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ECONOMIC MATTERS

Building aviation resilience through collective action

Paris, 13-14 October 2026 — Resilience is a shared responsibility, requiring coordinated action by governments and industry to address emerging threats and safeguard the future of air transport. This was a central message of the 13th ECAC/EU Dialogue with the European air transport industry, held in Paris in October under the theme "Is resilience successfully engrained in aviation, or are we failing to adequately adapt?"

Jointly organised by ECAC and the European Commission, the triennial event brought together more than 140 representatives from States and industry over two days, with 31 speakers examining current efforts to strengthen aviation resilience and identifying what more can be done to sustain and grow air transport across the European region. Participants came from across Europe as well as globally, with representatives from the Dominican Republic, Oman, Singapore and the United States and from ECAC's regional sister organisations, ACAO and LACAC.

Presentations and panel discussions explored practical approaches to monitoring and addressing threats to connectivity and competitiveness. Topics included geopolitical tensions, the energy transition, investment and access to finance, and technological transformation. Speakers shared experiences of responding to major challenges and debated further action to protect the sector's growth and sustainability while strengthening its long-term resilience.

Despite differences across the region, discussions highlighted common challenges for regulators and industry, from the impact of geopolitical shifts to multiple threats and crises, including rising fuel costs. Participants emphasised that resilience is a collective responsibility, requiring concerted efforts from both governments and industry. Crisis and contingency planning, alongside forward-looking analysis of emerging risks, were identified as important elements of this approach.

The Dialogue's findings will also feed into the future work of ECAC, including on skills initiatives, monitoring threats to connectivity and cross-border dialogue to promote more harmonised approaches to policy development and implementation. The European Commission will also take the discussions into account as it finalises the EU Aviation and Aeronautics Strategy.



Henri van Faassen, ECAC Vice-President and Focal Point for Economic matters



Filip Cornelis, Director for Aviation, DG MOVE, European Commission



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ECONOMIC MATTERS

European priorities ahead of the ICAO Worldwide Air Transport Conference

Videoconference, 16 October 2026 — With close to 200 working papers published and more expected, preparing positions on the key economic issues facing air transport was a priority for the European Coordination Group on Economic matters as it met online ahead of the Seventh ICAO Worldwide Air Transport Conference, taking place in Montreal from 16 to 20 November.

Members focused on preparations for the Conference, with the aim of supporting progress under ICAO and encouraging State action to promote the sustainable development of air transport.

Discussions covered connectivity, data and the sharing of best practices, infrastructure financing, and maintaining aviation's competitiveness. The latter included skills initiatives and anticipating future workforce needs.

The group recognised that a number of working papers published for the Conference address matters falling under other aviation sector domains, such as the environment and facilitation. On this basis, the ECAC Secretariat, supported by Member States, is considering input across all relevant domains.

COORDINATING COMMITTEE

Coordinating Committee prepares for December meeting of Directors General

Paris, 14 October 2026 — Key proposals for the Directors General meeting in Berlin on 15 December (DGCA/167) were reviewed by the Coordinating Committee at its October meeting in Paris.

Members endorsed the new structure of the draft budget for 2028–2030 and welcomed the draft work programme for the same period. These two documents will be presented to the next Directors General meeting in December. Proposals on the follow-up to the Chișinău strategic debate and a new secondment framework will also be presented at the meeting in Berlin.

The Committee examined the proposed amendments to the ECAC Constitution allowing proxy voting and supported in principle an ECAC policy statement on uncrewed aircraft systems. These proposals will be discussed further in December.

New Focal Point for Diversity and Inclusion

ECAC is pleased to announce the appointment of Maksim Et'hemaj, Director General of Civil Aviation for Albania, as its new Focal Point for Diversity and Inclusion.

Appointed by the ECAC Coordinating Committee at its meeting in Paris on 14 October 2026, Maksim will play an essential role in strengthening cooperation among Member States and supporting ECAC's work to promote a more diverse and inclusive civil aviation sector.



ECAC CONVENTION

Preparations advance for entry into force of the ECAC Convention

Videoconference, 16 October 2026 — The Working Group on Preparations for the Entry into Force of the Convention on the Bureau of ECAC reviewed progress on signatures and ratifications, continued work on draft amendments to the ECAC Constitution, and considered a draft transition plan at its recent online meeting.

Members were informed that one additional Member State had been authorised to sign the Convention, subject to ratification. One delegation shared a legal analysis concluding that ratification of the Convention would have no budgetary effect, which would help accelerate national processes for ratification.

The group reached agreement on the draft amendments to the Constitution presented at the previous meeting. The Secretariat also presented a draft transition plan setting out the actions required to support the entry into force of the Convention and the implementation of future arrangements for ECAC.

QAP assessment reviews airport accessibility and PRM assistance

Shannon, 21-22 October 2026 — An assessment at Shannon Airport on 21 and 22 October under ECAC's Quality Assessment Programme (QAP) examined how airport facilities and services support passengers with disabilities and persons with reduced mobility (PRMs).

At the request of the Irish authorities, an ECAC team comprising two experts released by Greece and Italy, together with the ECAC Facilitation Manager, assessed airport design, call points and website information against the provisions of ECAC Doc 30, Part I, Section 5.

The team met with the airport managing body, Shannon Airport Authority, and the PRM service provider. The assessment covered several aspects of the passenger journey, from the car park to the gate, including call point coverage, the sensory room, the changing place facility and the US preclearance area.

ECAC thanks Greece and Italy for releasing their experts, the Irish Aviation Authority for hosting the assessment, and Shannon Airport and the PRM service provider for their openness, transparency and commitment.

The QAP demonstrates how ECAC Member States work together through peer assessments, with each assessment contributing to improvements in the quality of assistance across the European network, for the benefit of passengers and ECAC Member States.





Strengthening assistance for passengers with reduced mobility

Videoconference, 5 October 2026 — Improving how passengers with reduced mobility (PRMs) request assistance when booking, airport and airline assessment checklists, and continuing to monitor passenger complaints were key considerations at the 78th meeting of the ECAC Facilitation Sub-Group on the Transport of Persons with Reduced Mobility, on 5 October 2026.

The sub-group endorsed an amendment to ECAC Doc 30, Part I (Facilitation) to strengthen the pre-notification of assistance needs at the time of booking. It also agreed to put forward revised assessment checklists for airport managing bodies and air carriers, and to continue the PRM Complaints Survey in 2027, building on the findings of the 2026 edition.

The group also heard updates on the implementation of the ECAC Quality Assessment Programme (QAP), which now comprises a pool of 21 certified assessors from 11 Member States. Three airport assessments were completed in 2026, with one more scheduled before the end of the year.

These outputs, together with the draft 2027 work programme, were subsequently submitted to the ECAC Facilitation Working Group at its meeting in London on 14 and 15 October.



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FACILITATION

Passenger facilitation: new measures and priorities for 2027

London, 14-15 October 2026 — New measures to improve assistance for persons with reduced mobility, support to air accident victims and their families, and progress on new EU border systems were among the priorities discussed at the 72nd meeting of the ECAC Facilitation Working Group. Hosted by the United Kingdom Department for Transport, the meeting brought together representatives of ECAC Member States, the European Commission and industry partners.

On assistance for persons with reduced mobility (PRM), the group endorsed an amendment to Annex 5-J of ECAC Doc 30, Part I (Facilitation), to ensure that information on how to request assistance is visible during the booking process. It also endorsed new assessment checklists for airport managing bodies and air carriers, with a view to their incorporation in the next edition of Doc 30, Part I. In addition, the group endorsed a proposed new structure for Doc 30, Part I, comprising separation of the document into four sub-parts, each to be published as a separate document. The review of Doc 30, Part I and all its annexes will continue until the end of 2027.

Strengthening national facilitation arrangements was another priority. Following a survey on National Facilitation Committees and Programmes, the group agreed to organise a workshop in 2027 to help States establish and strengthen these arrangements.

The group also considered assistance to air accident victims and their families. The State Assistance to Air Accident Victims Task Group conducted a successful pilot peer support session ahead of an ICAO USOAP audit and will now extend this support to more States requesting this assistance. A new Doc 30, Part I chapter 7 on assistance to air accident victims and their families was endorsed and is expected to be included in Doc 30 in early 2027.

With the European Commission and industry partners, the group reviewed the first year of Entry/Exit System (EES) operations at airports and preparations for the European Travel Information and Authorisation System (ETIAS). Discussions also covered ICAO's work on passenger name record (PNR) data transfers, including the reinstated PNR Task Force, as well as disinsection and public health contact tracing.

The outcomes of the meeting, together with the draft 2027 work programme, will be reported to ECAC Directors General at their meeting in Berlin on 15 December 2026 (DGCA/167).



SECURITY

Shaping the future of aviation security technology

Videoconference, 1-2 October 2026 — The ECAC Security Forum agreed to develop a document outlining the future direction of aviation security technology, with the aim of supporting research and development and encouraging the deployment of advanced technologies that meet Member States' needs. The proposal was discussed at the Forum's 48th meeting, which also examined the challenges faced by Member States and industry in planning for the deployment of security equipment.

Discussions covered the cyber security aspects of security technologies and the use of artificial intelligence in security equipment.

The Forum reviewed new and updated guidance material and best practice documents prepared by various ECAC security groups and considered aviation security priorities for 2027. Members also shared their experiences of implementing the concept of "established business relationships" in cargo and mail security.

Reviewing security group structures and priorities for 2027

Madrid, 27 October 2026 — Improving the efficiency and added value of ECAC's security groups was a key focus of the 49th meeting of the ECAC Security Programme Management Group, which continued work on a proposal to streamline the groups and their activities.

The aim is to make more efficient use of available resources in Member States, while ensuring that the groups deliver outputs that bring clear benefits to all ECAC Member States.

The management group also looked at progress under the 2026 work programmes of the ECAC security groups and discussed their work priorities for 2027.

In addition, it reviewed implementation of the ECAC Aviation Security Audit and Capacity-Building Programmes and the achievements of the ECAC Common Evaluation Process (CEP) of security equipment in 2026, alongside plans and priorities for the coming year.

Strengthening the evaluation of aviation security equipment

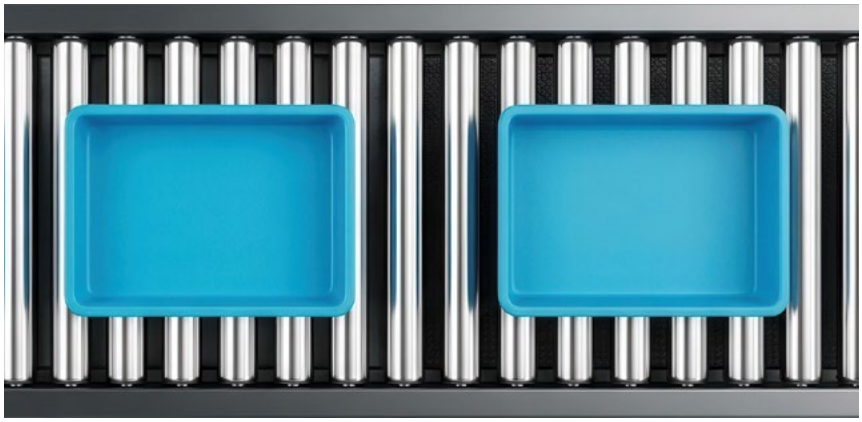
Videoconference, 13-14 October 2026 — The 69th meeting of the ECAC Common Evaluation Process (CEP) Management Group reviewed progress in implementing the CEP work programme and agreed priorities for 2027, including the further development of procedures and closer coordination with external frameworks and international partners.

A key focus was the development of testing methodologies for new categories of security equipment (shoe metal detection (SMD)/shoe explosive detection (SED) systems) as well as updates to the Common Testing Methodologies for explosive detection systems (EDS), automated prohibited items detection systems (APIDS) and explosive trace detection (ETD) equipment.

For APIDS, the proposed changes aim to make test results more directly comparable, particularly when different types of trays are used during equipment evaluations. This will help ensure that differences in tray performance in detecting threats can be consistently assessed.

The group also reviewed progress in equipment testing, the endorsement of test reports, the allocation of tests, and assessments of configuration change management. It agreed to consolidate updates to the CEP Handbook and related procedures, covering data validity, modular testing, reporting, configuration management and quality assurance. Work will also continue on harmonised tray-equivalency reporting and the planning of test centre capacity.

In addition, the group supported clearer guidance for manufacturers on testing arrangements related to the recognition of external methodologies and test results. These improvements will help ensure a transparent and effective framework for evaluating aviation security equipment.



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CEP test centres review testing progress

Videoconference, 5 October 2026 — Progress in current test programmes and the allocation of test requests were key topics at the 16th meeting of test centres participating in the ECAC Common Evaluation Process (CEP) of security equipment.

Participants discussed the prioritisation of automated prohibited items detection systems (APIDS) testing, coordination between test centres, and the continued integration of new participating centres. They also considered practical arrangements to support consistent and efficient application of CEP procedures, including tray equivalency and modular EDS 3.2 testing. Potential updates to the common guidance for manufacturers were discussed for inclusion in the CEP *Frequently Asked Questions*.

The meeting also reviewed progress on Common Testing Methodologies (CTM) updates and the evaluation of configuration change management (CCM) activities. Participants agreed on a number of actions to strengthen cooperation and support the efficient planning of CEP activities in 2027.

New testing methodologies and guidance advance aviation security screening

Videoconference, 6-7 October 2026 — New guidance on simulant validation, testing methodologies for explosive detection systems (EDS) and explosive detection systems for cabin baggage (EDSCB) equipment, and updated procedures for Threat Image Projection (TIP) were among the key documents reviewed by the ECAC Technical Task Force at its 95th meeting.

The Task Force considered a draft document on simulant validation to support Member States in using simulants for aviation security purposes. It also reviewed the first drafts of two Common Routine Testing Methodologies: one for EDS equipment and another for EDSCB equipment.

Members also considered the first drafts of updated documents on the use of TIP for hold baggage and cabin baggage screening.

All these documents are expected to be finalised through written consultation by the end of November 2026.

NETCOM workshop explores communication on drone safety and societal acceptance

Tallinn/videoconference, 7 October 2026 — Effective communication plays an important role in promoting drone safety, building public trust and improving understanding of the regulatory framework. These issues were at the centre of the 2026 workshop of the ECAC Network of Communication Specialists (NETCOM), hosted in Tallinn by the Estonian Transport Administration.

Bringing together experts from civil aviation authorities, industry, academia and European organisations, the workshop provided an opportunity to exchange experiences and good practice in communicating about the growing use of unmanned aircraft.

Discussions covered developments and trends in unmanned aviation, communicating safety risks, building trust and credibility, and fostering societal acceptance through engagement with citizens and stakeholders.



Participants also explored how to make drone regulations and technical information accessible to different audiences, recognising the importance of clear, factual and reliable messaging in addressing public concerns and supporting informed debate.

The workshop highlighted the value of European cooperation in helping communication specialists address emerging challenges and promote public understanding of drone operations, their benefits and the importance of their safe integration into society.

NETCOM sets communication priorities for 2027

Tallinn/videoconference, 8 October 2026 — The ECAC Network of Communication Specialists (NETCOM) met in Tallinn and online for its 11th meeting, gathering communication experts from across ECAC Member States to exchange experiences and discuss current and emerging challenges in aviation communication.

Discussions focused on key priorities, including the use of artificial intelligence (AI), raising passenger awareness of their rights, and communicating the safety risks associated with transporting lithium batteries by air. Members shared experiences and explored practical approaches to making safety messages and regulatory information clear, accessible and effective for the travelling public.

The meeting also examined draft guidance on the risks and benefits of AI in civil aviation communication and guidelines on communicating lithium battery safety risks to passengers.

A key outcome was the agreement on the NETCOM work programme for 2027. Members discussed and agreed on the proposed topics and deliverables, ensuring alignment with the network's triennial work programme and taking account of current and emerging developments in aviation and their implications for communication across the industry.



NETCOM members attending the 11th meeting of the Network of Communication Specialists in Tallinn

ECAC Member States' environmental experts contribute to ICAO CAEP Steering Group discussions

Videoconference and Montreal, October 2026 — The European Aviation and Environment Working Group (EAEG) held its 97th and 98th meetings by videoconference on 6 and 15 October respectively, ahead of the 2026 Steering Group meeting of ICAO's Committee on Aviation Environmental Protection (CAEP) held at ICAO headquarters in Montreal on 19-23 October 2026.

The two EAEG meetings focused on reviewing working papers and exchanging views on the broad range of environmental topics included in the Steering Group's agenda.

Discussions covered aviation fuels, CORSIA, noise and emissions standards, airports and operations, environmental modelling and forecasting, as well as monitoring and reporting related to ICAO's long-term aspirational goal (LTAG). Participants also considered developments in environmental science and emerging technologies.

The subsequent CAEP Steering Group meeting in Montreal brought together approximately 200 experts from 38 States and 13 international organisations to review progress across the CAEP/14 work programme and consider future activities. A total of 30 EAEG members participated in-person, contributing their technical expertise to discussions across the various workstreams and supporting the development of ICAO's environmental policies, standards and guidance for international civil aviation.

ECAC legal experts contribute to discussions on international aviation law at ICAO



Legal Working Group members in Dublin, 1 October 2026

Dublin and Montreal, October 2026 — ECAC's Legal Working Group (LEGWG) held its 58th meeting in Dublin and online on 1 October, hosted by the Irish Aviation Authority, ahead of the 40th Session of the ICAO Legal Committee (LC/40) taking place in Montreal from 26 to 30 October.

The LEGWG meeting focused on preparations for LC/40, including a review of working papers and exchanges on international aviation law matters. Participants were joined remotely, for a dedicated part of the meeting, by Michael Gill, Director of ICAO's Legal Affairs and External Relations Bureau, who presented outcomes from the fourth ICAO Civil Aviation Legal Advisers Forum (CALAF/4), including initiatives to strengthen professional training and knowledge-sharing among aviation legal experts, and provided an overview of preparations for LC/40.

At the subsequent ICAO Legal Committee session in Montreal on 26-30 October, discussions covered a broad range of legal issues, including uncrewed aircraft operations, satellite-based navigation systems, cyber security, data protection and the implementation of international air law instruments.

A key outcome was the Committee's unanimous endorsement of a revised general work programme, placing legal aspects of uncrewed aircraft operations and global navigation satellite systems (GNSS) as its first and second priorities. The Committee also agreed to include legal aspects of artificial intelligence governance as a new work area, subject to further consideration by the ICAO Council.

The session also endorsed recommendations concerning Article 12 of the Chicago Convention and supported the conclusions of the legal review of Article 15.

Laurent Noël (Switzerland), a longstanding member of ECAC's Legal Working Group, was elected fourth vice-chairperson of the ICAO Legal Committee, recognising his extensive experience in international aviation law. The Legal Working Group warmly congratulates him on his election.

DIVERSITY AND INCLUSION

Supporting diversity and inclusion through new tools and training

Videoconference, 15 October 2026 — The development of a new ECAC diversity and inclusion toolkit, further capacity building, and the priorities for 2027 were among the key topics discussed at the 14th meeting of the ECAC Network on Diversity and Inclusion in Civil Aviation (NETD&I/14), in October.

Members reviewed progress under the 2026 work programme and endorsed the draft 2027 programme, as well as the proposed scope and structure of the toolkit. An ECAC-sponsored online course on diversity and inclusion organised for all ECAC Member States, delivered by an external specialised provider, is due to begin in November and will complete the network's capacity-building deliverable for 2026.

The meeting also provided an opportunity for members to share good practices and initiatives. These included the Italian Civil Aviation Authority's (ENAC) work on unconscious bias and inclusive language, and United Kingdom programmes aimed at widening access to aviation careers for young people from under-represented backgrounds.



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The network will meet online again in March 2027, followed by an in-person meeting at ECAC's new premises in Paris in the second half of June.

UNMANNED AIRCRAFT SYSTEMS

Preparing the groundwork for ECAC's UAS activities in 2027

Videoconference, 22 October 2026 — The Unmanned Aircraft Systems Working Group (UAS) met virtually to consider its work programme for 2027 in light of ongoing discussions within the Coordinating Committee on providing a more strategic direction for ECAC's work in this domain.

Øyvind Ek (Norway), ECAC co-Focal Point for UAS, reported that the Coordinating Committee was in the final stages of agreeing a policy statement setting out ECAC's aims, objectives and strategic deliverables in the field. The identified deliverables will be shared with the group and with relevant ECAC groups in other domains in the near future.

Taking this update into account, the group agreed on finalising the draft 2027 work programme. Alongside producing a counter-UAS position paper, the programme will focus on gathering national developments and case studies to support UAS experts across ECAC Member States in implementing regulations and exploring developments in beyond visual line of sight (BVLOS) operations, unmanned traffic management (UTM) - including U-Space - and civil and military UAS use cases.

What's on in November?

calendar

4	I	81st meeting of the ECAC Medium-Term Objectives Group (EMTO/81), videoconference
4	I	26th meeting of the European Coordination Group on Economic matters (ECG-ECO/26), videoconference
4	I	30th meeting of the European Coordination Group on Facilitation (ECG-FAL/30), videoconference
5	I	59th meeting of the Legal Working Group (LEGWG/59), videoconference
10-11	I	65th meeting of the Air Accident and Incident Investigation Group of Experts (ACC/65), videoconference
13	I	4th meeting of the Working Group on Preparations for the Entry into Force of the Convention on the Bureau of ECAC, videoconference