



OUTREACH ACTIVITIES

ECAC President at LACAC Assembly

Montevideo, 23-25 March — The 24th Ordinary Assembly of the Latin American Civil Aviation Commission (LACAC) provided an excellent opportunity for ECAC President, Alessio Quaranta, and ECAC Executive Secretary, Patricia Reverdy, to meet and share views with Directors General from the region on topics of common interest, such as the recovery from the COVID-19 pandemic and respective priorities ahead of this year's ICAO Assembly.

In his speech, the ECAC President underlined the importance of continuing to strengthen the cooperation

between LACAC and ECAC, combining their efforts “to shape a sustainable civil aviation system that meets the needs of both our economies and our citizens”. He stressed that all actors of the aviation sector were convinced the future of aviation passes through social, economic and environmental sustainability. “This is why this ICAO Assembly must set the course for the sustainable aviation of the future. Our sector must become part of the solution in the climate change debate.”



ECAC Executive Secretary speaks at UAE High-level Conference on Cyber Security

Dubai, 28-30 March — ECAC Executive Secretary Patricia Reverdy participated in the High-level International Civil Aviation Leaders Program and the High-level Conference on Cyber Security organised in Dubai by the United Arab Emirates (UAE) General Civil Aviation Authority, under the leadership of his excellency Saif

Mohammed Al Suwaidi. Bringing together Directors General of Civil Aviation from many regions, leaders from ICAO and industry organisations, this event gave the opportunity to review recent initiatives taken by the UAE to promote innovation and agility in government and the air transport sector. ■



Inside

- Outreach activities
- Directors General activities
- EMTO
- ECAC activities
- CASE II Project
- What's on in April?

Introduction to ECAC for Directors General of Civil Aviation and their senior advisors

7-8 March — Launched in 2011, ECAC Familiarisation Courses are organised periodically to provide comprehensive information about ECAC and its activities to newly appointed Directors General of Civil Aviation and their senior advisors who are dealing with ECAC activities.

The 10th edition of this course, held virtually, was opened by ECAC President, Alessio Quaranta, and attended by participants from Albania, Azerbaijan, Belgium, Estonia, Iceland, Italy, Norway, Portugal and Slovenia.

The course offered participants a unique opportunity to become more familiar with the key facts about the organisation, including its history, structure and working methods, as well as the role played by the Directors General themselves. It also looked at ECAC's strategic priorities, budget and finance, and participants gained a good understanding of the organisation's activities in all domains of civil aviation, including external relations matters. ■

ECAC Medium-Term Objectives Task Force reviews ECAC's key documents

Paris, 1 March — The ECAC Medium-Term Objectives Task Force reviewed the performance of ECAC's working groups, with proposals for promoting development of talent, ensuring greater consistency of approaches and structures, and promoting greater diversity in the chairing of and participation in groups.

The task force also reviewed the ECAC External Relations Policy Statement as part of a

new cycle of reviews of ECAC's key documents, and proposed some amendments and updates. It also proposed new or revised versions of the ECAC Communication Strategy, the ECAC risk register, the policy on the use of the ECAC name and logo, and amendments to the Terms of Reference of EMTO itself. All these recommendations, along with a draft communication strategy on the proposed change of ECAC's legal status, will be presented and discussed at the next

meeting of the Coordinating Committee (CC/194) on 6 April 2022.

It being their last meeting, the task force thanked both Matti Tupamäki (Finland) and Urs Haldimann (Switzerland) – who has chaired the task force since 2011 – for their long and valuable contribution to the group's work. The new chair of the task force, who was appointed by the Coordinating Committee, is Bertrand de Lacombe (France). ■

EAEG Sustainable Aviation Fuels Task Group prepares draft paper on SAF promotion policy

10 March — The ECAC/EU Sustainable Aviation Fuels (SAF) Task Group held its third meeting in March. The group was launched in December 2021 and comprises 25 experts appointed by 12 ECAC Member States and five European organisations. It aims to assemble best practices for promoting SAF, and to develop guidance material for ECAC Member States.

The first draft of a guidance document on best practices for SAF policies to be developed by the task group was reviewed and participants had fruitful discussions on the main elements to include in the text.

The group agreed to submit to the European Aviation and Environment Working Group (Expanded) for consultation a draft proposal for an ICAO Assembly information paper on the European sustainable aviation fuels promotion policy landscape and initiatives.

AIRMOD considers work on rotorcraft noise modelling guidance

29-30 March — The ECAC EAEG Aircraft Noise Modelling Task Group (AIRMOD) held its 36th meeting online. The meeting looked at the work being undertaken to develop rotorcraft noise modelling guidance. The work by the Netherlands and Switzerland on the use of NORAH helicopter noise guidance was presented, as well as updates by EASA on the development of a second version of this guidance.

The group also progressed on updating the flight performance calculations in ECAC Doc 29 *Report on Standard Method of Computing Noise Contours around Civil Airports*. Lastly, the group agreed on a roadmap, including its workplan for the 2022-2024 triennium.

Joint ECAC and ICAO information seminar on CORSIA eligible fuels

9 March — The second ECAC CORSIA Information Seminar (CORSIA-IS/2) addressed the issue of CORSIA eligible fuels, with discussions focusing on facilitating better understanding of how emissions reductions from the use of sustainable aviation fuels (SAF) can be claimed by aircraft operators under the CORSIA Scheme.

Jointly organised with the ICAO EUR/NAT office, the seminar was held virtually and brought together 137 participants from 29 States, the industry and seven organisations.

ECAC and ICAO provided updates on their respective planned CORSIA capacity-building activities, which was followed by a joint introduction to the CORSIA Implementation Element «CORSIA eligible fuels», its five related ICAO documents, and the development and application of the ICAO Sustainability Criteria for CORSIA Eligible Fuels, which includes SAF.

Representatives of the two CORSIA Sustainability Certification Schemes

that are currently approved by the ICAO Council presented the methodologies and tools to assess the compliance of CORSIA eligible fuels with the ICAO sustainability criteria and promote sustainable production and use of SAF according to CORSIA rules.

Norway shared lessons learnt from the use of SAF in their country after implementing in 2020 a legal obligation (a mandate) to supply it, and IATA identified areas of potential improvement based on the practical experience of monitoring, reporting and verification of SAF.

ICAO AND ECAC JOINT INFORMATION SEMINAR ON CORSIA ELIGIBLE FUELS



Sustainability Criteria for CORSIA Eligible Fuels

Theme: ENV topic covered by the standard | **Principle:** Agreed condition for a sustainable production

Chapter 1: CORSIA SUSTAINABILITY CRITERIA APPLICABLE FOR BATCHES OF CORSIA ELIGIBLE FUEL PRODUCED BY A CERTIFIED FUEL PRODUCER BEFORE 1 JANUARY 2024

Theme	Principle	Criteria
1. Greenhouse Gases (GHG)	Principle: CORSIA eligible fuel should generate lower carbon emissions on a life cycle basis.	Criterion 1.1: CORSIA eligible fuel will achieve net greenhouse gas emissions reductions of at least 10% compared to the baseline life cycle emissions values for aviation fuel on a life cycle basis. Criterion 2.1: CORSIA eligible fuel will not be made from biomass obtained from land converted after 1 January 2008 that was primary forest, wetlands, or peat lands and/or contributes to degradation of the carbon stock in primary forests, wetlands, or peat lands as these lands all have high carbon stocks.
2. Carbon stock	Principle: CORSIA eligible fuel should not be made from biomass obtained from land with high carbon stock.	Criterion 2.2: In the event of land use conversion after 1 January 2008, as defined based on the Intergovernmental Panel on Climate Change (IPCC) land categories, direct land use change (DLUC) emissions will be calculated. If DLUC greenhouse gas emissions exceed the default induced land use change (ILUC) value, the DLUC value will replace the default ILUC value.

Guidance: Describe the specific conditions to be met and assessed, to achieve the principles

Guidance: Documentation and information that an SCS can review from a producer, as well as potentially applicable parameters that an SCS can use to demonstrate compliance.

Guidance on the application of sustainability criteria

- Compliance with Themes 1 and 2 is granted on the basis of independent attestation by Sustainability Certification Schemes included in the ICAO document "CORSIA Approved Sustainability Certification Schemes" which is available on the ICAO CORSIA website.
- A fuel producer can produce batches of CORSIA eligible fuels for 365 calendar days after it has been certified by an SCS for compliance with the CORSIA Sustainability Criteria, after which the fuel producer shall be re-certified for compliance with the sustainability criteria applicable at the time of re-certification.
- CORSIA Sustainability Criteria for CORSIA Eligible Fuels does not set a precedent for, or prejudice the outcome of negotiations in other fora.

ECAC monthly familiarisation webinar on basic knowledge on aviation and the environment

2 March — The potential climate effects of aviation's non-CO₂ emissions was the topic addressed at the eighth monthly ECAC familiarisation webinar on basic knowledge on aviation and the environment.

EASA presented the outcome of its study summarising the science of the non-CO₂ climate impacts of aviation, and potential policy mitigation measures. Contrails, or vapour trails sometimes generated by the plane's exhaust, are identified as one of the potential non-CO₂ climate-warming factors. Two types of policy actions were addressed: the Netherlands presented the work it is developing on the potential of sustainable aviation fuels, and EUROCONTROL presented its work on the contrail prevention live trials performed in 2021.

Over 60 participants from 26 ECAC Member States and two organisations joined this webinar. The next event will be on 6 April 2022 and it will address mitigating CO₂ emissions through air traffic management.

European coordination group drafts papers towards ICAO Assembly

23 March — The European Aviation and Environment Group (Expanded) held a meeting to coordinate the drafting of two European working papers for the 41st ICAO Assembly. The first addressed climate change and the long-term aspirational goal for international aviation (LTAG), which is the first European priority for the ICAO Assembly. The second is on the review of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The group also coordinated a draft information paper on promoting sustainable aviation fuels in Europe and agreed to recommend another on the upcoming publication of the EASA European Aviation Environmental Report.

As a result of the meeting, proposals for two working papers and two information papers were consolidated and endorsed by EAEG (Expanded) on 1 April following a written procedure, with a view to their submission to the upcoming meetings of the ECAC Coordinating Committee and ECAC Directors General. ■



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News from the Facilitation Sub-group on the Transport of Persons with Reduced Mobility

1 March — Members of the Facilitation Sub-group on the Transport of Persons with Reduced Mobility (PRM) gathered virtually to exchange information on recent PRM developments, including on complaints received by national authorities, COVID-19 matters, and compliance monitoring activities, as well as to discuss the group's 2022 work programme.

The participants made minor amendments to the annual survey on PRM complaints and agreed it could be launched. Following a discussion on assistance dogs, they decided to develop a survey on this topic to get a better overview of national laws in place, which could be presented at the next meeting. The meeting also agreed on an amendment to ECAC Doc 30, Part I – *Facilitation* relating to health matters when providing services for persons with reduced mobility.



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News from the Facilitation Sub-group on Immigration

2 March — Challenges in the implementation of the Entry/Exit System, COVID-19 related matters including passenger locator forms, and the status of advance passenger information/passenger name record implementation were amongst the topics that featured high on the agenda for discussion by the Facilitation Sub-Group on Immigration that met in March to review the group's 2022 work programme and the latest developments on immigration matters.

The meeting reviewed the survey on air carrier liability and agreed to launch it with some significant enhancements, such as linking the questions directly to the regulatory framework.



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Facilitation experts finalise European paper proposals for the ICAO Assembly

14 March — The experts of the European Coordination Group on Facilitation met virtually to review the proposed European working papers for the next session of the ICAO Assembly, as developed by the drafting group.

The group finalised two working paper proposals, which will be presented for approval to ECAC Directors General at their next meeting on 11 May 2022 (DGCA/158). One paper addresses a better global framework for health-related matters following the lessons learnt from the pandemic; the other focuses on a long-term vision – in the form of high-level principles for the future – to deliver the optimal passenger journey.

An additional paper on accessibility and passengers with reduced mobility is still being drafted in co-sponsorship with other non-ECAC Member States and stakeholders. ■



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European coordination group on aviation security sets priorities for ICAO discussions

9 March — Members of the European Coordination Group on Aviation Security set their priorities for the coming discussions at their meeting in March. They discussed European priorities and approved two draft European papers for the 41st ICAO Assembly, which will be presented for approval by Directors General in May.

In preparation for the Assembly, they also exchanged views on the coming ICAO AVSEC Panel and noted the importance of ensuring effective scrutiny of the



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programme for reform of the Universal Security Audit Programme (USAP) to ensure the reforms agreed were genuinely delivered. Other priorities included building on the achievements of the ICAO Year of Security Culture and ensuring the ground was prepared for the

19th Amendment to Annex 17 to deal with the current absence of a clear standard on vehicle screening, as well as the work already underway on clarification of potentially ambiguous standards.

Launch of the European coordination group on aviation cyber security

17 March — The European Coordination Group on Aviation Cyber Security (ECG-CS) held its first formal meeting in March. The group approved two draft European papers for the 41st ICAO Assembly on frameworks for cyber security and on the aviation international trust framework, which will be presented for approval by Directors General in May.

The group also exchanged views on the priorities for the coming ICAO

Cybersecurity Panel to be held in May. These include the need for consideration of different levels of cyber security maturity, the importance of the promotion of cyber security culture, and the need to create a single easy reference point for the various cyber security measures currently spread across several ICAO documents.

Explosive detection dogs experts review 2022 tasks

2-4 March — The ECAC Explosive Detection Dogs (EDD) Study Group met virtually to report on progress on the group's 2022 tasks. The group agreed on a series of comments on draft ICAO guidance on EDD, which were shared with the ICAO Secretariat.

Preparatory work for the second EDD workshop (Paris, 9-10 November 2022) also began, and a number of topics to be addressed at the workshop were agreed, such as monitoring the performance of EDD teams.

The next meeting of the group is scheduled on 4-5 May 2022 in order to complete guidance on screening passengers using EDDs and to handle sensitive material that cannot be discussed online.



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National auditors from Cyprus benefit from cyber security training

28 and 30-31 March — Aviation security experts from Cyprus attended an online Best Practices for National Auditors – Cyber Security (basic) training course at the end of March. The course offered an overview of international and European (ECAC/EU) requirements and recommendations for cyber security in civil aviation, the common cyber threats to aviation, the key aviation entities and their critical systems.

Through a combination of theoretical presentations, discussion and virtual activities, the participants reviewed best practices for inspecting cyber security measures in aviation; these included security by design, supply chain security, physical and remote access control, control of unauthorised software, personnel security, cyber-attack detection and response. They were able to gain a

better understanding of the key elements of the information security management system, cyber security culture and other organisational measures that are crucial to protecting critical aviation systems against cyber threats.

Launch of new format for the ECAC Security Forum



29 March — The ECAC Security Forum met for first time in 2022, and for the first time in a new format. The traditional two-day meetings will still remain the main platform to review the progress of work in the security field and for follow-up discussions; however, those meetings will be supplemented by several shorter webinars dedicated to specific topics.

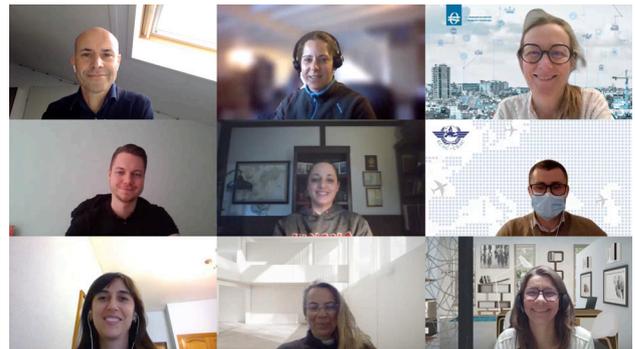
For the kick-off webinar on 29 March, the topic addressed was artificial intelligence. Six

speakers from government authorities, international organisations and the industry presented their experience of security applications for artificial intelligence. The presentations were followed by a Q&A session and closed with a summary of the discussions. The new format of the meeting was met with an enthusiastic response from both the participants and the moderators, who appreciated the opportunity for open discussion and exchange on the dedicated theme.

Training Task Force prioritises new training best practices

10-11 March — The members of the Training Task Force reviewed the division of tasks included in the group's 2022 work programme at their online meeting in March. Priority tasks will include developing new documents on the efficiency of aviation security training, human factors and security culture, as well as developing best practices for training on: the use of shoe explosive detection (SED) and shoe metal detection (SMD) equipment; implementing recruitment-related Doc 30, Part II – Security recommendations; and risk assessment.

Particular attention was paid to discussing the draft paper on Security Awareness Training Guidance (revised Doc 30 Annex) prepared in accordance with the new security culture requirements. This paper will be finalised before the next TrTF meeting on 19-20 May 2022. The group agreed to continue working on updating existing material on screener certification, in doing so aiming to bring the ECAC Aviation Security Handbook



document on the development and implementation of practical tests for the certification of screeners up to date by the end of 2022. ■

European coordination meeting on aviation safety and air navigation prepares for ICAO Assembly

21 March — The preparations for the 41st ICAO Assembly were the focus of discussions at the online meeting of the European Safety and Air Navigation Coordination Group this month.

Bringing together 59 specialists from 23 ECAC Member States, the European

Union Aviation Safety Agency (EASA), European Commission, EUROCONTROL, SESAR Joint Undertaking, European Defence Agency and the ECAC Secretariat, the meeting reviewed the proposed draft European working papers prepared for the Assembly. ■

European preparations for the ICAO Legal Committee meeting



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8 March — The members of ECAC's Legal Task Force met online to prepare for the 38th Session of the ICAO Legal Committee on 22-25 March 2022 (LC/38). The participants discussed the European priorities for this meeting. In addition to reviewing their annual work programme and other tasks ahead for 2022, the task force

looked at the outcome of a survey on confidentiality of information and discussed how best to maintain the confidentiality of certain meeting reports in ECAC.

ICAO Legal Committee meeting

22-25 March — At the 38th Session of the Legal Committee, a significant amount of time was dedicated to discussing the progress report of the working group for the review of the ICAO Rules for the Settlement of Differences, chaired by Terry Olson (France). The working group is expected to present results at the next Session of the Legal Committee. European participants also took the floor to underline the importance of the Protocols amending Articles 50(a) and 56 of the Chicago Convention, which would lead to an extension of the seats in the ICAO Council and the ICAO Air Navigation Commission, and thus to better regional representation. ■

Proposals for working papers on economic matters finalised ahead of ICAO meetings

Paris, 29 March — Following several virtual meetings, the members of the European Coordination Group on Economic Matters finally had a chance to gather in person in Paris.

The group discussed and finalised two proposals for European working papers for the upcoming ICAO Assembly: one focusing on the future global activities on economic matters, and the second on the consequences of adapting bilateral frameworks to new realities.

The group also reviewed priorities in preparation for the 16th meeting of the ICAO Air Transport Regulation Panel (ATRP/16, videoconference, 11-14 April 2022).

News from the Economic Working Group

Paris, 30 March — The members of the Economic Working Group gathered in person to consider the status of the 2022 work programmes of the Economic Working Group and the Network of Chief Economists, including the work carried out by the two ad hoc study groups on the liberalisation of market access, and on the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe (30 April 1956) – also known as the Paris Agreement of 1956.

A tour de table offered participants the opportunity to share updates

on current and future European air transport developments; the effects of the COVID-19 pandemic, such as the challenges encountered in air services by the restrictions imposed by third countries, were in particular highlighted.

The participants also reflected on the role and composition of the Economic Working Group. They underlined the value of sharing information and expertise amongst the group's members and the importance of these exchanges. ■



European communication specialists share information and experience

17 March — Communication specialists from 20 ECAC Member States gathered online for the second meeting of the ECAC Network of Communication Specialists (NETCOM).

The participants noted the various actions taken since the kick-off meeting in autumn 2021, which included adoption by ECAC Directors General of the NETCOM Terms of Reference and Rules of Procedure and the 2022 work programme, and creation of a restricted site allowing the NETCOM members to share information among each other.

Four draft papers were discussed at the meeting on the following topics: cooperation on communication matters, intercultural communication, media relations and communication

training. The objective is to finalise these papers by the end of 2022.

A key added value of the NETCOM meetings is to facilitate the exchange of information and experience between the Member States; with this in mind, representatives from Montenegro and from the United Kingdom presented case studies on respectively crisis communication following a paragliding accident, and the failure of Thomas Cook. The presentations met with positive feedback from the participants, who agreed such case studies were extremely informative and useful and were keen for them to continue at future meetings.

The next meeting will take place in October 2022. ■

First CASE II training course in French on Best Practices in Covert Testing

Cotonou, Benin, 14-18 March — Participants from Benin, Cameroon, Madagascar, Gabon and Senegal attended the first course on covert testing in aviation security delivered in French.

Experts from the French Directorate General of Civil Aviation (DGCA) and Niger's DGCA joined forces to support participants in acquiring the knowledge and tools to implement, develop and improve covert testing programmes. Delivered through 11 modules, the activity included presentations, discussions and multiple practical exercises designed to support effective covert testing.

Each represented Partner State is now better positioned to integrate effective testing processes and procedures into their aviation security compliance and oversight frameworks.

The Beninese Director General of the National Civil Aviation Agency (DG ANAC), Karl Legba, closed the training course and thanked CASE II for its support. He expressed his commitment to the process of continual improvement of Benin's aviation security programme and welcomed the potential for ongoing partnership with the CASE II Project. ■

What's on in April?

- 5/ 56th meeting of the Air Accident and Incident Investigation Group of Experts (ACC/56), Budapest/videoconference
- 6/ 194th meeting of the Coordinating Committee (CC/194), Paris/videoconference
- 6/ 9th Familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/9), videoconference
- 7/ 63rd meeting of the Facilitation Working Group (FAL/63), Paris/videoconference
- 7/ 4th meeting of the Sustainable Aviation Fuels Task Force (SAFTG/4), videoconference
- 7/ 2nd coordination meeting of the CEP Participating Test Centres (CEP-TC/2), videoconference
- 7-8/ 43rd meeting of the Study Group on Cyber Security in Civil Aviation (CYBER/43), Bern/videoconference
- 12-13/ 55th meeting of the Guidance Material Task Force (GMTF/55), Paris/videoconference
- 20-21/ 53rd meeting of the Common Evaluation Process (CEP) Management Group (CEP-MG/53), videoconference
- 21/ 7th meeting of the Network of Chief Economists (NCE/7), videoconference



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

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