



ECAC NEWSPOINT # 01

European Civil Aviation Conference monthly news

ENVIRONMENT

Environment experts attend fourth ECAC Environmental Forum

19-21 January — The fourth annual ECAC Environmental Forum, organised virtually this year, explored a broad range of topics, beginning with a long-term aspirational goal for international aviation that featured an introductory scientific presentation and a review of the decarbonisation commitments already taken by stakeholders, States and organisations (including ATAG, ICAO, OECD-ITF). Recent significant developments on the non-CO₂ impacts of aviation, including a set of concrete proposals for mitigation actions, were also presented and discussed.

The meeting attracted 170 environment experts from a wide spectrum of stakeholders and geographical scope, and was launched with an opening address by ECAC Focal Point for Environment matters,



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Rannia Leontaridi, Director General for Civil Aviation, United Kingdom, and chaired this year by Michael Lunter (Netherlands).

CORSIA was the focus of the Forum's usual exchange of practical experience, and for the first time ECAC's three sister regional organisations, ACAO, AFCAC and LACAC, and Singapore, were represented and shared their experiences.

A closed session for European members only was held in the morning of the last day. The afternoon open session featured presentations on ambitious policies in support of hydrogen in aviation (including e-fuels). The main part of this session was dedicated to improving the mutual understanding of the respective environmental priorities of ECAC's partners, notably Canada and the United States, as well as organisations (EASA, EUROCONTROL and ICAO) and some ECAC Member States (Ukraine and United Kingdom).

The fifth Environmental Forum is scheduled to take place at the end of the year.

APER Task Group defines methodological options for updating ECAC baseline for international aviation emissions

28 January — At its tenth meeting, the ECAC Action Plans for Emissions Reduction (APER) Task Group defined the methodological options for updating the ECAC baseline for international aviation emissions, including regarding traffic disruption resulting from the COVID-19 crisis. A list of measures to be presented in the common section of the State action plans for CO₂ emissions reduction from international aviation was established, and the meeting identified the contributors who will provide support in updating this section.

The APER Task Group is responsible for updating the common section, presenting the regional measures taken to mitigate climate change. The common section is expected to be incorporated into each of the 44 updated State action plans of ECAC Member States with a view to their submission to ICAO by the end of June 2021, in line with ICAO Assembly Resolution A40-18.

The group's next priorities will focus on the methodological aspects of the assessment of the benefits provided by European measures, in order to comply with ICAO guidance Doc 9988. ■

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COVID-19 discussions in the European coordination meetings continue in the New Year

15 and 22 January — ECAC continues to organise European coordination meetings in 2021, with two meetings taking place in January, providing a platform for Directors General of ECAC Member States, DG MOVE, EASA and EUROCONTROL to discuss the latest developments surrounding the COVID-19 pandemic.

The January meetings heard updates on the traffic situation, noting a further deterioration, with traffic almost completely coming to a halt after a marginal pick-up over the holiday season. These developments were fuelled by the new travel restrictions and requirements introduced by many States at the end of 2020/early January 2021 to protect public health and manage the worsening pandemic situation in many regions.

The participants shared information on testing and quarantine measures and the use of Public Health Corridors (PHC), and provided updates on the roll-out of national vaccination programmes. They emphasised the usefulness of continuing to have these transparent exchanges on the current travel conditions.

The European Commission and EASA provided information on the Council of the European Union's position on vaccination programmes and on the protocols on testing strategies jointly produced with ECDC. The ECAC Secretariat briefed the meeting on currently applicable flight bans in Europe and on the survey on economic relief measures implemented in Member States in support of the industry.

Progress made in the ICAO CART, which had entered its third phase and was expected to deliver updated guidance and recommendations by mid-March, and the European priorities, were also discussed. Much of the CART's work will focus on acceptance and validation of testing and vaccination certificates and their implications for passengers.

The participants repeatedly underlined the critical importance of better coordination and harmonisation of measures to tackle this crisis and to support the aviation sector. They stressed that essential travel and essential workers, including transport workers such as crew members, must be facilitated to ensure the flow of goods. ■

Member States meet in the Security Forum

14 January — New capacity-building activities were presented to ECAC Member States at the 31st meeting of the ECAC Security Forum in January. As part of the ECAC Capacity-Building Programme in aviation security, the design and organisation of two new activities is being finalised by the Secretariat and will be pilot-tested in the coming months with a couple of volunteering States, before rolling out to all ECAC Member States.

The first activity, "Best Practices for National Auditors – Cyber Security (Basic)", aims to strengthen national auditors' understanding of cyber threats and cyber security measures in order to include this component in national compliance monitoring activities. The second, "Best Practices for Drafting Technical Specifications for Security Equipment", aims to strengthen technical knowledge in Member States and to support them in establishing and maintaining technical specifications and performance standards for security equipment, one of the key elements of the approval and/or certification of such equipment before their deployment at airports.

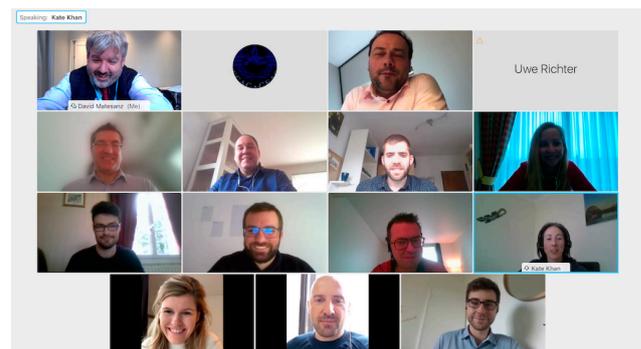
The meeting also gave Member State representatives an overview of the 2021 work programmes of the security task forces and study groups, and the opportunity to engage actively in their work by nominating experts.

Common Evaluation Process Management Group reviews test allocation criteria

27-28 January — Criteria to issue test allocations following the temporary closure of some equipment testing facilities and increased mobility restrictions due to COVID-19 was on the table for discussion at the 48th meeting of the ECAC Common Evaluation Process (CEP) Management Group.

The meeting also looked at the proposed amendments to the CEP Handbook, based on input from previous meetings and feedback received from manufacturers at the information session held last November. These include amendments to the testing closing procedures that will shorten the timeframe between finalising the tests and communicating the results. Following recognition of the CEP as a pre-condition for approval of civil aviation security equipment in the European Union, the European Commission's status as an observer in the Management Group has also been included in the handbook.

Further amendments to the handbook will be discussed under preparatory work for the CEP 2022-2024 work programme at the next meeting, scheduled on 27 and 28 April 2021.



Second edition of ECAC insider risk webinars

4, 11, 18 and 25 January — Following the positive feedback received on the first series of ECAC Insider Risk webinars, organised from September to November 2020, a second series was organised in January 2021. This second edition comprised four sessions on insider risks and security culture in civil aviation, which were delivered virtually on 4, 11, 18 and 25 January 2021.

Each virtual session brought together more than 60 experts from 20 ECAC Member States, including representatives from the industry, with the objective of continuing to raise awareness and understanding of the key aspects of insider risk mitigation, and to promote engagement in this area.

During the webinars, special attention was paid to establishing a robust security culture in an organisation as one of the key measures aimed to address the threat of insiders in civil aviation, and to improve the overall level of aviation security through early identification of potential security weaknesses and challenges.

ECAC Guidance Material Task Force endorses policy guidance on implementing a pre-loading advance cargo information regime

12-13 January — Policy guidance for implementing a pre-loading advance cargo information (PLACI) regime, developed to help Member States understand the PLACI regime and to provide them with guidance material and best practices to implement it, was among the working papers endorsed at the 51st meeting of the ECAC Guidance Material Task Force held virtually this month.

The meeting also endorsed a working paper proposing a new format for the new ECAC Aviation Security Capacity-Building Catalogue, to include the aviation security competencies required at State level. The proposed new format was developed in cooperation with the ECAC Training Task Force and the ECAC Secretariat, and the catalogue will now be revised on this basis.

On the tasks in its 2021 work programme, the group discussed the development of new annexes to ECAC Doc 30, Part II on

the use of shoe metal detection and shoe explosive detection equipment. It also considered new documents to be included in the ECAC Aviation Security Handbook, in particular on the application of risk-based and remote security oversight, facilitation, and human factors in aviation security. Already existing guidance material for aviation security compliance monitoring activities, LAGs screening, vehicle examination, the security aspects of the transport of deportees and persons in lawful custody, and evaluating aviation security measures in the context of COVID-19, will also be updated. ■



... AND FACILITATION

2021 begins with collaboration between the ECAC Facilitation Working Group and the Guidance Material Task Force

4 January — Building on work carried out in 2020 on developing a joint risk assessment during the COVID-19 crisis, members of the ECAC Facilitation Working Group and the Guidance Material Task Force met this month and agreed on joint work to identify the gaps stemming from ICAO Annex 9 in Doc 30, Part I – Facilitation, and Part II – Security, and to consider developing relevant guidance material and Doc 30 recommendations.

Other joint work to be undertaken by both groups featured on the agenda and the groups discussed and underlined the impor-

tance of interrelation between facilitation and aviation security.

The meeting, which was co-chaired by the chair of the Guidance Material Task Force, Eleanor Travers (Ireland), and the newly appointed chair of the Facilitation Working Group, Teresa Antunes (Portugal), served as a kick-off for collaboration between the two groups and is expected to be followed by further sessions to review progress and to assess whether further collaboration should continue. ■

Adoption of new ACC guidance on accident investigation during a pandemic and material on general aviation accident investigation

A key focus of the activities of the ECAC Air Accident and Incident Investigation Group of Experts (ACC) is to exchange experiences on investigation methods, the evolution of investigation techniques and tools, and the challenges encountered during investigations.

At the last ACC meeting (ACC/52, 21-22 October 2020), the ACC members agreed to produce a paper on general aviation accident investigations, using as a basis the material presented during the ACC Workshop on General Aviation Accident Investigation held in Valletta on 13 November 2018 and capturing the best practices that were identified at that workshop. This paper is available for Directors General and members of ACC to download from the secure ECAC website.

In 2020, due to the challenges faced by air accident investigators during the COVID-19 crisis, the group developed a draft guidance note on best practices for investigations during a pandemic. This proposal was approved by the group in December 2020 and has now been endorsed by the ECAC Directors General. It is publicly available and can be downloaded from the ECAC website. ■



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

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Focal Point

Damien Cazé (France) was appointed by the Coordinating Committee as ECAC Focal Point for Economic matters following the departure of Mario Nemeth (former DGCA Slovakia) at the beginning of January.



What's on in February?

Meetings in February are organised virtually

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| 2 | 35 th meeting of the European Aviation and Environment Working Group (EAEG/35) |
| 9 | 51 st meeting of the Facilitation Sub-group on Immigration (FAL-IMMIGRAT-SG/51) |
| 9-10 | 78 th meeting of the Technical Task Force (TTF/78) |
| 10-11 | 28 th meeting of the Behaviour Detection Study Group (BDSG/28) |
| 12 | 62 nd meeting of the ECAC Medium-Term Objectives Task Force (EMTO/62) |
| 12 | 1 st meeting of the ad hoc group on cyber security penetration testing in civil aviation (CYBERPEN/1) |
| 15-16 | 39 th meeting of the Study Group on Cyber Security (CYBER/39) |
| 16 | 40 th meeting of the Legal Task Force (LEGTF/40) |
| 18 | 67 th meeting of the Facilitation Sub-group on Persons with Reduced Mobility (FAL-PRM-SG/67) |
| 18 | 1 st ad hoc meeting on explosives detection dogs small vehicle screening (EDDVEH/1) |
| 18-19 | 19 th annual meeting of ECAC security auditors (AUD/19) |