



# ECAC NEWSPOINT # 10

European Civil Aviation Conference monthly news

## ICAO ASSEMBLY

### Snapshot of the 41<sup>st</sup> ICAO Assembly

**Montreal, 27 September - 7 October**

— The 41<sup>st</sup> ICAO Assembly saw major advances on environment and other domains (aviation security, cyber security, safety and ATM, facilitation, economics), against the background of extended discussions, re-timetabling of meetings and newsworthy decisions.

The Assembly, in an historic decision, adopted a collective long-term aspirational goal (LTAG) of net-zero carbon emissions by 2050. It also completed the first review of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) with a baseline reflecting the original ambitions of the scheme, with revised percentages for sectoral and individual growth factors that were acceptable to Europe.

All eight European candidates for the ICAO Council (Austria – representing the ABIS group, France, Germany, Iceland – representing NORDICAO, Italy, Romania – representing CERG, Spain and the United Kingdom) were elected.

Three ICAO Council papers on breaches of the Chicago Convention by the Russian Federation, Belarus and North Korea, to which European members of the Council had contributed greatly, were agreed.



European ambitions on security, facilitation, safety and ATM, and economics were achieved through the normal coordination process, with participation not only from those in Montreal but also experts in their capitals participating remotely. Cyber security became a coordinated domain in its own right for the first time.

In all, 18 working papers across the full range of domains were presented by European States and organisations. Two European Directors General of Civil Aviation were elected as officers of the Assembly – Raúl Medina Caballero (Spain) as chair of the Technical Commission, and Rannia Leontaridi (United Kingdom) as second vice-president of the Assembly – with Elisabeth Landrichter (Austria) also serving as first vice-chair of the Economic Commission and Susanna Metsälampi

(Finland) as vice-chair of the Legal Commission.

The Assembly was also a good opportunity for outreach activities. The ECAC President, Alessio Quaranta, and the ECAC Executive Secretary, Patricia Reverdy, had bilateral meetings with the ICAO Council President, ICAO Secretary General, regional sister organisations ACAO, AFCAC and LACAC, and international Partner States such as the Republic of Korea, Saudi Arabia and Singapore. The longstanding cooperation with ECAC partners was reconfirmed, and joint activities for the next triennium were discussed for a sustainable development of international civil aviation. ■



**Huge step forward for the environment**  
41<sup>st</sup> Session of the ICAO Assembly

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## ECAC participation in environment events

ECAC's climate change and capacity-building specialist, César Velarde, participated in several conferences on the theme of aviation and the environment on 18, 19 and 27 October.

The purpose of these events was to look at decarbonising aviation and the current global and European policy background and roadmaps.

Mr Velarde's contributions focused in particular on the environmental achievements at the recent 41<sup>st</sup> ICAO Assembly and on sustainable aviation fuels (SAF) developments in Europe, and ECAC's work on these subjects.



César Velarde at the European regional meeting of the International Federation of Air Traffic Controllers' Associations (IFATCA), EUROCONTROL headquarters, Brussels

### Events attended:

- 12<sup>th</sup> European Aeronautics Science Network (EASN) International Conference on *Innovation in Aviation & Space for opening New Horizons*. The conference was organised to disseminate scientific knowledge, innovative ideas and breakthrough concepts in the fields of aviation and space (*Barcelona, 18 October*).
- European regional meeting of the International Federation of Air Traffic Controllers' Associations (IFATCA). The event discussed what digitalisation can do to decarbonise air traffic management (*Brussels, 19 October*).
- Clean Skies for Tomorrow (CST) Policy Working Group. The CST

Coalition is an initiative led by the World Economic Forum in collaboration with the Rocky Mountain Institute and the Energy Transitions Commission and in close consultation with advisory partner, the Air Transport Action Group (ATAG), to help the aviation sector move towards net-zero emissions. It cooperates with the ECAC SAF Task Group in the development of SAF guidance material (*virtual event, 19 October*).

- International Sustainability and Carbon Certification (ISCC) System's 2<sup>nd</sup> Technical Stakeholder Committee meeting (*virtual event, 27 October*). ■

## Experts take stock of historic environmental achievements at ICAO Assembly

**Videoconference, 12 October** — The 13<sup>th</sup> ECAC monthly familiarisation webinar on basic knowledge on aviation and the environment took stock of the key environmental achievements at the 41<sup>st</sup> ICAO Assembly, and what will happen next as a result of the agreements reached.

The ECAC Secretariat highlighted States' overwhelming support for the ICAO collective long-term global aspirational goal (LTAG) for international aviation of net-zero carbon emissions by 2050 and its relevance towards boosting assistance and cooperation programmes in the coming years.

Blandine Ferrier from the ICAO EUR/NAT regional office presented ICAO's current

focus on sustainable aviation fuels, the ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme endorsed by the Assembly, and ICAO's main priorities for 2023, including the organisation of the third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), tentatively scheduled to be held in July 2023.

Maximilian Held, aviation lead at the Energy Transitions Commission, presented the recently issued Mission Possible Partnership's *Aviation Transition Strategy*. This strategy includes estimations of the financing and industrial efforts that will be needed to achieve international aviation net-zero carbon emissions by 2050.

## Experts analyse data on potential sustainable aviation fuels supply

**Videoconference, 13 October** — The ECAC/EU Sustainable Aviation Fuels Task Group (SAF-TG) analysed preliminary data available on potential SAF supply at ECAC level at its online meeting on 13 October.

The group also continued to develop the SAF guidance document and agreed that the draft could be finalised and sent to the European Aviation and Environment Group (EAEG) (Expanded) for consultation in early December. ■

## Amendments to ECAC Doc 30 technical recommendations

**Berlin/online, 11-12 October** — The Technical Task Force met to review proposed amendments to ECAC Doc 30, Part II – *Security* technical recommendations. The proposed updates relate in particular to the adoption of a new standard for chemical substances to be detected by explosive detection systems for cabin baggage (EDSCB) and explosive trace detection (ETD), modification of the concept of operations for security scanners to allow screening without removing outer garments,

implementation of requirements to use explosive vapour detection (EVD) for cargo screening, and new recommendations on threat image projection (TIP).

The task force also looked at new and updated Common Testing Methodologies (CTMs). New CTMs for automated prohibited item detection systems (APIDS) and EVD systems were endorsed and will be submitted to Directors General.

## New training document on behaviour detection

**Paris/online, 13-14 October** — The ECAC Behaviour Detection Study Group developed a new document linking the online training methodology for behaviour detection and the model training programme for behaviour detection officers, at its 33<sup>rd</sup> meeting, hosted by the French Directorate General of Civil Aviation. This document is due to be finalised by mid-November 2022. New guidelines defining different levels of mentoring in behaviour detection will also be finalised in November 2022.

The group also reviewed progress on the tasks in its 2022 work programme and considered its priorities for 2023. They decided to organise a research and development workshop in September 2023, to update the existing Aviation Security Handbook document on behaviour detection in aviation security, and to develop new documents on red teaming in behaviour detection, and the effectiveness of behaviour detection programmes.



Behaviour Detection Study Group in Paris, 13-14 October 2022

## CEP participating test centres review ongoing tests and test centre allocation

**Videoconference, 6 October** — Representatives of the ECAC Common Evaluation Process (CEP) participating test centres, the chair and deputy chair of the CEP Management Group and the ECAC Secretariat gathered online ahead of the 55<sup>th</sup> meeting of the CEP Management Group (26-27 October) to discuss progress with ongoing tests and the CEP test centres' available capacity until the second quarter of 2023.

They noted that the available capacity was sufficient to allow the management group to allocate all the tests requested before their meeting.

Participants also reviewed implementation of the harmonised protocols, and the pending items for implementation of the Common Testing Methodologies for explosive detection systems (EDS) v4.0 (which includes testing against the EDS performance standard 3.2) and for automated prohibited item detection systems (APIDS) for cabin baggage v1.0.

## CEP Management Group boosts quality control

**Videoconference, 26-27 October** — The 55<sup>th</sup> meeting of the CEP Management Group reviewed the CEP Test Centre Quality Plan Guidance document developed by the Quality Control Study Group. This document aims to set out the quality baseline for potential new CEP participating test centres and to support continuous quality improvement in the existing centres.

The group also looked at how capacity at participating test centres is balanced between CEP testing and national testing requirements, the implementation of key performance indicators (KPIs) to support CEP monitoring and management, and how to enhance the feedback processes for manufacturers and test centres.

## Security Forum reviews achievements in security groups and developments in Member States

**Videoconference, 25-26 October** — The members of the ECAC Security Forum met to review the progress made by ECAC's security working groups, the outcomes of discussions at the 41<sup>st</sup> ICAO Assembly, implementation of the ECAC capacity-building programme, and the CASE II Project activities. Representatives of Albania briefed the meeting on national developments in various areas, including background checks, risk assessment coordination and cyber security.

## Management Group considers 2023 work programme

**Stockholm/videoconference, 28 October** — Chaired by ECAC Focal Point for Security, Gunnar Ljungberg, the Security Programme Management Group reviewed the performance of the task forces and study groups in 2022 and considered their work programmes for 2023.

The group discussed the evolution of the Common Evaluation Process of security equipment and agreed its activities for 2023. The meeting also noted the status of implementation of the ECAC Audit and Capacity-Building Programmes in 2022, and the plans for 2023 including a multilateral workshop on screener recruitment, training and certification in a post-COVID environment.

## ECAC delivers cyber security training for the European Commission DG MOVE

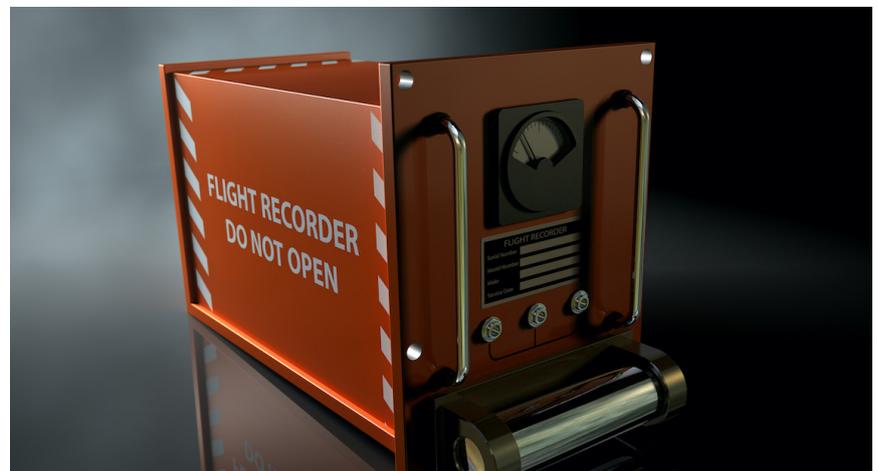
**Videoconference, 4 and 6-7 October** — The first training course for European Commission aviation security inspection experts, "Best Practices for National Auditors – Cyber Security (basic)", was organised by the ECAC Secretariat.

The course gave participants the opportunity to exchange experience and best practices in inspecting and auditing the implementation of cyber security measures aimed at protecting critical aviation information and communication technology systems and data from cyber attacks that could affect the security of civil aviation. Such valuable cooperation contributes to developing a common approach to addressing cyber threats to

aviation, to the continuous professional development of aviation security experts, and to increasing aviation security in the European region.

*"It was a privilege to participate in this training. The shared experiences, questions and insights made the sessions both interesting and enjoyable. At an institutional level, activities such as these are a practical way that the political objective of harmonised implementation is achieved. Hopefully, there will be future occasions when this positive experience can be shared again",* said Eleanor Travers, Aviation Security Manager at the Irish Aviation Authority, who participated in the course as an instructor. ■

## Experts examine safety issues and accident investigations in Europe



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**Videoconference, 19-20 October** — ECAC's Air Accident and Incident Investigation Group of Experts (ACC) gathered to share information on recent significant aviation safety issues. The National Bureau of Air Accidents and Incidents Investigation (NBAAI) of Ukraine briefed participants on the status of their aviation sector, and delegates from other safety investigation authorities (AIB Denmark, BEA France, ANSV Italy and UEİM Türkiye) provided updates

on their recent investigations. Industry stakeholders also provided insightful information on the current challenges for civil aviation, including those arising from climate change, emerging technologies, and the need for sustainable aviation, addressing their implications for aviation safety. Participants discussed the draft programme of the next ACC workshop, to be organised in Bratislava on 25 April 2023 and which will focus on harmonising the treatment of serious incidents. ■

## Facilitation experts focus on aviation immigration and PRM issues

### Facilitation Sub-Group on Immigration

**Paris, 25 October** — The Facilitation Sub-Group on Immigration reviewed the year's work and established priorities for the coming year. It looked at issues related to implementation of the EU's Entry/Exit System and the Electronic Travel Information and Authorisation System, and will monitor progress and share means to ensure the highest level of preparedness for the introduction of the systems. The group also agreed to pursue further work on issues around non-ECAC States' requests for passenger name record data that were capable of creating a number of legal conflicts.

### Facilitation Sub-Group on the Transport of Persons with Reduced Mobility

**Paris, 26 October** — The Sub-Group on the Transport of Persons with Reduced Mobility (PRM) concluded its work for the year and made plans for a new programme of work for 2023. It finalised a set of changed recommendations on call point signage to be recommended to the Facilitation Working Group for inclusion in ECAC Doc 30, Part I, and decided on a number of improvements to its approach to gathering information through surveys of ECAC Member States, including the launch of a new survey on assistance dogs.

### Meeting of PRM experts and the FAL-PRM Sub-Group

**Paris, 27 October** — The group of experts on persons with reduced mobility conducted a wide-ranging review of issues in this field of work at their last meeting. Of particular interest were presentations from IATA and from Bologna Airport on practical measures they had taken to enable easier prenotification of PRM assistance needs, and on information for hearing-impaired passengers. A discussion on priorities for coming work will feed into decisions to be made at the Facilitation Working Group meeting on 9-10 November. ■

## ECONOMIC MATTERS

### Recent developments, working methods and future work programme on the agenda for economic experts

**Videoconference, 19-20 October** — The Economic Working Group took stock of recent developments, began a new format of working, and agreed its proposed work programme for 2023. It received a detailed presentation from ACI EUROPE on air connectivity and the economic impacts of climate change, prompting decisions on new ways of working to examine the economic impacts of aviation policy issues in other domains - and other events creating potential economic shocks - through a series of shorter online topical meetings as well as the traditional twice-yearly meetings. It also agreed on proposals aimed to bring work on the Paris Agreement of 1956 to a conclusion and to refresh the liberalisation toolkit. ■



PRM experts, ECAC offices in Paris, 27 October 2022

## LEGAL ISSUES

### Legal experts consider follow-up to ICAO Assembly decisions

**Videoconference, 31 October** — At its last meeting of the year, the ECAC Legal Task Force reviewed the main outcomes of the Legal Commission of the 41<sup>st</sup> ICAO Assembly against European priorities, and agreed on several follow-up actions. It also agreed its proposed work programme for 2023 and a series

of minor amendments to the draft cooperation arrangement between ECAC and ACI relating to the delivery of activities by ACI under the framework of the CASE II Project. The draft text will be presented to ECAC Directors General of Civil Aviation for consideration in the coming weeks. ■

## Communication specialists develop guidelines

**Videoconference, 27 October** — Over 20 communications experts gathered at the third session of the ECAC Network of Communication Specialists (NETCOM). The meeting reviewed several reference documents developed by the group under its annual work programme on: promoting civil aviation,

cooperation between Member States on communication matters, media relations, crisis communication, intercultural communication and communication training. They agreed to present the final versions to Directors General for their endorsement before the end of the year.

NETCOM provides a forum for information sharing and exchange of knowledge and best practices amongst communication specialists in the ECAC region to foster cooperation and enhance the effectiveness of Member States' communication capabilities for civil aviation. ■

## ECAC welcomes new staff members to the CASE II Project



**Charlotte Lund** joined the ECAC CASE II Project team as an aviation security specialist on 1 October 2022. She holds degrees in communications and marketing and has 16

years of experience in aviation security from Copenhagen Airport with a focus on regulations, training and education. Before joining ECAC, Charlotte held a security specialist position for the Danish National Police. Charlotte is keen to contribute to making civil aviation safer through developing material for CASE II activities and delivering activities in Partner States.



**Klejda Dervishaj** joined the ECAC CASE II Project team in October 2022 as a financial and administrative assistant after several years of professional experience in Albania in

relevant roles in a financial institution and an international services company.

Klejda looks forward to bringing her previous professional experience and educational background to better serve the mission of the project and support the ongoing activities in Partner States in terms of organisation and coordination.



**Julian Lovekin** joined the CASE II Project team as an administrative assistant on 1 October. Originally from Toronto, Canada, Julian completed his undergraduate studies

in history and English literature at McGill University in Montreal, and his postgraduate degree in international history at the London School of Economics.

He is looking forward to contributing to the CASE II Project and the delivery of its aims and goals. ■

## What's on in November?

- |      |   |       |  |
|------|---|-------|--|
| 2-4  | 5 <sup>th</sup> Quality Assessment on Assistance to Persons with Reduced Mobility (FAL-PRM QA/5), Geneva                            | 16    | 13 <sup>th</sup> meeting with security equipment manufacturers involved in the CEP (CEP-MANUF/13), videoconference           |
| 3    | 196 <sup>th</sup> meeting of the Coordinating Committee (CC/196), Paris   | 16-17 | 55 <sup>th</sup> meeting of the European Aviation and Environment Working Group (EAEG/55), Brussels                          |
| 8    | continuation of the 54 <sup>th</sup> meeting of the European Aviation and Environment Working Group (EAEG/54-CONT), videoconference | 21    | 37 <sup>th</sup> meeting of the Security Forum (SF/37), videoconference  |
| 9-10 | 64 <sup>th</sup> meeting of the Facilitation Working Group (FAL/64), videoconference  | 23    | 14 <sup>th</sup> Familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/14), videoconference |
| 9-10 | Workshop on Explosive Detection Dogs (WKSHP-EDD), Paris   | 29-30 | 7 <sup>th</sup> Europe – Asia Pacific Aviation Security Forum (EURAPF/7), Singapore  |
| 10   | 10 <sup>th</sup> meeting of the EAEG Sustainable Aviation Fuels Task Group (EAEG/SAFTG/10), videoconference                         |       |  |