

OUTREACH ACTIVITIES

ECAC President engages in key discussions at ICAO Legal Seminar



Seoul, 16-18 April — ECAC President Alessio Quaranta participated in the ICAO Legal Seminar held in Seoul from 16 to 18 April. The event featured updates on ICAO's work programme on legal matters and discussed a range of current topics in international law. It was also an occasion to celebrate 2024 as the Year of Facilitation – as established by ICAO – and to commemorate the 75th anniversary of ICAO Annex 9, which governs facilitation matters.

Mr Quaranta was honoured to open the seminar alongside the Vice Minister of Land, Infrastructure and Transport of the Republic of Korea, Won Kug Baek,

and ICAO Secretary General, Juan Carlos Salazar, in the presence of ministers from around the world and delegates from 93 countries. In his opening remarks, Mr Quaranta emphasised the crucial role of ICAO's legal activity, highlighting the importance of ratifying legal instruments for the legal certainty and stability they provide to the aviation sector.

Mr Quaranta also moderated Session 3 of the seminar, which centred on facilitation topics. This session explored the concept of facilitation from the various perspectives of the speakers, addressing it from a legal standpoint

with a focus on the Montreal Protocol (MP14). The protocol, adopted in 2014, governs unruly passenger incidents posing a risk to the safety of passengers and flight operations and establishes minimum provisions for sanctioning unruly behaviour. It came into force on 1 January 2020 following its ratification by 22 ICAO Member States.

The session also addressed data protection topics and the ongoing complications faced by Member States and industry regarding Passenger Name Record (PNR) data transfers, due to inconsistencies and conflicts with national data protection laws. Amendment 29 to Annex 9 introduced many new Standards and Recommended Practices related to PNR data. Furthermore, the United Nations Security Council Resolution 2396 (2017) mandates that all States develop their capability to collect, process and analyse PNR data. States and industry still face challenges with these data transfers due to conflicts of national data protection laws.

In conclusion, the ICAO Legal Seminar provided a valuable forum for discussion on legal matters relevant to aviation professionals. It also reaffirmed ECAC's long-standing commitment to contributing to a safe and sustainable legal framework in the aviation sector.

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ECAC hosts annual meeting with representatives from the United States' authorities

Paris, 24 April — The ECAC Coordinating Committee welcomed a delegation from the United States, comprising senior representatives from the US Department of State, Federal Aviation Administration (FAA), Department of Transportation, and Transportation Security Administration (TSA), for a meeting covering a broad array of topics. This marked the 28th bilateral meeting between the two delegations and provided an invaluable opportunity for ECAC to gain insights into recent developments and priority areas of work in the US while fostering an enriching exchange of perspectives and experiences on ongoing issues.

Both delegations reaffirmed the importance of enhancing international coordination efforts. They discussed key safety topics expected to be addressed at the upcoming ICAO Air Navigation Conference, and respective priorities. The FAA also offered a comprehensive overview of their recent enhanced oversight of Boeing. This provided an opportunity for the participants to discuss the evolution of compliance

monitoring and oversight activities carried out by aviation authorities in the future. Discussions also focused on the important safety-related topic of mental health in the aviation workforce. ECAC members shared experiences that had seen improvements in addressing mental health issues, as well as campaigns to encourage disclosure and offer support.

The participants also reiterated their commitment to advancing environmental objectives, under initiatives such as the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and the Long-Term Aspirational Goal for international aviation (LTAG).

During the meeting, Oleksandr Bilchuk, Director General of Civil Aviation of Ukraine, delivered a presentation on the status of the State Aviation Administration of Ukraine's (SAAU) main activities, and the challenges facing both the SAAU and the Ukrainian aviation sector following the Russian invasion. US and ECAC representatives reiterated

their commitment to supporting the SAAU and commended Ukraine for its ongoing efforts amidst such difficult circumstances.

ECAC also heard how the TSA was making progress towards raising performance standards and streamlining testing protocols. The TSA also highlighted progress made under the US one-stop-security initiative and emphasised the importance of continued close coordination with international partners as the US continued to develop its approach. Linked to one-stop-security, the importance of harmonising policies concerning the restrictions applicable to the transport of liquids, aerosols and gels was also highlighted by both delegations, since the lifting of restrictions would ultimately improve the passenger experience, subject to the deployment of appropriate screening technologies. ■



Directors General convene in Paris: key decisions on European aviation and ECAC operations

Paris, 25 April — Directors General convened in Paris for their spring meeting (DGCA/162). They heard updates on the activities of several European organisations and European members on the ICAO Council, and made a number of decisions relating to European participation in global aviation events, as well as on ECAC's work, including the penultimate stages of approval of the 2025-2027 budget and the work programme.

They endorsed the coordinated European papers proposed for presentation to the ICAO Air Navigation Conference. Additionally, they confirmed the approach to be taken by the environment expert groups in preparing the common section of State Action Plans for CO₂ emissions reductions to be submitted to ICAO.

Directors General also approved new Terms of Reference and Rules of Procedure for the ECAC Coordinating Committee, alongside procedures for handling



contributions in arrears and the electronic recording of meetings of ECAC groups.

Finally, Directors General were delighted to welcome David Pekoske, Administrator of the United States Transportation Security Administration, for a discussion on aviation security priorities and strengthened

cooperation between ECAC and the United States on aviation security. ■

ECAC Quality Assessment Programme training and certification

Paris, 2-5 April — Seven facilitation experts from Germany, Latvia, Norway, Switzerland and the United Kingdom gathered in Paris to participate in the second ECAC Quality Assessment Programme (QAP) training course and certification session.

The participants engaged in training aimed at equipping them with the necessary knowledge and skills to conduct ECAC quality assessments. The course also sought to develop their understanding of how ECAC QAP assessments are carried out in accordance with the updated methodology, adopted by Directors General in 2023.

The certification exams concentrated on evaluating participants' understanding of the ECAC facilitation policy document, Doc 30, Part I, Section 5, which deals with providing assistance to persons with reduced mobility, and the assessment methodology. Congratulations to all participants!

State air accident assistance work under the facilitation-led task group starts to build momentum

Videoconference, 9 May — Members of the recently formed State Assistance to Air Accident Victims Task Group met virtually in May for their second meeting, following earlier informal discussions aimed at advancing the group's mandate.

Several States had contributed to an initial draft document that captures existing regulations and outlines how responsibility for these is shared in different States. This document is designed to help ECAC Member States develop their own approaches based on their requirements and examples of best practice from other States.

The meeting also initiated discussions on creating a template document to support ECAC Member States in revising or establishing their own national assistance plans on assistance to air accident victims and their families. The group agreed to continue refining both documents ahead of a further task group meeting in the autumn.

Facilitation Working Group discusses events for the 2024 ICAO Year of Facilitation

Paris, 16 April — The Facilitation Working Group met in person for the first time since October 2023. Central to the discussions were the outcomes from the ICAO Facilitation Panel held in Montreal from 26 February to 1 March, and the joint ECAC-ICAO workshop on National Facilitation Committees and Programmes, hosted by Greece on 12 March.

Participants also turned their attention to future endeavours in line with the group's current work programme. This includes the upcoming launch of surveys on persons with reduced mobility and air carrier liability, as well as the initiation of this year's study groups' work on Doc 30, Part I and assistance dogs. ■



Security Programme Management Group considers 2024 security work programme

Stockholm, 31 May — The members of the Security Programme Management Group recently convened to review the status of implementation of the work programmes undertaken by ECAC's task forces and study groups in the security domain, and agree on a series of follow-up actions.

Chaired by Gunnar Ljungberg (DGCA Sweden), ECAC Focal Point for Security, the meeting adopted amendments to the ECAC Audit Methodology, and agreed on the launch of new cyber security audits as a new component of the ECAC Audit Programme.

Among several topics reviewed, the group also considered the need for a regulatory vision supported by evidence on the capabilities of screening equipment – which is vital for integrating technological innovations into the aviation system – as well as the need for regulations governing the use of artificial intelligence.

European participation in the 35th ICAO AVSEC Panel

Paris, 15 April — Members of the European Coordination Group on Aviation Security, including European members of, and observers to, the ICAO AVSEC Panel, met to consider in greater detail the proposals to be taken at the 35th AVSEC Panel.

Discussion focused on the need to reaffirm the principles of the ICAO Global Aviation Security Plan, without any watering-down of its level of ambition, and to promote a risk-based approach to the prioritisation of ICAO's aviation security work. Preferred options for the way forward on replacing liquids' restrictions with screening of liquids were discussed, along with the need for appropriate transparency around one-stop security arrangements. Practical arrangements for continued discussion and contact during the Panel itself were also established.

Montreal, 22-26 April — The ten European members of the ICAO AVSEC Panel, along with observers from other ECAC Member States, the ECAC Secretariat and the European Commission, participated in the 35th AVSEC Panel in Montreal. The meeting confirmed the updated version of the ICAO Global Aviation Security Plan, and developed the way forward on future policy work, including arrangements on liquids and gels and one-stop security. The Panel expressed concerns over proposed changes to AVSEC training arrangements by ICAO, and a proposal from the Dangerous Goods Panel that could affect the role of security officers. Panel Members from States represented on the ICAO Council will continue to address these points with their Council members.

The Panel also discussed the draft text of a declaration planned for AVSEC Week, scheduled to take place in Oman in December. A revised proposal was developed based on the ICAO Council's priorities.



Guidance Material Task Force reviews advancements in developing guidance material

Videoconference, 29 April — The Guidance Material Task Force continued its work on two new ECAC Aviation Security Handbook documents focusing on measuring vulnerabilities in aviation security, and mitigating the risks of MANPADS and other weapons representing a similar threat.

In cooperation with the Training Task Force, the group will also develop best practices for regulating the security aspects of unmanned aircraft systems (UAS) by the end of June 2024. Several revised Doc 30, Part II Annexes and Aviation Security Handbook documents will also be finalised through written consultation by the end of May 2024. These will include on the implementation of aircraft security, the use of intrusion detection devices for protecting parked aircraft, the application of risk management to aviation security, and a standard derogated airport security programme template.

Online basic aviation security training

Videoconference, 22-24 May — Ten participants from Belgium, Bosnia and Herzegovina, Cyprus, Estonia and the Republic of Moldova completed a Basic Aviation Security Training course, organised online by the ECAC Secretariat. The course featured valuable contributions from two security experts from Albania and Bulgaria, who served as co-instructors.

Participants engaged in presentations and discussions, enabling them to familiarise themselves with the key security measures described in Doc 30, Part II, as well as various security technologies used for screening. Through virtual activities, they gained a deeper understanding of the history of civil aviation security, potential threats and methods of attack, as well as the role of risk management in mitigating such threats. The specific responsibilities of the Appropriate Authority in the aviation security system were also addressed during the course.

Training Task Force discusses several draft documents in the training domain

London/videoconference, 16-17 May — Hosted by the United Kingdom Civil Aviation Authority, the primary objective of the Training Task Force's May meeting was to consider progress on developing two new documents for the ECAC Aviation Security Handbook: best practices for training vulnerability assessors, and human factors in the decision-making process in aviation security.

Participants also reviewed several revised Doc 30, Part II Annexes and Aviation Security Handbook documents, including guidance material on the certification of screeners, best practices for training persons implementing aircraft security, best practices for training on the use of ETD equipment, and guidance on a National Civil Aviation Security Training Programme. Several of these documents will be finalised in the coming weeks. Additionally, the task force discussed the progress in organising a workshop on human factors and motivation in aviation security, scheduled for 13-14 November 2024, in Paris.



Further development for ECAC aviation security audits reviewed at Warsaw meeting



Warsaw/videoconference, 25-26 April — ECAC aviation security auditors convened in Warsaw and online to review the implementation of the ECAC Aviation Security Audit Programme. Having discussed the progress made in updating the Auditors' Aide and other auditing tools included in the Auditors' Handbook, the group agreed to finalise a revised version of the Auditors' Aide and update the guidelines for drafting audit reports by the end of August 2024.

Following a visit to the Polish Civil Aviation Authority Examination Centre and discussions on screener certification, participants shared insights gained from auditing various Doc 30, Part II recommendations and assessing compliance with Doc 30. Recognising the importance of supporting the further professional development of ECAC auditors and increasing the number of team leaders, the group agreed to organise a workshop for new team leaders in 2025.

Training on risk management for security experts from Poland



Warsaw, 22-24 April — The Civil Aviation Authority of Poland hosted an ECAC Best Practices for Risk Management in Aviation Security training course. The course brought together security experts from the Civil Aviation Authority of Poland and other Polish authorities and agencies involved in risk assessment to enhance their understanding of current and emerging threats to aviation, and the risk management process.

Participants engaged in several table-top activities and classroom discussions, enabling them to familiarise themselves with best practices for assessing risks in various areas of aviation security. They also practised assessing risks and developing effective mitigating measures. This practical training provided the participants with a better understanding of the role played by national authorities and agencies, including law enforcement, in the effective assessment and mitigation of risks to civil aviation.

Cyber security in civil aviation study group advances 2024 agenda

Vienna, 23-24 April — Key topics on the agenda of the Study Group on Cyber Security in Civil Aviation included the implementation of cyber security oversight in Austria, with expert insights provided by an external expert company supporting aviation security inspectors in overseeing aviation entities' cyber security.

Participants also looked at recent cyber developments from Member and observer States and organisations. The group agreed on specific workstreams for drafting guidance on aviation cyber security oversight, developing cyber security standards for security equipment, and training for aviation authorities, and appointed leads for these tasks.

European coordination group on cyber security matters

Videoconference, 14 and 22 May — The European Coordination Group on Cyber Security met twice online in May to consider positions ahead of the upcoming ICAO Cyber Security Panel (CYSECP/3), scheduled for 3-6 June 2024 in Montreal. Despite being a relatively new panel within ICAO, the significance of CYSECP is growing, as evidenced by the increasing number of proposals to be discussed and subsequently integrated into ICAO Standards and Recommended Practices.

These exchanges ensure that European members and observers on the Panel are well-prepared for the discussions in the Panel. The growing importance of cyber security in aviation underscores the need for further exchange of knowledge and experience and collaboration among European stakeholders. ■

Highlights from the 7th Environmental Forum in Paris

Paris/videoconference, 29-30 May — The 7th Environmental Forum, hosted by the French DGAC, saw the attendance of around one hundred participants in person and remotely, representing a wide range of Member States, European stakeholders and international partners of ECAC.

A significant portion of the Forum was dedicated to discussing the complex topic of the climate change impacts of non-CO₂ emissions from international aviation. Presentations from complementary angles by speakers from a wide range of States and organisations, as well as academia, provided a comprehensive overview of the current scientific understanding of the climate impacts of these emissions, highlighting the remaining uncertainties, and addressed the challenges of monitoring, reporting and verification of these emissions, and mitigation options. The Forum concluded on the need for continued cooperation to reduce uncertainties and gaps in knowledge on this topic, and on the common objective of addressing these emissions effectively and cautiously.

Sustainable aviation fuels were another key topic of the Forum, with discussions focusing on progress, challenges and solutions to overcome barriers, including capacity-building support via ICAO's ACT SAF and financial support through ICAO's FINVEST Hub. The environmental impact of drones was also considered, underlining their social acceptability and governance at the local level. ECAC's international partners also shared their key priorities, challenges and preferred approaches to mitigating aviation's environmental impacts. ■



Investigators focus on helicopter accidents and incidents

Stavanger, 22-23 May — The 60th meeting of the ECAC Air Accident and Incident Investigation Group of Experts (ACC/60) brought together over 70 air safety investigators and experts from ECAC Member States and observers from

EUROCONTROL, European Commission (DG MOVE), EASA, European Network of Civil Aviation Safety Investigation Authorities (ENCASIA), IATA, ICAO, ISASI/ESASI, US National Transportation Safety Board (NTSB), Singapore and industry stakeholders.

William Bertheussen, Director General of the Norwegian Safety Investigation Authority, welcomed the participants to Stavanger, Norway's centre for in-land and offshore helicopter operations, setting the tone for the discussions ahead.

The topics addressed revolved around recent and ongoing safety investigations, with an emphasis on helicopter accidents and incidents. Discussions highlighted the challenges faced during these investigations, and the valuable lessons learnt, emphasising the importance of industry-wide cooperation and dialogue, technological advancements, and training. Beyond the productive exchanges and insightful updates, participants enjoyed a series of technical visits to the CHC Helikopter Operation Center and Heli-One, and the Joint Rescue Coordination Centre of Southern Norway. ■



ECAC Legal Task Force steps up preparations ahead of the next ICAO Legal Committee

Paris, 24 May — The Legal Task Force convened its 50th meeting to review and report on progress of its ongoing work programme for 2024. Discussions also focused on preparation for the ICAO Legal Committee, and participants exchanged information on expected working papers and the agenda. Andrew Opolot from the ICAO Legal Bureau delivered a brief presentation on the 39th ICAO Legal Committee, to be held in Montreal on 25-28 June 2024, focusing on the Committee's main processes within the context of ICAO's legal framework and ongoing dispute cases.

A key decision taken during the meeting was to proceed with the trial legal database, which had been circulated ahead of the meeting. The database is intended to serve as a resource for Legal Task Force members, facilitating the sharing of experience in order to help solve more complex national legal issues. ■

UNMANNED AIRCRAFT SYSTEMS

ECAC experts discuss misuse of UAS risks and exchange safety promotion tips at their latest workshop

Videoconference, 11 April — The virtual meeting of ECAC unmanned aircraft systems (UAS) points of contact brought together experts to exchange insights based on their own national experiences. The discussions focused on current challenges relating to managing and mitigating risks associated with misuse of UAS, impacting various aviation stakeholders and the wider public. Participants also shared examples of their efforts to promote UAS safety awareness, and reviewed regulatory updates, particularly focusing on how State authorities are applying national and European legislation. ■



What's on in June?

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| 5 | 19 th meeting of the APERTask Group (APERTG/19), videoconference |
| 5-6 | 38 th meeting of the Behaviour Detection Study Group (BDSG/38), Amsterdam |
| 6-7 | 1 st preparatory meeting for the Diplomatic Conference (DC-PREP/1), Paris |
| 10 | 3 rd meeting of the civil aviation regional organisations, Kigali |
| 10 | 43 rd meeting of the Security Forum (SF/43), Paris |
| 11 | 1 st meeting of the Threat Response Group (TRG/1), Paris |
| 13-14 | 88 th meeting of the Technical Task Force (TTF/88), Riga |
| 20 | 71 st meeting of the European Aviation and Environment Working Group (CAEP) (EAEG-CAEP/71), videoconference |
| 20 | 73 rd meeting of the ECAC Medium-Term Objectives Task Force (EMTO/73), Rome |
| 21 | 7 th meeting of the Network of Diversity and Inclusion in Civil Aviation (NETD&I/7), Rome/videoconference |

ECAC Member States contribute to the 17th ICAO Air Transport Regulation Panel

Videoconference, 8 April — The European Coordination Group on Economic matters convened at the beginning of April to prepare for the upcoming ICAO Air Transport Regulation Panel in Montreal. During the meeting, participants exchanged information on the papers being submitted by panel members and observers. These papers addressed long-standing economic issues, including market liberalisation, market access, and the provision of guidance for States to fully understand and apply Article 15 requirements. Additionally, several papers examined economic regulation aspects from a cross-cutting perspective, focusing on topics such as the economic regulation of international UAS operations and sustainable aviation.

Montreal, 16-18 April — This year's ICAO Air Transport Regulation Panel (ATRP) was the opportunity to continue discussions on the development of a specific international agreement to facilitate further liberalisation of air cargo services. Many panel members and observers agreed on the need for transparency on capital shares in airlines, in order for States to be in a position to agree on further investments. Chaired by Mark Bosly (United Kingdom), the Panel also agreed that the TASA should include a template agreement such as the MOU adopted by LACAC, to support regional and multilateral liberalisation of air cargo services. On the economic regulation of international UAS operations, the Panel considered that a bilateral approach would be more appropriate, before multilateral arrangements or global harmonisation could be considered. The Panel also agreed that the proposed draft guidance should be adopted to ensure that ASAs continue to provide a predictable framework during crises that impact international air services. ■

COMMUNICATION

Communication specialists finalise reference documents

Videoconference, 15 May — The ECAC Network of Communication Specialists (NETCOM) meeting endorsed two new documents: one on communication for change management and another on digital communication channels. Additionally, participants discussed the training needs of the group's members and agreed that a survey would be launched to better understand their training requirements.

The participants also agreed to organise an internal workshop to share experiences in dealing with the media, in particular learning from the insights of members with journalism backgrounds. ■



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