



THIRTY-NINTH PLenary (TRIENNIAL) SESSION

(Videoconference, 12 July 2021)

SUMMARY OF DISCUSSIONS

Agenda item 1: Opening of the Thirty-ninth Plenary (Triennial) Session

1. Ms Ingrid Cherfils, ECAC President, opened the 39th Plenary (Triennial) Session of the European Civil Aviation Conference, welcoming participants to the first ever ECAC Triennial Session to be held virtually, instead of being hosted in Strasbourg, as per the tradition since its inaugural session in 1955.
2. Ms Cherfils stressed the remarkable level of attendance at this session, including the participation of Directors General of ECAC Member States and of many other ICAO States, ICAO Council members, representatives of ECAC's sister regional organisations, i.e. ACAO, AFCAC and LACAC, as well as of other international and regional organisations, including the European Commission, EUROCONTROL, EASA, ICAO and WAEMU and other partner States. She also welcomed representatives of industry organisations, with whom ECAC has close and valuable cooperation links, such as ACI EUROPE, A4E, IATA and CANSO.
3. Ms Cherfils considered it being privilege for ECAC to welcome the President of the ICAO Council, Mr Salvatore Sciacchitano, the newly appointed Secretary General of ICAO, Mr Juan Carlos Salazar, who will start his mandate on 1 August, as well as the Director General of Mobility and Transport of the European Commission, Mr Henrik Hololei.
4. She considered that the ability to adapt to change, to be creative and to find innovative and efficient solutions to rapidly evolving challenges were the key attributes that defined not only ECAC and its 44 Member States but also the entire aviation sector.
5. Ms Cherfils stated that "Restart, Recovery and Resilience" have been the motto of all ECAC's actions and efforts since March 2020, following the extremely challenging last few years, with the worst ever economic and financial crisis which impacted the aviation industry.
6. She reported on the high level of commitment of ECAC, from the start of the COVID-19 pandemic, to continuing support to its Member States by hosting frequent European coordination meetings, bringing together the Directors General of the 44 ECAC Member States, the European Commission, EASA and EUROCONTROL. These allowed for continuing exchange of information on latest national developments, discussion on economic and financial relief measures for all stakeholders at both national and European levels, and on the impact on security and facilitation measures, as well as on the need for communication on the critical role of civil aviation to European economies. Ms Cherfils considered that these meetings had enabled European States and stakeholders to look at challenges and solutions that needed to be urgently addressed for the benefit of States, the aviation sector and ultimately the travelling public. She stated that aviation has also demonstrated throughout this crisis the crucial role it plays in securing the distribution of essential goods.

7. She continued by underlining that, more than ever, coordination and harmonisation of measures were at the heart of European action, working closely with national health authorities, and also contributing to the ICAO CART. She reiterated the strong need for cooperation among all stakeholders, civil aviation authorities, public health authorities and industry, to ensure a fully coordinated approach and mutual recognition of measures, regionally and globally. Only then would the sector be able to fully recover.

8. Ms Cherfils concluded that the main challenge for ECAC Member States was to keep the aviation system afloat: to concentrate their efforts to enable the sector to recover from the crisis in a sustainable manner, clarifying that sustainability was not only about economic sustainability. In particular, she saw a need to look at the sharing of risks and to re-think the current concepts and rules about the financial fitness of the aviation system, in order to be better prepared to resist and overcome similar crises in the future. She considered that business models will most likely be adapted.

9. Coming back to the notion of sustainability, she considered there that this crisis also offered an opportunity to innovate and build a future for aviation which must also be sustainable from an environment perspective. In her view, this crisis represented a game changer, and despite the difficulties faced by the sector, including by the passengers, the opportunities that this crisis has created for the future should not be missed. She expressed confidence in the commitment of the aviation industry to doing its part.

10. Additionally, Ms Cherfils recommended a continuation, in the years to come, of European combined efforts to address the challenges affecting the European civil aviation sector, notably to improve the passenger experience of flying and to have the political recognition of the added value of civil aviation to European economies and values, such as the freedom of movement. Recalling that aviation is global she invited to continue work together to facilitate the smooth transportation of people and goods, reaffirming the commitment of ECAC to strengthening its cooperation with ICAO and other organisations dealing with civil aviation, with its sister regional organisations and other key international partners.

11. She then declared the ECAC's thirty-ninth Triennial Session open and invited the President of the ICAO Council to address the assembly.

President of ICAO Council

12. The President of the ICAO Council Mr Salvatore Sciacchitano, expressed his thanks to the ECAC President and Executive Secretary for the invitation to address this 39th Plenary Session, recalling that he participated in several Plenary Sessions in the past, and for the first time in a virtual setting.

13. Mr Sciacchitano, thanking ECAC for its support to the ICAO Council's Aviation Recovery Task Force (CART), considered that partnership was one of the key elements of the CART, highlighting that for the first time, regional organisations, international organisations and industry had been included on a Council Task Force, working cooperatively toward the common objective of aviation recovery. Notably, he recalled that earlier this year, the ICAO Council had adopted the Phase III amendments to its pandemic-related Take-off Guidelines and main Recommendations.

14. Mr Sciacchitano informed the meeting that, following the emergence of new virus variants, vaccine rollouts, and other innovations to battle COVID-19, the work of CART was now focused on targeting specific issues related to multilayer risk management strategies, with the ultimate objective of restoring public confidence in air travel and getting passengers to fly again. He clarified that the final package of CART recommendations, CART Phase III, supported the creation of public health travel corridors,

safe and efficient global vaccine distribution, the facilitation of all-cargo air services, and standardised COVID-19 testing certificates for secure international use. The Phase III report also dealt with air crew vaccination considerations, safety priorities relating to sectoral recovery, and an encouragement for national civil aviation and transport officials to advocate more vigorously for air transport public health and economic priorities.

15. The President of the ICAO Council commented that, taken together, the latest Phase III adjustments had been strategised under three key areas of coordination priority:

- The first was the establishment of national and regional risk management strategies to gradually open air routes based on mutually-recognised public health measures. Mr Sciacchitano highlighted that success in this area will rely heavily on national decision-makers taking fuller account of air transport's role as an enabler and multiplier of economic recovery. To that end, he recalled CART Phase III Recommendation 20, which calls for States to ensure that CART guidance is taken into consideration by the wider State administration and inform decision-making processes on national recovery planning.
- The second priority concerned the possibly profound long-term implications for traditional air transport business models and operations post-pandemic. Mr Sciacchitano commented that accelerating digitalisation of the sector would be a key factor in this endeavour, and that the higher passenger expectations for healthier airports and more sustainable low-emissions air travel options would be an equally important factor, also considering that these transformations could lead to new approaches to network and fleet management, and air travel product design and pricing, with notable implications for travel and tourism markets and suppliers.
- The third priority concerned the need to continuing to effectively coordinate, share information and learn together from COVID-19, to improve overall air transport crisis preparedness, enhance the sector's overall economic and environmental sustainability, and achieve more efficient operations.

16. Mr Sciacchitano underlined that ICAO and its Member States clearly recognised that the COVID-19 pandemic was not only a health crisis, but also an economic and financial crisis presenting governments with very difficult trade-offs in terms of the health, economic and social priorities concerned. While reaffirming that public health was and should remain the overriding priority for civil societies and aviation leaders, he considered it a duty to also continue to support and raise awareness on the critical role being played by air transport in global crisis response and recovery. In particular, he recalled that international supply chains for perishable foods and other essential goods, emergency and humanitarian response capabilities as well as the swift distribution of COVID-19 vaccines all strongly relied on the safe and reliable air services. He added that seamless air connectivity permitted the safe and efficient movement of people, goods, and services, and had far-reaching cross-cutting impacts on other industry sectors. He considered that such contributions were and would remain critical to overall national and regional economic recovery, as well as to future growth.

17. He informed the participants that these issues would be at the forefront of discussions at the High-Level Conference on COVID-19 (HLCC), clarifying that with this event, ICAO would aim at generating the political will needed to confront COVID-19 through effective multilateral action and to establish formal commitments supporting the safe and efficient recovery of civil aviation as well as its increased long-term resilience and sustainability.

18. He observed that European States had already demonstrated leadership in this area, and welcomed the recently updated guidelines from EASA and the European Centre

for Disease Prevention and Control (ECDC), recommending that travellers fully vaccinated against COVID-19 should not be subject to testing or quarantine, which would make travel easier by avoiding duplicate checks. He welcomed the EU's digital COVID certificate solution in effect since 1 July 2021, which he considered offered a real test of the Visible Digital Seal approach taken by ICAO in relation to travel documents.

19. Concerning ECAC separation from ICAO, Mr Sciacchitano considered this separation had had to occur sooner or later, also noting that it should provide more opportunity for ECAC to undertake actions without the constraints applicable to ICAO. But he clarified that this separation was not meant to impact in any manner the cooperative relationship between the two organisations, recalling that regional organisations were established under Article 55(a) of the Chicago Convention, and he strongly encouraged ICAO Regional Offices and regional organisations to work in close cooperation.

20. Mr Sciacchitano stressed that the closer cooperation with the industry has been a key element of success of the CART. He recalled that the industry forum arising from the CART work had been effectively established, and that this closer cooperation is intended to be continuing.

21. Regarding achievements, Mr Sciacchitano mentioned the initial steps taken for both the CORSIA review and for a decision on a Long-Term Aspirational Goal (LTAG), also recalling the upcoming challenges, including preparations for the COP26 and for the 41st Assembly, in particular in the field of environment. He considered LTAG to be one of the key challenges for the next ICAO Assembly.

22. Among the upcoming challenges, he mentioned the High-level Conference on COVID, noting that it would still be virtual but with ministerial participation confirmed.

23. Mr Sciacchitano also mentioned the actions undertaken regarding the modernisation of practices and procedures within the Council, indicating his intention to continue on this pathway in next years, with the Secretary General elect.

24. In his concluding remarks, Mr Sciacchitano indicated that he was greatly encouraged by the pace of these latest advances and reassured that as vaccines continued to do their work people would take to the skies again. He underscored that the sustainability and prosperity of States would rely primarily on the commitments to work together to recover connections to the world, because no one State could achieve this on its own.

25. Ms Cherfils, thanking Mr Sciacchitano, concurred on the point of the ECAC separation from ICAO being the beginning of a new cooperation between the two organisations, and added that she was pleased to see Mr Denis Guindon participating in this triennial session. Then she invited the ICAO Secretary General elect Mr Juan Carlos Salazar.

Secretary General-elect of ICAO

26. Thanking ECAC President for the invitation to address the 39th Triennial Session, the ICAO Secretary General-elect underlined the important contribution which ECAC made to the European aviation system during its 66 years of existence.

27. He recalled that during his work at ECAC, the President of the ICAO Council, Mr Sciacchitano had acquired a profound understanding of regional organisations, which he considered had been key to lead the ICAO Council and facilitate consensus.

28. As Secretary General-elect, he expressed his recognition for the support and trust received from ECAC Member States and promised to work with every Member State to build the necessary trust and synergies that would allow to dedicate time, resources, and the capacity of the respective organisations, including the pressing priority to achieve a quick recovery of international civil aviation.

29. Mr Salazar considered that harmonious work among ECAC and ICAO was necessary for these organisations to focus on the strategic priorities for the benefit of their respective Member States. He expressed the view that the historic challenge and opportunity was to demonstrate that all aviation industry stakeholders, together with ECAC, ICAO and its Member States, would work together as one team to restore confidence in the international civil aviation system from the general public, governments, and health authorities, and to reinstate commonly acceptable requirements to facilitate safe, secure and efficient international air travel.

30. The ICAO Secretary General-elect indicated that one of the mechanisms that can be used to enhance the working arrangements is to organise regular meetings to discuss and coordinate upcoming activities in the region, avoiding duplication and enhancing potential synergies. He recalled that, historically, ICAO had been the international forum to bring harmonisation and consensus to international civil aviation. He acknowledged that Europe had an undeniable leadership in specific areas such as the unification of its air transport market, environmental protection, and health protocols and vaccination and all of those were central to build aviation back and better.

31. Mr Salazar committed to encouraging a high-level coordination and the organisation of joint events for the benefit of the States of the region to avoid duplication and to focus valuable resources in advancing our priorities, mentioning a joint event on environment which had been co-organised in June 2021.

32. Mr Salazar indicated that the ICAO Member States and industry stakeholders had been counting on ICAO's leadership in developing globally harmonised recommendations and guidance to help restart and recovery of the aviation industry, as well as to assist States to implement these recommendations. In his view, European States had been leading members of CART, allowing other states to benefit from their experience and knowledge. Observing the good progress of vaccination in Europe, he wished to see Europe continuing to lead the way for the quick recovery of international air connectivity.

33. Mr Salazar mentioned that, more than two decades ago, ICAO had received a mandate on emission reductions for international civil aviation, and since then had adopted programmes, goals and tools to that end. But he considered that between 2021 and 2024, ICAO, its Member States and all stakeholders should deliver substantive progress on emission reductions from international aviation in order to confirm the organisation's leadership and relevance concerning this strategic objective. He added that after COVID-19, there was an opportunity to build a more sustainable civil aviation system.

34. The ICAO Secretary General elect, referring to the High-Level Conference on COVID-19 (HLCC) as the much-needed platform to discuss the many challenges and opportunities to "re-imagine and make better" a post- COVID-19 civil aviation sector, urged ECAC Member States to confirm high level participation as soon as possible, and to continue to contribute ideas for the preparation of the outcomes of the HLCC, expressing particular interest in hearing about the European perspective on the HLCC outcomes which should be aimed for, in order to ensure a successful HLCC.

35. In his concluding remarks, recalling the heavy impact of COVID-19 on economies and in the global aviation sector, and observing the current situation, where States decided on competing policy, he identified a need to underscore to all governments

the key contributions of civil aviation and the need to support it. He invited both organisations to continue to seek ways to strengthen cooperation and demonstrate to Member States that they will continue to provide guidance and assistance to tackle imminent and future challenges faced by international and regional civil aviation.

Director General for Mobility and Transport, European Commission

36. Thanking Mr Salazar, Ms Cherfils invited the Director General for Mobility and Transport of the European Commission, Mr Henrik Hololei, to address the assembly.

37. Mr Hololei expressed his appreciation for being invited to this 39th Triennial Session of ECAC, and for the excellent spirit of cooperation he had experienced with ECAC, highlighting the value of bringing together so many non-EU States, and thus amplifying the European voice in international matters.

38. The Director General for Mobility and Transport expressed special thanks to Ms Cherfils, with whom he reported having had great pleasure to work with, and stressed the positive impact to the sector which their organisations managed to achieve together when dealing with the crisis. He also expressed warm thanks to Alessio Quaranta (DGCA Italy) for stepping in and expressed hope for continuing smooth cooperation.

39. Mr Hololei considered there was hope that the experience over the past 18 past months was coming to an end, while considering that it was too early to rejoice. Although case numbers had come down, he expressed the view that learning to live with COVID would be a necessity, and recommended that any action taken be science-based and proportionate, taking both the economical and health interests into account, leading to smart decisions. He considered that despite the current growing activity in European airspace and the growing number of passengers, aviation should be prepared for future shocks, notably in the current context where the initial good pace of vaccination was being replaced with a lower pace, whereas high numbers of non-vaccinated people would remain a source for further mutation of the coronavirus.

40. Following these introductory remarks, he stressed the need to regain confidence and trust, following this significant disruption of the sector. He considered that Europe needed to move from the restart phase to the recovery phase, and would need to regain trust from passengers. He considered the single aviation area to have been a solid rock over the past 29 years, onto which the recovery should be built, as it ensured the connectivity and stability which are necessary for the recovery of the sector.

41. In his view, the crisis had exposed gaps in the resilience of the sector, but had also revealed how indispensable aviation was. He considered that the main task to come would be to ensure coordinated recovery. He observed that freedom of movement had suddenly disappeared, although having been a key value in Europe, and he saw the enhancement of a common approach to health measures as a necessity, considering that ICAO had provided a good grounding in that endeavour but the necessary common approach had not in fact been delivered. Acknowledging the inevitable limitations to globally coordinated action, when decisions are made at State level, he remained confident that the promotion of best practices would have a positive effect.

42. He mentioned positive steps taken, such as the EU Digital COVID certificate, while also mentioning issues with some Member States having taken decisions on six weeks of transitory period, although he considered that passengers with PCR test and vaccination should not be subject to these interim restrictions. He announced that, on 12 August, these principles would be established in European law, in 27 and 3 additional countries, which will be crucial for rebuilding aviation, and which he expected would contribute to speeding up recovery of the sector.

43. Mr Hololei added that the sustainability is part of the recovery, both in the short and the long terms, along the narrative of “building back better”, which he considered being key for aviation, notably in light of societal expectations. He expressed the view that these concepts would guide European positions for the ICAO Assembly, and that Europe is in forefront of sustainability, while noting that the US, and Japan were also claiming and pledging carbon neutrality by 2050.

44. Referring to the well-known “no country left behind” objective in ICAO, Mr Hololei saw a need to apply this principle to support other nations in the endeavour of drastically reducing emissions from the transport sector, in the context of the European green deal and the objective of the transport sector reducing emissions by 90%, and also alluding to the “Fit for 55 package”, around which he was anticipating difficult negotiations. He mentioned in particular the refuel EU aviation, which was expected to play a key role in making aviation more sustainable.

45. Addressing the subject of innovation, Mr Hololei anticipated a wide range of such developments in the coming years, including drones, air taxi, but he identified in all components a major risk in relation to cyber security. He considered that resilience is essential, but that the sector will become more vulnerable with more digitalisation, and encouraged not to leave the security aspects aside, in light of high cyber threats.

46. On international aspects, Mr Hololei mentioned the HLCC in October, on COVID-19 recovery, and the 41st Assembly. He expressed his appreciation at seeing Mr Sciacchitano at the head of ICAO. In his view, this will be the most important assembly for decades as it will be following the crisis and aiming at reshaping aviation to build back better. He expressed the readiness of Europe to support the ICAO President for this Assembly.

47. Also, he expressed his very high appreciation to Ms Fang Liu, acknowledging her efforts to help ICAO to move forward. He welcomed Mr Salazar to his new role, indicated that he counted on his good collaboration with Mr Sciacchitano and could count on the EU collaboration as well as that of ECAC. He concluded stating that ECAC was a unique organisation in shaping international aviation.

48. The chair thanked Mr Hololei and concluded this agenda item.

Agenda item 2: Adoption of the agenda

Paper presented: WP/1 rev n°1

49. There being no comment, the chair concluded that the agenda as issued on 8 July 2021 was approved.

Agenda item 3: Presentation of ECAC President’s triennial report

Paper presented: WP/12

50. The chair introduced this agenda item, highlighting the good relationship of ECAC with other European organisations, and also recognising the historical role played by ICAO in the creation of ECAC in 1955. She recalled that, following a decision taken by ICAO to no longer provide administrative support to ECAC, Directors General decided to administratively and legally separate ECAC from ICAO in 2020. She mentioned that ECAC nonetheless continues to contribute to ICAO activities, amongst which the preparations for the HLCC.

51. The chair considered that the agreement reached in March 2020 with EUROCONTROL had proved to be extremely valuable to ECAC and had enabled ECAC to become a more modern and agile organisation. She expressed her gratitude to Mr Eamonn

Brennan (Director General, EUROCONTROL) for the good cooperation and the support received from EUROCONTROL.

52. With regard to external relations, Ms Cherfils highlighted the strong cooperation with other regional organisations, and reported on continuing outreach activities undertaken in this triennium. In particular, she mentioned the ACAO joint work programme, and reported on continuing cooperation with AFCAC and LACAC, as well as the organisation of joint events and meetings on topics of common interest.

53. Ms Cherfils underlined the tangible achievements reached as a result of the excellent cooperation with the European Commission, EASA and EUROCONTROL for the 40th Assembly, such as the drafting of 15 Working Papers and 3 Information Papers on behalf of ECAC Member States.

54. She also reported on close cooperation with different industry stakeholders, and notably on the signature of a cooperation agreement with ACI EUROPE in December 2019, which included many areas of cooperation, such as the sharing of information in the economic domain, the discussion on measures aiming at facilitating the passenger experience, security matters, and support to ECAC economic programme.

55. Ms Cherfils also mentioned the signature in December 2020 of an agreement with Kazakhstan on cooperation in all domains of civil aviation.

56. She concluded by emphasising the need for regular communication with external partners on policy matters and current and future challenges, also taking into account the societal needs, notably on climate change. Stressing the need to mitigate climate change impacts, she recalled the historical agreement reached in ICAO in 2016, on a global market based measure to offset emissions in order to ensure carbon neutral growth of international aviation, which she described as the first ever commitment to address climate change in a specific sector. She considered that this agreement would not have been possible without the commitment of the entire sector.

57. Ms Cherfils expressed pride in what ECAC had become and achieved, promoting safe, secure and sustainable aviation, while underlining that ECAC had not reached these achievements alone, but due to strong international cooperation with other European organisations, as well as sister regional organisations and stakeholders.

58. Although noting that a large part of her second mandate has been dedicated to the separation of ECAC from ICAO, she expressed confidence in the close relationship of ECAC with ICAO being maintained. She thanked all Member States and the Coordinating Committee for their continued support and relentless engagement. She addressed special thanks to Mr Quaranta for his role as Vice-President, and kept her last words for the ECAC Secretariat, to whom she expressed her great appreciation for the work done in the past years.

59. She concluded expressing wishes for a delivery on ECAC's objectives, and indicating that she would truly miss this assembly.

60. Mr Danylo Davidov (Ukraine), expressed sincere thanks to Ms Cherfils for her engagement, and best wishes to Mr Quaranta in his future role.

Agenda item 4: Presentation of Focal Point reports

Papers presented: WP/3, WP/4, WP/5, WP/6, WP/7, WP/8, WP/11

Presentations given: PWPT/1, PWPT/2, PWPT/3, PWPT/4, PWPT/5, PWPT/6, PWPT/7

61. The chair invited each Focal Point to give a short presentation on the achievements during the present triennium in their respective area of responsibility.

Safety and accident investigations

62. Mr Luís Miguel Ribeiro (DCGA Portugal), in his capacity as ECAC Focal Point for Safety, highlighted the main achievements in this domain for the triennium 2019-2021. The work on safety during the last three years had allowed ECAC to increase the collective strength of European States and organisations at the international level, thanks to the cooperation between ECAC Member States and European organisations (European Commission, EASA and EUROCONTROL).

63. Even though the topic of COVID-19 pandemic had not been included in the ECAC Work Programme for 2019-2021, ECAC had been able to adapt to this challenge. Mr Ribeiro highlighted the importance of ECAC coordination meetings as a forum for discussions during the pandemic. He also took the opportunity to thank the chair for her role and leadership in these difficult circumstances.

64. The 2019-2021 Work Programme for safety had been aimed at promoting European priorities in safety with international partners, regional and international organisations. In addition, it aimed at increasing the effectiveness of the ECAC Member States' safety investigation authorities. In line with these priorities, ECAC activities focused on coordinating European work before and during the 40th Session of the ICAO Assembly and for the High-Level Conference (HLCC) on COVID-19, on sharing experience and knowledge on accident and serious incident investigations, as well as on other safety related activities.

65. To strengthen the European voice, ECAC, the European Commission, EASA and EUROCONTROL had established effective coordination arrangements for the 40th Session of the ICAO Assembly in 2019. The European Safety and Air Navigation Coordination Group had drafted 4 working papers and one information paper; all of the working papers being endorsed by the ICAO Assembly. The coordination group had also provided a common European position on papers of other ICAO States and organisations.

66. The coordination group had now drafted 3 working papers for the safety stream of the forthcoming High-Level Conference on COVID-19, on the following topics: strengthening the resilience of aviation through the improvement of its crisis management framework, remote oversight as a supplementary means to perform oversight, and enhancing the GASP to support innovation and increasing consistency with other global plans. Mr Ribeiro said that all papers were now going through the necessary clearance processes, and the preparation of the event would continue.

67. On the accident and incident investigation activities, Mr Ribeiro highlighted that the ECAC Group of Experts on Air Accident and Incident Investigation (ACC) was established as a practical, technical working body, able to adopt broad general positions, rather than a more formal decision-making entity. The group included members from ECAC Member States and observers from non-ECAC States (e.g. USA, Singapore, Canada, Israel and Indonesia); and from aviation stakeholders including engine manufacturers, aircraft manufacturers airlines, industry organisations and pilots' associations.

68. The ACC group provided an opportunity for participants to share their experience on accident and incident investigations, and to share the challenges and the solutions that they have found in conducting investigations. Every year, the ACC group reviewed the accidents and serious incidents reported by Member States, to discuss on the main trends in terms of causes, safety recommendations issued in final reports, as well as the different investigation tools used.

69. Thanks to this cooperation on investigation activities, participants learned a lot from each other, and this is one of a main added value of our ACC group. In recent years, there had been a strong focus on challenges such as data protection, media pressure on safety investigation authorities, communication with families of victims, and conducting investigations during the pandemic.

70. The ACC group had organised workshops every two years to deal with issues encountered by its members and observers. Mr Ribeiro mentioned that the next workshop, on investigation on Unmanned Aircraft Systems (UAS) accidents and incidents, is scheduled on 13-14 October 2021 in Bratislava.

71. Last, Mr Ribeiro noted that ECAC had observer status in the ICAO Accident Investigation Panel and continued to use its presence to share European priorities in ICAO and to keep all ACC members, who are not on the Panel, informed of developments in this Panel.

72. Finally, Mr Ribeiro noted that the European Coordination Group on Aviation Cyber Security matters had been created in March 2021 to coordinate European positions, to maximise shared understanding and develop common positions on cyber security matters for ICAO meetings and events. Mr Ribeiro added that the first meeting of this newly established group would soon be convened.

73. The chair thanked Mr Ribeiro for the report he had given on ECAC's activities on safety matters, as well as for his work as Focal Point for Safety during the past three years.

Unmanned Aircraft Systems

74. Referring to **WP/3**, Mr Raúl Medina Caballero, in his capacity as Focal Point for Unmanned Aircraft Systems (UAS), presented the activities in this domain under the 2019-2021 Work Programme. Mr Medina recalled that this domain was incorporated in the ECAC Work Programme for the first time in 2019 with the aim of promoting and harmonising the development of the UAS future in Europe at a strategic level, while not duplicating the activities of other organisations.

75. He highlighted the key topics that had been addressed during the last triennium and presented the key achievements. With the main goal of supporting establishing a strategic platform for sharing information, he reported that new public and secure websites as well as a network of national contact points were established. Mr Medina emphasised the survey on national policies and practices which resulted in a strategic report in April 2020 and shared with ECAC Member States, showing that the priorities lay with U-Space Implementation, Urban Air Mobility (UAM), Counter-drone systems and Beyond Visual Line of Sight (BVLOS) operations.

76. In support of better coordination and cooperation, Mr Medina noted that there had also been a contribution by UAS experts to ECAC Security Forum discussion on incidents involving UAS, the identification of mitigation measures and the protection of airports from UAS attacks, as well as contact with key international partners such as Israel, the US and China. Lastly, he presented the initiatives launched to foster the exchange of information, such as the new ECAC UAS Bulletin and ECAC News #73 summer 2021 edition which was dedicated to UAS.

Aviation security

77. Referring to **WP/8**, Mr Alessio Quaranta, in his capacity as Focal Point for Facilitation and Security, reported that while the COVID-19 crisis had not changed the

fundamental nature of the security threat to civil aviation, it had presented many challenges for the practical implementation of security measures. Mr Quaranta commented that this situation could be thought of as an opportunity for a full rethink of the way we carry out security in aviation, as a process involving the channelling of people through crowded spaces so as to be subjected to physical inspection, had never been completely satisfactory. In a post-COVID world where passengers and security staff alike would be wary of such situations, Mr Quaranta pointed that we would need to think about things differently and that this question, among others, would have a continuing impact on the work of ECAC in the next triennium.

78. Mr Quaranta reviewed the organisational structure of ECAC in the field of security which was aimed to ensure an efficient delivery of the work programme as well as an optimal use of national expertise in the technical and operational fields. This structure included the Security Forum and the different task forces and study groups, under the coordination and strategic orientations of the Security Programme Management Group (SPMG).

79. In addition, Mr Quaranta presented the priorities and reported the achievements during the present triennium. He underlined that ECAC had continued to promote a risk-based approach to aviation security and a better understanding by all Member States of existing and emerging threats to aviation through the development of guidance material and the implementation of the ECAC Vulnerability Assessment Programme, focusing in the areas of insider threats, cyber security and landside security.

80. The development and use of security technology and equipment to address current and emerging threats had been also promoted by ECAC through the work of the ECAC Technical Task Force and the implementation of the Common Evaluation Process (CEP) of Security Equipment. In addition, guidance material was also developed to support the further deployment of Explosive Detection Dogs programmes in an increasing number of Member States. Furthermore, under the framework of its Cooperation Arrangement with the European Commission, ECAC continued working on topics of common interest, such security equipment and artificial intelligence.

81. Mr Quaranta continued, that ECAC had pursued the development of efficient and uniform aviation security measures on a pan-European basis by updating and further developing both the ECAC Aviation Security Handbook and Doc 30, Part II, as a result of the work of the Guidance Material and Training task forces.

82. He also noted that ECAC had supported Member States in their efforts for achieving full compliance with European requirements on aviation security, assessing their implementation of Doc 30 Part II Recommendations and further developing their security regime with security audits, before the imposition of travel restrictions as a result of COVID-19, when they were suspended in 2020. It was expected that they would restart in 2021.

83. Moreover, he added that the ECAC Capacity-Building Programme for security had supported Member States in further developing and improving their security regimes by means of two workshops and seven training courses in 2019. Adapting to the current COVID circumstances during 2020 and 2021, nine online training courses and ten webinars for more than 250 security experts from ECAC Member States had been organised focusing on security equipment, auditing cyber security measures, insider risks and security culture. In addition, an on-line training course in Russian had been developed and delivered for the first time in 2021.

84. Among these priorities, Mr Quaranta noted that ECAC had continued the promotion of European priorities in aviation security with international partners, regional

and international organisations, in particular with ACAO, AFCAC and WAEMU. Funded by the EU, ECAC had implemented 38 aviation security activities for Eastern Partnership countries who were ECAC Member States, and Central Asia countries from 2016 to 2021. Funded also by the EU, CASE I Project had delivered 88 on-site activities in 38 Partner States across Africa and the Arabian Peninsula, and 22 multilateral workshops involving multiple partners in four years project, before the completion of the project in March 2020. The CASE II project was launched in January 2020, and several online activities including two workshops in partnership with AFCAC had been delivered, adapted to COVID circumstances. Finally, as noted in Mr Ribeiro's report on safety, while the European Coordination Group on aviation security matters continued its activities, a new dedicated European Coordination Group was created on aviation cyber security, in recognition of its particular nature.

85. To conclude Mr Quaranta looked forward to the implementation of the 2022-2024 work programme on aviation security.

Facilitation

86. Referring to **WP/4**, Mr Quaranta presented the 2019-2021 Work Programme priorities in the facilitation field and the main achievements in the triennium within the tasks assigned to the Facilitation Working Group and sub-groups. He highlighted that the domain had been put in particular focus due to the current COVID-19 pandemic and crisis for the sector, as the crisis had emphasised the need for close communication and cooperation between the various authorities of the State dealing with health matters at airports and other parts of the aviation system. The ECAC groups had actively contributed to documents presented to the European Coordination Meetings on the COVID-19 crisis, such as the key elements on the recovery in facilitation, and also a new Section for ECAC Doc 30, Part I containing Recommendations on health matters.

87. Mr Quaranta mentioned the regular updates of ECAC Doc 30, Part I and of its annexes relating to PNR, API, hidden disabilities and PRM matters for example. He also highlighted the launch of a new capacity building programme in facilitation in 2019 the Quality Assessment Programme on Assistance to Persons with Disabilities and Persons with Reduced Mobility, with its successful pilot phase in 2019 and its second part that had to be postponed due to the pandemic but was expected to resume very soon. In addition, to provide opportunities to ECAC Member States and industry stakeholders to go into a specific topic in depth and exchange practical experience Facilitation Workshops and meetings with experts had been organised on a regular basis.

88. He also mentioned the several surveys on biometrics, Advance Passenger Information (API)/Passenger Name Record (PNR), air carrier liability and persons with reduced mobility (PRM) complaints, that were regularly conducted and discussed within the groups. In the context of the promotion of mutual understanding with international partners, Mr Quaranta reported on the activities related to the preparation of the 40th session of the ICAO Assembly, participation in the ICAO Facilitation Panel meetings and the coordination meetings with the US Department of Transport on PRM matters. Concluding his report, Mr Quaranta underlined that the issues and topics mentioned would continue to be discussed for future activities in the facilitation field and would be particularly relevant in the lessons learnt from the pandemic crisis.

89. In response to a request for question on the topics already covered by the Focal Points, Ms Christine Berg (European Commission) commented that safety would remain the key priority for the future, and she particularly welcomed the creation of the European Coordination Group on aviation cyber matters (ECG-CS). In that spirit, she confirmed that the European Commission, along with EASA, was committed to working with ECAC on this subject. She also informed that the EU was starting to prepare for the updated Drone

Strategy 2.0, which was to be finalised in the course of 2022 and that the EC was looking forward to continuing the close collaboration with ECAC on this.

90. Regarding facilitation matters, Ms Berg welcomed the work done by ECAC in this domain and underlined that operational optimisation at airports, e.g., regarding checkpoints for health matters, would become a crucial point to discuss for the recovery of the air transport sector and for the benefit of passengers and encouraged ECAC to look into this in the future.

Environmental matters

91. Upon the ECAC's President's invitation, Ms Rannia Leontaridi, Focal Point for Environmental matters introduced **WP/6**.

92. Ms Leontaridi said that she considered that environmental issues remained among the most important objectives of ECAC, and a matter of global significance. She reported that hard work had been undertaken in ECAC to achieve positive outcomes against its key environmental objectives, which included: promoting European environmental policies internationally, and coordinating European positions on environmental issues; continuing to support consistent European contributions to the work of ICAO's Committee on Aviation Environmental Protection CAEP; harmonising European efforts to implement policies such as CORSIA; supporting the submission to ICAO of State Action Plans for CO2 emissions reduction; as well as fostering a positive dialogue with European stakeholders. This also included undertaking capacity building within Europe and beyond, to increase the environmental capability of all ECAC Member States.

93. In terms of coordination of European positions, the Focal Point for Environment matters reported that throughout this triennium, the European Aviation and Environment Working Group (EAEG), co-chaired by an ECAC State and the European Commission, had played a vital role in coordinating and promoting ECAC positions within ICAO.

94. On CORSIA, she noted that the EAEG had worked to preserve the historical agreement on the scheme, by ensuring that CORSIA remained as close as possible to the originally intended scheme, despite the impacts of COVID-19, and also in the context of its review. EAEG and EAEG Expanded (including ECAC Member States that are not members of CAEP) had also ensured coordinated European responses to ICAO State Letters deemed of high strategic interest for ECAC and the EU, notably covering the CORSIA Emissions Unit Criteria and the Sustainability Criteria for CORSIA Eligible Fuels.

95. On the subject of a Long-term Aspirational Goal (LTAG) for International Aviation, Ms Leontaridi reported that, since 2019, EAEG had dedicated a large proportion of its time to this subject, including coordination ahead of the challenging but successful 40th Assembly in 2019 and delivering a strategy for achieving a successful outcome on LTAG at the 41st Assembly.

96. Ms Leontaridi stressed significant resources which the ECAC states continued to provide to the technical work within CAEP, and the continuing input of EAEG into CAEP discussions on key issues such as Lower Carbon Aviation Fuels, as well as understanding the environmental impacts of new supersonic air transport, via the CAEP Exploratory Study. She considered that, on all of these, EAEG and EAEG-Expanded had ensured coherent and coordinated papers and interventions were developed for key meetings including the 40th ICAO Assembly, CAEP meetings and its steering Group meetings.

97. In terms of the objective of harmonisation, Ms Leontaridi reported that the EAEG task group AIRMOD had pursued the maintenance and further development of the 4th edition of ECAC Document 29 which now included a volume to allow validation of noise

models. She considered that, thanks to ECAC Document 29, significant developments had been made towards harmonising the computation of noise contours at airports in ECAC States, noting that, in particular, work had been initiated to develop a standard methodology for helicopter noise computation.

98. She also mentioned the development and submission of European State Action Plans to ICAO as having been a key success of this triennium, noting that in 2019, the ICAO Secretary General had acknowledged the validity of the European approach to the submission of Action Plans, through the use of an ECAC common section that presents and assessing the benefits of all European measures taken collectively. This meant that 44 updated State Action Plans had been submitted to ICAO ahead of the 40th ICAO Assembly.

99. Throughout 2020 and 2021, the ECAC common section and guidelines had been updated and endorsed by ECAC DGs. Ms Leontaridi reported that 15 States had already submitted updated State Action Plans to ICAO and that more ECAC states were expected to submit their plans in the coming days and weeks, and she urged all States to check with their teams on submission of their own plans.

100. She reported on the 3rd and 4th ECAC Environmental Forums in October 2019 and January 2021, noting that both events had been successful and had encouraged a positive dialogue between ECAC States and external stakeholders. She added that the virtual nature of the 2021 event in particular had allowed more states from other regions to attend, noting that the forums provided an opportunity for states to feed back their experiences of implementing CORSIA and provide information about their capacity building needs, and to also open the discussion on an LTAG, showcasing the high ambition of European governments and industry alike.

101. Lastly, she mentioned the recruitment of an ECAC climate change and capacity-building specialist in December 2020 which had led to the development of a new capacity building programme, recently approved by DGCAs, noting that this would help ECAC States to fulfil their environmental requirements and strengthen their own environmental capabilities. She reported that in particular, this programme had already resulted in direct assistance being given to a number of ECAC States in updating their Action Plans, and since the Working Paper had been circulated we had also seen the launch of monthly environmental familiarisation webinars, which had brought a very positive response, with 50 officials from 22 ECAC Member States registering to join the sessions. She indicated that as the programme continued through 2021, it would work to foster State partnerships, encourage interaction on environmental issues, and organise additional capacity building events.

102. Ms Leontaridi concluded that the 2019-2021 triennium had seen significant achievements by ECAC on its environmental agenda, and indicated that this issue will only become more significant with the 41st ICAO Assembly approaching, encouraging thorough preparation to ensure that making progress on the environment remained a high priority for ECAC and its States during this time.

103. Thanking the Focal Point, the chair expressed the view that this was a very important issue concerning all participants, and invited questions.

104. Ms Berg thanking Ms Leontaridi for her report and engagement to build together a greener and more sustainable future for aviation, and mentioning the LTAG, commented that it would be an extraordinary achievement to reach an agreement at the 41st Assembly.

105. The chair replied, referring to the CORSIA agreement in 2016, and expressing confidence in the ability of the 44 ECAC Member States to significantly contribute to such

an achievement at ICAO, also knowing that the Focal Point for environmental matters will be heavily involved.

Economic matters

106. The President then invited Mr Damien Cazé, as Focal Point for Economic matters, to report on the activities completed in the triennium in the economic field. Referring to **WP/5**, Mr Cazé recalled that the Economic Working Group and the Network of Chief Economists had been established in 2016 and presented the objectives set out in the 2019-2021 Work Programme, specifying that the development of economic expertise in ECAC Member States and the promotion of mutual understanding of economic issues with international partners were the backbone of ECAC's economic activities and that, as in so many other areas, the later part of this period was dominated by the analysis of the impacts of COVID-19.

107. In addition to the Economic Working Group and the Network of Chief Economists, the European Coordination Group on Economic matters had promoted the pan-European priorities for ICAO events, such as the Air Transport Regulatory Panel or the 40th ICAO Assembly.

108. Mr Cazé presented the achieved relevant results, in particular in support of mutual on economic issues of common interest, which included the aspirational statement, endorsed by Directors General in December 2020 and serving the objective of having a direction and common understanding among ECAC Member States regarding the liberalisation of market access. He also highlighted the ongoing work on international developments on economic regulations and the review, together with the Legal Task Force, of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe (Paris 1956) as well as the exchange with external experts coming from the industry on relevant topics such as social and labour issues, airport revenues, and economic aspects of operational crisis management. In addition, he mentioned the exchange of valuable information on economic studies and statistics through the Network of Chief Economists and the network's contribution to the work relating to PRM charges, together with the facilitation domain.

109. Mr Cazé further noted that the work relating to COVID-19-related matters had included brainstorm sessions on topics such as economic and financial relief measures, and these have in turn had led to the production of a document on key elements for Member States' consideration regarding economic matters in the crisis. On the basis of this the ECAC Secretariat was also developing a study on the economic consequences of the crisis, which would be finalised in the coming months.

110. Regarding the promotion of European positions in international meetings, Mr Cazé reported that the European Coordination Group on economic matters had prepared the European contributions for the 40th ICAO Assembly and ICAO Air Transport Regulation Panel meetings, focusing on liberalisation of market access and the draft ICAO Convention on Foreign Investments, and the necessary safeguards as well as on consumer protection. He lastly mentioned the successful ECAC/EU Dialogue with the air transport industry held in November 2020, which had focused on the restart and recovery of the aviation sector, the ECAC Forums, organised back-to-back with the December meetings of Directors General; and that two editions of ECAC News had been dedicated to economic-related topics. He closed by underlining that the future activities in this domain would remain highly relevant for Member States, particularly, the consequences of the COVID-19 crisis.

111. Ms Berg made a reference to the ICAO High Level Conference on COVID-19 (HLCC2021) planned for October 2021 and highlighted that it would be a good opportunity to make common views, on economic and other matter visible at a global level.

Legal matters

112. At the invitation of the ECAC President, Ms Patricia Reverdy, ECAC Executive Secretary, reported on the activities in the legal field. Referring to **WP/7**, Ms Reverdy presented the main objectives assigned to the Legal Task Force under the 2019-2021 Work Programme and the achievements in the last triennium. She highlighted that while the ECAC Legal Task Force had often been working in the background, it had been instrumental in the delivery of activities in this field.

113. Ms Reverdy particularly underlined the work that had supported ECAC's organisational developments, the administrative separation from ICAO and the new agreement with EUROCONTROL, where tasks had included the review of the ECAC Constitution, the review of the draft agreement with EUROCONTROL in 2019/2020, the development of a proposal for a personal data protection policy and procedures for ECAC activities, consideration of elements for an analysis on the evolution of ECAC's legal status, and reviews of existing ECAC-ICAO cooperation agreements.

114. The Executive Secretary further noted that, in support of promoting expertise on legal issues in ECAC Member States, together with the Economic Working Group, experts were examining the status of the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe (30 April 1956), also known as the Paris Agreement of 1956. In addition, the Task Force had also provided crucial legal advice on the draft cooperation arrangement with Kazakhstan and the amendments to the administrative arrangements for the Common Evaluation Process of Security Equipment (CEP) and reviewed the draft cooperation agreement between ECAC and ACI EUROPE (signed in December 2019)

115. The meeting also noted the activities to strengthen understanding of legal issues addressed in international forum: legal experts had contributed to the 40th ICAO Assembly, by reviewing papers with legal relevance and developing high-level key messages for the Legal Commission. Members of the Task Force had also closely followed the activity of the ICAO Legal Committee and followed up on specific issues since its last meeting in September 2018, including the ICAO Working Group for the Review of the ICAO Rules for the Settlement of Disputes.

116. Lastly the Executive Secretary mentioned the work regarding the protocols to amend the Chicago Convention, which would provide for an increase in the size of membership of the ICAO and the ICAO Air Navigation Commission. She informed that ECAC had continuously monitored the status of ratification in its Member States. To date, thirty-five (35) ECAC Member States had ratified the Protocols as of end of July 2020, and nine (9) had initiated the ratification process. To support the ratification process, Legal Task Force experts had offered support to ECAC and regional sister organisations' Member States to complete the ratification process of the two Protocols and to share their experience with their counterparts in other States.

117. Ms Reverdy concluded that the new work programme in the legal field had built on what had been achieved in the past three years, and the Legal Task Force would continue to deliver activities for the benefit of Member States.

JAA TO Foundation Board

118. In his role as the Chair of JAA TO Foundation Board, Mr Quaranta gave the floor to the Director of JAA TO, Ms Paula Vieira de Almeida to update the Triennial Session with their recent results. Ms Almeida presented the latest developments at JAA TO including updates on the organisation, some financial highlights, the developments within JAA TO's

Course Development Unit, and some latest achievements. She thanked the chair and members of the JAA TO Foundation Board for their support.

119. On the financial situation of JAA TO, Ms Almeida said that by the end of 2020 they had actually lost half of their revenues, because JAA TO was very heavily impacted by the pandemic situation. Despite the financial challenges, Ms Almeida reported that the net results for the first semester of 2021 were positive. This had been possible thanks to COVID-19 subsidies received from the Dutch Government, postponement of payroll taxes granted by the Dutch Tax Authorities, and initiatives for cash and cost reduction (including work from home).

120. Ms Almeida highlighted that JAA TO had adapted its portfolio to virtual delivery. The JAA TO had developed a number of new courses, and had converted more than 80% of their portfolio to the virtual format. Ms Almeida mentioned that JAA TO planned to restart classroom courses (in hybrid mode) on 1 September 2021.

121. The chair thanked Ms Almeida for the report on the activities of JAA TO, and invited Mr Quaranta to take back the floor for any closing remarks he might have. Mr Quaranta thanked Mr Dragan Djurovic (Montenegro) and Mr Jaco Stremmer (Netherlands) for agreeing to become new members of JAA TO Foundation Board and mentioned that they were expected to be appointed by the Coordinating Committee.

Agenda item 5: Election of the President, Vice-Presidents and members of the ECAC Coordinating Committee

Paper presented: WP/2

122. The Executive Secretary introduced **WP/2** regarding the election of the President, Vice-Presidents and members of the ECAC Coordinating Committee. It was noted that in accordance with the provisions of the ECAC Constitution (9th edition, December 2020), the Executive Secretary had invited nominations for the positions of President, Vice-Presidents and members of the Coordinating Committee. By the deadline, only one nomination had been received from Mr Charles Pace, Director General of Civil Aviation of Malta, with the following list of candidates to the Coordinating Committee:

- For President of ECAC: Mr Alessio Quaranta (Italy).
- For Vice-Presidents of ECAC:
 - Mr Damien Cazé (France);
 - Mr Johann Friedrich Colman (Germany); and
 - Mr Raúl Medina Caballero (Spain).
- For membership of the Coordinating Committee:
 - Ms Elisabeth Landrichter (Austria);
 - Mr Dragan Djurovic (Montenegro);
 - Mr Piotr Samson (Poland);
 - Mr Luis Miguel Ribeiro (Portugal);
 - Mr Gunnar Ljungberg (Sweden);
 - Mr Kemal Yükses (Turkey); and
 - Ms Rannia Leontaridi (United Kingdom).

123. The Executive Secretary stressed that 41 Member States had expressed their support for this list. Given that only one list of candidates was received, and that the very large majority of Member States expressed their support for this list, Directors General had been consulted in writing on a proposal to proceed with an election by acclamation, as had been done during the last Triennial Session held in July 2018. No objection had been received to the proposed election procedure.

124. The Plenary Session accordingly elected by acclamation the aforementioned persons to the positions shown.

125. Following the election, Mr Quaranta took the floor and expressed his gratitude to the Plenary Session for having elected him as a new President of ECAC and to Ms Cherfils, the outgoing President, for the valuable work done for ECAC. Mr Quaranta informed the participants about his key priorities within the new mandate, including but not limited to the recovery from the COVID-19 pandemic, strengthening ECAC positions in the aviation system, supporting Member States in developing and promoting the harmonised positions and promoting the development of new technologies.

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

Papers presented: WP/9, WP/10-Restricted

126. At the President's invitation, the Executive Secretary presented ECAC's draft Work Programme (**WP/9**) for 2022-2024, prepared by the ECAC Medium-Term Objectives (EMTO) Task Force with the contribution of the ECAC Focal Points, and chairs and moderators of the ECAC task forces and study groups, for approval in line with Article 5 of the ECAC Constitution. It was noted that the proposed Work Programme was built on the current 2019-2021 Work Programme and the experience of its delivery to date as well as the anticipated evolution of the civil aviation sector in the years to come and forthcoming major international events (e.g. 2022 ICAO Assembly).

127. The Executive Secretary underlined that the proposed Work Programme was based on the following principles: ECAC should retain its current strategic priorities: it should maintain the flexibility to undertake additional work on different areas as needed and requested by Directors General, and duplication of activities with other organisations should be avoided. The proposed Work Programme continued to focus on the following seven domains of safety and accident investigations, UAS, security and facilitation, environment, economic matters, legal matters and external relations.

128. The Executive Secretary emphasised that, as had been agreed by Directors General, ECAC would keep on with a good practice to perform a mid-term review of the implementation of its Work Programme. In this regard, the review of the implementation of the 2022-2024 Work Programme would be conducted by the EMTO Task Force in mid-2023.

129. Having considered the suggestion of Ms Berg regarding the amendment of the proposed Work Programme by adding the European Commission to the list of organisations mentioned under points UAS/1/2-1, UAS/2/1-6 and SEC/1/1-2, the President acknowledged the value of cooperation with the European Commission, EASA, EUROCONTROL and other organisations, and invited the ECAC Secretariat together with the President to further discuss how to address this proposal.

130. The Plenary Session approved the ECAC Work Programme for the 2022-2024 triennium, as presented in **WP/9**.

131. At the President's invitation, the Executive Secretary presented the proposed ECAC budget for 2022-2024 (**WP/10**), prepared to ensure the implementation of the Work Programme for 2022-2024. It was noted that the proposed budget was very similar in terms of structure with the one of the current triennium, and there was a small decrease in the overall expenditures of ECAC due to some cost reduction measures that had been introduced during the current triennium and would impact the 2022-2024 triennium.

132. The Executive Secretary underlined that the Member States' contributions would be based on the following two principles: zero nominal growth principle, to be applied to Member States' contributions; and a floor rate (i.e. the minimum contribution paid by Member States) at the current 1.5% level. The Executive Secretary also informed the Plenary Session that the proposed budget would be balanced by a transfer from the reserves, if needed at the end of the 2022-2024 triennium.

133. The Plenary Session approved the proposed 2022-2024 budget, as presented in Attachment 1, and noted the 2022-2024 Member States' contributions, as presented in Attachment 2 to **WP/10**.

Agenda item 7: Adoption of Recommendations or Resolutions

134. The chair noted that no Recommendations or Resolutions had been submitted to the 39th Triennial Session for adoption and closed this agenda item.

Agenda item 8: Statements by international partners

135. The chair recalled the importance of cooperation among regional organisations, including sharing of experience and information before assemblies and high-level meetings, and invited Mr Abdennebi Manar, Director General of the Arab Civil Aviation Organization (ACAO) to take the floor.

Arab Civil Aviation Organization

136. Mr Manar congratulated Mr Quaranta for his election as a new ECAC President and wished him every success in this position and in the important new responsibilities, especially during this difficult period. Mr Manar also took the opportunity to address his warm thanks to Ms Ingrid Cherfils, for all the efforts she made during her presidency of ECAC. Mr Manar extended his thanks and appreciation to Ms Patricia Reverdy for inviting him to the 39th Plenary Session and for her efforts in organising this event.

137. Mr Manar highlighted that the cooperation between ECAC and ACAO is very close and legendary, and it has continued to grow over time. This growing cooperation had been crowned by the signing (in May 2019) of a work programme for 2019-2021 with a view to strengthening mutual cooperation through stronger work links, information sharing, and identifying areas of mutual activities. Mr Manar added that this cooperation was made successful through the sharing of the same vision, the same missions and same objectives.

138. In this context, ACAO and ECAC had organised several activities for strengthening capacity-building through regional and national activities. In recent years, many States had the opportunity to benefit from training sessions offered by the CASE I Project. As such, in January 2020, ECAC and ACAO, together with AFCAC, had organised a joint regional seminar on innovation and cyber security. Mr Manar mentioned that this had been a successful event.

139. Mr Manar said that ACAO would continue to work with ECAC in areas requiring specific competencies and capabilities to provide the best results, notably cyber security and the emerging threats, for example Remotely Piloted Aircraft Systems (RPAS).

140. Mr Manar expressed his optimism and confidence that this cooperation would continue with the new ECAC President, by improving mechanisms for consultation, periodic reviews of regional and international issues, to contribute to a sustainable air transport industry and, with the willingness of both parties, this cooperation could rise to its highest level.

141. Mr Manar mentioned that, during 2022, ACAO planned to organise with ECAC the second edition of the regional seminar on innovation and cyber security, and the first joint seminar on RPAS. Also, the environmental matters would be a priority for joint work with the ECAC for the few next years.

142. He continued that during the COVID-19 pandemic, the international aviation community, convinced of the role played by air transport in the global economy in terms of GDP and jobs creation, had made great efforts to coordinate and harmonise regulations and procedures, so as to grant safe and secure air transport operations during the post-pandemic period. In this context, Mr Manar said that ECAC and ACAO regularly organised meetings to outline the strategy for the future and to pinpoint a number of cooperation activities under the MOU signed by both organisations.

143. ACAO had been able to make several achievements in air transport, air navigation, aviation safety, security and environment, and put all the necessary efforts to meet the challenges imposed by structural, organisational, technical and economic developments.

144. Mr Manar informed the audience that the ACAO General Assembly, chaired by the Minister of Lebanon, at the conclusion of its 26th session held in Rabat on 1-2 July 2021, had issued a "Rabat Statement" on measures to confront the emerging coronavirus pandemic, and mechanisms for the civil aviation recovery, calling for coordination of approaches and the lifting of travel restrictions, taking into account the various risk-based guidelines issued by the World Health Organization. The Statement also called for entering direct talks among states or groups of states, in order to achieve mutual recognition of vaccination certificates.

145. Mr Manar concluded his speech by thanking once again the ECAC Secretariat for the excellent organisation of the 39th Triennial Session and wished ECAC every success in the works of the assembly, whose contents will certainly be profitable and enriching for all the participants, and in the general interest of the international civil aviation.

146. The chair thanked Mr Manar for his intervention, said that was her pleasure to attend the ACAO Assembly throughout her Presidency of ECAC, and it was also her pleasure to have him present during this ECAC Triennial Session.

African Civil Aviation Commission

147. The chair invited Mr Tefera Mekonnen Tefera, Secretary General of the African Civil Aviation Commission (AFCAC) to address the Plenary meeting. After several attempts to deliver the speech, due to IT connection problems that made very difficult for the audience to hear his intervention, he was kindly asked by the chair to send the speech and a video recording of his intervention to the ECAC Secretariat. Mr Tefera's speech is available on ECAC website.

Latin American Civil Aviation Commission

148. Mr Jaime Binder, Secretary of the Latin American Civil Aviation Commission (LACAC) was invited by the chair to take the floor. Mr Binder said it was a privilege and pleasure for him to virtually be part of the 39th Plenary Session of ECAC. He congratulated ECAC for the great success of the meeting, which addressed every three years the aims of promoting continuous development of safe, efficient, and sustainable European air transport system through the harmonisation of public policies and also through an understanding between the Member States of ECAC and other regions of the world.

149. Mr Binder took the opportunity to remember and reinforce the long tradition of understanding between LACAC and ECAC. He said that, since its establishment in 1955, ECAC had had a positive influence on the organisation of LACAC. Indeed, LACAC had been born in 1973 having, among others, ECAC as a source of inspiration. Subsequently, the relationship had been formalised by signing the MOU between both organisations in July 1998, and an addendum signed in October 2008.

150. Beyond the MOU that regulates the cooperative relationship between LACAC and ECAC, Mr Binder highlighted the importance of unwritten rules that also promote cooperation, and referred to the "gentleman's agreement" consistently invoked in elections to the ICAO Council.

151. Mr Binder added that, since these agreements were what enabled and strengthened the understanding between the sovereign States that make up ECAC and the sovereign states that make up LACAC, the result of all these cooperative understandings can be seen in the following four points: mutual support in elections, reciprocal support of working papers, participation in each other's events, and exchange of information between the two secretariats.

152. Mr Binder also said that the crisis of COVID-19 pandemic forced us to redouble our efforts to enable the recovery of air transport internationally. Without cooperation, this outcome would not be possible.

153. Mr Binder highlighted that those working in the aviation sector were highly aware of the value associated with harmonisation and consistency of standards and procedures in aviation. However, we still had a fragmentation of rules and procedures to apply: during the crisis, States had begun to take unilateral measures that were not consistent or harmonious with each other. All of these were derived from the necessary protection that each State seeks for its citizens.

154. Mr Binder emphasised that 2021 was a decisive year to advance the recovery of international air transport. He added that the regions of the world that were ahead in their vaccination processes could show the way forward in order to make international transport possible within a framework of harmonised standards and procedures.

155. He added that the crisis has also revealed the importance of protecting the environment, noting that Europe had been a pioneer in these matters, and that a great responsibility rested on all ICAO Member States to prioritise these issues on their agendas. On the other hand, the use of new technology was imperative to ensure that passengers felt safe when travelling in protected environments.

156. Mr Binder said that an initiative that has to be analysed was the EU Digital COVID Certificate, to determine if it would be possible to carry out a similar initiative in LACAC region.

157. Mr Binder gave a special recognition to Ms Cherfils, who was leaving the Presidency of ECAC. He remembered that they had met for the first time in Havana, a few years previously, and they shared their first impressions of the work that both sister organisations must carry out together. He also added that it was worth highlighting her determined leadership of ECAC.

158. Mr Binder expressed his confidence that LACAC and ECAC would have the possibility of continuing on the same path of greater closeness between both regions with the new President of ECAC, Mr Quaranta.

159. Mr Binder recalled Europe had shown the world that regional integration was possible, especially in air transport and that others had a lot to learn from this process. The pandemic crisis left us with the task of joining forces, cooperating and recovering our sector as soon as possible. He went on that the challenges of this times were to deepen multilateralism from a regional perspective, and that at least in the LACAC region there was a long way to go.

160. Mr Binder concluded his speech by reiterating that ECAC would benefit from the support of LACAC for all projects that promote the continuous development of air transport in a safe, efficient and sustainable way, as indicated by ECAC's mission.

161. The chair thanked Mr Binder for his kind words and agreed with him that aviation community would need to join forces to have the sector recovered. More than ever, the cooperation and coordination between ECAC and LACAC will be crucial for the work of ICAO, for Member States and industry. The chair also thanked Mr Binder for his hospitality shown during her Presidency of ECAC.

West African Economic and Monetary Union

162. The chair invited Mr Jacques Kragbé Douka, General Coordinator of the Regional Civil Aviation Safety and Security Oversight Unit (URSAC) within the West African Economic and Monetary Union (WAEMU), to address the participants. Mr Kragbé Douka read the speech of Mr Jonas Gbian, Commissioner in charge of the WAEMU Department of Community Land Use Planning and Transport, as available on the ECAC website.

163. The allocution referred to the cooperative relations between ECAC and WAEMU, which had started before 2005 and were formalised through an MOU signed on 29 December 2006. This cooperation agreement covers all areas of civil aviation. Since 2007, cooperation had focused more on aspects of civil aviation security, through the establishment of the WAEMU Security Audit and Inspection Programme, as provided for in WAEMU Regulation No. 11/2005 on civil aviation security in the Member States.

164. Since the establishment of their partnership in 2006, ECAC and the WAEMU Commission had ensured cross-participation in the major activities they organise, particularly in the area of civil aviation security.

165. Within the framework of this cooperation, the security project, provided for in the priority actions of the Common Air Transport Program of WAEMU Member States adopted in 2002, had received significant technical and financial support from ECAC, particularly in financing certification sessions for WAEMU AVSEC auditors and the provision of instructors for this purpose.

166. With the start of the CASE (Civil Aviation Security for Africa and Arabian Peninsula) Project, experts from WAEMU Member States had benefited from the EU-funded and ECAC-implemented project to take part in joint activities organised with the WAEMU Commission under the MOU, in Abidjan in 2016 for a workshop on air cargo security, in Lomé, Togo in 2017 for a workshop on city-side vulnerability assessment and in Cotonou, Benin in 2018 for the training and certification of airport city-side vulnerability assessors.

167. Continuing with the speech, Mr Douka recalled that the WAEMU Commission had taken advantage of the 2019 CASE Project Technical Seminar in Brussels to award participants from Member States with certificates of achievement for the training and certification of city-side vulnerability assessors organized in Cotonou/Benin by the CASE Project in December 2018. Indeed, the CASE Project activities had contributed to a large extent to the capacity building of WAEMU experts, particularly in the sharing of best practices in security and in the transfer of technical know-how.

168. Since 2018, the WAEMU Commission had entered a restructuring phase. As regards the Department of Community Land Use Planning and Transport, for which Mr Jonas Gbian was responsible, the Cooperative Development of Operational Safety and Continued Airworthiness Program (COSCAP) WAEMU Project had been completed, with a view to the operationalisation of the Community Agency of the Oversight of Civil Aviation Safety and Security of Member States created by the Additional Act of the Conference of Heads of State and Government of WAEMU.

169. In the end of allocution, WAEMU extended their thanks to the European Union Aviation Safety Agency (EASA) for having accompanied the COSCAP-WAEMU Project for 13 years and for their valuable assistance in the process of creating the Community Agency of the Oversight of Civil Aviation Safety and Security (ACSAC).

170. Ahead of the effective operationalisation of this Agency, the Regional Civil Aviation Safety and Security Oversight Unit (URSAC) had been set up on a transitional basis. Within this framework, the safety component benefits from the support and assistance of EASA under the "EU-Africa Safety in Aviation (EU-ASA) Project". In the coming years, WAEMU Commission hoped that cooperation will be extended to all aspects of civil aviation, including air transport, facilitation and the environment.

171. The chair thanked Mr Douka for the statement given on behalf of WAEMU.

Aviation Administration of Kazakhstan

172. The chair recalled the strong cooperation established by ECAC with international partners, notably through cooperation agreements and memorandums of understanding, and invited Mr Peter Griffiths, Director General of the Aviation Administration of Kazakhstan to take the floor.

173. Mr Griffiths sent greetings to all from Kazakhstan and apologised that his colleague DGCA Talgat Lastayev was unable to attend the meeting. In his statement, Mr Griffiths recalled that Kazakhstan had a few years ago been on the blacklist of the European Union due to some safety concerns and, consequently, had many restrictions on its air transport operations. The Republic of Kazakhstan had therefore made a commitment to the EU and other regional and State bodies to address this issue. The corrective action, written into the National Plan by the President, had made a commitment to build a regulator which:

"Improves efficiency of the state regulation of air services in Kazakhstan shall be enhanced to boost its attractiveness. The Civil Aviation Committee of Kazakhstan shall use the experience of the Civil Aviation Authority of the UK and the European Aviation Safety Agency."

174. In 2019 a change in legislation had brought this about and the Aviation Administration of Kazakhstan was born.

175. Mr Griffiths commented that it has not been an easy period, with an accident involving a Fokker 27-100 jet, a global pandemic and a very large illegal arms enquiry which had taken up eight months of time. But during that time the Aviation Administration of Kazakhstan had grown from one person on 1 August 2019 to 150 staff today and was still growing, expected to reach 170 staff members. Staff were being trained around the ICAO training centres and had received also in house support from the UK and EASA, and also shortly from Ireland.

176. Mr Griffiths said that it was not often that the chance came to build a new regulatory regime in a country, but it was a pleasure for him to be in Kazakhstan and work

alongside a very capable and skilled team who were all focused on one thing: ensuring that never again will they be found inadequate again. A key to that success would be a successful outcome to the next ICAO audit currently expected in 2023.

177. During the pandemic, Kazakhstan, unlike other European countries, had only had a short period of disruption of approximately 80 days. Since then their domestic market had continued to operate and was now expanding beyond its pre-COVID level. Based on current plans, the Aviation Administration of Kazakhstan was expecting operations to expand by 5% per annum.

178. Mr Griffiths said Kazakhstan was delighted to become one of the ECAC observer states so that it could benefit from the ECAC work programmes as well as benefiting from ECAC support mechanisms. He noted that Kazakhstan was a large country of just over 2.7 million square kilometres, nearly two thirds of Europe's area. Its latest airport Turkestan had been built from a desert site to a fully operational international airport in just seven months, requiring 40 inspectors to carry out a very detailed inspection spanning the period of build. It was the first new airport since the state of Kazakhstan had been created just over 30 years ago. Twelve other airports were planned to be built, with six of them expected in the next two years.

179. Mr Griffiths concluded his speech by mentioning that work continued on the Aviation Administration of Kazakhstan, and that it would take another 5 years to get to a level of maturity which would meet the expectations of the international community. However, they will continue to focus work on achieving the goals set up the Step 68 of the National Plan.

180. Mr Griffiths thanked all Member States who have been involved so far in the development of the Aviation Administration of Kazakhstan, as well as for the excellent support received from other European colleagues.

181. The chair thanked Mr Griffiths and said that she thinks that all ECAC Member States were happy to contribute to the development of civil aviation in Kazakhstan. The chair also congratulated the Aviation Administration of Kazakhstan for their great achievements so far, and reassured Mr Griffiths of the continued support from ECAC.

Civil Aviation Authority of Singapore

182. The chair invited Mr Kevin Shum, Director General of the Civil Aviation Authority of Singapore (CAAS) to take the floor. Mr Shum thanked ECAC for inviting Singapore to attend the 39th Plenary Session and continued by addressing the main achievements on relationship between CAAS and ECAC. He noted that the COVID-19 pandemic had brought about immense challenges to international civil aviation, but that even in the midst of the pandemic, the close relations and cooperation between ECAC and Singapore had deepened. ECAC and CAAS had a longstanding friendship, with many shared experiences and collaboration for the mutual benefit of the aviation sector.

183. The MOU on civil aviation training signed between ECAC and CAAS was such an example of enduring partnership. Mr Shum expressed the belief that the MOU would play an important role in building the next generation of aviation leaders and deepen information sharing between both organisations on emerging issues.

184. Mr Shum said that he appreciated ECAC Member States' continued interest in CAAS training programmes, and ECAC's strong support in coordinating the participation of ECAC Member States. Going forward, Mr Shum said that, as international civil aviation authorities and organisations, there should be a way to leverage their partnership and find ways to facilitate the recovery and the resumption of air travel. ECAC and CAAS should

build on the existing and extensive collaboration to do this. In particular, ECAC and Singapore had been cooperating extensively on this through ICAO, on the Council Aviation Recovery Taskforce (CART).

185. Mr Shum highlighted that the coming ICAO High Level Conference on COVID-19 (HLCC) would be an opportunity that must be seized. He added that it was only through international collaboration that we would be able to support the recovery of air travel. Therefore, states should be encouraged to work more closely together, and if possible, harmonise norms, procedures and requirements for safe travel.

186. Mr Shum also recalled that COVID-19, though it had caused real pain to all, was temporary. He said that we should therefore continue to focus on the deep-seated and long-term issues that face aviation and in particular do more to build a sustainable future for aviation.

187. Mr Shum noted that Singapore had been working closely with ECAC on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), and he reaffirmed the commitment of CAAS to work together with ECAC to ensure that aviation became sustainable, and would do its part to mitigate climate change.

188. Noting that Safety and ATM were also important priorities for CAAS, Mr Shum mentioned the valuable cooperation with EASA and EUROCONTROL in this regard, and added that Singapore would continue to work together with Europe to promote safety and ATM.

189. On behalf of the CAAS, Mr Shum addressed his heartiest congratulations to Mr Quaranta. He also expressed his personal thanks to Ms Cherfils, whose professionalism and passion for the development of international civil aviation continued to inspire him. He added that it was a privilege to have known and worked with a like-minded, trusted friend like her. Mr Shum also wished Ms Cherfils the very best in her future endeavours and said that he was looking forward to deeper cooperation between Sweden and Singapore in the development of civil aviation.

190. The chair thanked Mr Shum for his very kind words and recalled the successful collaboration between ECAC and CAAS, one of the main achievements being CORSA, and added that it was essential that the cooperation between Europe and Singapore continue.

United Arab Emirates

191. The chair invited Mr Saeed Al Suwaidi, the Permanent representative of the United Arab Emirates (UAE) to ICAO, to address the Plenary Session and give the speech on behalf of Mr Saif Mohammed Al Suwaidi, Director General of the General Civil Aviation Authority in UAE, who was unable to attend the meeting due to unforeseen circumstances.

192. Mr Al Suwaidi started by congratulating the newly elect President of ECAC, Mr Quaranta, and wished him good luck in his new role.

193. On behalf of the United Arab Emirates, Mr Al Suwaidi expressed their gratitude to be part of the meeting. He also extended the thanks of UAE to the ECAC Secretariat and to Ms Cherfils for giving him the opportunity to attend the 39th Plenary Session, remarking that he saw it as a symbol of the spirit of working together that would lead to success, despite the challenges that aviation industry constantly and currently faced.

194. Mr Al Suwaidi noted that the strong bonds between UAE, ECAC and its Member States were historical and not a result of coincidence. The EU and UAE markets were among the fastest growing air transport markets and European passengers made up a significant

share of all passengers to and from the UAE. However, at the beginning of 2020 both markets had been affected significantly by travel restriction due to the COVID-19 pandemic.

195. The United Arab Emirates had been working hand in hand with the broader aviation ecosystem and supported the global response to COVID-19. Thanks to its aviation and humanitarian aid infrastructure, UAE had merged in an even stronger leadership position and continues to contribute towards shaping the face of the industry.

196. Continuing, Mr Al Suwaidi noted that the UAE government have the utmost priority to international cooperation for its important and overcoming challenges and recovering from the outcomes of the crisis. Mr Al Suwaidi mentioned that UAE had been nominated to work within the ICAO aviation recovery team CART, on dealing with travel restrictions and expected increased demand for air travel. Under the current context, the challenges of the global civil aviation sector would be to remove the current barriers and facilitate the demand for growth, while continuing to impose a safe, secure and efficient aviation system.

197. Mr Al Suwaidi highlighted that UAE believed in the importance of strengthening relations and developing partnerships with the civil aviation sector worldwide. To this end, UAE had embarked since 2010 on an international technical cooperation programme, aimed at assisting countries in increasing their compliance with ICAO SARPs through training and technical assistance. Mr Al Suwaidi informed the audience that so far more than 8800 persons had benefited from this programme internationally.

198. Mr Al Suwaidi noted the many cooperation agreements including that signed between UAE's CAA and ECAC to strengthen the cooperation in civil aviation safety, security and environmental matters.

199. Mr Al Suwaidi also announced that as of 12 July 2021, the UAE made significant progress by signing 185 air service agreements (42 of these agreements being signed with ECAC Member States). The UAE was committed to the global aviation industry and promotes the improvement of air transport. In this regard, the UAE had established a USA 1,000,000 aviation award, which was the biggest award in the aviation history, recognising the States, individuals and organisations of their commitment to the development of the aviation industry globally.

200. Mr Al Suwaidi said that the UAE also sought to maintain the privilege of continuing its contribution as an ICAO Council Member State, and would deeply appreciate the support of ECAC Member States for the UAE candidate for the election to the ICAO Council at the 41st Session of the ICAO Assembly.

201. In conclusion, Mr Al Suwaidi affirmed that the UAE would continue to support all international efforts and the recovery of the civil aviation sector and will also continue to cooperate with the ECAC Member States. He also wished all countries to be able to succeed and to overcome all the obstacles that prevent the recovery of the aviation sector.

202. In the closing of his speech, Mr Al Suwaidi personally thanked Ms Cherfils for her great support all the way and great leadership experienced in the UAE.

203. The chair thanked His Excellency, Mr Saeed Al Suwaidi for his intervention and also for the partnership that has been developed during the past years between ECAC, its Member States and the UAE, and said that cooperation is needed especially in current times, for the recovery of the sector.

204. The chair invited Mr Laurence Wildgoose (Assistant Administrator for Policy, International Affairs and Environment) to address the Plenary Session.

205. Mr Wildgoose emphasised that the United States remained fully committed to the trans-Atlantic partnership and was confident that a new era of collaboration and growth was upon us. President Biden had made this clear on his trip to Europe last month when he had reaffirmed the primacy of the US-European alliance and laid out a progressive agenda for tackling challenges and seizing opportunities.

206. Those messages were reflected in the priorities of Department of Transportation Secretary Pete Buttigieg and FAA Administrator Steve Dickson. Mr Wildgoose also said that when he was appointed as the Assistant Administrator for Policy, International Affairs and Environment at the FAA in January 2021, he had received very clear direction from President Biden and Secretary Buttigieg to take action on their agendas, to make things happen. Mr Wildgoose highlighted that this action involved advancing the department's traditional values of safety, innovation, and infrastructure, while also being laser-focused on the aviation industry's recovery post COVID-19.

207. Mr Wildgoose added that climate change, equity and inclusion, and restoring America's global standing were a few of the key priorities of the Biden-Harris administration. He said that President Biden's priorities were already reflected in the work they were doing and integrated into their day-to-day work in the form of FAA four strategic pillars: safety, global leadership, operational excellence, and people.

208. As these ideals are also important to United States' European partners, Mr Wildgoose said he looked forward to collaborating to ensure a shared success. This would be particularly important when it comes to restoring the global aviation network post-COVID, and in the longer term, to improve safety and protect the environment.

209. In the context of COVID-19, the United States had issued necessary, temporary regulatory relief for the industry, and after vaccines were approved, they responded within hours to provide medical guidance for pilots and air traffic controllers.

210. On climate and sustainability matters, Mr Wildgoose highlighted that "action" was what President Biden is doing regarding climate change: on day one of this administration, the President had fulfilled his promise to rejoin the Paris Agreement and set a course for the United States to tackle the climate crisis at home and abroad, which included a goal of reaching net zero emissions economy-wide by no later than 2050.

211. Mr Wildgoose added that global aviation is a key front in this battle, and the FAA is committed to make aviation greener for the future, through a third phase of the Continuous Lower Energy Emissions and Noise programme, research into sustainable aviation fuels and looking at further ways to minimise fuel burn through more efficient air traffic procedures.

212. However, Mr Wildgoose emphasised that these efforts would take time to achieve their full potential, and we needed to do more to reduce emissions now, emphasised Mr Wildgoose. The United States continued to support CORSIA, because they believed this it was a practical, market-based way to address the CO₂ emissions that cannot be immediately reduced and that support was replicated by the industry who saw it as a way to help them meet their commitments to net-zero carbon emissions by 2050. Since most of the world's air transport happened across borders, a broad global support for climate action is needed, for example in multilateral forums like ICAO, and through direct, bilateral outreach with international partners.

213. Mr Wildgoose informed the Plenary Session that in the US-EU Safety and Sustainability webinar held on 30 June, the FAA and DG MOVE had affirmed their commitment to increasing aviation safety and building a more sustainable industry.

214. Mr Wildgoose stated that safety was an area where all of us have no choice but to take firm, consistent, and data driven action as regulators of the global aerospace industry. He also said that we might all agree that we can compete vigorously when it comes to our nation's industries, but that we never compete on safety. He noted that there was no better example of this than the actions and constant coordination during the safety evaluations for the grounded Boeing 737 MAX aircraft and the reintroduction of MAX into service in Europe.

215. The collaboration on the MAX had given a big head start on reassessing the processes in advance of major aircraft certification reform legislation that was passed by the Congress in late December 2020. Mr Wildgoose noted that legislation was in place that directed FAA to improve their relationships with all foreign partners and ICAO, with a particular focus on broader use of Safety Management Systems and better understanding of human factors from a global perspective. Regarding Safety Management Systems (SMS), FAA had initiated a rulemaking that would require aircraft manufacturers that hold both a type certificate and a production certificate to implement SMS, consistent with international standards and practices.

216. Mr Wildgoose added that FAA's relationship with EASA continues to be positive, and they are collaborating on certification reform through the Bilateral Oversight Board. Emphasising again the theme of action, he said that this what both organisations had done when Belarus intercepted a civilian airliner in its airspace, in violation of the international agreements that were the lifeblood of the international aviation system. Mr Wildgoose recalled that US strongly condemned any action taken by a foreign government that may potentially compromise the safety and integrity of international civil air navigation, and FAA strongly supported calls for an international, transparent, and credible investigation of the Ryanair diversion to Minsk Airport.

217. "Action" is also synonymous with innovation, added Mr Wildgoose, and the United States are seeing rapid progress on that front both domestically and internationally. The FAA recently granted Virgin Galactic a license to fly spaceflights from the company's New Mexico or California launch sites through July 2022. The approval required Virgin Galactic to show that its launch vehicle's hardware and software worked safely and as intended during a previous test flight.

218. In the orbital domain, United States marked a first for US-European collaboration in commercial space in May 2021. That's when the FAA and NASA launched four astronauts (one from the European Union, one from Japan, and two from the US) to the International Space Station aboard a Space X Falcon rocket as part of the Crew-2 mission. This was the first US commercial space mission to fly an astronaut from the European Space Agency. Along with three others already on the International Space Station, the crew is conducting biological research that could help all people by solving some of the complex questions about the human immune system.

219. Mr Wildgoose said that FAA's role was to ensure the commercial space operator, SpaceX, met all federal licensing requirements, as well as regulations to protect public safety during the launch. Since 1989, FAA had conducted more than 400 FAA-licensed commercial launches, none of which have resulted in fatalities, serious injuries, or significant property damage to members of the public during any FAA-licensed launch. On progress in space, as well as the many new technologies (like drones and Urban Air Mobility), Mr Wildgoose said he was optimistic about great progress to come in the transportation realm.

220. Mr Wildgoose mentioned the bilateral aviation safety agreement signed 10 years ago between United States and EU. The BASA enabled EASA to validate their approvals of aviation products and parts and allows the United States to validate EASA's certifications. This trust-based reciprocal acceptance of safety findings had steadily reduced the duplication of work by both organisations, enabling the signatory organisations to concentrate on new technology and higher risk safety issues.

221. In the closing of his speech, Mr Wildgoose quoted what Administrator Dickson had said at the Safety and Sustainability webinar: "We've proven we can accomplish more, with better results, when we work together."

222. The chair thanked Mr Wildgoose for his intervention and said that the cooperation with the United States on civil aviation issues was of utmost importance to ECAC Member States, based on the sharing of common objectives, and that very fruitful cooperation had been developed in the past years, to the benefit of the aviation community. The chair also recalled that ECAC had regular meetings with the United States, the last one being held at the beginning of June 2021 between the ECAC Coordinating Committee and the US delegation. The chair added that sharing information and views on different topics between ECAC and the United States was very important, especially for next year ICAO Assembly.

223. Closing this agenda item, the chair thanked all presenters, and emphasised the importance for ECAC of its partnerships with States and organisations, and the value it brought to enrich the thinking on the main achievements of the air transport sector, and to address the common challenges facing aviation.

Agenda item 9: Other business

224. The chair asked participants of the Plenary Session if they had topics to be discussed under this agenda item, noting that no one had given prior notice of any such topics. There being no further business, the chair concluded the Triennial Session by thanking all participants: the President of the ICAO Council, Salvatore Sciacchitano, the ICAO Secretary General elect, Mr Juan Carlos Salazar, as well as all the senior delegations from beyond Europe.

225. The chair also thanked the delegations from ECAC's Member States for their participation in the event, for their active contribution to the activities of the organisation, and for granting ECAC an ambitious and solid work programme and budget for the next triennium. She congratulated the newly appointed ECAC President and Coordinating Committee members who would play such a critical role in steering the organisation.

226. Finally, the chair thanked the Secretariat of ECAC for its careful organisation of the event and declared closed the 39th Triennial Session of ECAC.

ATTACHMENT 1
LIST OF PARTICIPANTS¹

Ingrid Cherfils: President of ECAC

ECAC MEMBER STATES

ALBANIA	Bujar Hazizaj
AUSTRIA	Elisabeth Landrichter Karin Puleo-Leodolter
AZERBAIJAN	Arif Mammadov Hajiaga Hajiyev Samir Baghirov
BELGIUM	Koen Milis An de Lange
BULGARIA	Hristo Shterionov Mariya Kantareva
CROATIA	Dinko Stanicic
CYPRUS	Panayiota Georgiou Demetriou
CZECH REPUBLIC	Zdenek Jelinek
DENMARK	Ditte Helene Bang
FINLAND	Jari Pontinen Matti Tupamaki
FRANCE	Damien Cazé Bertrand de Lacombe
GEORGIA	Levan Karanadze
GERMANY	Johann Friedrich Colzman Marina Köster
GREECE	Georgios Dritsakos Despoina G. Tsouka
HUNGARY	Erika Varga
ICELAND	Jon Gunnar Jonsson Kristin Helga Markusdottir
IRELAND	Fintan Towey

¹ Due to meeting organised via videoconference and delegates joining by phone call, the list might bear some imprecisions.

	Annemarie Smith Noeleen Diskin Eleanor Travers
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LITHUANIA	Virginija Zegunyte
LUXEMBOURG	Pierre Jaeger Linda Mazzola
MOLDOVA	Octavian Nicolaescu
MONACO	J�rome Journet
MONTENEGRO	Dragan Djurovic
NETHERLANDS	Jaco Stremmer Richard Ossendorp Ingeborg van Gasteren
NORTH MACEDONIA	Tomislav Tuntev Veti Gjorgjieska
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SERBIA	Mirjana Cizmarov Marija Petrovic Aleksandra Potparevic
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Sergey Korshuk
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Rannia Leontaridi
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NON-MEMBER STATES

CABO VERDE

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KAZAKHSTAN

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UNITED ARAB EMIRATES

Saeed Mohammed Al Suwaidi
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Laurence Wildgoose
Holly Bolger
Lirio Liu
Molly Smith
Heidi Ames
Favila Minh

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Felgismar Arnos

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Tu Thung To
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Tefera Mekonnen Tefera

	Octavio Oliveira
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AIRLINES FOR EUROPE	Thomas Reynaert
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PRESS

AIR TRANSPORT NEWS	Alexis Maras
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M. Rodmell	Deputy Executive Secretary
B. Adoléhouné	Environment Expert
M. Keller	Air Transport Coordinator
S. Wist	Communications Specialist
A. Melnyk	Aviation Security Capacity-Building Specialist
C. Velarde	Climate Change and Capacity-Building Specialist
D. Matesanz	CEP Security Equipment Specialist
M. Di Agostino	Secondee
G. Caw	Communication Assistant
A. Alexis	Administrative Assistant
J. Gamber	CASE II Project Management Assistant

ATTACHMENT 2
AGENDA**Agenda item 1: Opening of the Thirty-ninth Plenary (Triennial) Session**

Note: The Session will be opened by the President of ECAC. The President of the ICAO Council, the ICAO Secretary General elect and the Director General for Mobility and Transport of the European Commission will be invited to address the Session.

Agenda item 2: Adoption of the agenda

WP/1-Rev 1

Agenda item 3: Presentation of ECAC President's triennial report

Note: The President will present an overview of ECAC's activities during the past three years.

WP/12

Agenda item 4: Presentation of Focal Point reports

Note: The Session will be addressed by ECAC's Focal Points in the fields of safety and accident investigations, unmanned aircraft systems, security and facilitation, environment, economic matters, and other domains.

WP/11
WP/3
WP/8
WP/4
WP/6
WP/5
WP/7**Agenda item 5: Election of the President, Vice-Presidents and members of the ECAC Coordinating Committee**

WP/2

Note: Article 8 of the ECAC Constitution refers.

Agenda item 6: Consideration and approval of the ECAC work programme and associated budget for 2022-2024WP/9
WP/10-
Restricted**Agenda item 7: Adoption of Recommendations or Resolutions****Agenda item 8: Statements by international partners****Agenda item 9: Any other business**

— END —