONS

New ECAC UAS Bulletin

ECAC is pleased to announce the recent publication of the first UAS Bulletin. This online publication addresses the key unmanned aircraft systems (UAS) initiatives in ECAC Member States and internationally, as well as the strategic aspects to be considered for the development of this sector. Read the first edition on the [UAS activities page](#) of the ECAC website, or download the pdf version [here](#).

You can subscribe to the UAS Bulletin and to other ECAC publications [here](#).



What's on in June?

Meetings in June are organised virtually

1/	6 th meeting of the European Coordination Group on Facilitation (ECG-FAL/6)	16/	40 th meeting of the European Aviation and Environment Working Group (EAEG/40)
3-4/	25 th meeting between the ECAC Coordinating Committee and the US authorities (CC/US/25)	16-17/	33 rd meeting of the Explosive Detection Dogs Study Group (EDD/33)
8/	21 st meeting of the European Safety and Air Navigation Coordination Group (ESANCG/21)	18/	6 th meeting of the European Coordination Group for Economic Matters (ECG-ECO/6)
8-9/	9 th Familiarisation Course for Directors General (DG-FAMCOURSE/9)	23/	7 th meeting of the European Coordination Group on Facilitation (ECG-FAL/7)
9-10/	29 th meeting of the Behaviour Detection Study Group (BDSG/29)	24-25/	41 st meeting of the European Aviation and Environment Working Group (EAEG/41)
11/	39 th meeting of the European Aviation and Environment Working Group (EAEG/39)	29-30/	79 th meeting of the Technical Task Force (TTF/79)
15/	3 rd Information Seminar on States' Action Plans organised by the ECAC Environmental Forum and the ICAO EUR/NAT ENV Task Force (ENVFORUM-SAP/3)	30/	54 th meeting of the Air Accident and Incident Investigation Group of Experts (ACC/54)



Our mission is the promotion of the continued development of a safe, efficient and sustainable European air transport system

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