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Goals for the ICAO Assembly and beyond



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41st ICAO Assembly: a united response to a sustainable aviation recovery



Alessio Quaranta

President of ECAC

This edition of ECAC News reflects the top European priorities for the 41st ICAO Assembly (27 September to 7 October 2022), focusing on aviation security and cybersecurity, economic matters, environment, facilitation, and safety and air navigation.

Building a sustainable recovery in the post-pandemic world, and a resilient framework for future outbreaks are currently the main challenges being addressed in Europe and internationally by all aviation entities, whether they be ECAC Member States, organisations and industry associations, airlines, airports, air traffic services or other stakeholders.

In the context of Europe's engagement to reduce CO_2 emissions and in line with the Paris Agreement at COP21, ECAC Directors General of Civil Aviation endorsed a common declaration, the "Bratislava Declaration", in September 2016, in which they confirmed their intent "to implement the global market-based measure scheme for international aviation from the start".

Since then, the work programmes of the ECAC groups dedicated to environmental matters have included the measures needing to be taken to reduce CO₂ aviation emissions, in particular regarding LTAG (the long-term aspirational goal for CO₂ emissions reductions from international aviation), and the future of CORSIA (the Carbon Offsetting and Reduction Scheme for International Aviation). These will also be key priorities to be addressed at the upcoming ICAO Assembly. Topics such as improving the passenger journey and aviation safety, developing new cybersecurity policies for more secure air transport, and dealing with conflict zones and crisis management in civil aviation will also be addressed.

These strategic priorities and aspirations will require vision, commitment and sustained efforts for the years to come. It is therefore more important than ever that ECAC Member States and the European ICAO Council members are united in these efforts, and that they coordinate their endeavours closely with counterparts in our sister organisations (ACAO, AFCAC, LACAC) and other key international partners.

In that spirit, I would like to thank all the contributors to this edition of ECAC News, and I invite you to read the articles that present relevant topics on the European priorities for a sustainable aviation recovery. I also look forward to the continuing cooperation of ECAC Member States and all our stakeholders in facing the challenges ahead.

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Europe's ambitions on environment for the ICAO Assembly

Michael Lunter Ministry of Infrastructure and Water Management, Netherlands

Magnus Gislev Directorate-General for Mobility and Transport, European Commission

Co-chairs of the European Aviation and Environment Working Group (EAEG)





Europe is yet again preparing to fight for international aviation to really join the fight against climate change

At the end of September and the beginning of October, the next three-yearly ICAO Assembly will be held as both an in-presence and a virtual event. As has become the tradition now, environmental issues will once again be very hotly debated at the Assembly. In 2019, there was even a vote on the very issues that will be intensively discussed at this year's Assembly – and Europe is yet again preparing to fight for international aviation to really join in the fight against climate change.

As we all know, climate change leaves no room to postpone action. Events over the past months varying from unusual scorching heat and severe drought to torrential rainfall and breaking glaciers have clearly shown that climate change has already started to impact our society. In all economic sectors, including aviation, measures have to be taken and time cannot be wasted. At the same time, the aviation sector has long investment cycles and has been hard hit by the pandemic and the various traffic restrictions that were imposed by governments.

We remain deeply convinced that the solution does not lie in flying less – as flying enables connectivity for citizens more than most other transport modes do. Rather, it lies in flying differently and in transforming the aviation sector to make it sustainable. In that sense, we are at a key junction, not only to stand a chance of further combating climate change but fundamentally at a point of determination when it comes to ensuring a viable future for aviation.

In this view, we are very much encouraged by the aviation sector itself – not just the European sector with its Destination 2050 vision and commitment but also the global aviation sector in its defence of the goal to fly net zero in terms of carbon dioxide emissions in 2050. And all this while actually growing aviation and making it possible for more people to fly to the destinations of their choice.

However, we Europeans do feel strongly that the sector also needs to be supported by governments. And ICAO as the responsible United Nations body for international aviation is the right forum for this. In line with the Chicago Convention and ICAO's own strategic objectives, ICAO really needs to establish a long-term vision for the international aviation sector that is in line with the 1.5 degrees temper-

ature goal of the Paris Agreement.

Will ICAO take such a key decision at this year's Assembly? Currently, this remains far from certain. There are genuine fears in many countries about the investment needs and the associated costs; how will access to finance be ensured and who should pay for the additional costs, States are understandably asking. The challenge for Europe at the Assembly will be to help as many countries as we can to overcome these fears, and to help answer the questions they have on what an agreement to establish a long-term CO₂-reduction goal entails, and also that there would be high costs for international aviation if we fail to take a

Still – and based on the discussions in the first half of 2022 – there are expectations that a lot of focus in the deliberations will be on the implementation of a long-term goal, including costs, before a sufficient number of ICAO Contracting States feel comfortable in agreeing to establish an absolutely needed and truly ambitious long-term CO₂-reduction goal for international aviation.

▶ The transition to "net-zero" carbon dioxide emissions is possible

ince the last Assembly, ICAO has carried out an impressive analysis of all the known ways to reduce carbon dioxide emissions from flying and has shown that a transition to net-zero carbon emissions by 2050 is feasible. Various scenarios were developed, including forecasts on demand for aviation and fleet renewal. We now know that thanks to improved and innovative aircraft technologies, increased efficiency in air traffic operations and better fuels - sustainable aviation "drop-in" fuels as well as liquid hydrogen - it is possible to make this transition. A lot of work was also dedicated to analysing the costs involved for each scenario for both industry (suppliers and airlines) and governments. Obviously, given the long-time horizon and the investments needed, these costs are huge, but put in perspective of traveller costs, the incremental costs appear to be relatively small and manageable.

The other important issue to be decided at the Assembly is the future of the Carbon Offsetting and Reduction Scheme for International Aviation, CORSIA, a global market-based system that was decided by ICAO in 2016... 99

The first review of CORSIA

The other important issue to be decided at the Assembly is the future of the Carbon Offsetting and Reduction Scheme for International Aviation, CORSIA, a global market-based system that was decided by ICAO in 2016 after many years of intense debate. In essence, it was intended to help achieve the objective of carbon-neutral growth of all international aviation from 2020, and in the meantime allow for developing in-sector reduction measures. That goal of carbonneutral growth originally used the average carbon dioxide emissions in 2019 and 2020 as a benchmark (called "baseline"). But that was before the pandemic and the market restrictions that had a huge impact

on international aviation and made carbon emissions drop by around 60% in 2020 compared to 2019. This impact led to a temporary change of the baseline definition for the first three years (2021-2023) using only the emissions of 2019. As the recovery has remained slow, it has not led to any mandatory offsetting of emissions during these first years. With the planned first review of CORSIA that was supposed to focus on issues arising during the start of CORSIA's implementation, some countries that were never fully comfortable with CORSIA are now proposing to address its more fundamental cornerstones.



Europe's ambitions on environment for the ICAO Assembly



Europe is a strong supporter of CORSIA

urope, being a strong supporter of CORSIA, has chosen to participate in its offsetting phase since 2021, and in light of the deeply concerning climate change we consider that CORSIA should lead to the kind of emission reductions we had in mind when it was designed. We also consider that the 115 countries around the world that have volunteered should see their airlines start to face offsetting requirements or requirements to use sustainable aviation fuels well

before 2027 when it will become mandatory for all the biggest international aviation nations in the world to participate.

But there is no unanimity among countries in ICAO on this issue either. Several countries do not see the need at the moment to make CORSIA more effective. There is also another group of countries that are not happy with the way CORSIA is designed and want to fundamentally redesign certain aspects of it.

In Europe, we feel there is a need to see how CORSIA works before changing any of its key design features, bearing in mind that it is to be reviewed every three years.

So the challenges of decarbonisation of aviation are not easy to agree on in ICAO. And we know that other emissions from international aviation are causing climate effects that are at least as important as carbon dioxide emissions. But the question of how to deal with those is not for this Assembly – we will need to tackle them in assemblies in the future.

Since 2007, **Michael Lunter** has been working in the field of sustainable aviation in what is currently called the Ministry of Infrastructure and Water Management, in the Netherlands. In 2012, he took over as member of the ICAO Committee on Aviation Environmental Protection (CAEP), and since 2013 he has played a role as co-chair of the ECAC Environment Forum and the European Aviation Environment Group (EAEG) and their preceding groups. In CAEP, he participates in WG3 (Emissions) that developed the aeroplane CO₂ standard and the nvPM standard for engines, in WG4 on CORSIA, and since February 2020 as co-chair of the CAEP task group that worked on options for a long-term aspirational goal (LTAG) for CO₂ emissions reduction for international aviation.

Magnus Gislev has a degree in chemistry and business administration from the University of Karlstad, Sweden. He started in the European Commission in 1995 and joined the Environment Directorate-General in 1999. From 2005 to 2009 he was the EU environment counsellor in Beijing, China. From 2009 to 2013 he worked in international relations in the Environment Directorate-General, and after that on raw materials and circular economy in the Growth Directorate-General. Since August 2019, he has been working in the Aviation Policy Unit of the Directorate-General for Mobility and Transport on environmental matters, in particular within ICAO.

European working papers on safety and air navigation for the 41st ICAO Assembly





Kari Siekkinen Finnish Transport and Communications Agency (Traficom)

Stefan Lorenz-MeyerDirectorate-General for Mobility and Transport, European Commission

Co-chairs of the European Safety and Air Navigation Coordination Group (ESANCG)

/ orking papers on minimumcrew and single-pilot operations, flight rules for safe operations of unmanned aircraft systems in the airspace (UAS/UTM), highaltitude operations, State aircraft in Reduced Vertical Separation Minima (RVSM) airspace, and the global navigation satellite system (GNSS) have been coordinated by the European Safety and Air Navigation Coordination Group (ESANCG), for presentation at the ICAO Assembly from 27 September to 7 October 2022. The papers reflect European ambitions and priorities.

While discussions on recovery from the COVID pandemic and achieving sustainable growth for global aviation will remain key at the Assembly, maintaining and further improving the safety of air operations will also be at the core of ICAO's work and Assembly discussions. The European working papers on aviation safety and air navigation propose concrete initiatives in these areas, taking account of the emergence of new entrants and progress in the development of new technologies. Both simultaneously present opportunities and challenges.

The first European working paper proposes that ICAO looks into new operational concepts involving extended minimum-crew operations (eMCO) and single-pilot operations. Through this working paper, Europe takes an im-

portant request to the Assembly: to start assessing the safety case for increased flight-deck automation and the optimisation of aircrews through new operational concepts such as extended minimum-crew operations and, at a later stage, single-pilot operations. We are suggesting that work starts soon and that assessment is driven by achieving equivalent safety.

In particular, we are inviting the Assembly to create the necessary enablers for large aeroplanes with automation features to run commercial air transport operations safely and in a globally harmonised way. The idea is to explore whether the introduction of these operational concepts can ensure an equivalent or higher level of safety compared to the level achieved in current operations. By exploring

and subsequently promoting more powerful risk assessment methods and tools, regulators may assess the industry safety cases provided for related designs and types of operations. In this context, it would also be relevant for ICAO to initiate work to review, amend or complement, as required, the Standards and Recommended Practices (SARPs) in Annexes 1, 6, 8, 11 and 19.

The second European working paper is about flight rules for safe operations of unmanned aircraft systems in the airspace. This paper anticipates the widespread appearance of unmanned vehicles and the need to regulate them. Over the past years, the development of drones has been such that their inclusion in the airspace is challenging given certain Annex 2 provisions. Flight rules are fundamental to safe



lexandre Rote



and non-segregated operations. Given the emergence of drones, the present ICAO Rules of the Air need to cater for the specifics of small unmanned aerial systems (UAS) operations. From an international perspective, harmonising the application of extant objectives and principles relating to flight rules is important. The working paper suggests that ICAO acknowledge that States' approaches to the operational introduction of UAS differ, as do the methods used to manage the various risks involved

The working paper invites ICAO to consider whether additional material relating to flight rules needs to be developed to achieve a common understanding of how to enable the safe integration of UAS operations. We suggest that ICAO Member States, regional safety oversight and international organisations and industry are encouraged to share best practices related to UAS/UTM regulations to support this work.

in UAS operations.

The third working paper is about high-altitude operations. Technology developments are increasingly enabling operations in and through the airspace, above the level of today's conventional aircraft operations. This is referred to as the "higher airspace". Higher airspace operations (HAO) include space launches and returns, suborbital, hyper and supersonic opera-

"... further improving the safety of air operations will also be at the core of ICAO's work and Assembly discussions."

tions and the operation of highaltitude platform systems (HAPS). The developments will result in increased demand in terms of volume, frequency, and mix of operational characteristics. These emerging activities will obviously have an impact on the current aviation system and would need to be accommodated and, in the longer term, integrated. This must be done while maintaining high safety and security levels, and ensuring the sustainability of associated air transport operations.

Developing traffic management solutions for higher airspace provides opportunities for innovation due to the small number of legacy systems. But it is also clear that HAO will require enabling infrastructure for communications, navigation and surveillance (CNS) that meet performance-based standards. It is equally important that regulatory and performance frameworks consider interoperability, resilience and data sharing, while confidentiality will be required in some cases. There is also a need to rapidly identify spectrum

requirements and protection criteria. HAO will be significant, and require diverse new airspace users to be integrated into all aspects of existing and future aviation regulatory and performance frameworks, especially to ensure safety and sustainability. The working paper proposes actions in anticipation of these developments, namely the standardisation of globally harmonised procedures and systems, building on previous resolutions.

The fourth European working paper raises awareness of State aircraft in RVSM airspace and civilmilitary cooperation. This working paper describes the safety issues involved in State flights making use of RVSM when not equipped to do so. This is at the crossroads between civil and military aviation. The paper raises awareness of how some military practices can have a negative safety impact on civil aviation. The paper addresses aircraft RVSM performance verification, in particular for derivative aircraft designs, and encourages, as far as possible, the inclusion of State aircraft in regional RVSM monitoring

European working papers on safety and air navigation for the 41st ICAO Assembly

programmes. Through the working paper, ICAO is invited to clarify material regarding the filing of flight plans.

The fifth and final working paper on safety and air navigation is on GNSS - improving communications, navigation and surveillance (CNS) resilience. The global navigation satellite system (commonly referred to as GNSS, which includes but is not limited to GPS) is a key technology for providing CNS and air traffic management (ATM) services worldwide. GNSS is essential for the implementation of performance-based navigation (PBN) and automatic dependent surveillance-broadcast (ADS-B), which are bringing substantial safety, capacity and environmental benefits to ATM. It is also used in safety-related systems and provides a time reference for synchronising systems (e.g. communication networks) and operations in ATM. GNSS is, however, vulnerable to radio frequency interference (RFI) such as jamming, and cyber attacks (e.g. spoofing), and it is essential to mitigate these vulnerabilities adequately.

The working paper draws attention to and condemns GNSS interference (including spoofing). In the last months, pilots and aircraft have experienced and reported many interference issues in the Baltic States, near conflict zones and in the Eastern Mediterranean area. The working paper also proposes and contains draft resolution



language for ICAO to strengthen its activity in this field to ensure the resilience of CNS services by making best use of and integrating existing capabilities of ground-based, space-based and on-board segments.

In addition to the above-mentioned working papers, ESANCG also initiated working papers on conflict zones and a multilayer crisis management framework. The papers were further developed in the ad hoc joint coordination group comprising experts from relevant

coordination groups and institutes. Canada also contributed to preparations for the conflict zone paper. Based on this coordination, it was decided that Canada would present the paper with co-sponsorship from ECAC and the EU.

Following 12 years as an air traffic controller in Finland and the United Arab Emirates at the beginning of his career, **Kari Siekkinen** worked as head of the Air Navigation Services Unit and deputy director of the Air Navigation Services and Aerodromes Department in the Finnish civil aviation administration (Finnish Flight Safety Authority and Finnish Transport Safety Agency). Today he holds a chief advisor position at the Finnish Transport and Communications Agency (Traficom), where his main task is international coordination of air navigation, airspace management and aerodrome matters.

Mr Siekkinen has been acting as the chair of various international working groups in the air navigation services and safety domains, including as co-chair of the European Safety and Air Navigation Coordination Group (ESANCG).

Stefan Lorenz-Meyer is an official in the European Commission. Since 2017, he has been policy officer Aviation Safety International, assigned to external aviation relations and safety management tasks in the Aviation Safety Unit in the European Commission's Directorate-General for Mobility and Transport (DG MOVE). He has been co-chair of the European Safety and Air Navigation Coordination Group (ESANCG) since May 2022.

Facilitation priorities for the 41st ICAO Assembly

Teresa Antunes *Portuguese Civil Aviation Authority (ANAC)*

Antoine Toulemont
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Co-chairs of the European Coordination Group on Facilitation





Since the last ICAO Assembly, civil aviation has suffered the biggest crisis ever, impacting severely in almost all domains.

Although the aviation industry has experienced other health crises, for example SARS, Ebola and ZIKA, COVID-19 has been unique in its intensity and spread - exacerbated by the ever-increasing globalisation and interconnectivity of travel. The area of facilitation has been greatly impaired by the COVID-19 crisis, rendering the passenger experience in air transport worse than ever, with very low predictability measures and uncertainties around the travel journey. The upcoming 41st ICAO Assembly will be the first opportunity to learn from the lessons of this crisis and shape the future facilitation working programme for the years to come, and propose a new way forward to improve the passenger journey across the airport and during the flight.

Multilateral organisations, States, industry and individuals all have a role to play to prevent – or at least slow down – the spread of COVID-19 and to be prepared to react swiftly and effectively to new and emerging health crises. We have a responsibility to reflect on the global response to the pandemic and learn from our failures and successes. We have two years' worth of evidence and experience of dealing with the COVID-19 pandemic to add to our previous knowledge of the impacts of health crises on

"The area of facilitation has been greatly impaired by the COVID-19 crisis. thus rendering the passenger experience in air transport worse than ever, with very low predictability measures and uncertainties around the travel journey. "

travel, and it is imperative that we use this invaluable information to build better guidance to prepare for and respond to the next inevitable health crisis.

However, some lessons are already clear. Aviation is international in nature, so there is a need for a global, harmonised response. A patchwork of different rules and measures hampers recovery and places barriers to connectivity across the world. In addition, global

health crises can affect States in different ways due to complex local characteristics, for example existing surveillance capabilities, robustness of public services, and risk tolerance differing considerably between States. Clearer guidance on pandemic preparedness specific to aviation is required at a global/ICAO-level with more defined frameworks and structures for implementing this guidance in a coordinated fashion. In order to respond more effectively and efficiently to future health crises at a global level, it is essential that we always seek to maximise predictability - in the sense of having more certainty about stages and actions in a crisis - and minimise disruption for States, industry and individuals. We need to recognise that Annex 9 - Facilitation has now become a reference document for public health in aviation, with full respect of International Health Regulations (IHR) and the respective competences of ICAO and WHO. As a starting point, the following steps should be considered:

- Enhancing and formalising the role of CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation) within ICAO.
- Integration of key aspects of the Council Aviation Recovery Task Force (CART) in Annex 9.
- Developing an outbreak framework and associated toolkit as a response to future health crises.

Beyond the sole recovery of air transport and to shape up the

Facilitation priorities for the 41st ICAO Assembly



We need to recognise that Annex 9 -Facilitation has now become a reference document for public health in aviation, with full respect of International Health Regulations (IHR) and the respective competences of ICAO and WHO. "

future of facilitation, we should be guided by the need to ensure the highest levels of safety, security, fair processing and data protection. As ECAC Member States, we intend to promote these high-level principles and the means to achieve them to the broadest extent possible by looking for co-sponsorship. This would be the first time we set up such principles for the passenger journey and it would greatly help to pave the way for ICAO's work towards improving and digitalising the passenger experience at airports.

The future of the passenger journey should fully address the evolution of technology, in a secure and open manner, where innovative solutions – including digitalisation to the extent possible – should bring benefits to all passengers. As emerging new technologies are already seen as a driving force for shaping the future of air travel, we should be able to share this vision with the aviation industry.

Together, in alignment with the Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP) strategy of ICAO, it is intended to leverage the latest technological developments to facilitate checks at borders, the verification of passports and visas, reduce queuing time, and to enable off-airport verification to address the predicted capacity constraints at airports, and explore

the possibility of intermodality with other means of transport to allow for more seamless journeys.

Furthermore, inclusivity should be considered at all stages of the journey to accommodate any additional needs of individuals and the technological capacity of signing States, ensuring that no country is left behind on such evolutions. Environmental considerations should also be factored into all stages of the passenger journey to save energy and prevent waste.

Also, any evolution of the passenger journey should make it resilient to a variety of crisis scenarios, including health crisis and cyber risks, and support air transport for the future.

Another priority for ECAC States is to draw attention to accessibility, insisting on inclusive and dignified air travel for all. Persons with disabilities and persons with reduced mobility, whether caused by disability, age or any other factor, form a large and growing proportion of the world's population and they must have opportunities to travel by air comparable to those of other citizens.

Persons with disabilities and with reduced mobility should enjoy full and effective participation in air transportation, on an equal basis with others and in all circumstances. ICAO's leadership on this issue is thus both necessary

"Inclusivity should be considered at all stages of the journey to accommodate any additional needs of individuals and the technological capacity of signing States, ensuring that no country is left behind on such evolutions."



and urgent, to provide a basis for States to take action and confirm that accessibility is a priority for the next triennium, as part of the broader social sustainability agenda.

The 41st ICAO Assembly will be the appropriate forum to present and discuss our proposals, hoping to find support both from States and the industry, and to contribute towards an adequate and robust work programme for the next three years.

Teresa Antunes is a lawyer and has been working in the Facilitation and Security Directorate at the Portuguese Civil Aviation Authority (ANAC) since July 2012. She has postgraduate studies in public administration and in regulation and competition.

Responsible for facilitation matters, Ms Antunes represents ANAC in international fora and contributes to various international working groups. She currently chairs the ECAC Facilitation Working Group, having been chair of the Sub-group on the Transport of Persons with Reduced Mobility for five years. She is also co-chair of the European Coordination Group for Facilitation.

Ms Antunes is a member of the ICAO Facilitation Panel, contributing to several of its working groups, namely the Working Group on Accessibility, the Working Group on Human Trafficking and the Working Group on Guidance Material.

After an aviation engineer degree and a traineeship at the European Union Aviation Safety Agency (EASA) in 2015, Antoine Toulemont joined the French Civil Aviation Administration (DGCA) to work on air operations and airworthiness (European and international cooperation for aviation safety). After three years in this position, he joined the European Commission (DG MOVE) to work as a seconded national expert on air operations safety. In 2020, Mr Toulemont was part of the Aviation COVID-19 Task Force at DG MOVE and participated in the health crisis management for aviation. In summer 2020, he joined the French transport ministry cabinet as aviation and diplomatic adviser. From early 2021 until today, he re-joined the European Commission to continue his secondment at DG MOVE, where he is in charge of European coordination for ICAO facilitation files and aerodrome safety, as well as follow-up of COVID-19 actions.

Aviation security in a post-COVID world





Mark Rodmell European Civil Aviation Conference (ECAC)

Christopher RossDirectorate-General for Mobility and
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Co-chairs of the European Coordination Group on Aviation Security

A viation security faces unusual and unpredictable challenges in the post-COVID period. The maintenance of effective security remains as important as ever: indeed, a successful terrorist attack would be especially damaging to the industry's post-COVID recovery, leaving aside its lethal impacts.

In this context, we hope that ICAO, States, regions and the industry can begin the new triennium with a review of the situation, leading to a renewed targeted effort, including through the Global Aviation Security Plan (GASeP) to maintain and enhance the implementation of security in the new circumstances.

A number of factors will need to be taken into account in considering the way forward. In security, we always start with the risk, of course, and that means looking at what has happened to threats and vulnerabilities.

While there is no particular evidence of specific change to the terrorist threat to aviation caused by the pandemic, it would be surprising if we did not see any differences in the way the threat expresses itself. To put it at its lowest, terrorists have also had their ways of working disrupted by COVID and, like the rest of us, will find ways to adapt.

But perhaps more significant than this will be the question of whether the disruption to security work has created any new vulnerabilities. This could come from loss of skills, unfamiliar working environments as teams are reconstructed, or difficulties in recruitment of staff to replace those who left aviation security operations during the pandemic.

"A fully staffed, motivated and well-trained workforce is essential for the effective delivery of aviation security, and aviation faces unprecedented challenges in ensuring such a situation is maintained."

There is not currently a clear picture of the scale of this problem, and it is likely to vary from location to location, but it is of the utmost importance that we have an organised approach to reviewing the changed risk picture so that we can

develop appropriate responses. These responses need to be measured, ensuring that the security value of measures such as vetting and background check requirements are not undermined, and avoiding creating new structural vulnerabilities through rapid changes in the composition of teams whose coherence is essential for effective functioning.

Second, we should reflect on what we have learned about the role of aviation in this kind of global crisis, and the role security needs to play in future resilience in aviation. The critical importance of effective and secure cargo supply chains was brought into sharp focus during the pandemic, with direct delivery of small consignments to customers expanding suddenly as physical retail locations were closed.

The consequences of disruption to the cargo supply chain, for instance by a terrorist attack, would have been particularly severe in such circumstances. It should cause us to look at the need to protect air cargo from attack – while ensuring security measures do not entail excessive disruption – with new eyes.

This is therefore one of the areas where we should look at the importance of the development of new technology and processes in developing the cargo security process. The deployment of advance cargo information systems may be an important feature here, along with new technology in cargo

screening equipment. But in this, as other areas, we need also to think outside existing solutions.

Perhaps the most important aspect of the post-COVID aviation security world that we will need to deal with is the question of human resource issues. A fully staffed, motivated and well-trained workforce is essential for the effective delivery of aviation security, and aviation faces unprecedented challenges in ensuring such a situation is maintained.

As mentioned above, the mere fact of the interruption of normal operations may have an effect on cohesion and performance. This, combined with the loss of certification for qualifications that require a particular level of activity to be maintained, adds to the scale of the task of getting security activity back up to previous levels.

Moreover, we see significant turbulence in labour markets, which will continue to have an impact on capacity to deliver security activity. While some of the problems of supply of labour in the aviation security field need to be seen in the context of much broader disruption in labour markets, there is evidence that aviation security has been particularly hard hit, along with other operational aspects of aviation. We need to look at what is creating the particular difficulties experienced by aviation security, and what is behind them.

Finally, amid all the difficulties created for aviation security by COVID, we should look at some of the opportunities that have also been created. The pandemic resulted in the necessity to develop a number of innovative approaches that, in normal circumstances, might not have emerged by choice: but some of them may provide new components of security activity that enable us to do better in future.

Remote oversight is one such area: while it will never completely replace on-site inspection, it can be used as a component to create a mixed approach to oversight activity, maximising resource allocation. Innovative security procedures, including those that minimise physi-



cal touch, may be capable of being used in a manner that maximises facilitation benefits and enhances the passenger experience, without diminishing security standards. There are probably other such opportunities that will become apparent once we can step back from the urgency of the situation and take a broader view.

This means that aviation security will continue to be a clear focus for ICAO in the coming triennium, though in a different way from before. ICAO's response, like that of other actors, will need to consist of a review of the situation as above, followed by a focus on implementation.

In ICAO's case, implementation will involve a strong role for the Global Aviation Security Plan (GASeP). It will be important that revisions to the GASeP are made taking account of the current situation and of the lessons learned from the pandemic, and establishing clear monitoring and reporting processes.

This will need to include a strong focus on skill issues and human factors, given the unusual and acute challenges faced in these fields. In building on the success of the ICAO Year of Security Culture, we can ensure that momentum is maintained in this area.

And finally, a renewed focus on capacity building will be necessary

Innovative security procedures may be used in a manner that maximises facilitation benefits and enhances the passenger experience, without diminishing security standards.

"...aviation security will continue to be a clear focus for ICAO in the coming triennium, though in a different way from before."



now that in-country capacity-building activities are once again possible. The EU-funded and ECAC-implemented CASE II Project will play its part in this, also building on the lessons learned from its adaptation to the pandemic, including hybrid approaches to training activities (both online and in-country).

We must, as always, also be ready for the possibility of the emergence of new threats that could lead to new responses. But we will be better equipped to face such developments if we re-create a strengthened global aviation security infrastructure through these activities. While aviation security has not been front and centre on the aviation stage during the pandemic, security has to be part of the solution to the new challenges we face, both short and long term. We cannot let the badly needed recovery and stabilisation of civil aviation be endangered by a deficient implementation of the known security solutions; and we cannot let our guard down thinking that the job is done. The coming triennium will be a very important one as our role in supporting safe, secure and sustainable aviation is tested in new ways.

Mark Rodmell is the deputy executive secretary of ECAC and co-chair of the European Coordination Group on Aviation Security (ECG-AS). He was previously the United Kingdom's nominee to the ICAO Aviation Security Panel (2008-2012 and 2018-2020) and the UK permanent representative to ICAO (2012-2017).

Christopher Ross has been the deputy head of unit for security in the European Commission's Directorate-General for Mobility and Transport since September 2017.

Prior to taking up this post, Mr Ross was the head of the EU Office to the International Civil Aviation Organization for five years (2012-2017).

He also worked at the EU Delegation in Washington DC on a wide range of transport issues, including EU-US air service negotiations, aviation and maritime security in the immediate post 9/11 period, and environmental issues (noise and emissions).

Keeping the international aviation system cyber safe and secure





Carla PintoPortuguese Civil Aviation Authority (ANAC)

Carlos Mestre Zamarreño Directorate-General for Mobility and Transport, European Commission

Co-chairs of the European Coordination Group on Cyber Security

he 40th Session of the ICAO Assembly adopted Assembly Resolution A40-10 - Addressing Cybersecurity in Civil Aviation. The resolution addresses cybersecurity through a horizontal, cross-cutting and functional approach, reaffirming the importance and urgency of protecting civil aviation's critical infrastructure systems and data against cyber threats, and calls upon States to implement the ICAO Aviation Cybersecurity Strategy (October 2019). The strategy is implemented via the Cybersecurity Action Plan (CyAP) and with the support of the newly established Cybersecurity Panel, which will build upon the work of the Secretariat Study Group on Cybersecurity.

Building on these foundations, the cybersecurity workstream at ICAO grows ever more in importance as digitalisation continues to profoundly reshape the aviation sector and the number of reported cyber attacks steadily increases over the past years.

Moreover, the development of new technologies and aviation's greater reliance on information technology and digital operational systems creates possible new vulnerabilities as well as new opportunities. For instance, the COVID-19 pandemic recovery phase has seen businesses employing more virtual means of working, which may also increase their susceptibility to cyber attack.

All these trends underscore the critical need for States and ICAO to step up efforts in the development of a cybersecurity framework to ensure that aviation systems can deter attacks and show resilience should they occur. In doing so, the cyber domain faces several specific challenges, highlighting the need to promote and make progress towards a distinct approach to the mitigation of risk.

"The aviation sector is well placed to benefit from, and build upon, existing international aviation roles and responsibilities and procedures."

First, the cyber domain is characterised by a unique threat picture. It must focus not only on terrorist groups seeking direct attacks and mass casualties, but also on an array of possible other actors and motivations. These could include large organised entities, activists, and criminal hackers, seeking, for example, disruption,

coercion, a show of strength, media attention or financial gain. Attacks may also intentionally – or not – affect civil aviation, potentially even endangering safety, and impact the sector either directly or indirectly. And while malware and cybercrime constitute the great bulk of reported cyber attacks, and even if risks to human life might be limited, cyber attacks could still cause significant disruptions leading to operational, economic and reputational damage.

Second, there are a significant number of non-aviation-specific service providers to the aviation system, which may have a different understanding of cybersecurity needs and risks. This points to the need to define a specific approach to cybersecurity risk assessment where the expertise required, particularly in relation to vulnerabilities and mitigation measures, has to combine aviation and IT knowledge and experience. The scope of the assessment needs to be clearly defined, focusing on safety, security and resilience of critical functions cutting across individual operators/ entities and domains, and it should identify potential single points of failure from a (global) information security perspective in order to address them appropriately.

State regulation may also operate across various sectors without a distinctive aviation element. In developing a cybersecurity framework, the aviation sector must



therefore develop approaches that not only cross traditional aviation domains, but also consider the different positioning of non-aviation actors and horizontal State regulation. It is imperative, in this context, to ensure consistency, as well as avoid duplication, gaps, and unnecessary regulatory or oversight burden on States and operators.

The aviation sector is well placed to benefit from, and build upon, existing international aviation roles and responsibilities and procedures. ICAO aviation security and safety Standards and Recommended Practices (SARPs) provide a firm foundation and can be built upon, both at government and organisational level. The same holds true for information-sharing and reporting mechanisms. There are also existing international air law instruments for the criminalisation of acts that jeopardise safety, and which should be used to the extent possible.

States and organisations should be encouraged to review and consider relevant ICAO cybersecurity documents and implement existing cybersecurity relevant SARPs. It is also important for States and organisations to re-think existing aviation security and safety, as well as aviation criminal law structures from a digital perspective to ensure that roles and responsibilities remain current and are properly coordinated.

Third, the human element is at the core of cybersecurity, as recognised by the ICAO Aviation Cybersecurity Strategy (2019). End-users are the first line of cybersecurity defence. Indeed, it is possible for the action of one single insider to defeat the strongest cybersecurity protocols and open the door to attackers.

In addition to awarenessraising efforts, the sector is increasingly demanding yet facing significant challenges in recruiting skilled people that have both cyber and aviation operations technical expertise. There is an urgent need to invest in technical knowledge, and to develop, train and maintain these skills so that new generations of aviation professionals are equipped to continue this battle. The ICAO Secretariat has launched a first ICAO course on cybersecurity and cyber resilience, "Foundations of Aviation Cybersecurity Leadership and Technical Management", as well as a course on "Managing Security Risk in ATM". Europe fully supports these initiatives and has directly contributed. It would be important to build upon these welcome efforts and lessons learned.

As highlighted during the ICAO Year of Security Culture, it is also vital to extend the notion of security and safety culture beyond the physical realm, and to cultivate a "cybersecurity culture". ICAO can play an important role by further developing its training tools, fostering the sharing of best practices, and developing appropriate guidance material.

As noted in the ICAO Aviation Cybersecurity Strategy, cybersecu-

rity exercises are also a useful tool to test existing cyber resilience and identify improvements. Europe has regional experience in this area, which it can share to the benefit of the international aviation community. ICAO can also be encouraged to explore possibilities for hosting such exercises.

In sum, acknowledging the urgency and importance of protecting civil aviation's critical infrastructure, information and communication technology systems and data against cyber threat, as well as ensuring the cyber resilience thereof, let us use this upcoming 41st ICAO Assembly as an opportunity to build on the work accomplished and prepare for the future. Only if all actors work together in a collaborative spirit will we be able to meet head-on the many growing and complex challenges of keeping our international aviation system safe and secure in the new digital world.

But still, why is cybersecurity such a mystery?

B efore we can speak about cyber, we need to understand what cyberspace is: cyberspace is a hybrid combination of technology and the humans that use it.

The technology that supports cyberspace has been evolving rapidly as a result of the needs of our global society, which is facing new challenges, such as the COVID-19 pandemic.

As mentioned before, the pandemic became a means of developing new ways of technological work and flows, as an adapting mode to the restraints of the COVID-19 pandemic.

However, humans have also adapted to this evolution, not only as private and business users but also as a means of malicious use. In this sense, cyber became a new emerging threat for our societies, especially for civil aviation since it is one of the most important pillars of global economics.

Although civil aviation continues to be a target for traditional threats, cyber became another threat on top of all the others. That is why cybersecurity cannot be dissociated from civil aviation security.

If, for traditional threats, the civil aviation security system has been able to build resilient layers of protection, we are facing a different kind of challenge with cyber attacks!

The rapid development of technology whet the appetite of hackers to attack every system they want. The speed of an attack is much faster than the reaction of a cybersecurity system. And this is the real challenge!

An individual sitting in a room with several monitors and computers can challenge every system with a simple click. So, in such a scenario, what can be done?

First, it is highly important that every entity in the civil aviation sector can identify their critical assets, i.e. those assets that, if attacked, can disrupt the system to a wide

Second, after identifying the critical assets, protective measures adequate to the threat need to be identified. But what is the threat? To identify the threat, one needs to have relevant information on the kind of attacks, the damage they create and the profile of the attackers, to the extent possible.

If, for traditional threats,
the civil aviation security system
has been able to build resilient layers
of protection, we are facing a
different kind of challenge with
cyber attacks! *9

Third, it is indeed all about security culture, from top management to the operational level: every person needs to know what is, generically, a cyber threat, what it can create and how to avoid it.

Fourth, the exchange of relevant information on the trends of cyber attacks, as well as the most affected sectors, is crucial to build an even more resilient civil aviation security system.

Fifth, the exchange of knowledge is vital to support decision-making at strategic level: how much do I need to invest and what do I need to invest in to protect my critical systems? Overall, it is all about an adequate and proportionate risk assessment.

Cyberspace will always be a mystery because we cannot control or even predict how humans can benefit from it.

We cannot protect all civil aviation security systems at the same level, bearing in mind the specificity of cyber threats. There will always be, apart from all preventive measures in place, small doors and windows the hackers will discover and explore. But we can – and should always – protect, respond, recover, test the systems (penetration tests), cooperate and share information, and implement a policy of continuous improvement.

Hackers will always have an appetite, motivation, the means and the will.

We, the civil aviation security system, must have the capability to constantly prevent and improve through goodwill, desire and responsibility, to keep our international aviation system safe and secure!

Carla Pinto has been director of the Facilitation and Security Bureau at the Portuguese Civil Aviation Authority (ANAC) since June 2018 and was previously head of the AVSEC Quality Control Department from January 2012 until May 2018.

She is also ECAC co-chair of the European Coordination Group on Cyber Security matters, chair of the ECAC Security Forum, chair of the ICAO EUR/NAT AVSEC Sub-Group (ENAVSEC), an ECAC landside security vulnerability assessor, an ECAC instructor and auditor and a European Commission national inspector.

Ms Pinto has been working in civil aviation security since 2009, developing technical and strategic decision-making tasks, as well as representing Portugal at national, European and international meetings.

Born in Madrid, Spain, in 1961, Carlos Mestre Zamarreño has practised law in Belgium, Spain and the United Kingdom. In 1993 he joined the European Commission in Brussels as administrator for the Directorate-General for External Relations. From 1999 to 2003, Mr Mestre worked at the World Bank, Washington DC as senior counsel of the Multilateral Investment Guarantee Agency. In 2004, he was appointed chief negotiator of aviation agreements, and subsequently deputy head of unit of the Internal Market Unit in the Directorate-General for Mobility and Transport (DG MOVE), Aviation Directorate. He is currently head of unit in charge of security within the Policy Coordination Directorate at DG MOVE.

Impact of COVID-19: what ICAO can do in its work on economic matters and with regard to air services agreements





Christine Mucina-Bauer Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Austria

Simon BrainDirectorate-General for Mobility and Transport, European Commission

Co-chairs of the European Coordination Group on Economic matters

he European Coordination Group on Economic matters (ECG-ECO) prepares for ICAO events in the economic field to enable ECAC Member States to present coordinated and effective contributions and influence global outcomes. This coordination is undertaken in cooperation with the European Commission, in a European coordination group on economic matters. ECG-ECO is jointly chaired by Christine Mucina-Bauer (chief negotiator for air services agreements, Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology, Austria) and Simon Brain (policy officer, international aviation, Directorate-General for Mobility and Transport, European Commission). The group actively prepares for the meetings of the ICAO Air Transport Regulation Panel (ATRP) and its working group as well as for the Economic Commission of the ICAO Assembly and the ICAO Assembly itself.

In recent months, the group has been preparing for the next ICAO Assembly, notably preparing two working papers to be presented at the Assembly. ECAC Directors General and the Council of the European Union have approved these papers, which are in line with the European priorities for the Assembly set out by ECAC Directors General. The papers will

be forwarded to ICAO and will be presented by ECAC Member States at the Economic Commission of the Assembly in September.

The first paper deals with the role of air services agreements (ASAs) in times of crisis, and the second makes suggestions as to future ICAO activities on economic matters.

At the beginning, in March 2020, none of us knew how to deal with COVID-19.
Governments needed to act quickly and were challenged to find a way between closing down to keep people alive and staying open so life could go on. *9

Since the last Assembly in 2019, two huge crises have hit the aviation world. Totally unforeseeable, and with an enormous impact. At the beginning, in March 2020, none of us knew how to deal with COVID-19. Governments needed to act quickly and were challenged to find a way between closing down to keep people alive and staying open so life could go on.

When we look at aviation in Europe, restricting travel by air was chosen by many States as a measure to try to disrupt the spread of the virus and to gain some time to get prepared in the health sector. The restrictions were implemented by freezing the exercise of traffic rights exchanged under ASAs between States. These measures were mainly taken by health authorities in most of the ECAC Member States.

Let us have a look at the ASAs. Does an ASA provide for such kind of measures? First of all, the purpose of an ASA is to enable air traffic between States, but it is basically not designed to deal with crises. Only in certain cases provided for in the ASA can a State suspend, revoke or restrict the exercise of traffic rights. This would even be possible without consulting with the other Contracting Party – but only in safety- or security-related cases or in cases when it is essential to prevent further infringements of

Impact of COVID-19: what ICAO can do in its work on economic matters and with regard to air services agreements



laws or regulations of the Contracting Party granting the traffic rights. Looking at the structure of an ASA to give a long-term perspective for an airline to offer services between States, these cases imply an emergency, which means a temporarily limited situation.

The temporary shutdown due to COVID-19 on a national legal basis and as a health emergency would therefore be covered for a limited period of time under an ASA. But can we still speak about a health emergency after over two years of COVID-19? And what about future pandemics? And what about the main purpose of an ASA, which is to provide the legal certainty and a predictable basis upon which airlines can offer connectivity for travellers?

Secondly, we have to look at the effectiveness of the lockdowns from the experience we have had in Europe. In Austria, we had temporary COVID-19 landing bans stopping air services between Austria and the United Kingdom, for example, in order to stop the spread of the COVID-19 virus. Of course, these flight bans bought us some time to adapt to the health situation in Austria. At the same time, indirect journeys were generated which were much more difficult to control or to trace. Data and experience have shown that taking measures on passenger movements such as testing on departure, globally accepted health certificates or wearing masks is much more effective than flight bans.

There is no question that it should be up to the State to decide which policy option or combination of measures fit best to its national circumstances. But what we should do as a State is act responsibly to ensure safe travel and especially to look at lessons learned.

"Data and experience have shown that taking measures on passenger movements such as testing on departure, globally accepted health certificates or wearing masks is much more effective than flight bans."

What has happened since then? ICAO has set up groups of international experts to work on recommendations in the relevant areas. ECAC organised an exchange of experiences and information between ECAC Member States on a regular basis and developed a compendium of measures that were taken within its Member States to deal with the economic challenges. This compendium was shared with ATRP members and observers during the last ATRP, which took place in April 2022.

We all know that COVID-19 hit the aviation industry in Europe hard compared to other regions in the world. We therefore have a huge interest in ensuring that all travel-related recommendations developed since then are available for all States to look at when taking measures. ICAO would therefore be the best place to provide a forum where Member States can share experience, collect best practices amongst Member States, and look at updating the existing guidance material

In light of this, Europe will take the opportunity during the upcoming Assembly to present a working paper with principles developed in the light of lessons learned in Europe, for consideration by all ICAO Member States, such as increased communication and cooperation among aviation authorities in times of crisis, modalities for possible restrictions for public health reasons, transparency and non-discrimination, and the develop-

"...the paper calls for more to be done by ICAO to take account of the economic aspects of its policies, and cites the roll-out of sustainable aviation fuels as a key example of a policy objective that will have a significant economic impact."

ment of an exit strategy that allows for a return to normal.

The second working paper drafted by the ECG-ECO concerns future ICAO activities on economic matters. The ICAO Assembly always offers the occasion to reflect on priorities for the next three-year period. However, since the last Assembly the aviation sector has been profoundly affected not only by the COVID-19 pandemic, but

also by the Russian war of aggression in Ukraine. At the same time, there are ever-growing demands for aviation to improve its resilience to such events and to improve its sustainability.

The paper argues that the development of the necessary responses by ICAO to these challenges demands a more joined-up approach, in particular by ensuring that the long-term economic

"The paper calls for ICAO to ensure that the various committees, panels and working bodies interact sufficiently to ensure optimal policy outcomes."

prospects of the air transport system are taken into account. ICAO has already started on this through the work undertaken by CART (Council Aviation Recovery Taskforce) during the pandemic. However, the paper calls for more to be done by ICAO to take account of the economic aspects of its policies, and cites the roll-out of sustainable aviation fuels as a key example of a policy objective that will have a significant economic impact. The paper calls for ICAO to ensure that the various committees, panels and working bodies interact sufficiently to ensure optimal policy outcomes. ICAO States are also called upon to ensure that the regulations which they apply to air transport reflect and complement the ICAO priorities. ■

Christine Mucina-Bauer has been the chief negotiator for air services agreements for Austria since 2013. She joined the transport ministry in 2005 to work on the Austrian Presidency of the European Union, which it held in the first half of 2006. Since then, Christine has been working in the department of Strategy and International. Before joining the transport ministry, she worked in the Austrian Representation of the European Parliament in Vienna at the time when ten new Member States joined the European Union in 2004. Christine studied law in Germany and Switzerland and holds a university and State degree in law. Additionally, she holds a postgraduate diploma in European and international law.

Simon Brain is a policy officer for international aviation at the Directorate-General for Mobility and Transport, European Commission. He currently works in the unit dealing with international air transport agreements between the European Union and other countries. Prior to joining the European Commission in 2009, Simon worked on aviation legislation at the Council of the European Union (General Secretariat). Simon also worked for the European Union Aviation Safety Agency during its start-up phase between 2003 and 2006. He has experience in many aspects of aviation policy, in particular in air services agreements, economic regulation (EU internal market and airports) and other matters. Simon's academic background is in European institutions and politics, derived from periods of study in the United Kingdom, France and Belgium.





AUSTRIA/ABIS Christian Schleifer

ICAO COUNCIL AND THE ABIS ROTATION PRINCIPLE

ABIS

A bis is the joint representation of Austria, Belgium, Croatia, Ireland, Luxembourg, the Netherlands, Portugal and Switzerland to ICAO. The Abis group was formed in 1980 and since then has been actively engaged in the ICAO Council as a reliable partner, on the basis of a well-established rotation schedule.

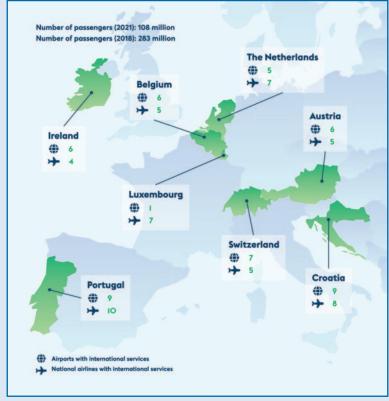
Abis coordinates subject matter experts who contribute to much of the work undertaken by ICAO panels, committees and study groups. Abis brings to the table a wealth of experience, expertise and a forward-looking approach.



Abis demonstrates that concerted action is effective and to the benefit of smaller and larger States alike, where expertise is shared and objectives are pursued through consultation and constructive cooperation.



Or watch our short Abis introduction video under About us | Abis group



ICAO COUNCIL AND THE ABIS ROTATION PRINCIPLE

AUSTRIA

Austria, which is a candidate for the ICAO Council elections for the term 2022–2025 at the 41st ICAO Assembly, will follow the outstanding work by the Netherlands and presents its candidature for Part II in cooperation with all Abis Member States.

Austria hosts a wide range of aviation industry sectors, from supplier to manufacturer, service providers in the air and on the ground, and is well connected globally with its six international airports.

In close cooperation with its Abis partners, Austria firmly supports ICAO's strategic objectives, focusing on the further development of a safe, sound and sustainable global civil aviation system.

Civil aviation is facing a wide range of different challenges. ICAO's continued efforts to facilitate aviation's recovery from the COVID-19 pandemic are essential to ensuring the long-term resilience of international aviation. The sector's environmental performance and its contribution to climate change constitute integral factors in civil aviation's main strategic objective. ICAO is seeking to foster sustainable aviation development taking into account environmental, social and economic concerns. Austria strongly supports the transformation of the organisation, to make it agile and adaptive to address the changing demands aviation is experiencing and to better accommodate innovative technologies. In its daily work, the Council is aware of the increasing political sensitivity some of the upcoming topics have.

We are committed to aviation as an indispensable component of modern societies enabling global connectivity. Austria is convinced that ICAO must show leadership in addressing these challenges on a global level



CHRISTIAN SCHLEIFER Austrian ICAO Council candidate 2022

hristian is an aviation professional with more than 30 years' experience as an engineer and pilot in both the private and the public sectors. His expertise includes regulation, standardisation, and implementation on the operational and management levels.

Christian has spent the past eight years as secretary general of EUROCAE, a leading international aviation standard-developing organisation. He has been responsible for reorganising, restructuring and modernising EUROCAE to serve today's needs with safety-critical and high-quality standards.

He served at the ICAO Air Navigation Commission (ANC) from 2009 to 2013 and was ANC president in 2012 and 2013. Prior to ICAO, Christian held several positions at the Austrian Civil Aviation Authority, as airworthiness surveyor, certification, as well as rule-making expert.

Christian has a background in engineering and holds a commercial pilot licence. He actively flies single- and multi-engine aircrafts. In addition to his aviation background, he graduated from the University of Minnesota and the Vienna University of Economics with a Global Executive MBA.

Christian brings to the table a wide experience gained at the global, regional and national levels that will be used to serve ICAO's objectives, fit to connect our generation and the generations ahead. Christian is determined to serve ICAO and the global aviation community to address the challenges of today and tomorrow.

Austria's candidature for the 2022 ICAO Council elections
 Abis group





FRANCE Laurent Pic

LEADING TOWARDS A RESILIENT AND SUSTAINABLE AVIATION

rance was not only among the founding fathers of the International Civil Aviation Organization (ICAO), but has also always been part of its main governing body, the Council. Personally, I find it healthy that every three years, the motivation for such a commitment is reviewed.

I am convinced that the reason why ICAO was established is even more valid today than it was when the Chicago Convention was originally signed. In essence, aviation is a global industry. It faces global challenges and it needs global solutions. This is at the very core of ICAO's mandate and fully consistent with the way France approaches our world, with a deeply rooted belief that multilateralism is required and that to make it work and deliver it needs to be efficient and adapted to today's circumstances. That is precisely why my country intends to continue being part of the enthusiastic civil aviation adventure, which is also crafted in ICAO and its Council.

Looking back over the past three years makes it quite easy to identify the three top priorities for the next triennium

As aviation recovers from the impact of the COVID-19 pandemic, the organisation should strive to draw consequences from the experience gained in trying to assist all stakeholders amidst one of the biggest challenges they have ever faced. The ICAO Council's Aviation Recovery Task Force (CART) was a unique way of mobilising all the resources available in ICAO, breaking the usual barriers that exist between the Council and the Secretariat, within the Secretariat and with the industry. There will be other crises in the future and we need to make sure that we will be better prepared by strengthening the crisis management capacity of the organisation, as well as by being better equipped to

face mounting threats, such as cyber. There is a lot of work to be done and it will only be successful if we manage to handle it in an innovative way, with the full involvement of Council members.

Aviation is also rebuilding with a view to becoming sustainable and contributing to the existential fight against climate change. Hopefully, the 41st Session of the ICAO Assembly will succeed in adopting a long-term aspirational goal (LTAG) that will trigger the path of international aviation towards its decarbonisation. Achieving net-zero emissions by 2050 will require a lot of effort in order to unleash all the existing potential of the four elements of the basket of measures, in particular the development and deployment of sustainable aviation fuels. There will be a lot on the Council's plate and the experience in making LTAG happen will be very useful in the years to come.

Finally, the transformation of the organisation, which is at the core of the Secretary General's business plan, will need strong determination and support, including from the Council. A modern and efficient ICAO requires better human resources management, more interaction with the outside world, starting from – but not limited to – industry, greater diversity and a commitment to equality between men and women. France intends to be fully engaged in such a transformation.

Europe is at the forefront in making sure that ICAO is still relevant for the whole aviation community. In ICAO and its Council, it is efficient because it is united, well-coordinated and always open to addressing other regions' concerns. No surprise, therefore, that the European spirit, so enshrined in ECAC, will remain a guiding principle of a new term for France in ICAO's Council.

Ambassador **Laurent Pic** has served as the permanent representative of France on the ICAO Council since August 2020. Prior to his appointment, he served as ambassador extraordinary and plenipotentiary of France to Japan from 2017–2020. He joined the French foreign affairs ministry in March 1993. Since that time, he has held a number of positions including chief of staff of the minister of foreign affairs from 2016 to 2017; ambassador to the Netherlands, 2014–2016; diplomatic advisor at the prime minister's office, 2012–2014; chief of staff to the secretary general of the French foreign affairs ministry, 2009–2012; deputy secretary general of European affairs, 2008–2009; counsellor at the French Permanent Mission to the United Nations in New York, 2006–2007; first secretary at the French Permanent Representation to the European Union in Brussels (Mertens and Antici counsellor), 2002–2006; advisor to the minister for European affairs, 2001–2002; at headquarters (European Cooperation) in charge of EU development policy, 1997–2001; deputy head of mission, Manama, Bahrain, 1995–1997; at headquarters (European Directorate), in charge of Russia and the Caucasus, 1993–1995.

GERMANY Heinz Decker



ermany is standing for re-election in Part I of the ICAO Council. Thanks to broad international backing, Germany has been a member of the ICAO Council without interruption since 1959. During this time, we have been committed to contributing to the development of the organisation and the implementation of its goals. To ensure that ICAO can continue to fulfil its tasks and objectives in the future, Germany will work to ensure that the Member States provide adequate funding for the core budget.

As a major aviation nation, Germany's aviation companies are strengthening international connectivity. With Frankfurt and Munich Airports, Germany has two globally significant international commercial hubs. Our aviation sector employs more than 800 000 people and is a driver of progress and economic development, not only in Germany but worldwide. Germany is committed to all kinds of technological innovation, including unmanned aviation. The country's objective is to enable the use of drones and air taxis as standard modes of transport. To this end, it is investing substantially in research projects, for example to enable safe and fair integration of unmanned traffic in the airspace.

Safe, secure and sustainable civil aviation is of fundamental importance to us. As one of the major States in air transport, Germany has always worked to ensure that ICAO standards and recommendations for safety and security are continuously reviewed and improved. It regards ICAO as the core organisation at a global level for the development of high international technical and operational standards in civil aviation. By participating in all ICAO bodies, German representatives, delegates and experts make an ongoing proactive contribution to the further development of the organisation's work.



To protect generations to come, Germany will continue to work hard in the newly elected Council for a sustainable future of civil aviation, i.e. for climate change mitigation and environmental protection. During the COVID-19 pandemic, ICAO demonstrated its ability and flexibility to act in the face of a global crisis. The Council Aviation Recovery Task Force (CART) of the ICAO Council is an example of successful cooperation in times of crisis. In close cooperation with CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation), practical recommendations and guidelines have been developed and have made a significant contribution to crisis management and the recovery of air transport.

Heinz Decker has over 30 years of experience in the aviation sector. Prior to joining the federal administration 15 years ago, he held various positions within the industry, namely for two German airlines, Europe's largest manufacturer, a major German airport and two aviation-related trade associations. Between 2014 and 2020 he was the German counsellor for transport in the United Kingdom and alternate permanent representative to IMO, the UN body for international shipping. He holds a degree in economics, a master's degree in aviation management from the University of Cranfield and an executive master's degree in public management from the Hertie School of Governance in Berlin. Since 1 July 2022, he has been the German alternate permanent representative at ICAO.



ICELAND/NORDICAO Valdís Ásta Aðalsteinsdóttir

▶ Why is NORDICAO important for its members and for ICAO?

Nordic State has continuously held a seat in the ICAO Council since the first election in 1947. The candidature of Iceland is based on a mutually agreed rotation scheme between the Member States of the joint Nordic delegation to ICAO, NORDICAO (Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden). The rotation scheme is a significant demonstration of the cooperative nature in which the work of ICAO is developed.

To a small nation such as Iceland, and the other NORDICAO States, ICAO offers a global perspective on aviation where all can contribute. Iceland's geographical location translates into the vital importance of aviation, not only as a key economical factor for growth and prosperity, but also as the main mode of transport across borders. Iceland manages one of the largest air traffic control areas in the world – 5.4 million km² – through the Danish and Icelandic Joint Finance Agreement, concluded under the framework of ICAO. Iceland is committed to ensuring developments and implementation of seamless boundaries while taking full account of other regional environments.

Iceland will bring NORDICAO's perspective to ICAO and is motivated by opportunities to engage in cooperation and dialogue with ICAO, all its Member States, and in the Council, supporting ICAO in its leadership role addressing the challenges civil aviation is facing today and will face in the future.



What challenges do you see in the future?

celand is fully committed to enabling a safe return to I high-volume domestic and international air travel for passengers and cargo post COVID-19 pandemic. We are devoted to rebuilding the trust of the travelling public for a safe, secure and environmentally sustainable civil aviation. Iceland is highly motivated to actively cooperate in addressing the challenges ahead together with the global civil aviation community, and to support ICAO to create a framework that gives enough space for innovation and new aviation technology, available today and tomorrow. Innovation will provide huge opportunities, including all the way to zero-emissions air transport in the future. Therefore, we have to work together in a continuous effort to establish rules that reflect the developments with the same - or even an improved - level of safety and security in an environmentally sustainable way so that flying keeps its status as the safest mode of travel. Let's all fly again!

Valdís Ásta Aðalsteinsdóttir has over 30 years of experience across a wide spectrum of aviation and leadership-related businesses, with both public and private sector perspectives. She has held leading change management posts in organisations and is the first woman to be Iceland's candidate for the ICAO permanent Council representative post. She is a Bachelor of Art graduate in sociology from the University of Iceland and has two diplomas in human resource management and public administration. Among her professional experience, she has served as public relations manager for the Icelandic civil aviation authority, manager of special projects, and director of the customer service division, as well as being a member of the Icelandic Transport Authority's Executive team.

Since October 2019, Ms Aðalsteinsdóttir has been a part of the NORDICAO delegation and served as the alternate representative of Finland on the Council of ICAO. Being directly involved in the Council work has given a wealth of knowledge and experience on ICAO, and the Council in particular – an important addition to her vast experience in the field of international aviation cooperation and change management.

ITALY Silvia Costantini



What are your ambitions and objectives for your term if you are elected as ICAO Council member?

I taly is a convinced supporter of multilateralism and has a strong tradition of engaging in international cooperation, based on dialogue, mutual respect and transparency. Italian civil aviation is a robust driver for economic development and an essential tool to foster growth and prosperity. Being a State of chief importance in air transport, thus eligible in the Council's Part I, Italy has always promoted a safe, efficient and sustainable expansion of its civil aviation sector within ICAO. In this framework, I am determined to continue providing my concrete contribution to further the achievements of the organisation and champion Italy's key objectives.

The first objective is the re-election, for a second triennium (2023-2025), of the incumbent president of the ICAO Council. The Italian – and European/ECAC – candidate, Salvatore Sciacchitano, has clearly shown effective leadership qualities in the first triennium (2020-2022), eminently orchestrating the Council through the uncharted waters presented by the COVID-19 pandemic. I am confident he will be confirmed at the helm of the Council for a second, consecutive, mandate. To this end, I have been tirelessly working since the candidature was made official at the beginning of April 2022.



Second, Italy will continue to provide political guidance, consensus-building and expertise to ICAO in supporting each of its five strategic objectives. In particular, in terms of environmental protection, Italy will be a champion to facilitate the adoption of a longterm aspirational goal (LTAG) for international civil aviation CO₂ emission reductions, consistent with the Paris Agreement and in line with the commitments of the industry to a net-zero goal in 2050. We all know it: environment is not "a", but "the" challenge. In this context, ICAO Council members bear the responsibility to lead by example: be proactive, have bold goals in terms of policy and regulatory development, but also champion specific implementation projects, partnership, cooperation, etc. Civil aviation is here to stay. It remains the safest and most effective way to connect people. It thus has to become carbon neutral.

Third, Italy will continue to support ICAO in strengthening its global guidance and decision-making, especially in order to facilitate the full recovery of the air transport sector after the pandemic and strengthen its overall resilience to crisis.

Fourth, Italy will give special focus to ICAO's capacity to adapt itself to fast-paced aviation innovations and pioneer solutions to integrate them whilst ensuring that the same standards in terms of safety, security and environmental integrity continue to be maintained. I refer, inter alia, to digitalisation, artificial intelligence applied in air traffic management, sustainable aviation fuels (SAF), unmanned aircraft systems (UAS), and remotely piloted aircraft systems (RPAS).

Being a global point of reference for the future of aviation through its leadership in technological innovation, in the spirit of No Country Left Behind, Italy is available to share its best practices and knowledge on drones, spaceports, urban air mobility, suborbital flights, etc. with all interested ICAO Member States.

Lastly, Italy will continue to provide its contributions to the discussions on assistance to aircraft accident victims and their families.

ITALY | Silvia Costantini

▶ What achievements are you most proud of from your mandate?

There are several, but I will limit myself to mention just a few.

First and foremost, the election of Italy as the first State – *primo ex aequo* – in Part I of the Council.

Second, only chronologically, the election of the first ever European president of the Council of ICAO, the Italian candidate, Salvatore Sciacchitano. This was a truly historical achievement for the old continent, as it is the first time Europe has ever held such an apex position in almost eight decades of existence of this UN agency.

Third, at the beginning of the COVID-19 pandemic I was able to bring the special perspective of Italy – one of the two most severely impacted States – to the discussions in Montreal and robustly supported the adoption of relevant Council conclusions on 9 March 2020. ICAO has been one of the very few UN specialised agencies (besides WHO, of course) to react in such a timely manner.

Fourth, in spring 2020 Italy further enhanced its cooperation with all ICAO's Member States in the joint effort aimed at mitigating the effect of the epidemiological emergency. It participated in the ICAO Council Aviation Recovery Task Force (CART) and was concurrently active in EASA's COVID-19 AHSP Authorities' Monitoring Group. Within the ICAO Dangerous Goods Panel, for instance, Italy contributed to amending ICAO technical instructions to introduce "alleviation" for the transport of vaccines (data logger with lithium batteries) and to issue guidelines on the presence on board of significant quantities of dry ice for the storage of vaccines.

Fifth, during my mandate Italy ratified the two Protocols amending Article 50 (a) and Article 56 of the Chicago Convention on International Civil Aviation and deposited the ratification instrument with ICAO.

Last but not least, Italy became an ICAO Public Key Directory (PKD) fully fledged participant.

Italian career diplomat, **Silvia Costantini**, is the permanent representative of Italy to ICAO, double-hatted as consul general of Italy, since 7 March 2019. Prior to Montreal, she was in charge – as an EU diplomat – of the EU conflict Early Warning System at the European External Action Service headquarters in Brussels, after a four-year mandate at the EU Delegation in New Delhi as first counsellor for political affairs.

Before, during and after the "Arab Spring" she was head of the political and press section at the Italian Embassy in Tunis. Her career abroad began in China as consul of Italy in Shanghai. She had her first direct acquaintance with multilateral diplomacy at the UN level while serving for a short period at the Permanent Representation of Italy in New York during the 2001 UNGA on HIV/AIDS.

ROMANIA/CERG Aleodor Frâncu

PROGRESS IN INNOVATION AND NEW BUSINESS MODELS IN CIVIL AVIATION



aving a long tradition in the field of aeronautics, with its forerunners considered as pioneers of world aviation (Traian Vuia, Aurel Vlaicu, Henri Coandă, etc.), Romania, as a member of ICAO (1965), ECAC (1991), EUROCONTROL (1996), the JAA (full member from 2000-2009), and EASA (2007), actively participates in promoting ICAO's mission, objectives and principles by adopting its Standards and Recommended Practices (SARPs) and sharing ICAO's vision of a safe, secure, efficient and sustainable international civil aviation. As outlined in the EUR 2021 Annual Safety Report, which is consistent with the 2020-2022 edition of the Global Aviation Safety Plan, Romania has a 92% effective implementation of the critical elements (CEs) of the State's safety oversight system.

As a member of the Central European Rotation Group (CERG) since 1992, which also comprises Bulgaria, Cyprus, Czechia, Greece, Hungary, Lithuania, Poland, Slovakia and Slovenia, Romania was represented on the ICAO Council under Part III between 1995-1998 and 2007-2010. From September 2009 until the end of the mandate, the Romanian representative was elected vice-president

of the Council. The Romanian representative on the ICAO Council was actively involved in organising the first High-level Safety Conference in 2010 and as a recognition of his work, the Romanian minister of transport was elected as the chairman of the conference. During the same time, the memorandum of understanding between Romania and ICAO on safety oversight audit was signed.

Bearing in mind that aviation is an industry with ambitious goals for reducing its impact on climate change, Romania is committed to maintaining and developing environmental standards in aviation to ensure its development in a sustainable manner, avoiding or minimising harmful effects. We also focus on achieving progress in innovation through digitalisation and drone technologies that create both opportunities and challenges for new services and applications. Innovation and digitalisation are a catalyst for the development of aviation and, as they function as an enabler of growth, we need to ensure their safe use, legal certainty for industry, and a legal framework to address concerns related to privacy and data protection, security and environment. For this, we need to take into consideration the new business models that might be

generated through various urban concepts and applications with manned and unmanned aircraft systems.

I take this opportunity to reaffirm Romania's commitment to continue the work in the aviation community, under ICAO's leadership, for a safe, secure and sustainable restart and recovery of the global aviation sector, by

once more extending its contribution to this process at the highest decision level – in the ICAO Council. I personally remain committed to supporting ICAO's work in developing safety and security standards and strategies in order to ensure – through our collective resolve – the best solutions for dealing with situations that have a significant negative impact on airspace users, affect civil aviation as a whole, and impede the development of civil aviation at a global level and the achievement of ICAO's objectives and goals.



With over 34 years of professional experience in civil aviation, **Aleodor Frâncu** is the Romanian candidate for the ICAO Council elections. He has leadership and management experience having served as minister within the Romanian government and as state secretary and director general of civil aviation within the Romanian transport ministry. He also held important positions at ROMATSA (Romanian Air Traffic Services Administration) and Bucharest Henri Coandă International Airport.

At international level, Mr Frâncu represented Romania as a member of the ECAC Coordinating Committee and within EUROCONTROL as the State liaison officer. He was also elected as a vice-president of ECAC.

Mr Frâncu holds a doctor's degree in management and industrial engineering from the Polytechnic University of Bucharest.



SPAIN Victor M. Aguado

CHALLENGES FOR THE ICAO COUNCIL IN THE 2023-2025 TRIENNIUM

There was practically unanimity in the first meeting of the ICAO Council Industry Consultation Forum, held at CEO level, that there are three main priorities on the horizon for aviation: 1) COVID-19 recovery, 2) sustainability of aviation, and 3) cybersecurity. During the next triennium, the Council will have to address these three priorities, and Spain, as a member of the Council, will be ready to make substantial contributions in achieving global approaches.

Digitalisation and interconnection of systems will become more and more prevalent with increased risks of interference by third parties, affecting the safety, security and also the efficiency of international civil aviation

The COVID-19 pandemic has had a devastating impact on air transport, and has shown how fragile the civil aviation system could be when facing a crisis of such dimension.

At the time of writing these words, air traffic world-wide was in the process of recovery – though not in every continent as Asia was evolving slowly; however, the recovery was exposed to all kinds of hiccups due to the lack of personnel in most of the pieces of the puzzle, be they airlines, airports, the other service providers, or all of them together.

The experience gained in the crisis needs to serve as a big lesson for the industry, and also be a starting point for actions at the global level, including in ICAO, to make this industry more resilient, resistant and sustainable in the future.

The ICAO Council reacted to the COVID challenge in a very innovative way, creating the Council Aviation Recovery Task Force (CART) and working in an intense and coordinated manner with aviation stakeholders, including the heath authorities – in this case the World Health Organization (WHO) – and the national and re-

gional organisations. This innovative way of proceeding was very much guided by the contribution of the European members of the Council working in a collegial manner. Spain, part of CART and leading the strategic group, was pleased to be intensively engaged in this undertaking and to contribute to the CART recommendations and guidance from the very beginning.

Now it is time to build on mechanisms and cooperation frameworks so that States' aviation authorities and industry are prepared for the next crisis, be it in the health domain or in any other domain with regional or global consequences. Among others, in ICAO a crisis management arrangement at the global level would have to be developed and implemented.

With reference to the sustainability challenge, the basket of measures remains valid, with sustainable aviation fuels being the most promising in-sector element of the basket. The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), as an outof-the-sector element, also remains essential. The outcome of the High-level Meeting on the feasibility of a long-term aspirational goal for international aviation CO₂ emissions reductions (HLM-LTAG) represents a tangible exponent of the European cooperation and contribution in defining global objectives. Follow-up on the LTAG from the 41st Assembly and beyond will require a phenomenal effort for ICAO to help States fulfil the objective of reaching the zero carbon level in the year 2050. Spain, having been instrumental in reaching a global agreement on CORSIA in 2016, thanks to which became known "the spirit of Madrid", will remain committed to building bridges with other States and continents.

In summary, the next triennium (2023-2025) will be a challenging one, requiring a consistent and concerted action from the ICAO Council so as to guide the recovery of the entire international civil aviation sector along the path to a fair and healthy sustainable growth.

Victor M. Aguado, is the permanent representative of Spain on the Council of ICAO. Currently he is the chairman of the Committee on Governance. He also served as the chairman of the Special Task Force to develop the ICAO Policy on Assistance to Aircraft Accident Victims and their Families. Before joining the ICAO Council, Mr Aguado was the director general of EUROCONTROL, the European Organisation for the Safety of Air Navigation (2000-2008).

Mr Aguado has held high-level positions in Spain, including CEO of ISDEFE (systems engineering). He was appointed director general of the cabinet of the minister of State for defence, after being director for advanced air traffic management programmes in the Spanish transport ministry.

Mr Aguado holds a master's degree in aeronautical engineering from the Polytechnic University of Madrid, and a Master of Science in management from the Massachusetts Institute of Technology, MIT.

UNITED KINGDOM Andrew O'Henley



y name is Andrew O'Henley and I have been the United Kingdom representative to the ICAO Council since November 2020. I am a British career diplomat and joined the Foreign and Commonwealth Office in 1998. My career has focused on international security policy and multilateral work. My previous postings have included the UK Delegation to NATO in Brussels, the British Embassy in Afghanistan and the UK Delegation to the United Nations in New York. I was also posted to the British High Commission in Ottawa from 2006 to 2009.

Coming to ICAO, I knew I had a lot to learn being new to international aviation. Fortunately, I was surrounded by experienced colleagues, not least from the European group, who could support me. At the same time, given the way that the work of ICAO has become increasingly political, my wider United Nations and multilateral experience has become increasingly useful too. This experience has helped me to actively support key European priorities on the Council.

Looking ahead, I believe this trajectory of ICAO having a role in the big political issues of the day is likely to continue. Geopolitical tensions are high and may take some time to improve. ICAO – like the rest of the international system – must play its part in defending the rules-based international system that we have all benefited from since the end of World War 2.



I am proud of the way that ICAO has responded to serious political events, including in Belarus and Ukraine, in the past two years. ICAO has shown real leadership and should be commended.

I am also optimistic that the recent High-level Meeting has put us in a good place to agree an ambitious global long-term aspirational goal for aviation this Assembly. My European colleagues and I worked hard together, and with a wider group of colleagues, to set high ambition at the same time as ensuring credible means of implementation. This work will help keep ICAO at the centre of global efforts to fight climate change and ensure aviation plays its fair part too.

The United Kingdom is committed to ICAO and to the continuous advancement of international civil aviation. A key UK priority for the next triennium is to increase the pace and ambition of sustainability, building on the success that ICAO has already achieved. The United Kingdom is also committed to facilitate increasingly frictionless air travel, particularly as the sector recovers after the COVID-19 pandemic. Given the importance of innovation to enable delivery of these priorities as well as future growth of the industry, the United Kingdom will support the development of global regulatory standards that allow flexibility while ensuring the sector remains safe, secure and sustainable. And we will continue to support ICAO as an organisation - ensuring it is better able to meet future challenges.

Overall, it has been striking to me how well European colleagues work together in Montreal, and in capitals, and how effectively we can collaborate with our colleagues from across all regions. Europe has a lot to offer ICAO in terms of policy thinking, but it is important that this is backed up by adequate resources too. Ensuring everyone can meet ICAO requirements whether in safety, security or sustainability is critically important. Such solidarity is at the heart of ICAO's work.

I value all my relationships with colleagues on the ICAO Council and I have learned a great deal from them. I look forward to continuing this collaborative work in the new Council term. The last two years have shown me that we have lots to do together and that little is predictable.



Arab Civil Aviation Organization's ambitions



President of the Arab Civil Aviation Organization (ACAO) General Assembly



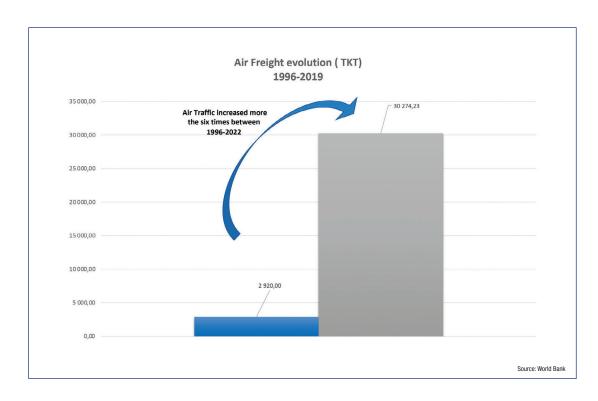
he civil aviation sector is considered one of the most important international industries, playing a vital role in the direct and indirect development of the world economy through associated industries. in particular: modern technology, installations and equipment used in air transport and in air navigation ensuring required levels of security and safety at airports, and associated services. The aviation industry remains the main contributor to the revitalisation of the tourism sector, facilitating people mobility as well as qualitative trade and communication between peoples.

Over the last decades, this sector has witnessed many significant evolutions and developments,

whether technical, organisational, or economic, that have swept the various regions of the world. These have mainly been the establishment of numerous blocs and programmes to liberalise air transport, which has already been done in Europe, America, Asia, Africa and the Arab region.

I must emphasise the importance of the air transport activity in the Arab world, which lies in its contribution – representing more than twice the world average – to its economies and the provision of approximately six million jobs before the pandemic. Today, after most State borders have been opened, we expect the continued growth of the air transport indus-

try, especially since many qualifications make it a promising industry. We must also mention the geographic location of most of our States stretching between Europe, Africa and Asia, which constitutes a good starting point for companies on the long roads between Western Europe; the expansion of good tourism infrastructure through the significant development of hotels in major cities and coastal resorts; the provision of high-quality roads and airports in accordance with international standards; the richness of our cultural and historical sites; the continued growth of tourism trends, such as the growth of tourism between Arab countries; and medical tourism.



Arab Civil Aviation Organization's ambitions

I am also proud to record the achievements made in the Arab States to keep pace with the growth in air traffic, especially with regard to opening new airports and the expansion of existing ones, the development of air transport companies' fleets, the attraction of investors and capital, as well as capacity building in all areas of civil aviation.

The Arab aviation system has achieved the highest level of security, safety and quality indicators, and Arab countries have achieved an advanced ranking in the number of international passengers and the quantity of air freight, and a distinguished ranking by Arab air carriers for the quality of services at the most attractive international airports.

This is in addition to the policy of liberalising air transport, increasing the share of low-cost airlines, and enhancing the incentives for air navigation and airport service charges.

The Arab Civil Aviation Organization's (ACAO) main concern since its inception has been to create the right framework to assist air transport institutions pool their forces, coordinate their positions and consolidate their plans and

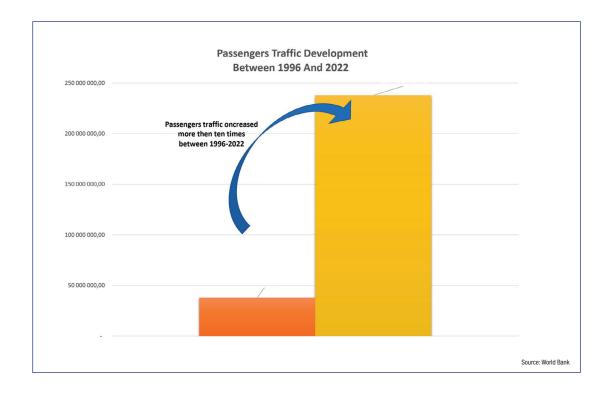
programmes in the hope of achieving integration in the various components of the Arab civil aviation sector. We will continue to formulate a unified Arab air transport policy to further engage in mechanisms for implementing air transport liberalisation, easing restrictions on air freedoms, intensifying flights between Arab countries, and encouraging tankers to cooperate in their competence areas. We have also taken other steps as a basis for cooperation and integration in the areas of: development of air corridors in Arab airspace, collaboration on search and rescue, improvement of air navigation services, orientation towards the implementation of the global satellite air navigation system, expansion of cooperation to include air safety services, as well as the unification of civil aviation regulations and laws in the Arab

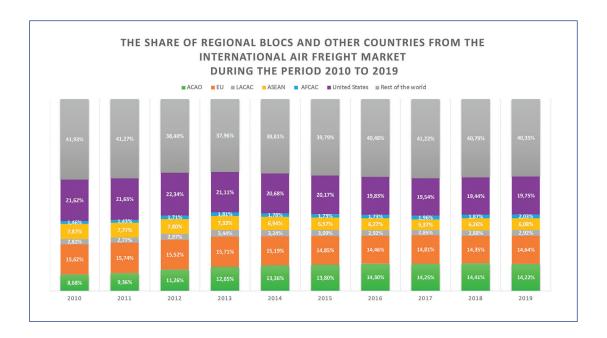
ACAO has contributed to developing and implementing the organisation's projects, programmes and activities under the supervision of Excellencies ministers and heads of civil aviation of all Member States. Several of our experts have worked on these projects and benefited thousands of staff working in various Arab civil aviation institutions.

These achievements have been made in cooperation with international and regional organisations, friendly countries and our partners in specialised bodies and institutions.

Our future vision for the work of ACAO includes greater openness to new partners involved in the organisation's areas of work. We will also seek to have ACAO present at various regional and international forums to present its most important programmes and activities and to seek additional resources to help implement them in cooperation and partnership with those bodies, so that the organisation can continue to advance its mission in support of comprehensive and sustainable development.

The unprecedented crisis the international community has been exposed to as a result of the coronavirus pandemic was an opportunity to mobilise the global civil aviation system and the efforts made by ICAO to facilitate the recovery process, requiring action to put it in a more robust and sustainable legal framework so that we may be better prepared to face similar crises. We believe this is one of the priorities of the ICAO Assembly.





There are also future topics of interest to us, which call for continued cooperation and coordination in order to highlight our common positions on actions taken to agree on a fair global regime for dealing with the environmental impact of aviation and the reduction of gas emissions.

We need to train more Arab experts in environmental protection to contribute to increasing Arab countries' involvement in environmental protection in the field of civil aviation. We will therefore continue to coordinate with members of the Regional Support and Technical Assistance Group in environmental protection and with international and regional organisations. This is to enhance cooperation and the exchange of experiences in order to promote complementarity and benefit from each other's experiences.

I would also like to point out that the ACAO General Assembly has decided to organise an annual forum on this issue, with the participation of the Arab States and the international community. This forum will bring together views, reach out, and adopt a constructive and responsible dialogue to agree on a fair global system to deal with the negative impact of aviation and the reduction of emissions.

In addition, ACAO's programme of activities for the coming years will include coordination, consultation and capacity-building activities in the areas of air transport, security and safety of air navigation,

and environmental protection, aimed at consolidating the gains made by the Arab States.

I would also like to acknowledge the joint programme between ACAO and the European Civil Aviation Conference (ECAC) for the current, and future, years. At the same time, we will be keen to support the programme of activities adopted by the ICAO Assembly at its 41st Session in September/October.



ECAC President Alessio Quaranta, and President of the ACAO Executive Council Haitham Misto, sign a new joint work programme for the period mid-2022 to end 2024

Ali Hamieh, minister of public works and transport in Lebanon, has been the president of the Arab Civil Aviation Organization (ACAO) General Assembly since July 2021.

He holds a merit in electronics from the Lebanese University, a master's in communications technology from ENIB (Brest National School of Engineering) in France, and a PhD in electronics and optical communications from UBO University (Université de Bretagne Occidentale) in France.

In 2014, he received the rank of professor from the Arts, Sciences and Technology University in Lebanon. He is a lecturer at a number of universities and at the Higher Doctoral Institute of Science and Technology in Lebanon.



AFCAC and the 41st Session of the ICAO Assembly

Silas Udahemuka

President of the African Civil Aviation Commission (AFCAC) Bureau

The 41st ICAO Assembly promises to be both exciting and challenging considering the industry is just emerging from the effects of COVID-19, which tested the existing state of affairs and nearly paralysed the industry. Against this background, reformation at all levels becomes key and the 41st Assembly is expected to modify and file a new flight plan for the next triennium.

More than ever, the players in the aviation ecosystem need each other and the Assembly should rally behind a sustainable industry recovery and growth. We advocate sustainability in the application of environmental policies, market access, leveraging technology to enhance safety and security, and favourable financial tools to support the industry's recovery and growth.

Since time immemorial, aviation has been a leader in the advancement of technology. We look forward to the Assembly adopting policies on how the socio-wellbeing of the world citizenry can be enhanced by safely embracing new entrants to the aviation system.

In this regard, the African Civil Aviation Commission (AFCAC), on behalf of its membership, will present several working papers, bringing innovative proposals to the table for discussion to support real-time oversight, real-time knowledge sharing, and a real-time way of doing business.

AFCAC, a specialised agency of the African Union responsible for civil aviation matters in Africa and created in 1964, has a membership of 55 Member States of the African Union. These States are contracting States to the Chicago Convention with the main mission of coordinating civil aviation matters in Africa and building cooperation with all other relevant air transport organisations as well as other bodies involved in promoting and developing civil aviation globally.

AFCAC members are scheduled to attend the 41st Session of the ICAO Assembly in Montreal from 27 September to 7 October 2022. The platform will provide a good opportunity to the global aviation community and Africa, in particular, to enhance future collaboration between Member States to ensure that strong economic oversight systems are established and that ICAO facilitates the removal of economic regulatory impediments to liberalisation and particularly to global air cargo services.

The Assembly is expected to capacitate ICAO to take the necessary steps to finalise the ongoing development of a Convention on Foreign Investment in Airlines, an international agreement for States

to relax ownership and control requirements and thus facilitate airline access to international capital.

This will no doubt enhance the expeditious movement of people, goods and other vital tourism and business development activities. Already, here in Africa, the major stakeholders are intensifying efforts to foster dialogue not only to identify but to implement practical strategies and concrete actions that will boost the development of air links, tourism, trade and investment across the continent, especially through improvements in the regulatory framework, infrastructure investment, airline ownership as well as operational incentives for airlines in order to create a competitive environment for aviation business to thrive on the continent.

With respect to safety and security, African aviation industry stakeholders have at several stages come up with far-reaching resolutions and action plans towards a safe and secure air transport system in Africa. We expect that the 41st Assembly will provide key





recommendations to support the outcomes of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Advisory Group aimed at improving the CMA programme and developing programmes and strategies to address current gaps identified in the effective implementation of drone operations and to promote drone activity.

We equally believe that the Assembly will build greater collaboration to fight against international terrorism and cyber threats through leveraging air transport facilitation measures such as the establishment of Advance Passenger Information and joining the Public Key Directory.

In the area of environmental protection, Africa remains hopeful that a mechanism could be set up to assist African States' access to financing in respect of actions taken to implement any agreed long-term aspirational goal (LTAG) at the Assembly. This should also involve extending and expanding capacity-building initiatives, making use of the existing framework of the States Action Plan as the best way to monitor progress in implementing any agreed LTAG, while acknowledging that any agreed LTAG should not prevent air transport growth in Africa.

We equally believe in the establishment of a robust mechanism to mobilise resources and voluntary funds that will assist African States implement ICAO's environmental protection objectives; in improvement of the CAEP standard-setting process in a more transparent, pragmatic and robust manner; and in prioritisation of CAEP's work on New Aeroplane Types only for the "dual stringency"

analysis of aircraft CO₂ emission standards."

Finally, in the area of diplomacy, our bilateral and multilateral relations have significantly improved through various memoranda of understanding signed with international organisations and regional bodies. These cooperations have enhanced AFCAC's capacity to deliver effectively and enable Africa to continue being a reliable partner.

The 41st ICAO Assembly will amongst others oversee the election of Member States' representatives to the ICAO Council. In this regard, I look forward to receiving our members' support and the support of the Member States of our sister organisations during the elections in order to secure the election of our respective candidates to the Council.

Silas Udahemuka is the director general of the Rwanda Civil Aviation Authority, a position he has served in since 2014. Before being appointed to the position of director general in 2014, Mr Udahemuka deputised the director general in the same organisation and was responsible for airports management and operations, a position he held since 2007.

Mr Udahemuka is the current president of the African Civil Aviation Commission and also serves as the vice-chairperson of the Regional Aviation Safety Group for Africa and the Indian Ocean (RASG-AFI) Steering Committee.



Organising multilateral cooperation

Gaetano Battagliese

President of the Latin American Civil Aviation Commission

Introduction

The Latin American Civil Aviation Commission (LACAC) is a regional international organisation whose main objective is to provide the civil aviation authorities of Latin America with an adequate structure within which all the measures required for the cooperation and coordination of the activities of international civil aviation can be discussed and planned.

Its main bodies are an Assembly, made up of its 22 Member States (1), an Executive Committee chaired for the period 2022-2024 by Uruguay and made up of four vice-presidents (Guatemala, Dominican Republic, Chile, and Brazil), a Secretariat in charge of an official chosen through an international public competition and who carries out his work through a Head-

quarters Agreement that grants him legal personality, in the city of Lima. Peru.

LACAC, throughout its history, has served as a platform for discussion and deliberation on the most relevant issues for international civil aviation. At its last Assembly held in Uruguay, the Commission adopted a resolution on the preparation, coordination and follow-up of LACAC in assemblies, world conferences and other relevant ICAO meetings (RES. A24-5). Based on this regulation, the LACAC Member States prepare for the 41st ICAO Assembly.

Based on the rules established, LACAC States' preparation for the 41st ICAO Assembly consists of three phases: 1) a phase prior to the event, where an orientation guide is prepared, working and information papers are prepared, and working papers from other States and international organisations are analysed; 2) a phase that takes place during the Assembly, based on daily coordination meetings where the main issues considered to be of regional and global interest are evaluated; and finally 3) a phase after the Assembly to evaluate the outcomes and help implement the agreements adopted.

In matters where regional consensus is not possible, respect for the principle of State sovereignty is especially relevant. Thus, within a framework of mutual understanding, LACAC respects the diverse positions of its States based on the primary objective of the Commission, that is: to generate an adequate structure for regional dialogue – a constant and transparent dialogue that seeks unity, cooperation and coordination within the legitimate differences that occur between States.



Carrasco International Airport, Montevideo, Uruguay

⁽¹⁾ Argentina, Aruba, Belize, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Dominican Republic, Uruguay, Venezuela.

From Latin America and the Caribbean, we are preparing for the discussions at the 41st Assembly after suffering the worst commercial civil aviation crisis in history. A crisis which, by the way, is not over and whose medium- and long-term effects are yet to be defined.

► LACAC's Strategic Plan after the strategic objectives of ICAO

n 2019, LACAC approved a Strategic Plan for the 2020-2030 period, which includes three major strategic objectives, namely:

- Strengthen coordination between civil aviation authorities and other actors in the aviation sector and promote the work of technical groups to make the sustainable development of the sector viable in Latin America.
- Guarantee regional representation at ICAO and other international forums.
- Develop a strategic management model for institutional strengthening that guarantees its permanence over time and in its incidence space.

Each one of the strategic objectives is developed through strategic lines, and these in lines of operation or tasks that our Commission groups into so-called "macrotasks". Thus, we have those in charge of the operational security macrotasks, aviation security and facilitation, transportation and air policy, airport management, environment, and training.

The Strategic Plan is in the same orientation as the strategic objectives that ICAO has set, in such a way that the region tries to align itself with the same direction of international civil aviation development promoted by ICAO, avoiding the duplication of functions.

Challenges in Latin America in view of the 41st Assembly

Caribbean, we are preparing for the discussions at the 41st Assembly after suffering the worst commercial civil aviation crisis in history. A crisis which, by the way, is not over and whose medium- and long-term effects are yet to be defined.

There is no doubt that the COVID-19 pandemic surprised the world, and civil aviation in particular, which lacked a structure and procedures to deal with it adequately. ICAO has developed recommendations and guidelines that are not yet universally standardised. It is unavoidable that the decisions of the ICAO Assembly agree on guidelines and suggest methods for future pragmatic recommendations that take into account the reality in States on this matter, so that we can prepare ourselves for future crises.

In the area of operational safety, a great challenge in our region is the implementation of the Operational State Safety Program (SSP). In Latin America, with the peculiarities of the capabilities of each State, to quickly and correctly implement the SSP and the main systems that make up this system, such as the Safety Data Collection and Processing System (SDCPS), is a task in progress. Consequently, one of the important topics for the 41st ICAO Assembly will be to raise awareness of the problems faced by the region in this area and the need to establish a structural system for training, transfer of information, direct consultations, and good practices related to the implementation of SSPs and SDCPS systems for performance-based security management.

In relation to aviation security, we consider that information security or cybersecurity of civil aviation is a topic of special relevance. Considering that the threat of possible civil aviation cyber incidents is evolving rapidly, authorities, users and the industry need to prepare themselves by specifying a cybersecurity strategy so that the civil aviation sector will be resilient to cyber attacks and continue to be a reliable system for all.

On the other hand, an increase in incidents related to unruly and/or disruptive passengers is being observed in the region. This is an old issue requiring renewed solutions that we must find and analyse because – until now – we have not been able to stop the advance of this behaviour.

On air transport matters, an issue worth mentioning that is shared by a majority of LACAC States, although there is no consensus in the region, is the need to study mechanisms to facilitate the adoption of air services agreements that liberalise even the seventh freedom in cargo matters, especially in the multilateral arena. LACAC has had a positive evaluation of a memorandum of understanding which, in a pragmatic way, allowed for the liberalisation of cargo services within the region; but this has been an exceptional and provisional mechanism.

In Latin America, there is broad consensus that aviation must be

The issues we will address are complex and subject to various interpretations. But there is no doubt that with many delegations deliberating, there will be more opportunities to find paths which before the start of the Assembly we still do not envision. **



Landing track of the Carrasco International Airport, Montevideo, Uruguay

respectful of the environment. For example, LACAC has adopted a resolution to promote the use of sustainable aviation fuels (SAF), and supports the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme. However, this is a matter that has different approaches. From the perspective that aviation is an economic and social engine, its development is essential in the region, among several reasons because we do not have a railway infrastructure of significant scope. Commercial aviation is therefore the means of making our integration possible. The challenge then is to protect the environment and at the same time not stop the development of commercial aviation.

Achieving the above eventually requires the cooperation of developed countries to facilitate technology and skills transfer, in turn facilitating mechanisms to promote financing that facilitates the energy transition.

Final comments

The ICAO Assembly is a space for deliberation where we all attend with the best spirit to obtain consensus. On many occasions, it has been necessary to leave pretensions on the table in order to obtain the attendance of all.

The issues we will address are complex and subject to various interpretations. But there is no doubt that with many delegations deliberating, there will be more opportunities to find paths which – before the start of the Assembly – we still do not envision.

The States that make up LACAC will attend the 41st Assembly with the best of spirits, understanding that there is not and should not be any imposition of issues; we will be oriented towards consensus, and we will maintain the necessary flexibility to find new and creative solutions.

Brigadier General **Gaetano Battagliese**, national director of civil aviation and aeronautical infrastructure, was appointed president of the Latin American Civil Aviation Commission at the XXIV LACAC Assembly held in Montevideo, Uruguay in March 2022.

Mr Battagliese has extensive professional experience in the aeronautical area. He has more than 4300 flight hours on various platforms, military and civil. He was commander of the air transport squadron and an instructor of transport and liaison platforms. He has been an instructor at the Air Command and General Staff School and at the Aeronautical Training Institute. He was director of said institute, general director of an aeronautical infrastructure, and represented Uruguay in the International Civil Aviation Organization (ICAO) in Montreal.





Network of Communication Specialists

Interview with Alex Kaufman

Communications Director, Civil Aviation Authority, United Kingdom, and Chair of the ECAC Network of Communication Specialists (NETCOM)

A few words on the importance of communication for civil aviation

Whether you work for an airline, an airport, in ground handling or air traffic control, communication is a crucial and vital part of our everyday lives. Communication – whether it is media relations, stakeholder engagement, internal communication or digital and social communication – is critical to the success of our organisations and industry. It isn't just about what happens in a crisis. Being both proactive and reactive in your communication approaches can make or break a reputation and can really help to build trust and understanding with stakeholders.

What is NETCOM? What are the group's objectives?

We were delighted when ECAC Directors General decided in 2021 to create a working group on communication for civil aviation: the ECAC Network of Communication Specialists (NETCOM). This reflects the importance of communication to our industry. We are very new and have only had two official meetings in 2022, but we already have a really busy work agenda!

Our objective is to foster cooperation and enhance the effectiveness of ECAC Member States' communication capabilities through the sharing of knowledge, experience, and best practices in communication for civil aviation (including, for example, handling media requests and guidelines for spokespersons, crisis communication, intercultural communication, communication training needs, etc.).

What topics is the group currently focusing on?

As we are still establishing ourselves, our focus is to build relationships across the network so that we can share expertise. Specific focus areas include crisis communication, public relations, intercultural communication, cooperation on communication matters, and training needs in the communication field.

Our strategy covers external communication and this includes:

- further defining our objectives taking into consideration the needs expressed by Member States and identifying stakeholder groups;
- identifying principles and key messages that can improve and promote the civil air transport sector;
- recognising the best communication channels and tools that should be used for specific cases and sharing information on these matters;
- identifying communication risks/pitfalls to be avoided:
- fitting communication approaches when dealing with a crisis, as well as ECAC guidelines for spokespeople and handling the media. Just a few, to keep us busy!

What challenges do you see arising in the future?

As technology moves quickly, different approaches and channels will work for different audiences – it is our role as communicators to identify these early and share our learning across the network. Taking into consideration our communication expertise, we can offer input on communication initiatives that have the role of promoting the importance of aviation.

Some final words

On behalf of myself and my co-chair, Loredana Enacheanu, we are really looking forward to showcasing the work of NETCOM across ECAC and we thank ECAC for giving us this wonderful opportunity to really demonstrate the importance of communication across civil aviation. Watch this space!

Alexandra (Alex) Kaufman has been communications director for the United Kingdom Civil Aviation Authority since April 2021 where she is responsible for external and internal communication, leading a team of 35 people. Prior to joining the CAA, Alex served as communications director of Crossrail Ltd, the £20bn rail infrastructure project to connect London. Alex was at BAA for six years where she held various roles including head of strategic communications for Heathrow Airport. She then moved to EDF Energy where she held a variety of senior roles including taking up executive level responsibility for communication across their nuclear new build programme including Hinkley Point C, the first new nuclear power station to be built in the UK for a generation. Alex has also worked for a number of public affairs and communications consultancies.



71st special meeting of Directors General of Civil Aviation Sorrento, 25-27 August 2022

Focus on European priorities and ambitions for the 41st ICAO Assembly at Directors General meeting in Sorrento

Sorrento/videoconference, 25-27 August 2022

President of the Italian Civil Aviation Administration (ENAC), Pierluigi di Palma, welcomed the Directors General of Civil Aviation to Sorrento for their annual Special meeting (DGCA/71(SP)), where they were joined by observers from the European Commission, EUROCONTROL, EASA, the ICAO EUR/NAT Regional Office and JAA TO.

As this was the last gathering of ECAC Directors General before the 41st ICAO Assembly, strategic discussions focused on European priorities to be brought to the international arena and on the upcoming ICAO Council elections. ICAO Council representatives of France, Italy, Greece and the Netherlands briefed the meeting on the outcome of the 226th session of the ICAO Council and on priorities for forthcoming discussions in the Assembly, while the ICAO EUR/NAT regional director gave an overview of upcoming regional activities.

On ECAC-specific issues, Directors General reconfirmed the added value of the ECAC Common Evaluation Process of security equipment (CEP) to all Member States and adopted a CEP roadmap for 2022-2024, supported the proposal for a one-year no-cost extension of the CASE II Project, and agreed to organise a joint ECAC-ICAO EUR/NAT regional workshop on assistance to aircraft accident victims and their families on 20 February 2023 in Italy. They heard updates on EU aviation developments from the European Commission, while the Director General of Civil Aviation of Czechia, whose country holds the EU Presidency for the second half of 2022, briefed the meeting on Czechia's objectives during its tenure of the Presidency. EASA and EUROCONTROL presented their organisations' recent developments, and JAA TO gave an update on the organisation's training activities.



ECAC Coordinating Committee considers ICAO Assembly preparations and ECAC strategic issues

Sorrento, 25 August 2022

to discuss ICAO Assembly preparations, future ECAC events and the future evolution of the ECAC Secwill be on the theme of "From COVID to crunch", looking at the difficulties of the recovery of the sector that have become evident over the summer, and the need

The ECAC Coordinating Committee met in Sorrento to work with the industry on long-term solutions. It agreed on principles for the evolution of the ECAC Secretariat to ensure that it meets the needs of the future, retariat. It decided that the ECAC Forum in December onting also work going on relating to the legal status of ECAC. Finally, the committee appointed Karin Puleo-Leodolter (Austria) as the new deputy chair of the ECAC Medium-Term Objectives (EMTO) Task Force.

United States' authorities and ECAC Coordinating Committee discuss strategic cooperation

Paris, 12 May 2022

oordinating Committee members met with senior United States' representatives from the State Department, Department of Transportation, Federal Aviation Administration and Transportation Security Administration for the first time since 2019, having since then met by videoconference during the COVID-19 pandemic. The discussions reaffirmed the close cooperation between ECAC and the US authorities across the range of aviation domains, with a particular emphasis on ambitions and expectations for the 41st ICAO Assembly, recovery from the COVID-related disruption, and the impact on aviation following Russia's invasion of Ukraine.

The two delegations noted the range of generally consistent approaches being taken to the various matters, which covered environment, facilitation, security and safety among others, the mutual willingness to learn from each other and look for solutions where there were differences of approach, and the need to take the essential messages on environment in particular to other parts of the world in the perspective of the 41st Assembly. Discussion took place on the proposals likely to be brought forward to the Assembly where we might make common cause and look for support from other regions.



Long-term aspirational goal for international aviation is focus of 5th ECAC Environmental Forum

16-18 May, and Paris, 20 May 2022

The fifth ECAC Environmental Forum comprised an online session open to ECAC's key international partners (16 to 18 May) and a closed session held at ECAC's premises (20 May). It attracted environment experts from a wide spectrum of stakeholders and geographical scope.

A long-term aspirational goal for international aviation (LTAG) was the main focus of the open session, where scientific presentations were given on the latest UN Intergovernmental Panel on Climate Change (IPCC) report on climate change mitigation, on deep decarbonisation pathways and their compatibility with sustainable development goals, and on the aviation impact on climate change including non-CO₂ emissions. The ICAO/CAEP report on the feasibility of an LTAG, and presentations of ambitious commitments by

both States and the industry, also fed into these discussions. A number of promising innovations were presented, notably in the domain of sustainable sources of energy for aviation, and the audience was informed about carbon removals.

ECAC's three sister regional organisations (ACAO, AFCAC and LACAC) and the aviation administrations of Canada, Singapore and the United States brought the audience up to date on their environmental priorities, while ECAC Member States, the ECAC Secretariat, EASA, EUROCONTROL and the European Commission presented a number of European achievements and developments.

On 20 May, a closed session for European members and observers enabled fruitful exchanges of views and concluded this fifth edition of the Environmental Forum.



New work programme signed with ACAO

Rabat, 19-20 May 2022

President Alessio Quaranta, and ECAC Executive Secretary Patricia Reverdy, participated in the 27th General Assembly of the Arab Civil Aviation Organization (ACAO). Attended by representatives of ACAO Member States, international and regional organisations and partner States (including Malaysia and Singapore), this event provided the opportunity to share views on current priorities for the recovery of the aviation sector, and the ambitions for the forthcoming ICAO Assembly. In addition to adopting a series of measures on the functioning of technical

groups and its 2023-2024 budget, the ACAO Assembly adopted its list of four candidate countries to the next ICAO Council elections. Abdennebi Manar was reappointed as ACAO director general for a second mandate

During the assembly, the ECAC president and the president of the ACAO Executive Council, Captain Haitham Misto, signed a new joint work programme covering the period mid-2022 to end 2024. The programme places a strong emphasis on cooperation in the environment and aviation security fields.

ECAC supports and welcomes diversity, equity and inclusion programmes in aviation

An ECAC survey on diversity, equity and inclusion was issued in June to the civil aviation administrations of the 44 ECAC Member States.

The purpose of this survey is to collect information on the state of play in the civil aviation administrations, and to use the results to identify and share good practices among all Member States.

Other diversity-related initiatives have also been launched by the ECAC Secretariat; these include an e-library available to Directors General comprising multiple resources on diversity topics, and reference documents – such as national strategies, European policies, studies and articles – on diversity, equity, inclusion, and mentoring programmes.

NEWS FROM THE ECAC SECRETARIAT

ECAC welcomes new staff member

HANAN ACHAHBOUN joined the ECAC CASE II Project as project manager on 1 June 2022. She holds a master's degree in political sciences and has 10 years of experience in project management both at national and international levels, with a focus on international technical cooperation in the security and defence sector for the past five years. Hanan will be responsible for leading, managing and coordinating the Project.



Events to come

SEPTEMBER

5-0/	Security in Civil Aviation (CYBER/44), videoconference
7/	8 th meeting of the EAEG Sustainable Aviation Fuels Task Group (SAFTG/8), videoconference

- 7-8/ 10th meeting of the European Coordination Group on Economic matters (ECG-ECO/10), videoconference
- 8-9/ 51st meeting of the Training Task Force (TrTF/51), Paris/hybrid
- 12/ 51st meeting of the European Aviation and Environment Working Group – Expanded (EAEG/51-Expanded), videoconference
- 13/ 13th meeting of the European Coordination Group on Facilitation (ECG-FAL/13), videoconference
- 14/ 12th Familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/12)



14/ 3rd meeting of the Cyber Security European Coordination Group (ECG-CS/3), videoconference

14/ 44th meeting of the Legal Task Force (LEGTF/44), Paris/hybrid

14/ 52nd meeting of the European Aviation and Environment Working Group – Expanded (EAEG/52-Expanded), videoconference

19-20/ 56th meeting of the Guidance Material Task Force (GMTF/56), videoconference

21-23/ 36th meeting of the Explosive Detection Dogs Study Group (EDD/36), Copenhagen/hybrid

21/ 53rd meeting of the European Aviation and Environment Working Group – Expanded (EAEG/53-Expanded), videoconference

27 Sept. 41st Session of the ICAO Assembly (A41), 7 Oct./ Montreal



Events to come

OCTOBER

5/	13th Familiarisation webinar on basic
	knowledge on aviation and the environment
	(ENV-FAMWEB/13)

- 6/ 4th coordination meeting of the CEP participating test centres (CEP-TC/4), videoconference
- 11-12/ 83rd meeting of the Technical Task Force (TTF/83), Berlin/hybrid
- 13-14/ 33rd meeting of the Behaviour Detection Study Group (BDSG/33), venue to be confirmed
- 19-20/ 14th meeting of the Economic Working Group (ECO/14), videoconference
- 19-20/ 57th meeting of the Air Accident and Incident Investigation Group of Experts (ACC/57), videoconference
- 20/ 9th meeting of the EAEG Sustainable Aviation Fuels Task Group (SAFTG/9), videoconference
- 25/ 54th meeting of the Facilitation Sub-Group on Immigration (FAL-IMMIGRAT-SG/54), Paris
- 25-26/ 36th ECAC Security Forum (SF/36), videoconference
- 25-26/ 37th meeting of the EAEG Aircraft Noise Modelling Task Group (EAEG-AIRMOD/57), Paris
- 26/ 70th meeting of the Facilitation Sub-Group on Persons with Reduced Mobility (FAL-PRM-SG/70) Paris
- 26-27/ 55th meeting of the CEP Management Group (CEP-MG/55), videoconference
- 27/ 3rd meeting of the Network of Communication Specialists (NETCOM/3), videoconference

- 27/ 3rd meeting with FAL-PRM experts and FAL-PRM-Sub-Group (FAL-PRM-EXPERT/3), Paris
- 28/ 36th meeting of the Security Programme Management Group (SPMG/36), Stockholm

NOVEMBER

- 2-4/ 5th PRM Quality Assessment (FAL-PRM-QA/5), Geneva
- 3/ 196th meeting of the Coordinating Committee (CC/196), Paris
- 9/ 14th Familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/14)
- 9-10/ 64th meeting of the Facilitation Working Group (FAL/64), videoconference
- 9-10/ Explosive Detection Dogs Workshop (EDD-WKSHP) Paris
- 16/ 13th meeting with security equipment manufacturers involved in the CEP (CEP-Manuf/13), videoconference
- 21/ 37th meeting of the Security Forum (SF/37), videoconference

DECEMBER

- 5/ 15th ECAC Directors General Forum (FORUM/15), Paris
- 7/ 159th meeting of Directors General (DGCA/159), Paris
- 14/ 15th Familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/15)

News from the JAA Training Organisation (JAA TO)



ASSOCIATED BODY OF ECAC

Editorial

Paula V. de Almeida, JAA TO Director

Dear readers of ECAC News,

The good news: the European air transport sector is recovering. According to the latest EUROCONTROL reports, intra-EU air traffic growth is back to 87% of 2019 (August 2022). The European Union Aviation Safety Agency (EASA)/ European Centre for Disease Prevention and Control (ECDC) joint recommendations to relax COVID-19 measures relieved the duties on industry and travellers alike. The subsequent growth in flights and passenger volume are the results of European cooperation at the highest levels.

International collaboration does not stop there. The revival of face-to-face meetings has also had much-welcomed positive effects on planning, strategising and decision-making in a post-pandemic aviation world. Able to participate in conferences, JAA TO has experienced the active engagement and momentum of aviation stakeholders to advance plans and capabilities that pave the road to sector resilience.

In this present issue of ECAC News, I am therefore looking forward to the opportunities these international get-togethers with distinguished aviation bodies like the European Civil Aviation Conference (ECAC),

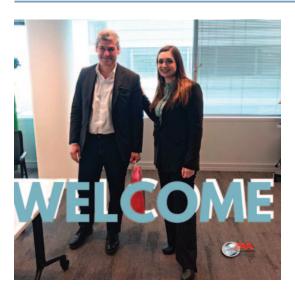


International Civil Aviation Organization (ICAO), European Union Aviation Safety Agency (EASA), European Association of Aviation Training and Education Organizations (EATEO) and more offer for strategising and collaborating. The stage is already set and some updates can be read in the following texts.

Back in the Netherlands, JAA TO's Course Development Unit (CDU) completed another milestone achievement for the organisation's aviation security portfolio. With the development and facilitation of a training for airport security managers, the JAA TO has been recognised as a Dutch aviation security training centre by the Ministry of Justice and Security. The ongoing efforts to expand JAA TO's security portfolio are a commitment to our vision and mission, and provide capacity building in these times of optimism for the restructure of our sector.

I hope you enjoy reading this issue of ECAC News.

JAA TO Foundation Board chair visits HO



D ack in spring, the interim chairman of the Foundation Board, Alessio Quaranta (Director General of the Civil Aviation Authority, Italy, and ECAC President), visited HQ in Schiphol-Rijk, the Netherlands.

In a short meeting with the staff, the chairman acknowledged the viability of the organisation during the pandemic times and he congratulated them on the merits and successful work that led to another new ICAO recognition as Platinum Training Centre of Excellence.

International cooperation, conferences and symposia

A s introduced in the editorial, JAA TO was able to participate in various meetings that relaunched and reaffirmed many positive initiatives for training cooperation and harmonisation at the international level. Below are summaries of the latest meetings:

As a training partner, JAA TO was active during the ICAO Global Virtual Symposium on Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA), which, in April 2022, brought together CAPSCA members and partners, civil aviation authorities (CAAs), public health authorities, personnel of the national emergency committee, focal points of national facilitation committees and other industry stakeholders.

During the panel discussion, global collaboration and implementation efforts with other CAPSCA sponsors were presented and JAA TO highlighted the successful training development with expert volunteers from ICAO EUR/NAT and subsequent facilitation efforts for eligible Member States.

In May, JAA TO attended the European Civil Aviation Conference's (ECAC) 158th meeting of Directors General of Civil Aviation (**DGCA/158**). As an associated body of ECAC, JAA TO was an observer to the open session hearing updates on recent ECAC, ICAO, EASA and EUROCONTROL activities. This forum in Paris remains an important and promising cornerstone for European aviation collaboration and strategy between Member States and ECAC's partners.

In June, at **EATEO's International Conference**, JAA TO discussed the pandemic's impact on training and education with partners like ICAO, EUROCONTROL, Airport Council International (ACI) and others. Going forward, virtual training and other forms of learning technology present approaches to innovative solutions for aviation training/facilitation to cope with the new reality.

During the **ICAO GISS 2022**, JAA TO had the opportunity to discuss and highlight the latest digital tools, key initiatives, and collaborative activities for a harmonised aviation training future under the umbrella of the ICAO TRAINAIR PLUS Programme (TPP). JAA TO's active involvement at the symposium as TRAINAIR PLUS Steering Committee (TPSC) chair was highlighted through result-oriented implementation practices and new solidarity capacity-building initiatives for the TPP community. The JAA TO director also spoke as a panellist on "Managing Aviation Training Intelligence: Advanced Systems Integration".

Furthermore, JAA TO was awarded the ICAO TRAINAIR PLUS Platinum Excellence Recognition, becoming one of four ICAO Training Centres of Excellence globally according to the new TPP Miles Framework. Another award was received for the "Highest Number of Trainees in ICAO Training Packages – Online Deliveries" in 2021.



ICAO GISS conference



UAS Diploma and preferential seats to ECAC member CAAs

aunched on 1 June 2022, JAA TO is introducing the UAS Diploma to support aspiring aviation professionals in achieving all-round expertise by offering the most comprehensive and sequenced learning path in the unmanned aircraft system (UAS) faculty. Passing a combination of UAS training courses earns the drone professional the **voluntary UAS Diploma badge.** From the JAA TO UAS portfolio, each next-level course combination unlocks greater discounts (*5-20% combined discount*) and ultimately awards the trainee with the UAS Diploma.

For the UAS – ICAO STP Intro training, complimentary seats are available exclusively to ECAC Member State CAAs. Contact the JAA TO Training Department for more details.

In an exclusive effort to drive harmonisation and support the objectives and functions of ECAC on training and capacity building, JAA TO has activated a preferential approach for its listed training courses. Through JAA TO, ECAC Member State CAAs have access to the widest – and most up-to-date – portfolio of regulatory training solutions ensuring maximum preparation and qualified professionals. For this purpose, a dedicated website has been launched featuring the monthly courses eligible for preferential enrolment by ECAC Member State CAAs.

The website can be found here, and by approaching JAA TO's customer service unit stating their privilege as ECAC Member State CAA, the preferential enrolment is activated.

▶ JAA TO recognised as Dutch Aviation Security Training Centre

In May 2022, the JAA TO was certified as a national training organisation for "Aviation Security Training Courses" by the Dutch Ministry of Justice and Security for its newly developed training course *Opleiding Security Manager Luchthavenexploitant* (ENG: Training for Airport Security Managers).

The aim of the training is to provide competencybased training to security managers regarding their role and responsibilities in the establishment and maintenance of the security and internal quality control programme, including its implementation, arising from the applicable law and regulations in accordance with Commission Regulation (EU) 2015/1998 11.2.2 and 11.2.5

The positive evaluations by the Dutch ministry are a great milestone in the organisation's aviation security domain. The training is facilitated in the Dutch language only. More details here.

ECACNEWS provides an overview of the Aviation Conference. ECAC makes no warranty, either implicit or explicit, for the information contained in this document, neither does it assume any legal liability or responsibility for the accuracy or completeness of this information.

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