



ECACNEWSPPOINT #10

European Civil Aviation Conference monthly news

OUTREACH ACTIVITIES

ECAC presidential visit to Montreal

27-29 October — During his first visit to ICAO headquarters as ECAC President, Alessio Quaranta, together with ECAC Executive Secretary Patricia Reverdy, met with several Council members from all regions and enjoyed discussions on the lessons learnt from the ICAO High-level Conference on COVID-19, the priorities for the next ICAO Assembly in 2022 and cooperation between the regions. The parties held valuable exchanges of views on their

respective priorities (innovation, safety and security and environment among others), including with industry representatives such as ACI World and ICCAIA.

This visit was also an opportunity for fruitful discussions with the President of the ICAO Council and the ICAO Secretary General. ■



ECAC President and Executive Secretary (3rd and 2nd from left) with ICAO Council representatives from Australia, Japan, Malaysia, Republic of Korea and Singapore



ECAC President and Executive Secretary (3rd and 4th from right) with ICAO Council members from Latin and South America in Montreal

ICAO HIGH-LEVEL CONFERENCE ON COVID-19

European inputs to ICAO High-level conference on COVID-19

12-22 October — European experts in the safety, facilitation, economic and security domains participated in the online ICAO High-level Conference on COVID-19 (HLCC 2021) under the theme of “One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic”. The experts have been preparing their inputs to the two conference streams through their participation in European coordination group meetings in their specific domains.

At the high-level conference, a good result was achieved on a ministerial declaration from the conference, based on a range of interventions on matters of key importance, such as the role of vaccination in enabling the removal of travel restrictions, and the need for sustainable recovery in the broadest sense, encompassing economic resilience and environmental considerations, in particular climate change given coming political decisions on this subject.

In the facilitation stream, the European working paper on strengthening the resilience of aviation by improving its crisis management framework, was widely supported. Other European priorities, such as the interoperability of digital health certificates, adherence to ICAO CART recommendations, assistance to aircraft accident victims and their families, and accessibility for passengers with disability, were discussed and supported.

As some papers were of particular relevance to the European coordination group on economic matters, the co-chairs and several members of the group participated in the daily coordination

meetings of the European coordination group on facilitation, as well as in the conference itself.

Europe presented three papers under the safety stream: remote oversight as a supplementary means to perform oversight; enhancing GASP to support innovation and increasing consistency with other global plans; and strengthening the resilience of aviation through the improvement of its crisis management framework, all of which were widely supported.

The European coordination groups on aviation security and aviation cyber security matters also provided advice on working papers with content relating to their own areas. These were taken on board and conveyed during the conference. ■

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Facilitation Working Group reviews developments in health matters and 2022 work programme

Paris/videoconference, 28 October – The members and observers of ECAC's Facilitation Working Group met for their first hybrid meeting, in Paris, following several months of activity in the aviation domain with a heavy focus on facilitation matters.

The meeting reflected on the facilitation-related outcomes of recent events (facilitation stream of the ICAO High-level Conference on COVID-19, and the ICAO Facilitation Panel meeting), as well as the latest developments in the domain, looking in particular at health-related matters and COVID-19. Point of contact, Johan Skål (Finland), provided an update on health matters and recent discussions in CAPSCA.

Participants reviewed the status of implementation of the group's 2021 work programme, and heard activity updates from the chairs of the sub-groups on immigration and the transport of persons with reduced mobility. They agreed on a proposal for the 2022 work programme.

The creation of a new study group on Amendments to ECAC Doc 30, Part I – Facilitation, will be proposed, reporting directly to the working group. The study group will be tasked with inserting the input received from the sub-groups into ECAC Doc 30, Part I, and undertaking a

broader and more comprehensive review of Doc 30 recommendations, to ensure better consistency in the document itself and with other relevant European and international reference documents on facilitation matters. ■



Fourth monthly ECAC familiarisation webinar on basic knowledge on aviation and the environment

6 October — The fourth monthly ECAC familiarisation webinar on basic knowledge on aviation and the environment was dedicated to preparing for the United Nations Framework Convention on Climate Change (UNFCCC) 26th Conference of the Parties (COP26), taking place in Glasgow in November.

A first session led by the ECAC Secretariat explained how aviation emissions are addressed differently under the UNFCCC - which tackles emissions from fuel used in domestic operations - and ICAO, which oversees international aviation CO₂ emissions.

The second session sought to demystify the basics of carbon markets for aviation. Guest speaker África Abajas, Head of Sustainable Aviation at Vertis,

explained the mechanisms of carbon trading and offsetting, and the current evolution of carbon pricing, and gave examples of ICAO CORSIA's compliant CO₂ Emission Unit's projects.

59 participants from 30 States and organisations joined the webinar, including experts from ECAC's sister regional organisation, the African Civil Aviation Commission (AFCAC). The next webinar will be held on 3 November and it will address climate change risks and adaptation needs for European aviation, with support from EUROCONTROL and European airports from Greece, the Netherlands and Sweden.

First ECAC workshop on sustainable aviation fuels

29 October — The first ECAC Workshop on Sustainable Aviation Fuels (SAF), held virtually, focused on important international and European developments on SAF policies, including the ReFuel EU Aviation regulatory proposal, with speakers from ICAO, AFCAC, the European Commission, EASA, ECAC Member

States, ICAO and the ECAC Secretariat. Speakers from IATA, Copenhagen Airport, the World Economic Forum and the International Transport Forum of OECD also emphasised how SAF is an essential element of the aviation industry's pathway to net-zero carbon aviation in 2050.

The workshop was organised following a request by ECAC Member States to share information on SAF at European level. It had also been considered among the activities of the ECAC Capacity-Building Programme for Environment. It coincides with the launch of an ad hoc ECAC SAF task group under the aegis of the European Aviation Environment Group (EAEG) – Expanded. The task group aims to develop ECAC guidance material to promote best practices and harmonised SAF policies in the Member States. The information shared at the workshop is expected to contribute to this ECAC technical work.

95 participants from 33 States and 9 organisations joined the event, which is expected to be followed by additional SAF events in 2022 under the ECAC Environment Capacity-Building Programme. ■

ECAC Security Forum meeting

25-26 October — The Security Forum, meeting for the first time since the resumption of many operations over the summer, focused on the impact of COVID and the return to normal operations, sharing information on restart issues including the unpredictable impact of disruption in labour supply. The meeting also considered implementation issues in relation to various requirements coming on stream, received information on the ECAC Common Evaluation Process for security equipment, and held a more reflective discussion on developments since 9/11 and their implications for future approaches to aviation security, as well as receiving updates from chairs and moderators of expert groups.

The group also considered its own ways of working in the post-COVID world. It will produce a new programme of work that is expected to be based on a greater number of shorter virtual meetings during the coming year, with major issues taken in a longer, in-person meeting in the usual format.

Detection dog experts consider guidance material and 2022 work programme

6-7 October — The Explosive Detection Dogs (EDD) Study Group met virtually to review progress on the activities scheduled in 2021 and to draft the group's 2022 work programme.

The participants reviewed the small amendments to the EU regulation, and began drafting text to contribute to a new EU regulation on truck screening using the remote explosive scent tracing (REST) method, as requested by the European Commission.

They agreed to meet in person on 22-23 November to finalise the confidential sections of the guidance on screening passengers with EDD, on handling threats, and on screening small vehicles.



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CEP Management Group focuses on 2022-2024 work programme

Paris/videoconference, 19-20 October — The Common Evaluation Process (CEP) of security equipment Management Group gathered to discuss the 2022-2024 CEP work programme taking into account the valuable inputs received from ECAC Member States and equipment manufacturers via the online surveys. Consideration was given to drivers such as robustness, quality improvement, consistency and transparency. The importance of boosting quality control and improving the overall capacity, efficiency, service and information provided to Member States and equipment manufacturers was also underlined.

Security technical experts review standards to detect prohibited articles in bags

21-22 October — The Technical Task Force met to review the explosive detection systems (EDS) study group's progress on drafting Common Testing Methodology for EDS against ECAC/EU standard 3.2. The meeting also looked at the progress made by the explosive detection systems for cabin baggage (EDSCB) study group on developing standards for an Automated Prohibited Item Detection (APID) algorithm for EDSCB and conventional x-rays, which will automatically detect prohibited articles in bags.

The participants defined some milestones for their work on chemical detection for EDSCB, explosive trace detection equipment, security scanners, and shoe explosive detectors. They also reviewed the status of the group's activities in 2021 and drew up a list of proposals for the 2022 work programme. ■

Human resources and security managers attend webinars on insider risks

September/October — Four webinars on insider risks were organised by ECAC on a one-to-one basis in September and October, for experts from Moldova (30 September), Lithuania (11 October), Malta (12 October) and Latvia (13 October).

Designed for human resources and aviation security managers, the objective of these webinars was to continue promoting awareness and good practice on how to address insider risks in civil aviation and improve security culture, with a focus on the role of HR processes in addressing the threat of insiders.

The webinars brought together aviation security and HR experts both from the Appropriate Authority and from industry, and provided HR managers with an understanding of insiders from an aviation security perspective. The security and HR managers also discussed the areas where they could usefully work together to contribute to insider risk mitigation and improve security culture.



Third Basic Aviation Security training organised in 2021

18-20 October — Representatives of the Appropriate Authorities of Belgium, Malta and the United Kingdom involved in aviation security policymaking and conducting compliance monitoring activities benefited from the ECAC Basic Aviation Security Training conducted online.

The training course combined theoretical sessions and virtual activities, allowing for the active involvement of all participants. They were given an overview of the different threats against civil aviation, the evolution of attacks on aviation since the 1960s, and their impact on the development and implementation of aviation security measures, as well as the role and responsibilities of international and European organisations. Particular attention was paid to the role and specific responsibilities of the Appropriate Authority in the aviation security system.

The participants also acquired a basic knowledge of the key aviation security measures and their objectives and applicability, including on the use of security equipment.



Seventh cyber security training conducted online since January



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6-8 October — Seven aviation security inspectors from Estonia and Hungary learned the basic principles applicable to protect critical aviation information and communications technology systems against cyber threats, in a virtual training course on Best Practices for National Auditors – Cyber Security.

The course provided an overview of international and European (ECAC/EU) requirements and recommendations for cyber security in civil aviation, common cyber threats to civil aviation, the key players and their critical systems and data, basic principles of information security management systems, as well as cyber security organisational and protection measures. Particular attention was paid to best practices for inspecting cyber security measures in civil aviation. ■

ECAC organises workshop on UAS investigations

13-14 October – Air accident and incident investigation experts focused on unmanned aircraft systems (UAS) investigations in this year's air accident and incident investigation workshop. The event offered the opportunity to look at the applicable regulatory framework, the investigation process and related challenges, the development of UAS investigation capability (including training requirements for investigators), safety improvement in the UAS sector, and the use of drones to support investigations.

Following fruitful discussions among participants, the workshop concluded there was a need to update ICAO Annex 13 to clarify its applicability to UAS investigations. The participants also agreed that the derogation in Regulation (EU) No 996/2010, which enables safety investigation authorities to focus their resources on the investigation of the more serious UAS occurrences, was very useful.



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The need for investigator training and the benefits of training provided by UAS manufacturers were highlighted, as was the need to consider recruiting people with different expertise in order to develop capabilities (e.g. safety critical software design, strong avionics background...).

Participants also recognised the importance of creating a culture in the UAS community for the implementation and use of the safety management systems.

The next ACC workshop will be dedicated to harmonising the classification of "incidents" and "serious incidents" among the safety investigation authorities in ECAC Member States. It will be organised in 2023.

55th meeting of ECAC accident and incident investigation expert group

14 October – ECAC's Air Accident and Incident Investigation group of experts (ACC) assembled online for their 55th meeting to share information on significant aviation safety issues, and to review 2020 and 2021 accident and incident occurrences. Following a proposal made by the Romanian safety investigation authority, the group agreed that the European Risk Classification Scheme (ERCS) could be used to complement the existing ECAC/ACC occurrence review process. An ACC high-risk occurrences review team was established by Romania and France to review the 2021 occurrences using the ECRS. Norway also volunteered to be a member of the team.

The next ACC meeting will be held on 5 April 2022 in Budapest, back-to-back with the European Society of Air Safety Investigators (ESASI) meeting (Budapest, 6-7 April 2022). ■

Legal experts review 2021 activities and prepare 2022 work programme

Paris/videoconference, 5 October — The members of the ECAC Legal Task Force met for their first hybrid meeting. They considered the latest developments in their activities and work streams at global level, and were briefed on various meetings, including the COVID-19 European coordination meetings.

They also discussed the ICAO Legal Committee's ongoing work and heard updates on the progress made in various ICAO working groups on legal matters. It was noted that a meeting of the ICAO Legal Committee was scheduled to be held in early 2022.

The participants discussed progress made by the two study groups: they reviewed the draft report of the joint ECO-LEGTF ad hoc study group on the Paris Agreement of 1956, and noted

the ongoing work in the ad hoc group looking into legal issues around ECAC's status.

The meeting also reviewed the status of implementation of the 2021 work programme, and agreed on a proposal for the 2022 work programme, which will be presented to the December meeting of Directors General.

Participants expressed their warm thanks to departing chair, Susanna Metsälampi (Finland), whose second mandate will terminate at the end of the year, for her expertise and guidance over the past six years. The task force looks forward to continuing to work with her as a member of the Legal Task Force. ■

New ECAC network of European communication specialists

5 October — Communication specialists from 25 Member States assembled online for the first meeting of the ECAC Network of Communication Specialists (NETCOM). Recognising the diversity of communication practices throughout the Member States, this new group aims to foster good cooperation between States to improve the effectiveness of their communication by sharing experiences and best practices in the field of communication for aviation.

For this first meeting, the ECAC Secretariat presented the proposed 2022 work programme, draft Terms of Reference and Rules of Procedure of the network, as well as the key messages ECAC wishes to convey to its audience in line with the May 2021 edition of ECAC's Strategy for the Future. Suggestions proposed by the participants were noted and will be presented in revised versions to Directors General for approval at the end of the year.

A key feature of the meeting was the open discussion and ex-

change of experience among the participants. Issues addressed included practices in the use of social media, the role of communication in an organisation, media relations, and training needs for communications specialists. The group agreed on key topics they would be interested to focus on at future meetings, such as sharing experience around the post-COVID aviation recovery, intercultural communication, internal communication, and assessing case studies designed to prompt discussion.

The meeting was met with an enthusiastic response from the participants. The next meeting is scheduled to be held in spring 2022. In the meantime, the members of NETCOM will be able to continue their exchange of information through the dedicated communication pages on the ECAC website.

Member States interested in joining the network are encouraged to contact the ECAC Secretariat: swist@ecac-ceac.org. ■

What's on in November?



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

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Meetings in November are organised virtually unless indicated otherwise

- 3/ 5th Familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/5)
- 4/ 193rd meeting of the Coordinating Committee (CC/193), Paris
- 4/ 43rd meeting of the European Aviation and Environment Working Group – Expanded (EAEG/43-Expanded)
- 8/ 34th meeting of the Security Programme Management Group (SPMG/34), Stockholm
- 10/ 12th meeting of the Economic Working Group (ECO/12), Paris
- 16/ 12th meeting with security equipment manufacturers involved in the Common Evaluation Process (CEP) of security equipment
- 17/ 44th meeting of the European Aviation and Environment Working Group – Expanded (EAEG/44-Expanded)
- 22-23/ 35th meeting of the Explosive Detection Dogs Study Group (EDD/35), Paris
- 24/ Joint ECAC-EUROCONTROL Event on Artificial Intelligence, Brussels
- 24/ 1st Information Seminar on CORSIA