



ENVIRONMENT

CAEP/13 cycle concludes with key progress on aviation sustainability

Montreal, 17-28 February 2025 — The 13th meeting of the ICAO Council's Committee on Aviation Environmental Protection (CAEP) concluded the three-year CAEP/13 cycle last week in Montreal, following two weeks of intensive discussions on aviation's key environmental challenges.

A total of 40 European members, observers and advisers representing 13 ECAC Member States: Austria, France, Germany, Greece, Italy, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, Switzerland and the United Kingdom, contributed to the meeting's outcomes.

The outcomes of CAEP/13 will provide the ICAO Council with recommendations on environmental policies and standards, following discussions on:

- The long-term global aspirational goal (LTAG) for aviation decarbonisation and its monitoring framework.
- Enhancements to aircraft engine emissions standards, including on non-volatile particulate matter (nvPM) and NOx emissions.
- New noise certification approaches, particularly for emerging technologies and supersonic aircraft.
- CORSIA implementation and refinements, ensuring alignment with global climate objectives.
- Advancements in sustainable aviation fuels (SAF) policies, including updates on lifecycle emissions methodologies and sustainability certification schemes.

ECAC MEDIUM-TERM OBJECTIVES TASK FORCE

EMTO agrees on amendments to ECAC reference documents

London/videoconference, 4 February 2025 — The ECAC Medium-Term Objectives (EMTO) Task Force agreed on a series of amendments to the ECAC Risk Register and the ECAC External Relations Policy Statement at its first meeting of 2025. These amendments will be presented at the next Coordinating Committee meeting in April, before presentation to all Member States.

The group also reviewed the self-assessments of ECAC working groups' performance during the 2022-2024 triennium. As a next step, in the coming months the task force will engage in direct dialogue with the chairs of the groups concerned. ■



From the left: Juan Ignacio Hermira Herranz (adviser to the CAEP member from Spain), Justo Hernandez Soto (CAEP member from Spain), Katarzyna Marks (CAEP member from Poland), Ulrika Raab (CAEP member from Sweden), Hulda Winnes (adviser to the CAEP member from Sweden), Jens Erik Ditlevsen (adviser to the CAEP member from Sweden), Catherine Marthe (adviser to the CAEP member from Switzerland)

- Future work in the CAEP/14 cycle.

The meeting underscored the importance of international collaboration in achieving aviation's environmental objectives, with European stakeholders playing a critical role in both technical analysis and policy development throughout the CAEP/13 cycle.

For further details, see the ICAO press release: <https://www.icao.int/Newsroom/Pages/International-community-achieves-progress-towards-sustainable-aviation-net-zero-carbon-emissions.aspx>. ■



From the left: Olivier Meynot (EAEG co-chair for ECAC, CAEP member from France), Jane Hupe (CAEP secretary), Michael Lunter (CAEP chairperson), Andrei Mungiu (EAEG co-chair for the European Commission, CAEP observer from the EU), Lars Christensen (ECAC policy coordinator, adviser to the CAEP member from the Netherlands)

Inside

- Overview of ECAC's monthly activities
- What's on in March?

Security Programme Management Group prioritises key security equipment evaluation for 2025-2027

Videoconference, 7 February 2025 — The recent meeting of the Security Programme Management Group focused its attention on the ECAC Common Evaluation Process of security equipment. The group considered the implementation of the 2024 CEP work programme and discussed the roadmap for 2025-2027. They also assessed the current priorities of the CEP Management Group, identifying key areas of focus: explosive detection systems for cabin baggage (EDSCB) C3, explosive detection systems (EDS) standard 3.2, and explosive trace detection (ETD) equipment G1 testing.

Since this meeting, the group has continued its work, approving new guidance documents for all ECAC Member States through written consultation.

Behaviour Detection Study Group allocates tasks for 2025 and prepares for innovation workshop in Berlin

Videoconference, 12-13 February 2025

— The Behaviour Detection Study Group met in February to look at progress in providing mentoring to States interested in establishing a behaviour detection (BD) programme.

The group also allocated tasks from its 2025 work programme. These include updating Doc 30, Part II, Chapter 15 on behaviour detection, and drafting two new Aviation Security Handbook documents – one on insider threats and BD, and another exploring the role of the

interviewer in BD, particularly how factors like personality impact the quality of an interview. This latter topic follows up on a 2024 task.

Additionally, the group discussed plans for the sixth BD research and development workshop, scheduled for September 2025 in Berlin. The workshop will focus on technological innovations for BD training and recruitment.

Guidance Material Task Force sets 2025 priorities and welcomes new chair

Paris/videoconference, 26-27 February 2025 — The Guidance Material Task Force reviewed progress made on completing outstanding tasks from the 2024 work programme at its first meeting of 2025. Several new and updated Doc 30 Annexes and Aviation Security Handbook documents are set to be made available to Member States following their approval by the Security Programme Management Group. These updates cover key areas of aviation security, such as vulnerability assessments, passenger screening, risk management, and one-stop security, among others.

The task force also discussed the allocation of tasks for 2025. These include updating guidance on cargo security, air traffic management security, routine testing of security equipment, and national quality control programmes.

The meeting marked a leadership change, welcoming the appointment of Océane Benfodda from France as the new chair of the task force.

«ECAC, ICAO, Member States, regional organisations and industry all have a role to play in supporting States' efforts in the implementation of

security regulations,» said Océane Benfodda. «Engaging in the task force also demonstrates the willingness of States and organisations to support the sustainability of a European system by ensuring full compliance with security regulation.»

«Considering the context, recent events, and the new threats in aviation security, the GMTF will focus primarily on the security priorities identified by States,» she remarked. «The group will work in collaboration with the other ECAC task forces to provide best practices and guidance to support the challenges facing States, and the continuous improvement of the overall performance of aviation security.»



Deposit Photos © 3d_generator

2025 focus on emerging threats and equipment performance standards for the Technical Task Force

Videoconference, 4-5 February 2025

— The Technical Task Force assessed the 2024 work programme deliverables, and established priorities for 2025 at its meeting in early February. The draft of the 2025 work programme focuses on seven key workstreams, which include: review of equipment performance standards, 3D image quality, enhanced security scanners, simulant use

in approval testing, threat image projection (TIP), and routine testing methodologies.

Among its key tasks, the task force will assess measures to mitigate incidents similar to last year's cargo security incidents, working closely with the ECAC Threat Response Group (TRG). Given recent security developments,

this work is expected to support a more systematic approach to addressing emerging threats in aviation security.

During the meeting, the group also reviewed guidance on cyber security standards for security equipment, developed by the ECAC Cyber Security Study Group, with further refinements under discussion.

Common Testing Methodologies Sub-Group reviews work programme and testing methodology updates

Videoconference, 18 February 2025 — The Common Testing Methodologies Sub-Group (CTM-SG) recently convened to consider the implementation of its 2025 work programme.

The meeting reviewed the execution of the 2025 CTM-SG work programme, ensuring its alignment with the CEP Roadmap 2025-2027 and the priorities outlined by the Security Programme Management Group. Discussions also addressed the development of new testing methodologies and the need to update current ones, including harmonised test protocols.

Participants received updates on key ongoing tasks and agreed that the group should reconvene three to four weeks before the 65th meeting of the CEP Management Group later this year.

ECAC CEP test centres review 2023-2025 allocations and discuss 2025 planning

Videoconference, 21 February 2025 — The status of ongoing and upcoming test allocations, as well as key implementation challenges, were the main topics on the agenda at the eleventh meeting of test centres participating in the ECAC Common Evaluation Process (CEP) of security equipment, held online in February.

Participants reviewed the status of CEP-allocated tests for 2023-2025, including endorsed test reports from the fourth quarter of 2024 to the first quarter of 2025. They also discussed updates on pending test reports and the progress of the explosive trace detection testing campaign against the chemical detection G1 Standard.

For all categories of equipment, more than 65 equipment configurations are currently being tested.

The meeting additionally covered test allocations for 2025, addressing pending requests received from equipment manufacturers, participating test centres' availability, and proposals for new allocations.



Experts enhance knowledge of Common Evaluation Process of security equipment at awareness training webinar

Videoconference, 19-20 February 2025

— Over 30 aviation security experts from 15 ECAC Member States and the European Commission's DG MOVE took part in the fourth Common Evaluation Process (CEP) of security equipment awareness training webinar, aimed at enhancing participants' awareness of the CEP and its role in supporting all ECAC Member States.

The training was designed to strengthen technical expertise, offering national

experts a comprehensive overview of the CEP, including its objectives, role, and key deliverables. The webinar featured two theoretical sessions. These looked at the legal framework behind the CEP, its fundamental principles, and the key stakeholders involved in its implementation, such as the role of Contributing Authorities (France, Germany, the Netherlands, Spain and the United Kingdom) and Supporting Authorities.

Participants also explored the various categories of security equipment evaluated under the CEP, the types of tests conducted, the testing process, and how test reports are communicated to all ECAC Member States. Special emphasis was placed on the role of CEP designees, and how to read and interpret CEP reports, which are provided to them on a regular basis. ■

Facilitation Programme Management Group reviews strategic direction, accessibility, and global engagement ahead of key 2025 conferences

Videoconference, 18 February 2025 — The Facilitation Programme Management Group convened in February to review ECAC's strategic direction in the field of facilitation.

Chaired by David Benito, Director General of Civil Aviation in Spain and ECAC Focal Point for Facilitation, the meeting included updates from the chairs of the Facilitation Working Group, the Facilitation Sub-Group on the Transport of Persons with Reduced Mobility (PRMs) and the State Assistance to Air Accident Victims Task Group (SAAV-TG).

Participants discussed ECAC's international engagement efforts in areas such as accessibility, and coordination in preparation for the 42nd ICAO Assembly in Montreal in autumn 2025.

The meeting also agreed that ECAC's facilitation work on immigration matters will remain under the Facilitation Working Group, with a review planned for the end of the year.

ECAC Member States consider persons with reduced mobility and accessibility



Deposit Photos © AndreyPopov

Videoconference, 25 February 2025 — The latest meeting of the Facilitation Sub-Group on the Transport of Persons with Reduced Mobility (PRMs) brought together experts from 25 Member States and six industry observer organisations. The participants exchanged valuable information on complaints and other issues faced by persons with reduced mobility in air transport. They also discussed ongoing collaborative efforts between States and the industry to monitor and address these concerns.

The meeting commended the outstanding work of the ad hoc group, which has been instrumental in developing draft guidance on the use of assistance dogs. It agreed to forward this draft for further refinement at the next Facilitation Working Group meeting.

The group also explored potential future application of the PRM complaints survey and reviewed proposed updates to the survey questions. These updates aim to better focus the data collection process for the next survey, which is expected to be launched later in 2025. ■

Network on Diversity and Inclusion in Civil Aviation sets 2025 action plan and strengthens global cooperation

Videoconference, 27 February 2025 —

An important focus of the ninth meeting of the ECAC Network on Diversity and Inclusion in Civil Aviation was the establishment of an action plan to implement the 2025 work programme, as noted by ECAC Directors General during their last meeting in December 2024.

The meeting also marked a significant milestone, with representatives from ECAC's sister regional organisations – the Arab Civil Aviation Organization (ACAO) and the Latin American Civil Aviation Commission (LACAC) – joining the discussions. Their contributions enriched the dialogue on ongoing D&I initiatives in their respective regions.

Case studies highlighting recent D&I developments within civil aviation organisations across ECAC Member States featured on the agenda. These included the gender mainstreaming strategy from the Swedish Transport Agency, which aims to integrate gender considerations into all aspects of transport policy

and practice. Italy presented the key performance indicators (KPI) model, which could serve as a potential standardised framework for measuring diversity and inclusion across ECAC Member States, facilitating a more consistent approach to D&I initiatives. These presentations showcased good practices and fostered valuable knowledge exchange among participants.

Looking ahead, the Network is committed to strengthening its cooperation with external experts, other organisations, and industry stakeholders by inviting them to future meetings. This effort aims to further enhance the Network's work in advancing diversity and inclusion across the civil aviation sector. ■



Deposit Photos © lightsource

What's on in March?

calendar

- 4 March | 52nd meeting of the Legal Task Force (LEGTF/52), videoconference
- 4-5 March | 64th meeting of the Common Evaluation Process of security equipment Management Group (CEP-MG/64), Madrid/videoconference
- 6 March | Workshop on the ECAC Common Evaluation Process of security equipment, Madrid/videoconference
- 13-14 March | 58th meeting of the Training Task Force (TrTF/58), videoconference
- 20 March | 15th meeting of the European Coordination Group on Economic matters (ECG-ECO/15), Brussels
- 21 March | 19th meeting of the Economic Working Group (ECO/19), Brussels
- 31 March | 3rd meeting of the Threat Response Group (TRG/3), Paris
- 1 April



ECAC Secretariat
164 avenue Charles de Gaulle
92200 Neuilly-sur-Seine, France

www.ecac-ceac.org
communications@ecac-ceac.org

