39th ICAO Assembly
Montreal, 27 September - 7 October 2016
What outcome for Europe?
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In the last ECAC News, issued shortly after our Bratislava Declaration in which all 44 ECAC Member States committed to participate, from its inception, in a carbon offset scheme, I expressed my hope that the 39th ICAO Assembly would mark a turn in the history of international aviation: the hope that the rest of the world would join in the fight international civil aviation can lead to tackle its CO₂ emissions, the hope it would turn aspirational goals into reality and grant ICAO the leadership to initiate the process of global change.

«Let us make this ICAO Assembly our united response to our common challenge»: from wishful commitment to tangible reality, the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) was officially endorsed by a large majority of ICAO Contracting States on 6 October. By the end of the Assembly, 66 States had already committed to join the scheme from its start and ICAO Council President Dr Aliu, in his address at COP22, confirmed that States representing more than 86.5% of international air traffic had volunteered to join the new global market-based measure scheme from its earliest pilot phase. And all indications show that more States will continue to step up.

The aviation industry has a four-pillar strategy to manage its greenhouse emissions. A global market-based measure is one of those pillars. The CORSIA agreement will now serve as an important new tool to complement the extensive basket of measures for environmental protection already pursued by ICAO and its Member States since 2010 through technological innovation, modernised operational procedures and the increased use of sustainable alternative fuels. ECAC Focal Point for Environmental matters, Mr Patrick Gandil (DGCA France), takes us through the journey leading to this historical achievement in this issue.

But the outcome of the 39th ICAO Assembly is not limited to the endorsement of a carbon offset scheme. Far-reaching progress was achieved in many areas. This issue highlights some of the most critical topics put forward by Europe in Montreal, such as unmanned aircraft regulatory framework, the critical issue of flights above conflict zones, and cyber security threat mitigation. Significant also was the extension of the number of seats on the ICAO Council and Air Navigation Commission, reflecting the growth in membership of the Organization over the last 30 years. And, as the mandate of the newly elected ICAO Council members is about to begin, ECAC news introduces us to each European Representative, whether on board for the first time, re-elected or having served in the previous tenure.

Aviation can take pride in being the first industry to adopt a global market-based measure to address CO₂ emissions. This landmark agreement confirms the vision of a sector that is vital to the world’s economy as much as it is able to take a leap that requires vision, commitment and efforts. The adoption of CORSIA alone may not be aviation’s solution to climate change, but it certainly sets a cutting-edge starting point to addressing the sustainability of our sector in the 21st century.
The birth of a global mechanism: from the disappointment of 2013 to the historic success of 2016

Patrick Gandil
Director General for Civil Aviation for France and ECAC Focal Point for Environmental matters

At the 38th Session of the ICAO Assembly in 2013, the disappointment felt was immense, because Europe found itself isolated from the rest of the world with regard to the global implementation of a market-based CO\textsubscript{2} emissions trading mechanism for international aviation.

Europe left disappointed, it is true, but it did not leave completely empty-handed: it had succeeded in extracting a promise from the 191 ICAO Member States to work on the drafting of the global market-based measure (GMBM), for adoption at the 39th Session of the Assembly in 2016.

It is likely that few States imagined it possible that such an agreement would one day see the light of day. The roadmap was a complex one: define the type of market mechanism, determine the intricacies of its operation, bridge the seemingly irreconcilable differences between the positions of certain countries… All in just three years.

As soon as the discussions began, differences in opinion became obvious:
- on the one hand, certain countries imagined a system defining obligations for the States based on common but differentiated responsibilities (CBDR), it then being up to these States to pass them on to their airlines;
- on the other, some countries, including the European States, imagined a system in which the obligations would be attributed directly to the airlines, in order to minimise distortion of competition.

In the wake of the COP21 and following the signing of the Paris Agreement, the President of the ICAO Council, Dr Olumuyiwa Benard Aliu, proposed a draft resolution designed to help set the debate on the path towards a consensus. The merit of this proposal was that it achieved the not insconsiderable goal of incorporating elements of each of the proposals on the table such that, even if nobody was able to accept the text as it stood, they all recognised that it constituted an adequate basis for discussion to enable negotiations to continue.

In this context, France, in collaboration with the ECAC Member States, continued to defend the following fundamental points:
- the principle of a non-discriminatory system which does not distort competition between two airlines on the same route;
- a binding agreement, with ambitious environmental objectives, incorporating a robust review clause.

The key question with a view to the adoption of this text was to find a fair balance between preserving the goal of carbon-neutral growth for the 2020 time frame and the desire of the emerging countries to see the notion of "common but differentiated responsibilities" (CBDR) or even historical responsibility, being transcribed into an ICAO context in which differentiated treatment of the various States is not the norm.

This text was thus discussed, amended and reworked by the various working groups, meetings and informal get-togethers, both bilateral and multilateral, which took place throughout the course of 2016, finally leading to the draft resolution presented by the Council to the 39th Session of the Assembly. This system was named CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation).

The CORSIA system covers CO\textsubscript{2} emissions produced on air routes between two signatory States. The emissions level reached in 2020 will act as the reference baseline for the mechanism. Using this scale, airlines will be able to offset their surplus CO\textsubscript{2} emissions by buying emission reduction credits produced by other activity sectors under programmes such as those set up by the United Nations Framework Convention on Climate Change (UNFCCC) – for example the Clean Development Mechanism (CDM) or the future Sustainable Development Mechanism (SDM).

The types of credits that could be used within the framework of CORSIA will need to meet environmental quality criteria, which are to be defined and implemented in the form of international standards laid down by ICAO.
A mechanism such as this requires precise data on airlines emissions and the creation of a procedure for monitoring and verifying these emissions – all of this on a global scale. This is what is called MRV (Monitoring, Reporting, Verification). This monitoring will be carried out by all the ICAO Member States, so that as of 2020, aviation-based CO₂ emissions will have been clearly determined, thus enabling the air transport offset obligations to be calculated.

On the basis of the global baseline level calculated in 2020, the surplus emissions will then be distributed across all the airlines operating the routes concerned by the agreement, using a calculation method defined by ICAO, but which will be able to evolve over the subsequent years.

The offset obligations for each airline thus comprise two parts:
- a “sectorial” part that is proportional to the airline’s total emissions on the routes included in CORSIA,
- an “individual” part that is proportional to the growth in total emissions by the airline on the routes included in CORSIA.

### Gradual, tailored implementation

By its very nature, aviation is a globalised sector which requires global, harmonised rules that apply to all. However, this agreement makes provision for several implementation phases, in order to take account of the particular circumstances and respective capacities of the various countries.

A first voluntary phase, between 2021 and 2026, followed by a second phase starting in 2027 in which the mechanism will apply across the board, except for a certain number of exempted States (least developed countries, developing island States, developing landlocked States, and States for which the level of traffic is less than 0.5% RTK).

The 66 volunteer States who will be taking part in the first phase of CORSIA already represent nearly 87% of international air activity. Countries with high levels of traffic, such as China, United States, United Arab Emirates, South Korea, Singapore, Japan and Canada, were notable volunteers, alongside the ECAC Member States, to play an active part in this first phase.

In the end, the States included in the final mechanism will represent more than 93% of international air activity, accounting for 80% of the sector’s CO₂ emissions.

The two weeks of the Assembly led to an agreement being reached on all these points, enabling ICAO to make history on 6 October 2016, with aviation becoming the first sector to adopt a global, universal and binding mechanism to control and reduce its CO₂ emissions.

As the oversight body representing a unified and determined European position, ECAC was heavily involved and played a key role in this success.

This marks the conclusion of intense negotiations, but also the beginning of a colossal task ahead to implement this arrangement in the 191 ICAO Member States.
The next steps

By 2020, the ICAO Council will have to adopt Standards and Recommended Practices on MRV and eligibility for CO₂ credits.

Global, national or, if this helps with the shared effort, regional registers will need to be set up.

The States will need to ensure that their legal texts contain the necessary tools for the system to be operational in their country on the date they join the system.

On the European side, discussions will also be needed to address the future of the European CO₂ emissions trading system (EU-ETS) for aviation, in order to take account of the agreement reached at ICAO.

Air travel currently accounts for nearly 2% of global CO₂ emissions and is seeing growth in the sector of about 5% per year. This agreement therefore addresses a fundamental issue and demonstrates the conviction and determination on the part of the air travel stakeholders to act to combat climate change.

However, although the CORSIA system marks a truly historical step forward, the engagement by France and the ECAC Member States does not stop there. Buoyed by this success, we will continue to work hand in hand to make aviation a cleaner and more environmentally friendly mode of transport.

Key figures

- Civil aviation accounts for 2% of global CO₂ emissions
- Or 450 million tonnes of CO₂ per year
- Average annual growth of international air traffic about 5%
- CORSIA will concern 87% of international air activities in 2021 and 93% in 2027, representing 80% of the sector’s CO₂ emissions

Patrick Gandil has spent his career within the French Department of Public Works and Transport in several positions at headquarters and regional offices, with an exception from 1995 to 1997 when he was Deputy Director in the Cabinet of the Minister for State Reform, Decentralisation and Public Services. From 1979 to 2005, he held a number of high-level positions in this department: as Deputy Director of the regional office of “Haute Saône” (1981 to 1984), and Director of “Val d’Oise” (1994 to 1995), before heading the Airports Department at the DGAC (1997 to 1999) and the Roads and Highways Directorate (1999 to 2003). He was then called to the cabinet of the Minister where he acted as Head of Cabinet from 2003 to 2005. Mr Gandil was promoted to the post of Director General of Civil Aviation in 2007. He is currently also President of the Provisional Council of EUROCONTROL. Mr Gandil graduated from the École polytechnique in 1975, and from the École nationale des Ponts et Chaussées in 1980, where he later gave classes from 1986 to 1996. He received the distinction of “Chevalier de la Légion d’honneur” in 1999 and “Officier de l’ordre national du mérite” in 2007. Mr Gandil holds a private pilot’s licence.
Flights above conflict zones: lessons learnt from the MH17 disaster

Rob Huyser
Acting Director General for Civil Aviation for the Netherlands

The downing of Malaysian flight MH17 on 17 July 2014 in Eastern Ukraine was a shock for everyone. In the Netherlands the shock was enormous, as 193 of the 298 victims had Dutch nationality. Besides the recovery of all the bodies and their transport back to the Netherlands – which was the first priority for the Dutch government – the investigation into the cause of the crash was a very important issue. Ukraine asked the Netherlands to lead the formal accident investigation. As soon as possible after the disaster, the Dutch Safety Board, together with its international partners, started investigating the technical cause of the crash.

ICAO also reacted very quickly. An ICAO Council resolution of July 2014 highlighted in particular the importance of the accident investigation process. An ICAO Task Force on Risks to Civil Aviation arising from Conflict Zones was established. In the second half of 2014, this Task Force formulated a work programme listing some actions. The ICAO High-level Safety Conference in February 2015 recognised the necessity of providing accurate and timely information to States and airlines regarding risks to civil aviation arising from conflict zones as a matter of urgency. It also decided that a Conflict Zone Information Repository was to be established. In April 2015 a web-based repository was operational. Initiatives by Malaysia, Australia, the Netherlands and others led to important steps forward on content in ICAO Panels.

The Final Investigation Report of the Dutch Safety Board was published on 13 October 2015. The recommendations proposed to implement actions on three levels:
1) Airspace management in conflict zones,
2) Risk assessment, and
3) Operator accountability.

The report addressed States and ICAO directly. At the end of 2015, many, especially from the grieving nations, felt that additional global action was required. Concrete follow-up by ICAO to the recommendations of the Safety Board Report was deemed necessary. A similar sense of urgency was also felt by ECAC Directors General and by the European Commission. At the beginning of 2016, it was decided to make this one of the European priorities for the next ICAO Assembly.

A concrete proposal by the Netherlands for a working paper on conflict zones for the next ICAO Assembly was discussed and supported at the European co-ordination meetings prior to the Assembly. In parallel, the Netherlands sought cooperation with States involved in the MH17 accident investigation. Meetings were held with Australia, Malaysia, Ukraine, the Russian Federation and the United States. The Russian Federation intended to bring its own working paper to the Assembly and so cooperation was sought primarily with these other States.
The European working paper on conflict zones was adopted by ECAC/EU Member States and the European Commission in July 2016. It welcomed and supported the actions taken by ICAO in relation to conflict zones. In addition, the paper proposed additional actions for ICAO. These regard the following items:

a) The responsibilities of States and mechanisms for closure of their own airspace (partially or totally) where airspace cannot be safeguarded, and dissemination of information relating to threats to aviation arising from conflict zones need to be clarified. Consideration should be given to the need for measures, including Standards and Recommended Practices (SARPs) if appropriate, to ensure that these responsibilities are better formulated and realised through appropriate mechanisms.

b) In accordance with safety and security management principles, airline operators and States should conduct a proper safety and security risk assessment to ensure safe and secure civil aviation operations taking into account the risks arising from conflict zones. Such requirements should be set out in SARPs or in guidance as appropriate.

c) All information that is, or could be, pertinent to an accident investigation, should be retained by ICAO Contracting States so it can remain available for the investigation, even if the State is not the State of Occurrence under Annex 13.

d) Taking into account the experience of Ukraine and the Netherlands regarding the delegation of the accident investigation, the provisions of Annex 13 should be reviewed to establish how to best clarify the responsibilities of a State of Occurrence of an accident and of the State to which the conduct of the investigation is delegated.

e) Information about conflict zones should be disseminated to airspace users and relevant principles should be embedded in ICAO SARPs. Many airlines do not have adequate capabilities to collect all the necessary information for making informed risk assessments and rely primarily on information made available by States and the airline industry in general. Timely dissemination of information remains vital.

During the review of the ICAO Conflict Zone Information Repository, the ICAO Council made it clear that more discussion was needed on the availability of information relating to conflict zones and the responsibilities for dissemination of that information. The European working paper stated that a wide scope of options should be explored, including possible solutions that are independent of ICAO, and presented to the Council for further consideration as soon as possible. The options should include, inter alia, the scope of threat information that is shared at a global level, the target audience for the information, and the operational requirements that will readily allow airline operators to make informed risk assessments when flying in or near conflict zones.

The European working paper stated that avoiding conflict zones by using alternative airspace areas is a key task of Air Navigation Service Providers and air traffic flow management units. More work should be done to make information available and to encourage the establishment of operational arrangements for flying safely by avoiding conflict zones.

The working paper also states that the way States and the aviation industry are dealing with conflict zones should evolve in the coming years with an ongoing focus on seeking to reduce related risks. ICAO should take this into account when performing oversight and continuous monitoring approach activities and facilitating the sharing of best practices.

Besides the European working paper, a European information paper was also drafted for the ICAO Assembly. It gave background information and promoted ideas developed in the European Union, for instance on the sharing of information on threats within foreign airspace. The information paper described EU actions developed by the EU High-level Task Force on Conflict Zones. It also gave information on the role and work of EASA and the activities of the network manager of EUROCONTROL.
The outcome of the ICAO Assembly

There was much political attention paid to the subject during the Assembly. Not only by the Dutch, Australian and Malaysian ministers in their opening addresses, but also by ICAO’s Secretary General and the President of the ICAO Council in their speeches. The European co-ordination, under the leadership of ECAC President Ingrid Cherfils and the European Union chairmanship of Mario Nemeth (1), was very successful. Strategy was discussed many times and political bilateral meetings were used to gain support for the European working paper. During the meeting, support came from Australia, Malaysia, the United States and IATA. Opposition was in the end minimal and it all led to a positive outcome – first in the Technical Committee and later in the Assembly as a whole.

The Assembly supported the actions proposed in the working paper and agreed the ICAO Council should afford priority to the action items formulated in the paper in light of the 2017-2019 budget and the availability of extra-budgetary resources. Furthermore, the Assembly highlighted the importance of information sharing and the need for Member States to engage in these efforts.

The way forward

As already indicated in the working paper, the Netherlands offered ICAO support in kind by seconding an expert to assist the Secretariat in the work on conflict zones. The Netherlands is also keen to support ICAO in finding solutions for future systems of dissemination of conflict zones-related information; on 26 October a presentation was given to the Aviation Security World Conference in Malaysia.

I wish to thank all those who contributed to a very successful Assembly regarding the much needed action on the issue of flying over conflict zones. In particular, I would like to extend my thanks to the ECAC Secretariat, the European Commission and the ECAC delegations, which made concrete contributions to the text of the working paper. And of course, also to the Slovak EU Presidency and all those who intervened during the Assembly in order to get the working paper adopted. But the work is not finished - it has actually just begun. So let us all remain focused on working together with the States of ICAO in the coming years to achieve results as soon as possible. Let us make aviation more secure and safer. Never an MH17 disaster again.

(1) The Republic of Slovakia holds the presidency of the Council of the European Union for the second part of 2016.

Rob Huyser studied economics and law at Groningen University in the Netherlands. After his master’s degree in business economics, he served in the military (infantry) and started at the ministry of defence as a financial advisor. He later moved to the transport ministry and held positions in logistics, infrastructure, railways and international affairs. In 2005, he became head of the shipping department and later director for maritime affairs at the ministry of infrastructure and the environment. In 2013, he became the acting Director General for Civil Aviation. Mr Huyser is member of the following institutions; the Advisory Board of the International Institute of Air and Space Law (IIASL) of Leiden University, the Advisory Council Aerospace Engineering of Delft University of Technology, the Advisory Board of the Dutch Air and Space Fund, and the Advisory Board of the Dutch Aerospace Laboratory (NLR).
Perspectives for unmanned aircraft regulatory developments at European and international level

Raúl Medina Caballero
Director General for Civil Aviation for Spain and ECAC Focal Point for RPAS

From the fragmented regulations to the constraints to be tackled before developing an homogeneous European and international framework, ECAC Focal Point for RPAS Raúl Medina Caballero describes the state of the art in the field of unmanned aircrafts and the aims to be pursued in order to unleash the tremendous potential of this blossoming market.

A fragmented European regulatory landscape

Aviation regulators and national supervisory authorities in most ECAC States have addressed the dawn of the unmanned aircraft sector in recent years (UAS, comprehensive category of remotely piloted aircraft and autonomous aircraft) in order to facilitate rules for their operation, the provision of services and their manufacture.

A comparative analysis of the legal national frameworks in the European area shows some proximity in the regulation of remotely piloted aircraft (e.g. categorisation based on weight), operational constraints and limitations (e.g. visual flight, visual range or height). Nevertheless, some regulatory differences among European States remain and can lead to a fragmentation of the applicable rules regarding the manufacture, operation and delivery of services that can burden the development of the sector.

It is also a fact that national regulations are being superseded by new developments. At present, the state of the art only allows local operations at low altitude, and mostly aerial works, while UAS will be able to perform operations at a high altitude or at a large distance from their operational bases, and will carry out activities such as the transportation of goods or people.

These are circumstances that the state of the art has not resolved yet when it comes to their concurrence with other users.

Regulatory segmentation is especially striking at the European Union level. In the absence of a European Union competence for UAS of less than 150 kg, the Member States have been prevented from benefitting from converging legislation in these early stages in the deployment of the lighter C sector.

Work at ICAO and upcoming events

UAS operations are local, but their market is global. Even local UAS operations may have an impact on the safety of international (conventional and manned) flights. Unlike conventional aviation where very few States are aircraft manufacturers, there are more than 60 States around the world manufacturing UAS.

All these reasons have justified ICAO’s early involvement in some short-range regulatory measures in this field. In 2003, ICAO started UAS discussions and to date the Organization has issued Circular 328 and amendments to Annexes 2 and 7, and the ICAO UAS Study Group (now replaced by the ICAO RPAS Panel) has produced ICAO’s “Manual on Remotely Piloted Aircraft Systems”. It is expected that the RPAS Panel will produce UAS draft SARPs by 2018.

Even prior to the 39th ICAO Assembly, ECAC States supported the development of an appropriate international regulatory framework for the use of UAS. To this end, Europe has offered its participation and has proposed to rely on the Joint Authorities for the Regulation of Unmanned Systems (JARUS). JARUS is a global group of regulatory experts from 40 States that maintains strong connections with the industry. In recent years, it has recommended technical and operational requirements on all matters related to the safe operation of UAS.

Last October, the ICAO Assembly mandated the development of global regulations to harmonise UAS regulation in accordance with an innovative and flexible approach that would take into account developments at national, regional and international levels and involve JARUS.

ICAO also intends to publish an online guide that will include guidance to assist States in developing and implementing national regulations for UAS. It will include best practices and examples of States that already have such regulations.

Finally, ICAO will develop guidance material on safe UAS operation, with awareness-raising and educational campaigns for users, and will promote the exchange of information among States with respect to their UAS regulations.
The European perspective

Seven million consumers of leisure RPAS are expected to be operating across Europe and a fleet of 400,000 aircraft is to be used for commercial and government missions by 2050. With an estimated value of EUR 15 billion annually, this market represents a huge potential for Europe and its global competitiveness.

To face this challenge, work has been done at the European Union level on several common agreed objectives that ECAC States conveyed to ICAO at its recent 39th Assembly.

The European Union considers that the development of the sector would benefit from a framework that provides legal certainty, guarantees safe operations, preserves the rights of the general public and other airspace users, and is environmentally friendly. The framework should be accompanied by the appropriate technologies for the UAS sector development in non-segregated airspace environments.

To this end, the European Union intends, by amending Regulation 216/2008, to assume competence on UAS (not only on manned aircraft by remote control), eliminating the current scope limitation for UAS above 150 kg only. Once the European Union assumes jurisdiction over UAS under the EASA Basic Regulation, implementing rules on UAS operations will be adopted by the European Commission. A prototype version of these implementing rules has been drafted and constitutes the European Union’s preliminary approach to UAS in the coming years.

Operational safety

In this approach, operations are expected to be categorised according to the risks involved in the operation of each type of UAS. Risks arising from UAS range from damages to people and underlying property, to conflicts with other airspace users. Therefore, UAS operations will be classified depending on their risks, ranging from zero risk category to risk categories similar to those in conventional aviation. Requirements will be adapted in view of their respective energy, weight, speed, complexity, airspace classification, place or specific operations.

The European Commission plans to adopt implementing rules for the lowest operating risk category (open) as well as the intermediate category (specific) by the end of 2017. The higher risk category regulation (certified) will be postponed. More specifically, regulation of UAS integrated in non-segregated airspace may not be adopted until mature and appropriate technology for its implementation is available.

The European Union UAS package intends to have a proportional approach. The UAS regulatory framework will therefore depart from the criteria and structure of the existing manned aircraft regulations. In this regard, the essential requirements will set performance objectives, leaving flexibility for the way in which they should be reached. This approach will prevent over-prescriptive rules in an area where the state of the art evolves very rapidly, and should be flexible enough to encompass the diversity of equipment and operations.

Another important challenge is making appropriate insurance available for UAS. Inefficient insurance may hamper business for RPAS operations. As their safety and security risks are identified, insurance rates should be proportionate to the real financial risks and their cost should diminish.
Data protection and privacy rights

The use of UAS poses new risks for data and privacy protection, especially linked to the use of image record devices by UAS. Existing general rules on data and privacy protection constitute a relevant protection, but there is also room for minimising certain risks by the regulation in the aeronautical domain. For instance, measures can be taken in the design process to prevent such violations, by facilitating the identification of operators, or limiting the operation itself, or installing programmes to prevent access to sensitive areas.

Public authorities using UAS for their surveillance will have to develop national rules that guarantee citizen data and privacy protection.

Integration of UAS in conventional aviation (Unmanned Aerial Systems Traffic Management (UTM))

As UAS operations evolve and may need to share space with manned aircrafts, ATM operations should be adapted to integrate these users without affecting aviation safety. This integration depends on several areas of research. Current investigation projects perceive that there is no significant difference in the behaviour of UAS compared to general aviation aircraft when operating in the air traffic control (ATC) environment. On the basis of the findings so far, several technical, operational, safety and security matters have to be addressed before integration can be considered.

Some other issues should also be tackled: establishment of a harmonised civil regulation and certification system by the certification authorities; policies and procedures on how ATC should interact with UAS to ensure efficient operations and meet safety-level requirements; detection and avoidance (D & A) capability and compliance with European aircraft equipage requirements; reliable command and control (C2) links developed together with contingency procedures in case of failure, which can be implemented in a protected spectrum band; and specific training and licensing for UAS pilots.

In response to a growing number of small UAS flying at low altitude, it is also foreseeable to develop a UAS traffic management system. Both possibilities are under investigation, and their implementation will depend on the development of the market and of the technologies.

Enforcement

It is envisaged that the supervision of UAS rules in the “open” category will be the responsibility of market surveillance authorities and local authorities, meaning they will remain outside the aeronautical authorities scope of competence. This will be a challenge in the development of appropriate co-ordination and will make the development of joint guidance material, as well as action plans, training manuals and information material, necessary if authorities at the internal level are to be able to apply these rules and their updates. Through cooperation, the competent authorities should be able to learn from their experiences and promote regulatory improvements in line with the sector’s best practices.

With regard to the “specific” category, supervision will be assigned to the competent aeronautical authority. Operators will be under control by filing a declaration or an authorisation from the competent aeronautical authority, after having completed a safety study (Safety Operational Risk Assessment - “SORA”) that guarantees the safety of operations.

The new Basic Regulation foresees an important support to aeronautical supervisory authorities in the implementation of the UAS regime, by facilitating the involvement of qualified entities in these activities. It seems that UAS supervision may be one of the most important areas for the development of these qualified entities.

Safety awareness

As the UAS will be available to any type of public, including many people with no aeronautical or safety training, the regulatory framework will need to be supplemented by communication and the dissemination of guidance material on UAS operations, as well as through easily understandable awareness-raising and educational campaigns.
Environment

So far there are no noise requirements for UAS. The future EASA Basic Regulation will address UAS noise limitations and it is envisaged that some UAS categories may contain product provisions in their design to limit noise at source.

Investigation and research

Key technologies developed specifically for the secure integration of UAS, such as those relating to command and control, detection and evasion, security protection against physical, electronic or cyber attacks, and contingency procedures, are still needed.

UAS can also be used to generate threats to public security, therefore current research is being developed to detect, identify and possibly intercept intruding drones. Geofencing and identification requirements are included in the future Basic Regulation as essential UAS requirements.

Since 2013, the necessary enabling technologies (e.g. “sense and avoid”, “command and control communication link”) are being developed by the SESAR joint undertaking in close co-ordination with other agencies and initiatives. SESAR, the European Space Agency (ESA), the European Defence Agency (EDA), EUROCONTROL and the European Commission are key organisations supporting these developments.

With the update of the European ATM Master Plan in 2015, the integration of RPAS is now a priority for SESAR. In the SESAR 2020 industrial research programme, RPAS is included as a new class of airspace users so that RPAS-related issues can be studied alongside those for manned aviation.

Specific solutions will be produced for RPAS collision avoidance, surface management and integration with IFR (instrument flight rules) traffic. In addition, the SESAR joint undertaking has launched an Exploratory Research Programme to address very low-level RPAS in order to stimulate innovation and development and future-proof our skies for the safe integration of RPAS alongside existing conventional aircraft.

The enlargement of the European Union scope of competence with regard to UAS will take place in 2017, with the approval of the new EASA Basic Regulation replacing the existing 216/2008 Regulation. From then on, the European Commission will be able to present its regulation proposal detailing implementing rules for UAS. These implementing rules are expected to be adopted at the end of 2017 although their entry into force may be delayed to take into account any industrial and technological developments on which these rules are founded.

Conclusion

As long as there is no common European Union regulation or ICAO regulation on this matter, many of the above considerations may serve as an inspiration in the preparation of national regulations as well as communication and awareness-raising measures. Such an approach may contribute to the preparation of a seamless European environment for the manufacture, operation and provision of the existing and upcoming services by UAS.

Raúl Medina Caballero was appointed Director General for Civil Aviation of Spain in 2015, after serving as Deputy Director General since 2010. He is also a member of the ECAC Co-ordinating Committee and ECAC Focal Point for RPAS. Mr Medina Caballero started his career in the Siemens Group where he worked as a systems engineer. He then joined the Ministry of Transport where he held several positions, all of them in the regulatory and supervisory fields of the air transport sector. He holds master’s degrees in aeronautical engineering (MS) from the Polytechnic University of Madrid and in Public Administration (MPA) from the Columbia University of New York where he studied as a Fulbright Scholar. Mr Medina Caballero is a civil servant of the Corps of Aeronautical Engineers.
At the 39th Session of the ICAO Assembly, a series of working papers was presented with a view to addressing the issue of cyber security in civil aviation. ECAC, the European Union, EUROCONTROL and the United States presented a joint paper that sought to explore ways to increase global awareness of cyber threats and to further develop the cyber resilience of the aviation system.

Setting the scene

In its introduction, the paper recalls that the increased exposure of the aviation system to cyber incidents has become a major concern for the civil aviation community in recent years.

The aviation industry is indeed fundamentally dependent on information technologies, and relies on the functioning of a large number of heavily interconnected components, systems and networks. This includes airport systems, communication and air traffic management, and aircraft flight management and navigation systems, to name but a few. Recent developments, such as the progressive introduction of Remotely Piloted Aircraft Systems (RPAS) and the continuous evolution of ATM technologies, contribute to reinforce this trend towards the use of systems that are more and more interconnected and integrated.

Cyber incidents that could affect the aviation community, resulting either from deliberate acts (e.g. criminal or terrorist hackers) or inadvertent misuse of information systems, could potentially impact safety and security (1) as well as damage aviation business continuity.

It is therefore of paramount importance for States and organisations, especially where critical activities and infrastructures are concerned, to ensure that technical means, human resources and policies are established to protect information and data.

Ways towards developing cyber resilience for the aviation system

Though recognising the initiatives already taken at local, national, regional and global levels, the paper emphasises the need for more standardisation, consistency and coherence in the approach currently adopted to tackle the risks stemming from the evolving cyber threat environment.

The paper proposes three new avenues of reflection for possible ways of reaching that objective, namely through the promotion of:

- Global awareness on cyber resilience in civil aviation
- Information sharing on cyber incidents, threats and standardised approaches
- Joint aviation risk management approaches.

GLOBAL AWARENESS ON CYBER RESILIENCE IN CIVIL AVIATION

The paper first notes that aviation stakeholders, as opposed to certain other economic sectors such as banking, have not yet fully acknowledged the scope of the problem cyber risks represent. This
lack of awareness has resulted until now in a certain lack of consistency and efficiency in the manner in which these risks are identified and mitigated.

Existing mechanisms, such as security-by-design or dedicated training for relevant personnel, which have been implemented in the aviation security domain in the last years, could be adapted and fit into a more global approach towards cyber resilience. Moreover, cyber resilience could also be addressed through aviation safety management mechanisms, such as Safety Management Systems (SMS) at both national and organisational level. The safety and security sectors, which have mostly evolved separately in the past, will now have to join their efforts for the sake of cyber resilience.

**INFORMATION SHARING ON CYBER INCIDENTS, THREATS AND STANDARDISED APPROACHES**

By their very nature, cyber risks cannot be dealt with in an efficient manner by a single organisation and so require strong co-ordination between States and stakeholders with a view to better sharing relevant information and enhancing the protection of information exchanges. ‘Relevant information’ means cyber incidents and their frequency, threats and vulnerabilities, trends and observed patterns, outcomes of shared risk assessments, risk response plans, as well as best practices in mitigating cyber risks, including technical, operational or organisational means having proven to be effective.

The value of existing initiatives for the sharing of security-related information, such as ISAC (information sharing and analysis centres) or CERT (computer emergency response teams), is not underestimated. However, these initiatives are still insufficient and would benefit from the establishment of common protocols to increase their efficiency in sharing the most relevant information with interested parties. There is also room for improvement in the methods used to protect information exchanges and data between all stakeholders, which may be achieved by means of strengthened and shared methods of authentication and data authorisation.

**JOINT AVIATION RISK MANAGEMENT APPROACHES**

There are strong benefits for all aviation stakeholders in agreeing on common principles and methods to identify, assess and mitigate cyber risks, especially where cyber incidents use similar patterns. Indeed, there are currently various methodologies and approaches to characterise and assess the risk, most often focusing on threats and vulnerabilities, though these are not shared widely enough to allow for comparable and consistent assessments.

To achieve this objective, common mechanisms should be agreed. The security scope in which risk assessments would have to be performed should be clearly defined, with the purpose of better addressing the criticality of aviation information systems, as foreseen by ICAO Annex 17.

These common mechanisms may also consider comprehensive end-to-end threat scenarios, informed by threat information, and consisting of the characterisation of the systems and assets to be reviewed. This would allow for a better definition of threat mitigation measures that would be commensurate with the estimated impact of the considered attacks.

Finally, the common principles outlined above, once defined and adopted, could be applied in the ICAO framework when developing the Standards and Recommended Practices (SARPs).
Laurent Banitz joined ECAC as Training and Capacity Development Officer in April 2009. In this position, he is tasked with developing guidance material and capacity-building activities in the field of aviation security for the benefit of ECAC Member States, and he also acts as secretary for various working groups, such as the ECAC Guidance Material Task Force. He is currently Project Director for the EU-funded CASE Project.

Before coming to ECAC, Mr Banitz worked for the technical department of the French DGAC as a project manager, where he was involved in developing and implementing the French certification process for security equipment. Mr Banitz is a French national.

Conclusions

The paper concludes with a series of recommendations to the Assembly, which was invited to:

a) request that ICAO address cyber resilience in civil aviation in a comprehensive manner;

b) request that ICAO and its Contracting States promote awareness on cyber threats and vulnerabilities in civil aviation notably through the inclusion of the cyber resilience dimension in relevant processes and activities such as system design, ATM procedures and safety management and aviation security;

c) request that ICAO facilitate, in a secure manner, information sharing between States and relevant stakeholders on cyber threats, vulnerabilities and mitigating measures;

d) request that ICAO consider necessary steps for the development of guidelines for managing current and future cyber threats and vulnerabilities, from identification to mitigation taking into account relevant existing States’ measures and industry standards; and

e) request that ICAO instruct existing panels and expert groups to take into account, where relevant, those guidelines, while performing their work.

Additional information on the role of ECAC in cyber security

In 2008, ECAC established a study group on cyber threats to civil aviation with the purpose of identifying threats and vulnerabilities, defining mitigation strategies especially for States, airports and airlines, raising awareness and understanding of cyber security issues, and developing guidance material.

The study group is a forum for exchanging information. It brings together representatives of State authorities (11 ECAC Member States are currently represented) and the industry, including ACI EUROPE, AEA, Airbus, EASA, ECA, EUROCONTROL and IATA. Current and forthcoming topics of interest addressed by the study group include the development of guidance on determining the criticality of aviation systems and data, and the mapping of ongoing works and initiatives in other States, regions or organisations with a view to better co-ordinating activities with other working groups and identifying topics for international, regional or national levels of discussions.
Extension of seats on the ICAO Council and the Air Navigation Commission

Salvatore Sciacchitano
ECAC Executive Secretary

The ICAO Council presented two working papers (1) to the 39th ICAO Assembly proposing to amend the Chicago Convention with an increase in the membership of the ICAO Council and the Air Navigation Commission. ECAC States took the floor to express their support of this critical proposal.

Rationale supporting the extension of seats

The last increase in the number of seats on the ICAO Council was decided 25 years ago in October 1990, when ICAO membership then stood at 162 States. At that time, the proposal to increase the Council seats from 33 to 36 was presented by 40 developing States from Africa, making the point that a number of States, particularly emerging aviation States, had a strong desire to assume their responsibilities by participating in the work of the Council in addressing the growing challenges offered by technological innovations and changing commercial strategies in international air transport.

Since 1990, the size, structure and importance of air transport to national economies has significantly increased. Liberalisation, bilateral agreements, in particular Open Skies agreements, have been implemented since 1992 and have opened a large number of new routes and gateways, increased connectivity worldwide, and spurred air transport growth. Low cost carriers established themselves in many countries during the same period and are carrying a rapidly increasing share of domestic and international traffic. Similarly, the technological implications of civil aviation developments play an ever more important role for States and their national economies. As highlighted by ICAO Council President Dr Aliu in his opening address to the Assembly on 27 September, international civil aviation has grown to become a major driver of economic development and tourism for many countries.

It should be noted that United Nations (UN) specialised agencies have witnessed a strong increase in membership since 1990, and all but four have also increased the size of their governing body. The ICAO Council, with 36 seats, is one of the smallest governing bodies in the UN System, whereas 29 additional States have joined the Organization over the past 26 years with no proportional extension of seats on the Council to reflect this growth. Additionally, a number of new players with significant air transport activities and related services have emerged. Therefore it would seem advisable to bring them on board in order to reach broad consensus in the Council on future issues and so benefit the international aviation community.

Europe’s support of ICAO Council resolutions

Given the arguments raised above, ECAC Directors General agreed at their December 2015 meeting that Europe’s position would be to support the increase in the number of ICAO Council seats to 39, not excluding the possibility...

IACO Council elections at the 39th ICAO Assembly

The last ICAO Assembly also saw the election of the Council members on 1 and 4 October. Eight European States from the ECAC region were elected for a three-year term.

ECAC Directors General held an ad hoc meeting in Paris in October 2015 during which they agreed on the list of European candidates for both the 2016 and 2019 ICAO Council elections. This decision also included an agreement on the European representation in the Air Navigation Commission, and the enlargement of the ICAO Council.

They also agreed that ECAC would present the list of eight European candidates to sister organisations and other States to seek their support at the 39th Assembly.

For the 2016 ICAO Council elections, the designated European candidates were as follows:

- Part I: France, Germany, Italy, United Kingdom
- Part II: Spain, Ireland (representing ABIS Member States (1)), Sweden (representing NORDICAO Member States (2))
- Part III: Turkey (representing the BSCG Member States (3))

As a consequence, ECAC presented the list of European candidates to the elections to its sister organisations, ACAC, AFCAC and LACAC, and sought the support of their respective Member States. These requests for support were reiterated during the various meetings held with the representatives of these organisations before, and at the start of, the Assembly.

The first round of elections for Part I (4) and Part II (5) took place on Saturday, 1 October 2016. For both Part I and Part II, the number of candidates equalled the number of seats available, i.e. 11 seats in Part I and 12 seats in Part II. The number of votes cast for Part I and Part II was 170. Elected ECAC Member States are highlighted in the result tables below:

<table>
<thead>
<tr>
<th>PART I</th>
<th>ICAO Member State</th>
<th>Number of votes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Brazil</td>
<td>167</td>
</tr>
<tr>
<td></td>
<td>Italy</td>
<td>166</td>
</tr>
<tr>
<td></td>
<td>Germany</td>
<td>162</td>
</tr>
<tr>
<td></td>
<td>United Kingdom</td>
<td>156</td>
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<tr>
<td></td>
<td>Japan</td>
<td>155</td>
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<tr>
<td></td>
<td>China</td>
<td>154</td>
</tr>
<tr>
<td></td>
<td>France</td>
<td>152</td>
</tr>
<tr>
<td></td>
<td>United States</td>
<td>151</td>
</tr>
<tr>
<td></td>
<td>Australia</td>
<td>149</td>
</tr>
<tr>
<td></td>
<td>Russian Federation</td>
<td>145</td>
</tr>
<tr>
<td></td>
<td>Canada</td>
<td>142</td>
</tr>
</tbody>
</table>

The second round of elections for Part III (6) took place on Tuesday, 4 October 2016. The number of candidates exceeded by one the number of seats available. The number of votes cast was 172. The results were as follows:

<table>
<thead>
<tr>
<th>PART III</th>
<th>ICAO Member State</th>
<th>Number of votes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cuba</td>
<td>160</td>
</tr>
<tr>
<td></td>
<td>Kenya</td>
<td>159</td>
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<tr>
<td></td>
<td>UAE</td>
<td>156</td>
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<tr>
<td></td>
<td>Turkey</td>
<td>156</td>
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<tr>
<td></td>
<td>Algeria</td>
<td>151</td>
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<tr>
<td></td>
<td>United Rep of Tanzania</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td>Republic of Korea</td>
<td>146</td>
</tr>
<tr>
<td></td>
<td>Congo</td>
<td>136</td>
</tr>
<tr>
<td></td>
<td>Cabo Verde</td>
<td>136</td>
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<tr>
<td></td>
<td>Ecuador</td>
<td>133</td>
</tr>
<tr>
<td></td>
<td>Uruguay</td>
<td>133</td>
</tr>
<tr>
<td></td>
<td>Panama</td>
<td>130</td>
</tr>
<tr>
<td></td>
<td>Malaysia</td>
<td>129</td>
</tr>
<tr>
<td></td>
<td>Indonesia</td>
<td>96 - Not elected</td>
</tr>
</tbody>
</table>

Conclusion

ECAC wishes to congratulate all its Member State representatives elected to the ICAO Council, confident they will continue not only to defend and promote European interests on the Council but also to strive to make civil aviation more secure, sustainable and safer for the benefit of all worldwide. In the next pages of this issue, European members on the ICAO Council, whether newly elected or confirmed for another term, will introduce themselves as well as their objectives and expectations for their upcoming mandates.
of having it increased to 40 if this also appeared acceptable through discussions with other States and regional organisations. Subsequent negotiations and discussions held in the ICAO Council eventually led to an agreement to enlarge the Council seats from 36 to 40.

The desire to increase the number of seats in the Air Navigation Commission (ANC) is based on the same grounds as described above. Having underlined the importance of the ANC as a technical body with a need for suitably qualified experts as members, Directors General agreed to pursue discussions with the other regions and bilateral partners on this matter in the lead up to the Assembly. The subsequent negotiations and discussions held in the ICAO Council led to a proposal to increase the number of ANC members from 19 to 21.

Agreeing with the Council’s proposal (2), the Assembly approved the amendment to Article 50(a) of the Convention enlarging the number of seats on the ICAO Council from 36 to 40. Regarding the Air Navigation Commission, the Assembly approved the proposed amendment (3) to the Chicago Convention to increase the size of the ANC from 19 to 21 members.

### Conclusion

In the resolutions adopted by the 39th ICAO Assembly on the extension of seats on the Council and the ANC, ICAO Member States underlined that it would be “highly desirable that the aforesaid amendment should come into force as soon as possible”, and therefore recommended that all Contracting States urgently ratify the amendment to Articles 50(a) and 56 of the Chicago Convention to achieve this aim (4).

Indeed, the full ratification procedure to bring into force amendments to an international convention can be a lengthy and stringent process, taking an average of ten years as seen on previous occasions. However, in order to meet today’s civil aviation evolutions and requirements, it is important that the Council and ANC membership be enlarged urgently to allow them to contribute even more efficiently and effectively to ICAO. The ECAC Secretariat is committed to supporting its Member States’ engagement in this ratification process as soon as possible to ensure our region continues to remain exemplary in leading the global changes that are needed in this fast-paced sector.

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**Elections to the Air Navigation Commission**

Elections to the Air Navigation Commission took place on 23 November. ECAC would like to congratulate the European experts on their election:
- Isabelle Monnier (France)
- Nabil Naoumi (Germany)
- Elpida Koryfidou (Greece)
- Einar Örn Hedinsson (Iceland)
- Ismael Pacheco Serrano (Spain)
- Kirsten L. Rienema (United Kingdom)

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(2) See Resolution 12/1 and Resolution 12/2.
(3) See Resolution 13/1 and Resolution 13/2.
(4) The ratification by 128 Contracting States will be required for the entry into force of the proposed amendments.

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**Salvatore Sciacchitano** was appointed ECAC Executive Secretary on 1 December 2010.

Mr Sciacchitano began his career in 1980 at the Italian airworthiness authority (RAI) where he held several positions until his appointment as RAI Director General in 1996. Following the reorganisation of civil aviation in Italy, he became Vice Director General of the newly established authority, ENAC, in 1999, a mandate that was confirmed three consecutive times. In this capacity, Mr Sciacchitano co-ordinated ENAC’s core activities: safety, airports, airspace and economic regulation. At the international level, Mr Sciacchitano occupied the functions of Chairman of the JAA Committee, Italian representative on the management board of EASA and on the EUROCONTROL Provisional Council, of which he was Vice-President between 2007 and 2010.

Mr Sciacchitano holds a master’s degree in telecommunications engineering and was awarded the Paul Tissandier Diploma by the International Aeronautical Federation, and a Personal Distinction Award by the Flight Safety Foundation – Mediterranean, amongst other honours.
Philippe Bertoux was appointed in mid-August 2016 as France’s new Permanent Representative on the Council of ICAO. Previously, he has been posted in New York twice (at the French Permanent Mission to the UN) and in Moscow (at the French Embassy). Mr Bertoux has also worked at the office of the French foreign affairs minister in Paris, among other positions. His main fields of expertise are international organisations, especially those in the UN family, and strategic affairs. In his previous assignment, before joining ICAO, he was head of the French team of negotiators at the UN Security Council for four years.

1 – What are your ambitions and objectives for your term as ICAO Council member?

France was at the heart of the creation of an international governance mechanism for international aviation, and Paris was its birthplace. Since then, my country has remained a prominent actor in the sector, with expertise covering all dimensions of ICAO’s work. During my term as an ICAO Council member, I will make sure we bring this French and European expertise to the discussions in Montreal for the benefit of all. But I also hope to take back any good ideas and practices that may improve our own operations. I will work hard with my colleagues in the Council and with the support of the Air Navigation Commission and the ICAO Secretariat to deliver on the priorities set by the 39th ICAO Assembly, with a special focus on two key issues for France: 1) environment, to ensure the technical work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) goes ahead as planned; and 2) aviation security, an obvious priority not only for France, following the recent terrorist attacks against us, but for all, as emphasised in Security Council Resolution 2309 adopted on 22 September 2016.

2 – How do you assess the last ICAO Assembly?

The 39th ICAO Assembly was undoubtedly a milestone for the Organization. After years of intensive negotiations, ICAO finally took its share of the efforts to curb CO₂ emissions by adopting the CORSIA mechanism. This was particularly important for France, as holder of the COP21 presidency, on the verge of entry into force of the Paris Agreement. France together with its ECAC partners played a leading role in these successful negotiations. The 39th ICAO Assembly was also very productive on aviation security and safety issues, which remain the core business of the Organization and on which much work awaits us during the next triennium.
EUROPEAN MEMBER 2017-2019

Interview

Ali Rıza Çolak, Turkey
(Black Sea Caspian Group, BSCG)
Appointed to the ICAO Council in October 2016

Ali Rıza Çolak was appointed as Ambassador, Permanent Representative of Turkey to the ICAO in 2015. Following the recent elections during the 39th ICAO Assembly this year, H.E. Mr Çolak was appointed to the Council on behalf of Turkey, representing the Black Sea Caspian Group (BSCG).

1 – What are your ambitions and objectives for your term as ICAO Council member?

Turkey is one of the founding members of ICAO and has been permanently represented in the Organization since 1990.

It was a member of the ICAO Interim Council from 1946 to 1947 and of the first ICAO Council from 1947 to 1950. Since then, Turkey has not held a seat in the governing body of the Organization and we are therefore delighted that the international community has recognised the impressive developments in every aspect of civil aviation in Turkey. We highly appreciate the valuable support of the 156 ICAO Member States which voted for Turkey in the Council elections.

Today, Turkey, with a civil aviation sector employing more than 190,000 men and women, has also started producing training planes with EASA certification, unmanned aerial vehicles, and parts for primary aircraft manufacturers.

Turkey operates three of the fastest-growing airports in Europe. The new Istanbul Airport will be the biggest in the world, with a yearly capacity of 150 million passengers when completed. Turkish air traffic controllers successfully direct international flights through the busiest and most challenging air corridors in the world. Last but not least, the high service quality and wide scope of operations of Turkish Airlines are internationally acknowledged facts.

In addition to the strong ties with ICAO, ECAC, EUROCONTROL and EASA, Turkey has decided to start a Comprehensive Air Transport Agreement with the European Union.

Under these circumstances, and in light of the huge growth of Turkish aviation in the past decade, we believe that our Council membership will considerably contribute to the work of ICAO. I can assure you that Turkey will be a cooperative, supportive and, above all, fair Council member in the years ahead. We will share our experiences in order to support the “No Country Left Behind” campaign and continue our financial and educational support to the appropriate programmes, such as the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

We also attach importance to the latest Assembly Resolution regarding the increase in the number of ICAO Council seats from 36 to 40 and the number of Air Navigation Commission members from 19 to 21. Bearing in mind the emerging civil aviation powers around the globe, we believe these increases will provide a better environment for a well-defined representation in both bodies. Accordingly, Turkey would urge Member States to ratify these changes as soon as possible.

2 – Can you tell us more about the rotation group of States you are representing?

Turkey represents the Black Sea and Caspian Group (BSCG) on the ICAO Council this triennium. BSCG is a young rotation group. Azerbaijan, Georgia, Moldova and Ukraine are its other Member States.

Directors General of the BSCG States held their first co-ordination meeting on 19 October 2016 in Istanbul. The structural work of the group, such as designating liaison officers, establishing task forces, etc., is still underway. We are confident the BSCG will be successful and Member States will further prove themselves as valuable contributors to international civil aviation.

3 – What is your assessment of the recent ICAO Assembly?

I believe that the 39th ICAO Assembly has been a success. Many important resolutions were adopted in the fields of aviation safety, security and the environment. The Member States reached a consensus on most of the critical issues and demonstrated exemplary cooperation. I sincerely hope that this positive environment of cooperation and mutual understanding may continue through the current triennium.
Heléne Jansson Saxe has spent most of her career in civil aviation. She holds a Master of Science in Business and Public Law from the University of Gothenburg, Sweden. In 1986, she joined the Swedish civil aviation authority. Shortly afterwards, she was promoted to the role of head of the section for international cooperation and bilateral air transport agreements. She has participated in conferences and meetings in several fields within ICAO, ECAC and the EU over the last 30 years and has been head of the Scandinavian delegation in a number of negotiations. Since 2013, Ms Jansson Saxe has been working at the NORDICAO offices at ICAO headquarters in Montreal, first as alternate for the Norwegian Council member elected in 2013, and now as Swedish Council member elected in 2016.

1 – Why is NORDICAO important for its members and for ICAO?

Sweden is a large country with a small population on the outskirts of Europe. Aviation is important for its citizens enabling them to reach different parts of the country as well as other parts of the world. The NORDICAO States provide air navigation services not only over their territories but also over huge portions of international waters. Sweden, as well as the other NORDICAO States, is dependent on a reliable and safe aviation market.

International cooperation and common rules are the cornerstones of an effective global aviation system. The Nordic countries have a long history of cooperation in the field of civil aviation, and have a great interest in supporting and promoting ICAO’s role as the global organisation for developing and harmonising civil aviation Standards and Recommended Practices (SARPs) as well as guidance material. Since the first election of the Council in 1947, a Nordic State has continuously held a seat on the Council, and NORDICAO is the oldest rotation group in ICAO.

2 – What challenges do you see in the future?

Civil aviation is an ever changing area, which is one of the reasons why it is so interesting to work in this field. There are many opportunities, but there are also threats. We therefore have to work together in a continuous effort to establish rules that reflect the technical and political developments in the world in the areas of safety, security, environmental protection and sustainability of air transport. Functional rules and a risk-based approach are key concepts.

Climate change was one of the most important issues to be discussed during the 39th ICAO Assembly and it was a great achievement for all participants that the discussions resulted in an agreement on an Assembly Resolution on a global market-based measure (MBM) scheme. Now work continues within ICAO to develop SARPs so that the system can be in place in time for the pilot phase, which will apply from 2021 to 2023 to States that have volunteered to participate in the scheme.
Since 1944 the Scandinavian States – and later the Nordic States – have maintained a joint delegation to ICAO. The Scandinavian Delegation was originally composed of Denmark, Norway and Sweden. Finland joined on 1 March 1976 and, to reflect this inclusion of a Nordic country, the term “Scandinavian Delegation” was changed to “Nordic Delegation”. On 1 July 1980, Iceland also joined the Nordic Delegation which then encompassed five Nordic States. On 1 January 2014, Estonia and Latvia formally joined after having been observers for a number of years. Today this joint Nordic Delegation, also known as NORDICAO, consists of representatives of Denmark, Estonia, Finland, Iceland, Latvia, Norway and Sweden. This cooperation also established the first ever rotation group within ICAO.

The existence of this cooperative body, as well as the regular presence of a NORDICAO delegate both on the ICAO Council and in the Air Navigation Commission, has helped to foster highly harmonised civil aviation regulations and legislation within the Nordic States, as well as a set of unique contributions to ICAO throughout the Organization’s history.

The NORDICAO Delegation’s primary aim is to strengthen ICAO’s role as the global organisation for developing and harmonising civil aviation SARPs and guidance material, as well as to further Nordic States’ views in the framework of ICAO.

The present NORDICAO Delegation is staffed by four persons:
- Head of delegation and Representative on the Council, Heléne Jansson Saxe (Sweden)
- Alternate Representative on the Council, Samuli Vuokila (Finland)
- Air Navigation Commissioner, Einar Órn Hedinsson (Iceland) and
- Administrative Officer, Åsa Westin.

The delegation members are in close contact with their national civil aviation authorities and report directly to the directors general of civil aviation (DGCAs) for each of the seven NORDICAO States. The DGCAs meet regularly to co-ordinate the tasks of the delegation.

Today, the Nordic Delegation to ICAO represents a combined population of approximately 30 million. The airspace controlled by the seven Nordic States totals approximately 9.3 million km², comprising a vast area in Northern Europe and over the North Atlantic equivalent to approximately 85% of the European landmass, or the entire landmass of Brazil.
After various transport and economics-related jobs in the UK government, Mark Rodmell’s career in international aviation began in 2003 when he became head of one of two teams negotiating air services agreements around the world. This was followed by a spell in aviation security from 2008, covering everything from the domestic inspection regime to serving on the ICAO AVSEC Panel to leading the response to actual terrorist incidents, before he became the UK’s ICAO Council member in 2012.

1 – What are your ambitions and objectives for your term as ICAO Council member?

The next big challenge for ICAO is to turn its No Country Left Behind agenda from a useful slogan into a programme of work with real-world impacts and, in particular, a levelling-up of implementation of safety and security standards. I intend to play a role in shaping this transformation, and I hope that the recent UN Security Council Resolution 2309 on aviation security gives a helpful boost and sense of urgency to this work. There is also much work to do on the environment, after the successes of CAEP and the 39th Assembly on the CO₂ Standard and the global market-based measure, and this work will be done best if the main focus is at the expert level, with the ICAO Council moving back to an oversight role. Finally as Chair of ICAO’s Finance Committee I hope to contribute to getting consensus behind the reforms that will be needed to enable ICAO to do all this work in a time of constrained resources.

2 – As this is a re-election for you, how have you seen the relationship between the European Council members and ECAC evolve? Do you think that there is a need to modify or improve this relationship?

The relationship between the ICAO Council members and ECAC is immeasurably better than when I arrived in 2012. We have been through some problems and some disagreements, but the ECAC Presidency has communicated effectively with ICAO Council members through those difficult times and worked hard to build up a level of trust and cooperation that was previously absent. I think the fact that contacts have been frequent and informal, rather than based on a reporting structure, has been particularly helpful in that respect, and I hope we maintain such good communication in the years to come.

3 – How do you assess the outcome of the recent ICAO Assembly?

The 39th Assembly was my second as a Council member and a much more enjoyable experience than my first. I think it shows that Europe succeeds in ICAO when we work with and through others to establish confidence around the world that our intentions are constructive and our concerns are well-founded. Of course, we should continue to be ambitious and we should never be content just to move at the pace of the slowest. But in doing so we need to take the rest of the world with us, and keep in mind how our initiatives might be perceived and implemented elsewhere.
On 1 August 2016, Marco Rusconi was appointed as the Permanent Representative of Italy on the Council of ICAO. During his career as a diplomat in the Italian Foreign Ministry, he has been posted in Cairo, Belgium and Madrid. Currently, his role as Consul General at the Italian Consulate General in Montreal assists in the performance of his duties as Deputy Chairman of the Council’s Committee on Relations with the Host Country.

While serving at the Department for EU Affairs in Rome, I followed the launch of the Single European Sky II package and the Single European Sky ATM Research (SESAR) programme, as well as the elaboration of the “EU 2020 Strategy”, which aims to reduce greenhouse gas emissions by at least 20%, increase the share of renewable energy in final energy consumption to 20% and achieve a 20% increase in energy efficiency.

I particularly like the quotation by Leonardo da Vinci that states, “Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.” This quotation suggests ambition and creativity, both of which are key assets to furthering ICAO’s objectives.

The 39th ICAO Assembly has adopted a historic agreement for the reduction of the CO2 emissions produced by the international aviation system.

The global market-based measures scheme is the result of years of work and debate and it has been achieved through compromise and the consensus of the Member States in support of industry and civil society. The civil aviation sector will thus be able to contribute significantly to the targets set at COP21 in Paris last year in order to limit and mitigate the effects of climate change.

Another important outcome of the Assembly is the review and update of the GANP (Global Air Navigation Plan) towards a satellite-based system, which will also facilitate the global tracking of aircraft.

In the field of security, the Assembly instructed the Council to carry out a global security plan to replace the present policy based on the ICASS (ICAO Comprehensive Security Strategy).

In the wake of the Assembly, the newly elected Council has been charged with an important task. It will implement the approved resolutions, update and amend the SARPs, and build upon the new standards and guidelines for the CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation). It will also address the Secretariat’s work on critical issues such as liberalisation, RPAS, cybersecurity, etc.

Italy, re-elected on the Council with the second best score – an important demonstration of the ICAO community’s trust and confidence – will actively contribute to all the Council’s ambitious targets.

We attach particular importance to the Organization’s actions towards enhancing and building the capacity of the ICAO Member States. In fact, we share the Secretary General’s vision that civil aviation has to be considered as a fundamental driver for development and an essential tool to foster economic growth and prosperity.

All countries should have the chance to rely on ICAO’s assistance and support to overcome their deficiencies and enjoy a sound and efficient civil aviation system. This is also the objective of the well-known “No Country Left Behind” initiative.

Italy has always been fully committed to international organisations’ programmes, especially those within the UN system. In line with the views of the European Union and ECAC, our country will once again provide enthusiastic support to ICAO and its strategic objectives in terms of consensus building, expertise and financial contribution.
Now that the 39th ICAO Assembly has agreed on a global market-based measure (GMBM) scheme for aviation emissions, it is important to ensure that the outstanding detailed work needed to implement it is delivered on time. It will also require a high level of quality and integrity to ensure broad acceptance and delivery of the expected results. The forthcoming discussions in the Council will need to be focused on what was requested by the Assembly to achieve the objectives of this Resolution.

Apart from environmental matters, the global threat to civil aviation through acts of unlawful interference continues to be a matter of deep concern and therefore a top priority for the ICAO Council and its Committee on Unlawful Interference. Strengthening aviation security and ensuring continuing confidence by the travelling public in the safety and security of air transport are vital for the sustainable future of air transport. In that respect, the new item in the ICAO work programme on cyber security will certainly be pursued with vigour during the upcoming triennium.

Following on from this reasoning, the No Country Left Behind (NCLB) initiative is equally important for the continued trust in this mode of transport. The ICAO Council and the Secretariat need to continue their work on enabling Member States to comply with ICAO Standards and Recommended Practices (SARPs) with a high level of implementation to ensure a safe and orderly growth of international air transport.

And last but not least, while I fully acknowledge that over the years ICAO has significantly improved its efficiency, this does not mean it can rest on its achievements. On the contrary, the increasing demands on the Organization paired with continuing economic challenges for its Member States will require ICAO to seek further efficiency gains in the work of the Organization as well as to dynamically adjust priorities, if needed. This, however, must not be to the detriment of the high-quality output ICAO has been producing since its inception. Giving the appropriate guidance to the Secretary General in view of the above will certainly be another challenge for the newly elected ICAO Council.
1 – What are your ambitions and objectives for your term as ICAO Council member?

The recent ICAO Assembly has defined the work programme for the period ahead and it is a substantial programme! Two particular priorities for ABIS and for Europe are environment and security. On environment, there is a lot of work to be done at many levels within ICAO and by States to deliver on the global market-based measure for aviation emission reductions agreed at the recent ICAO Assembly. It is essential that this work begins quickly, that the process is inclusive and focused on establishing an efficient and robust scheme so that we can begin to deliver real emissions reductions soon and ultimately achieve the goal of carbon-neutral growth for aviation. On security, we look to the success of ICAO’s Global Aviation Safety Plan, and we will model it, to create a Global Aviation Security Plan which will set out shared security ambitions with a set of internationally agreed goals and targets. The recent UN Security Council Resolution adds important political weight to our work in this area – we reaffirm that States are responsible for the safety of air services operating within their territories and so we need enhanced screening and security checks to deal with the constantly evolving security threat. Greater cooperation and information sharing among States on risks and threats is just as important as screening and checking, however, so we need to improve in this area also. I hope to be able to contribute to work in these areas especially, but of course work will also continue on safety, air navigation, other environmental issues and on the economic development of air transport: one thing’s for sure – we will not be bored!

2 – Can you tell us more about the rotation group of States you are representing?

The ABIS Group has eight members - Austria, Belgium, Croatia, Ireland, Luxembourg, the Netherlands, Portugal and Switzerland. People often ask “What is it that these States have in common?” I would say that we are each small States but which play a big role in the aviation world. Because of either our geography or history, we are all outward looking, we understand the importance of being connected in a global world and we know that in order to be effective on the international stage cooperation is everything! And it begins with the ABIS Group itself, where each State has particular strengths, competence and expertise but these are shared within the group for everyone’s benefit. We have a Memorandum of Understanding which guides our cooperation and we meet formally as a group three times a year. We operate a system of rotation among the ABIS States for the ICAO Council seat and for experts nominated to the Air Navigation Commission. But most of the heavy lifting is done in ICAO’s panels, working groups and task forces and here ABIS has experts coming to Montreal almost every week of the year to contribute to the formulation of ICAO standards, recommended practices and guidance material. It is these experts who work together representing the ABIS Group at the coalface and who support and advise the Council member when the time comes to make strategic decisions or finalise annex amendments.
EUROPEAN REPRESENTATION ON THE ICAO COUNCIL

ECAC is grateful for the tremendous commitment, efforts and contributions of the three European Representatives to the ICAO Council (2014–2016 tenure) who are now called on to their next challenges.

EUROPEAN MEMBER 2014-2016

Interview

Helena Faleiro, Portugal
(ABIS rotation group)
ICAO Council Member from 2013 to 2016

Helena Faleiro, from Lisbon, Portugal, has a degree in management and enterprise administration from Lisbon University (1977) and a postgraduate degree in public regulation and competition from Coimbra University (2007). She has also followed several technical and management training courses at IFURTA (Institut de Formation Universitaire et de Recherche du Transport Aérien), the European Institute of Public Administration, JAA TO, Cranfield University and ICAO.

Since joining the Portuguese civil aviation authority (today ANAC) in 1983, Ms Faleiro has gathered vast experience in international civil aviation matters from the bilateral and multilateral perspectives. As a representative of ANAC, she has participated in the discussions concerning several European Union regulatory proposals. She was involved in preparing and conducting a large number of negotiations on bilateral air services agreements and has been a member of the Portuguese delegation to several ICAO Assembly Sessions and international conferences.

Ms Faleiro has participated as a speaker in numerous conferences and seminars. From 1994 to 2013, she held managerial responsibilities in the areas of competition, prices, market access, consumer protection and economic regulation, and was in charge of the Economic Regulation Directorate from 2003 to 2013.

Since 2008, the year of Portugal’s accession to the ABIS Group, she has been the Portuguese liaison officer to ICAO. Portugal was elected to the ICAO Council on behalf of the ABIS Group for the 2013–2016 triennium, and Ms Faleiro was appointed as Representative of Portugal and of the ABIS Group. From July 2015 until the 39th Session of the ICAO Assembly, she was the European co-ordinator in Montreal and a member of the Environment Advisory Group. She was a member of the Implementation, Strategy and Planning Group during the triennium.

1 – What have been the main contribution(s) of the European ICAO Council members during your mandate?

The European ICAO Council members have been deeply involved in the work on the aviation global market-based measure (GMBM) scheme and in the negotiations on the enlargement of the number of seats on the ICAO Council and in the ICAO Air Navigation Commission (ANC).

Another long and challenging process involving European Council members was that relating to the draft ICAO budget proposal for the 2017–2019 triennium, which sought to reach a fair proposal for the Organization as well as for its Member States. We are pleased to have reached a balanced proposal which was submitted to the 39th Session of the Assembly. Indeed, the proposed budget can now accommodate the ICAO work programme, including priorities and emerging issues (as identified by the Rolling Business Plan), the Global Aviation Safety Plan (GASP) and the ICAO Global Air Navigation Plan (GANP), while maintaining States’ assessments at the level of 2016.

2 – Which of ICAO’s main achievements during the years of your mandate are you most proud of?

In my view, the most important achievement was reaching an agreement on the aviation GMBM scheme at the 39th ICAO Assembly. A lot of preparatory work had been carried out under the leadership of the President of the Council supported by the Council’s Environment Advisory Group (EAG) and the Committee on Aviation Environmental Protection (CAEP). Member States took part in the ICAO Council’s High-level Group (HLG) on a GMBM Scheme, the two rounds of the ICAO Global Aviation Dialogues (GLADs), a High-level Meeting, and the Friends of the President meeting. Of course, the critical contribution of the ICAO Secretariat should be commended as well.

The proposals to increase membership of the Council (Article 50a of the Convention on International Civil Aviation) and the number of seats in the ANC (Article 56 of the Convention on International Civil Aviation) were two important achievements for the Council, as both were approved at the 39th ICAO Assembly. When these amendments enter into force,
more Member States will be represented on the Council and more experts represented in the ANC. The negotiations surrounding these two proposals created an excellent opportunity to work more directly with the Council members from the other regions in order to achieve a broad consensus on this important matter.

As Council member representative of the ABIS Group, I would like to draw attention to the working paper on the “Representation of States on the ICAO Council by Members of a Rotation Group” (WP/325) presented at the 39th ICAO Assembly, which was very important for the recognition of the rotation groups’ value. In this case, the preparatory work undertaken with other European Council members, namely CERG and NORDICAO, as well as with Council members from other parts of the world, such as Bolivia, Burkina Faso, Cameroon, Chile, Dominican Republic, Kenya and Nigeria, led to building closer ties of friendship and common goals. Most action points were agreed, with the exception of one, which has now been referred to the Council for further study of the role and status of rotation groups in the work of the Organization.

3 – Have you witnessed any evolution in the functioning of ICAO / the Council over the course of the years?

Firstly, I would like to mention the President of the Council’s initiative to establish an Implementation, Strategy and Planning Group (ISPG) within the ICAO Council to discuss the items to be considered in the yearly Council off-site strategy meetings (meant to enhance the efficiency and effectiveness of the Organization), and to prepare those meetings.

For instance, the first Council off-site strategy meeting, held in 2014, was the birthplace of the “No Country Left Behind” (NCLB) initiative. The NCLB campaign aims “to help ensure that SARP [Standards and Recommended Practices] implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport and also to review what the Organization can do to better encourage developed countries to provide more comprehensive assistance to developing countries.”

On the other hand, the civil aviation sector is in itself a rather dynamic field, boosting the continuous update of the regulatory system and requiring any organisation involved in the sector to provide adequate responses to the industry’s requests. In this regard, the ICAO Council has been deeply involved in supporting the enhancement of the ICAO governance, the improvement of corporate performance and risk management, as well as the strengthening of the role of regional offices. It has also been very supportive of the work of the Evaluation and Internal Audit Office (EAO) and its recommendations.

4 – How have you seen the relationship between the European ICAO Council members and ECAC evolve? Do you think there is a need to modify or improve this relationship?

The close cooperation and open dialogue between the European Council members and ECAC is essential to strengthening the relationship with ICAO. It is also important that ECAC Directors General whose States are not represented on the ICAO Council can be informed of the developments in ICAO and participate in the work of the Organization through their proposals and suggestions.

5 – Any additional statement with regard to 39th ICAO Assembly?

Being an ICAO Council member allows you to better understand and contribute to the Organization’s work, including through the provision of support and assistance at national or regional level to Member States, particularly to those that do not have strong civil aviation authority structures yet.

Strong relationships with other ICAO Council members as well as with the ICAO Secretariat are critical to achieving a better understanding of the Organization’s work and challenges, and to supporting the developments in the various groups, committees and in the Council.

The excellent co-ordination within ECAC, between ECAC and its sister organisations as well as with other States during the 39th ICAO Assembly was certainly a great factor in its success, in particular in the adoption of the GMBM scheme Resolution.
1 – What have been the main contributions of the European ICAO Council members during your mandate?

The European Council members’ main contributions have been with regard to environmental regulations, such as those adopted during the 39th ICAO Assembly. This includes the efforts in negotiating, facilitating and attending additional meetings to ensure that a consensus could be reached and a historic agreement on CO₂ emissions signed.

2 – Which of your achievements during the years of your mandate are you most proud of?

I am most proud of raising the issue, in both the ICAO Council and the Legal Committee, of determining the status of aircraft as civil or State. This resulted in issuing a questionnaire to analyse what factors influence the classification of aircraft in countries all over the world. During my mandate as a Council member, I was a member of numerous committees and working groups that focused on technical cooperation within civil aviation (Air Transport Committee, Technical Cooperation Committee, ad hoc Working Group on Technical Cooperation Programme Development). Also, it was extremely fulfilling to draft a working paper and collaborate with the Council on promoting women in aviation, resulting ultimately in drafting an Assembly resolution promoting gender equality in aviation.

3 – How have you seen the relationship between the European ICAO Council members and ECAC evolve? Do you think there is a need to modify or improve this relationship?

There has been consistent co-ordination amongst the European Union countries represented on the ICAO Council. This extended to further co-ordination with ECAC and the European Commission thanks to their active cooperation and involvement with ICAO. What was crucial to these relationships was the individual concern and involvement displayed by the ICAO Council members and other ECAC and European Commission officials.

4 – Any additional statement with regard to the recent ICAO Assembly?

A combination of international cooperation, individual input and consistent communication is essential in order to continually serve the international civil aviation community and continue its progress.

Małgorzata Polkowska served as the Representative of Poland on the ICAO Council from 2013 until 2016, on behalf of the Central European Rotation Group (CERG). This was the first time in its history that Poland had been represented on the ICAO Council. Ms Polkowska graduated from the University of Warsaw with a PhD in international law. She has more than 16 years’ experience in the field of civil aviation. She began her career at LOT Polish Airlines (1996–2003) as an air cargo instructor accredited by IATA. Ms Polkowska has served as the Plenipotentiary of the President of the Polish Civil Aviation Authority for European and International Affairs, and as Director of the Civil Aviation Authority’s President’s Bureau. She has organised numerous conferences, seminars and workshops on aviation law in Poland. She is well acquainted with the work of international organisations (ICAO, ECAC and EUROCONTROL) and of the European Aviation Safety Agency (EASA), where she was a member of the Rulemaking Advisory Group. Moreover, Ms Polkowska has represented Poland at several ICAO conferences, on the ICAO Legal Committee and in international legal meetings. She has lectured in numerous Polish and international academies, and since 2014 has been a professor at the National Defence Academy in Warsaw, Poland.
Knut Skaar has a long experience in the aviation sector, covering different areas over the last 38 years. He began his aviation career in the Royal Norwegian Airforce in 1978 and ended up as chief executive of Air Navigation Services in Norway, before taking on his mission as NORDICAO Representative on the ICAO Council in Montreal.

1 – What have been the main contribution(s) of the European ICAO Council members during your mandate?

The Europeans have a lot of competence and insight to contribute and share. I would highlight the efforts made in the areas of security and the environment and the achievements that have followed since.

2 – Which of ICAO’s main achievement(s) during the years of your mandate(s) are you most proud of?

Aside from the inevitable response on reaching an agreement on a global MBM scheme, some aviation accidents have required a lot of effort and focus, namely the MH17 (ICAO Repository site) and MH370 (global tracking) accidents. Also, updating the global aviation navigation and safety plans, and soon the new global security plan, are important achievements.

3 – How have you seen the relationship between the European ICAO Council members and ECAC evolve?

In my view, the cooperation and co-ordination between the different entities (European Commission, European Montreal Group, ECAC) has improved over the last years. This is due to some structural improvements, but also to the strong efforts and commitment of individuals from these various entities who have sought to improve and succeed. The challenge now is to maintain these efforts and continue improving. So this needs to be discussed, but not starting with: ‘Montreal, we have a problem!’

4 – Any additional messages to your successors in the European seats?

a) Europeans need to continue to be relevant in ICAO by understanding the global challenges and the ways to solve them.

b) And they need to keep the pressure on issues, such as getting the CORSIA ready!
The reason for its creation in the early nineties was at Directors General’s recognition that ECAC lacked a strategy on how to achieve its objectives, at least on a mid-term basis. This was the birth of ECAC’s Medium-Term Objectives (EMTO) Task Force. Under the chairmanship of the Swiss DGCA led by André Auer, EMTO presented its recommendations to Directors General for the first time in 1995. The basic idea was to develop a rolling review process to monitor the progress achieved on the work programme and to prepare suggestions for the future work of the organisation. The 21st Plenary Session in July 1997 finally approved a comprehensive document containing a set of EMTO recommendations on key issues (such as ECAC’s tasks and working methods and its cooperation with other international bodies such as the European Commission). In this perspective, EMTO was tasked by the ECAC Plenary with undertaking a thorough and wide-ranging analysis of relationships at the international level in the field of civil aviation, with a view to presenting a vision of the possible regulatory structure in the mid-term future. As requested, in 1998 EMTO delivered a report on “ECAC’s role in the institutional structure of European civil aviation at the beginning of the new millennium”.

In the meantime, most of EMTO’s initial recommendations became standard procedures in ECAC. Since the nineties, civil aviation, ECAC and the international framework have changed considerably. While continuing to fulfill its preparatory work for the Coordinating Committee in the development and monitoring of the triennial work programme, and to review the first draft of the budget, EMTO considers different issues that could be of interest to ECAC. After the sixth meeting of ECAC Transport Ministers on the Air Traffic System (MATSE/6) on constraints to growth, EMTO was tasked with conducting an analysis of the possible evolution of the capacity demand equation. Enlarged by representatives of the European Commission and other stakeholders, the Task Force presented its study on this topic, which demonstrated an alarmingly growing mismatch between supply and demand, at the end of 2000.

More recently, EMTO focused on the development of a policy statement entitled “ECAC’s Strategy for the Future”, which deals with the role of ECAC under differ-

Although EMTO recently held its 50th meeting (1), it would be an overestimation of its popularity to suppose that the activities of this small group of experts are well-known to all members of the ECAC family. What does EMTO mean and what does it deliver?

Forty-ninth meeting of EMTO, Paris 2016

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(1) EMTO/50, Rome, 4 November 2016
ent aspects, such as its contribution to Member States and its external relations. On the latter, it elaborated the “ECAC External Relations Policy Statement”. Both documents were presented to the Co-ordinating Committee and adopted at a meeting of ECAC’s Directors General at the end of 2015.

On the current agenda of EMTO are issues such as the review of ECAC’s training activities and the evaluation of the performance of ECAC working groups. The composition of EMTO normally follows the rule that every Director General represented in the Co-ordinating Committee delegates one expert.

To cut a long story short: EMTO is a kind of think tank for ECAC, supplying the Co-ordinating Committee, and ideally Directors General of Civil Aviation, with concepts and an analysis of topics that are in the air but that should be brought back to the ground.

**ECAC Assembly**

ECAC was represented at the 22nd General Assembly of its sister organisation, the Latin American Civil Aviation Commission (LACAC), held in Ibagué, Colombia on 14-17 November, by Executive Secretary Salvatore Sciacchitano. In his address to delegates, Mr Sciacchitano highlighted the excellent cooperation LACAC and ECAC have enjoyed in the aviation field for many years, a relationship that was consolidated by the signature of a Memorandum of Cooperation in 1998. He also took the opportunity to congratulate the LACAC Member States elected to the ICAO Council at the beginning of October, namely Argentina, Brazil, Colombia, Cuba, Ecuador, Mexico, Panama and Uruguay. Finally, he underlined how the excellent cooperation between the regional organisations had been key in reaching an agreement on the global market-based measure scheme at the 39th ICAO Assembly in October. LACAC will be invited to join the ECAC/EU Dialogue with the air transport industry in Rome next year.

**Urs Haldimann** began his career in 1984 at the Swiss Federal Department of Foreign Affairs, where he dealt with various aspects of public international law, mainly in the transport sector. In 1993 he decided to focus his professional activities on civil aviation exclusively, starting work at the Federal Office of Civil Aviation (FOCA). In his present position as head of the legal and international affairs section in FOCA, Urs Haldimann is responsible for setting the legal framework of civil aviation in Switzerland and is in charge of relations between Switzerland and international bodies such as ICAO, the European Commission and ECAC. He also deals with facilitation and security policy issues. In this capacity, he currently chairs the ECAC Security Forum and was appointed Vice-Chairman of the ICAO Facilitation Panel in spring 2016. Last but not least, Urs Haldimann chairs the EMTO Task Force.
ECAC in brief

CASE holds a two-day regional workshop in Dakar

The Civil Aviation Security in Africa and the Arabian Peninsula (CASE) Project held its second two-day regional workshop in Dakar, Senegal on 6 and 7 September 2016, on the theme of security equipment and technology.

The event was jointly organised by ECAC and the African Civil Aviation Commission (AFCAC) and benefited as well from the strong support of the Civil Aviation Authority of Senegal (ANACIM). The welcome addresses were respectively delivered by the Deputy Regional Director of ICAO, Prosper Zo’ominto'o, the Secretary General of AFCAC, Iyabo O. Sosina, and the Director General of ANACIM, Magueye Marame Ndao.

Moderator José Maria Peral, from ECAC Secretariat, was joined by speakers representing all stakeholders: the regulators (represented by Paul Redfern from ACI EUROPE), the airport operators (David Ryder from ACI) and the manufacturers (represented by Nicolas Ouakli from CEIA, Tim Rayner from EOS and Georgia Moody from Smiths Detection).

Altogether, they delivered a series of presentations on topics including the methods of screening for both people and baggage, with discussions on the pros and cons of every category of security equipment, the features of ETDs and LEDS, or the challenges for Appropriate Authorities in the selection of security equipment. Two breakout sessions were dedicated to the design of screening checkpoints’ configurations and the choice of appropriate screening methods.

Thirty-nine participants from 19 Partner States (Benin, Burkina Faso, Cameroon, Central African Republic, Comoros, Côte d’Ivoire, Gambia, Ghana, Kenya, Mauritania, Mauritius, Nigeria, Senegal, Seychelles, South Africa, Swaziland, Tanzania, Togo and Uganda) attended the workshop and engaged in lively discussion, in particular during the breakout sessions.

ECAC organises workshop on PRM monitoring activities for national authorities in Lisbon

Over 60 delegates representing ECAC Member State administrations and stakeholders (airports, airlines and PRM (persons with reduced mobility) assistance providers) gathered in Lisbon on 20 October at the kind invitation of the Portuguese Civil Aviation Authority, ANAC, to attend the ECAC workshop on best practice in PRM monitoring activities for national authorities.

During the workshop, participants were brought up to date on the current EU requirements and ECAC recommendations on the assistance to persons with disabilities and PRMs, the different approaches applied by ECAC Member States to monitor the quality of this assistance, and the tools available for self-assessment. At the end of the day a breakout session on conducting PRM inspections was organised in order to share best practice and foster a common understanding among ECAC Member States.
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ECAC in brief

News from the Member States

> Albania – Mr Flamur Çelaj has replaced Mr Lipivani as Executive Director of the Civil Aviation Authority.
> Turkey – Mr Bahri Kesici has been appointed Acting Director General of the Directorate General for Civil Aviation, replacing Mr Bilal Eksi.

Save the date for the 2017 ECAC/EU Dialogue in Rome!

ECAC is delighted to announce that the 2017 ECAC/EU Dialogue with the European air transport industry will be held on 27 and 28 June at the Radisson Blu Hotel in Rome, Italy, hosted by the Ente Nazionale de l’Aviazione Civile (ENAC).

This tenth edition of the ECAC/EU Dialogue will consider the Challenges and opportunities in financing aviation taking into account the evolution of the air transport sector in a context of global liberalisation.

Featuring presentations by senior government representatives and industry leaders combined with open forum debate, the Dialogue sessions will focus on issues associated with the sustainability of the aviation sector, investing in aviation, and exploring new ways to finance aviation.

ECAC/EU Dialogues traditionally bring together more than 150 high-level aviation decision makers, senior industry leaders and aviation specialists. The event in Rome will offer an ideal forum for attendees to share experiences, exchange insights, ask questions and freely discuss the key issues and challenges facing those involved in financing aviation today.

Registration will open early in 2017. Programme details will be available in due course.

Visit the ECAC website: www.ecac-ceac.org/web/ecac-eu-dialogue-rome/welcome for more updates.

Events to come

JANUARY
16-17/ ECAC Workshop on Capacity Building Activities (WKSHP-RISK), Paris
18-19/ Fortieth meeting of the Guidance Material Task Force (GMTF/40), Paris
23-24/ Twenty-fifth meeting of the Study Group on Cyber Threats to Aviation Security (CYBER/25), Paris
TBC/ Workshop for the EU-funded Project for Eastern Partnership and Central Asia countries (EAP-CA/WKSHP), Paris

FEBRUARY
2/ Thirty-first meeting of the Legal Task Force (LETF/31) Paris
14/ Fifty-ninth meeting of the FAL sub-group on PRM (FAL-PRM sub-grp/59), Paris
21/ Forty-third meeting of the FAL sub-group on Immigration (FAL-IMMIGRAT subgrp/43), Paris

MARCH
9-10/ Twenty-third meeting of the Security Forum (SF/23) Paris
14-15/ Sixteenth Annual meeting of ECAC auditors (AUD/16) Paris
15-16/ Twenty-sixth meeting of the ANCAT Sub-Group on Aircraft Noise Modelling, (ANCAT-AIRMOD/26), Switzerland
29/ One hundred and seventy-ninth meeting of the Co-ordinating Committee (CC/179), Paris
TBC/ Third meeting of the Steering Group for the Civil Aviation Security in Africa and the Arabian Peninsula (CASE) Project (CASE-SG/3), Paris
TBC/ Third meeting of the CASE Project Programme Management Committee (CASEPMC/3), Paris
News from the JAA Training Organisation (JAA TO)

Editorial

Paula V. de Almeida, JAA TO Director

It is great news that during the 39th ICAO Assembly, all attending countries agreed to the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). The environment and climate change are urgent and important issues, not only limited to the aviation industry. Hence, as this is the first sector-specific climate change agreement worldwide, JAA TO is proud that aviation is a leading industry in supporting the battle against climate change. Meanwhile, we are approaching the end of 2016. On reflection, we can conclude that it has been a great year for JAA TO.

A few highlights of JAA TO’s last quarter:

• On 21 September, JAA TO was audited by the European Aviation Safety Agency (EASA) in the context of the EASA Virtual Academy (EVA) and its technical specification criteria and requirements. EASA has confirmed there were no findings and congratulated JAA TO, in particular on the recently implemented processes and procedures. This is excellent news and recognition of JAA TO’s professionalism and commitment to delivering the highest-quality training courses and EVA programmes.

• JAA TO is finalising the development of the ICAO CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation) Technical Advisors Training Course in cooperation with the ICAO CAPSCA Programme and the UN World Health Organization. The development of the course was officially announced during the fifth pan-European meeting of CAPSCA (CAPSCA-EUR/05), held from 12-14 October 2016 in Budapest, Hungary. The ICAO CAPSCA Technical Advisors Training Course is the first ICAO Training Package (ITP) in the field of aviation medicine and it will be launched next year.

• JAA TO is also finalising its internal restructuring phase. With five new employees, our rigorous recruitment protocol has proven its effectiveness by equipping the organisation with highly qualified professionals who fit into the team, and the new open, collaborative culture, as perfect “plug-and-play” add-ons: dressing JAA TO beautifully for growth.

If you would like to stay up to date on the latest JAA TO news and course schedule, follow us on LinkedIn, Twitter or Facebook and subscribe to our newsletter. For more information, please visit our website: www.jaato.com.

As an associated training body of ECAC, leading member of the EASA Virtual Academy, and ICAO regional training centre of excellence, JAA TO provides training courses for both authority and industry personnel. Our courses help enhance the understanding of aviation safety rules and regulations. Please find on page 35 a selection of our courses for authority personnel.
Selection of courses for authority personnel

NATIONAL AVIATION AUTHORITY INSPECTORS TRAINING COURSE - Aircrew Licensing
23 - 27 January 2017, Hoofddorp, Netherlands
This five-day course covers air crew requirements and is tailored for National Aviation Authority (NAA) inspectors. The reference regulations for the course are:
• EC Regulation 216/2008 - Basic Regulation
• EU Regulation 628/2013 - EASA working methods inspections/monitoring
• EU Regulation 1178/2011 - Air Crew

ICAO SMS AND EASA MANAGEMENT SYSTEM REQUIREMENTS – Introduction
16 - 18 January 2017, Hoofddorp, Netherlands
20 - 22 February 2017, Hoofddorp, Netherlands
This course is specifically designed to provide involved personnel, such as accountable managers, safety managers and authority representatives, a basic understanding of the elements and functions involved in a compliant ICAO Safety Management System (SMS) and EASA Management System (SM).

NAA INSPECTORS TRAINING COURSE - Flight Operations Inspector
20 - 24 February 2017, Hoofddorp, Netherlands
The course syllabus includes the items contained in the EASA document “Course Syllabus for National Aviation Authorities' Inspectors – Air Operations”. The additional items have been selected on the basis that they are regulatory items containing approvals or other authority involvement or, as experience has shown, which are of particular interest to highlight to inspectors. This course is specifically designed for prospective or new FOIs and NAA inspectors, other NAA staff and NAA managers involved in the inspection activities of aeroplane or helicopter operations.

EU RAMP INSPECTION PROGRAMME (SAFA) - Initial Theoretical & Practical
6 - 9 March 2017, Hoofddorp, Netherlands
The EU Ramp Inspection Programme is a mandatory safety programme within the European Union (EU). All the other non-EU Member States (ECAC and non-ECAC) that have working arrangements with the Agency are performing EU ramp inspections on foreign operators. In order to be able to perform EU ramp inspections, the inspector must have followed, amongst other requirements, initial EU Ramp Inspection Programme theoretical and practical training.

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