A defining trait of the aviation sector lies in its ability to demonstrate resilience when faced with unprecedented challenges. These formidable adaptation and innovation capabilities have led our sector to overcome crisis and become the indispensable means of transport we know today; a sector which contributes to the global economy and connectivity of all ECAC Member States.

As part of the aviation community, we are committed to develop and implement strategies that focus on the reduction of the environmental impact of aviation, with positive actions to reduce aviation emissions and address local noise and air quality issues. A more sustainable aviation sector is our common goal. We are also committed that these strategies will tackle current challenges, such as the multiplication of RPAS in the controlled airspace, cyber safety and security risks, global tracking or supersonic aircraft.

Since its creation in 1955, ECAC has continuously pursued its core mission: to support its 44 Member States in the development of a safe, secure, sustainable air transport system while fostering its economic and social benefits for all. As opportunities and risks constantly evolve, so has ECAC in order to meet and anticipate the needs of its members, recognising their diversity but at the same time acknowledging that common challenges are best tackled when standing united.

ECAC’s adaptation to rapidly evolving challenges, as well as its greatest achievements, are rooted in strong cooperation and partnership. ECAC will continue to strengthen its relationships with its international partners, such as its sister organisations (ACAO, AFCAC and LACAC), European organisations such as the European Union, EASA and EUROCONTROL, individual States and ICAO, led by the ambition to improve and enhance aviation standards worldwide.

Let us remember that aviation succeeded in its first century because it constantly met the challenges of innovation. Now standing at a « tipping point » of aviation history, we should be confident our sector will continue – though cooperation and innovation – to shape its own future.

Our work continues,

Ingrid Cherfils
President of ECAC

Patricia Reverdy
Acting Executive Secretary of ECAC
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PART I

ECAC Member States
## ECAC Member States

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<th>States</th>
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ALBANIA

ADMISSION 1998
NUMBER OF INHABITANTS 2 870 324
AREA 28 748 km²

Ministry responsible for aviation policy
Ministry of Infrastructure and Energy

Formulation of aviation policy
Ministry of Infrastructure and Energy
Directory of Policies and Strategies for the Development of Infrastructure and Territory

Regulation of civil aviation
Ministry of Infrastructure and Energy
Albanian Civil Aviation Authority

Provision of air navigation services
Albcontrol (Air Navigation Service Provider of Albania)

EXECUTIVE DIRECTOR
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Krislen.Keri@acaa.gov.al

Albanian Civil Aviation Authority
Str. “Sulejman Delvina” Nr.1
PO Box 205
Tirana
Phone: +355 (4) 22 51 220
Fax: +355 (4) 22 23 969
www.aac.gov.al/

MAIN AIRPORT
Tirana International Airport Nene Tereza
City: Tirana
Number of passengers* 2,947,172 (in 2018)

* 2018 passenger figures on the following pages are kindly provided by ACI EUROPE
ARMENIA

ADMISSION ................................................................. 1996
NUMBER OF INHABITANTS ........................................... 2 969 900
AREA ........................................................................ 29 800 km²

Ministry responsible for aviation policy
General Department of Civil Aviation

Formulation of aviation policy
General Department of Civil Aviation

Regulation of civil aviation
General Department of Civil Aviation

 Provision of air navigation services
“ARMATS” CJSC Armenian Air Navigation Service Provider
www.armats.com

DIRECTOR GENERAL OF CIVIL AVIATION
Tatevik Revazyan
gdca@gdca.am

General Department of Civil Aviation
Airport “Zvartnots”
0042 Yerevan
Phone: +374 10 28 07 22
Fax: +374 10 28 53 45
www.gdca.am

→ MAIN AIRPORT
Zvartnots International Airport
City: Yerevan
Number of passengers
2,686,457 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS
2
AUSTRIA

ADMISSION ................................................................. 1955
NUMBER OF INHABITANTS ........................................... 8 739 806*
AREA ........................................................................... 83 879 km²

Ministry responsible for aviation policy
Federal Ministry for Transport, Innovation and Technology

Formulation of aviation policy
Federal Ministry for Transport, Innovation and Technology

Regulation of civil aviation
Civil Aviation Authority

 Provision of air navigation services
Austro Control

*Source: Statistik Austria, 2016

DIRECTOR GENERAL
OF CIVIL AVIATION
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elisabeth.Landrichter@bmvi.gv.at

Civil Aviation Authority
Federal Ministry for Transport, Innovation and Technology
Radetzkystraße 2
A-1030 Vienna
Phone: +43 1 71 162 65 96 00
Fax: +43 1 71 162 96 99
www.bmvit.gv.at

MAIN AIRPORT
Vienna
International
Airport
City: Vienna
Number of passengers
27,037,292 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
6
AZERBAIJAN

ADMISSION ......................................................... 2002
NUMBER OF INHABITANTS .................................... 9,911,472
AREA ........................................................................ 86,600 km²

Ministry responsible for aviation policy
Ministry of Transport, Communications and High Technologies

Formulation of aviation policy
State Civil Aviation Agency

Regulation of civil aviation
State Civil Aviation Agency

Provision of air navigation services
"Azeriaeronavigation" Air Traffic Department of the State CJSC
"AZAL"

MAIN AIRPORT
Heydar Aliyev International Airport
City: Baku
Number of passengers 4,447,144 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
6
BELGIUM

ADMISSION .......................................................... 1955
NUMBER OF INHABITANTS .................................... 11 203 992
AREA .............................................................. 30 528 km²

Ministry responsible for aviation policy
Federal Public Service - Mobility and Transport

Formulation of aviation policy
Belgian Civil Aviation Authority

Regulation of civil aviation
Belgian Civil Aviation Authority

Provision of air navigation services
Belgocontrol

MAIN AIRPORT
Brussels Airport
City: Brussels
Number of passengers 25,640,920 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS

ACTING DIRECTOR GENERAL OF CIVIL AVIATION
Eugeen Van Craeyveld
civilair@mobilit.fgov.be

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Belgian Civil Aviation Authority
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B-1210 Brussels
Phone: +32 2 277 43 00
Fax: +32 2 277 42 59
www.mobilit.belgium.be
BOZNIA AND HERZEGOVINA

ADMISSION ................................................................. 2002
NUMBER OF INHABITANTS .............................................. 3,871,643
AREA ........................................................................ 51,129 km²

Ministry responsible for aviation policy
Council of Ministers BH

Formulation of aviation policy
Ministry of Communications and Transport
Directorate of Civil Aviation BH (BHDCA)

Regulation of civil aviation
Directorate of Civil Aviation BH (BHDCA)

Provision of air navigation services
Bosnia and Herzegovina Air Navigation Services Agency
(BHANSA)

MAIN AIRPORT
Sarajevo International Airport
City: Sarajevo
Number of passengers 1,046,635 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
4
BULGARIA

ADMISSION ................................................................. 1991
NUMBER OF INHABITANTS ............................................. 7 205 677
AREA ................................................................. 110 994 km²

Ministry responsible for aviation policy
Ministry of Transport, Information Technology and Communications

Formulation of aviation policy
Council of Ministers
Ministry of Transport, Information Technology and Communications
Directorate General Civil Aviation Administration

Regulation of civil aviation
Directorate General Civil Aviation Administration (DG CAA)

Provision of air navigation services
Bulgarian Air Traffic Services Authority (BULATSA)

DIRECTOR GENERAL OF CIVIL AVIATION
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directorgeneral@caa.bg

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1000 Sofia
Phone: +359 2937 1000
Fax: +359 2980 5337
www.caa.bg

→ MAIN AIRPORT
Sofia Airport
City: Sofia
Number of passengers
6,962,040 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS
5
ECAC Member States

CROATIA

ADMISSION 1992
NUMBER OF INHABITANTS 4,284,889
AREA 56,594 km²

Ministry responsible for aviation policy
Ministry of the Sea, Transport and Infrastructure

Formulation of aviation policy
Ministry of the Sea, Transport and Infrastructure
Directorate General for Civil Aviation, Electronic Communications and Post

Regulation of civil aviation
Ministry of the Sea, Transport and Infrastructure
Directorate General for Civil Aviation, Electronic Communications and Post
Croatian Civil Aviation Agency

Provision of air navigation services
Croatia Control, Ltd.

DIRECTOR GENERAL
OF CIVIL AVIATION,
ELECTRONIC COMMUNICATIONS AND POST
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Ministry of the Sea, Transport and Infrastructure
Prisavlje 14, p.o.b 256
10000 Zagreb
Phone: +385 1 616 90 60
Fax: +385 1 619 63 93
www.mppi.hr/

MAIN AIRPORT
Zagreb Airport

City: Zagreb
Number of passengers 3,330,413 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 9
CYPRUS

ADMISSION ................................................. 1969
NUMBER OF INHABITANTS .................................. 858 000
AREA .......................................................... 9 251 km²

Ministry responsible for aviation policy
Ministry of Transport, Communications and Works

Formulating aviation policy
Ministry of Transport, Communications and Works

Regulation of civil aviation
Department of Civil Aviation

Provision of air navigation services
Department of Civil Aviation

DIRECTOR GENERAL
OF CIVIL AVIATION
Panayiota Demetriou
pdemetriou@dca.mcw.gov.cy

Department of Civil Aviation
Ministry of Transport, Communications and Works
27, Pindarou Street
5th Floor, Block B
1429 Nicosia
Phone: +357 22 40 41 80
Fax: +357 22 40 41 89
www.mcw.gov.cy/mcw

→ MAIN AIRPORT
Lanarca International Airport

City: Larnaca
Number of passengers
8,157,585 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS

2
CZECH REPUBLIC

<table>
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**Ministry responsible for aviation policy**

Ministry of Transport

**Formulation of aviation policy**

Ministry of Transport, Civil Aviation Department

**Regulation of civil aviation**

Civil Aviation Authority
Ministry of Transport, Civil Aviation Department

**Provision of air navigation services**

Air Navigation Services of the Czech Republic, State enterprise

**DIRECTOR GENERAL OF CIVIL AVIATION**

**Zdenek Jelinek**

zdenek.jelinek@mdcr.cz

Civil Aviation Department
Ministry of Transport
Nabrezi Ludvika Svobody 12
PO Box 9
11015 Prague 1
Phone: +420 2251 31 390
Fax: +420 2251 31 032
www.mdcr.cz

- **MAIN AIRPORT**
  - **Prague Airport**
    - City: Prague
    - Number of passengers: 16,797,006 (in 2018)
- **NUMBER OF INTERNATIONAL AIRPORTS**
  - 9
DENMARK

ADMISSION  
1955

NUMBER OF INHABITANTS  
5,630,000

AREA  
43,094 km²

Ministry responsible for aviation policy
Ministry of Transport, Building, and Housing

Formulation of aviation policy
Ministry of Transport, Building, and Housing
Danish Transport, Construction and Housing Authority

Regulation of civil aviation
Ministry of Transport, Building, and Housing
Danish Transport, Construction and Housing Authority

Provision of air navigation services
Naviar

DIRECTOR GENERAL OF CIVIL AVIATION
Carsten Falk Hansen
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Danish Transport, Construction and Housing Authority
Trafikstyrelsen
Edvard Thomsens Vej 14
DK-2300 Copenhagen S
Phone: +45 72 21 88 00
Fax: +45 72 21 88 88
www.trafikstyrelsen.dk

MAIN AIRPORT
Copenhagen Airport
City: Copenhagen
Number of passengers: 30,259,335 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
8
## ESTONIA

<table>
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### Ministry responsible for aviation policy
- Ministry of Economic Affairs and Communications

### Formulation of aviation policy
- Ministry of Economic Affairs and Communications

### Regulation of civil aviation
- Ministry of Economic Affairs and Communications
  - Civil Aviation Administration

### Provision of air navigation services
- Estonian Air Navigation Services Ltd
- Tallinn Airport Ltd

### MAIN AIRPORT
- **Tallinn Airport**
  - City: Tallinn
  - Number of passengers: 3,002,638 (in 2018)

### Number of international airports
- 5
FINLAND

ADMISSION ......................................................... 1955
NUMBER OF INHABITANTS ........................................ 5,516,220
AREA ........................................................................... 338,435 km²

Ministry responsible for aviation policy
Ministry of Transport and Communications

Formulation of aviation policy
Finnish Transport and Communications Agency - Traficom

Regulation of civil aviation
Finnish Transport and Communications Agency - Traficom

Provision of air navigation services
Finavia Corporation
Air Navigation Services Finland Oy

DIRECTOR GENERAL
OF CIVIL AVIATION
Pekka Henttu
pekka.henttu@traficom.fi

Finnish Transport and Communications Agency - Traficom
P.O. Box 320
FI-00101 Helsinki
Phone: +358 29 534 6031
Fax: +358 29 534 6295
www.traficom.fi

MAIN AIRPORT
Helsinki-Vantaa Airport
City: Helsinki (Vantaa)
Number of passengers: 20,844,640 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
19
### FRANCE

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<td><strong>NUMBER OF INHABITANTS</strong></td>
<td>67 200 000</td>
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<td><strong>AREA</strong></td>
<td>543 965 km²</td>
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**Ministry responsible for aviation policy**

Ministry for an Ecological and Solidary Transition (MTES)

**Formulation of aviation policy**

Directorate General of Civil Aviation

**Regulation of civil aviation**

Directorate General of Civil Aviation

**Provision of air navigation services**

Directorate for Air Navigation Services (DGAC/DSNA)

### MAIN AIRPORT

Aéroport de Paris-Charles de Gaulle

**City:** Paris  
**Number of passengers:** 72,229,723 (in 2018)  
**Number of international airports:** 110
GEORGIA

ADMISSION ................................................. 2005
NUMBER OF INHABITANTS ........................................ 4,935,880
AREA ...................................................... 69,700 km²

Ministry responsible for aviation policy
Ministry of Economy and Sustainable Development

Formulation of aviation policy
Ministry of Economy and Sustainable Development
Transport Policy Department

Regulation of civil aviation
Civil Aviation Agency

Provision of air navigation services
“Sakaeronavigatsia” LTD

DIRECTOR GENERAL
OF CIVIL AVIATION
Levan Karanadze
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Civil Aviation Agency
Tbilisi International Airport
Tbilisi, 0158
Phone/Fax:
+995 32 294 80 02
www.gcaa.ge

MAIN AIRPORT
Tbilisi International Airport
City: Tbilisi
Number of passengers
3,808,651 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
3
GERMANY

ADMISSION ......................................................... 1955
NUMBER OF INHABITANTS .................................... 82 800 000
AREA ............................................................................... 357 000 km²

Ministry responsible for aviation policy
Federal Ministry of Transport and Digital Infrastructure

Formulation of aviation policy
Directorate General for Civil Aviation
Federal Ministry of Transport and Digital Infrastructure

Regulation of civil aviation
Federal Ministry of Transport and Digital Infrastructure
LBA - Luftfahrt-Bundesamt (Federal Aviation Office)

Provision of air navigation services
DFS - Deutsche Flugsicherung GmbH

→ MAIN AIRPORT
Flughafen Frankfurt/Main
City: Frankfurt/Main
Number of passengers 69,510,269 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS
24
GREECE

ADMISSION 1955
NUMBER OF INHABITANTS 10,816,286
AREA 131,957 km²

GOVERNOR OF THE HELLENIC CIVIL AVIATION AUTHORITY
Konstantinos Lintzerakos
governor@hcaa.gr
Hellenic Civil Aviation Authority
Ministry of Infrastructure and Transport
1, Vas. Georgiou Ave.
Helliniko
P.O. Box 70360
GR-16610 Glyfada
Phone: +30 210 89 16 507/
+30 210 89 16 505
Fax: +30 210 89 44 279
www.hcaa.gr

Ministry responsible for aviation policy
Ministry of Infrastructure and Transport

Formulation of aviation policy
Hellenic Civil Aviation Authority

Regulation of civil aviation
Hellenic Civil Aviation Authority

 Provision of air navigation services
Directorate General of Air Navigation Services

MAIN AIRPORT
Athens International Airport
City: Athens
Number of passengers 24,115,677 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
15
**HUNGARY**

**ADMISSION** 1990
**NUMBER OF INHABITANTS** 9,900,000
**AREA** 93,030 km²

**Ministry responsible for aviation policy**
Ministry of Innovation and Technology

**Formulation of aviation policy**
Ministry of Innovation and Technology
Civil Aviation, Maritime and Inland Navigation Department

**Regulation of civil aviation**
Parliament
Government
Minister responsible for transport

**Provision of air navigation services**
HungaroControl Pte. Ltd. Co.

**MAIN AIRPORT**
Budapest Ferenc Liszt International Airport
City: Budapest
Number of passengers 14,854,586 (in 2018)

**NUMBER OF INTERNATIONAL AIRPORTS** 3
ECAC Member States

ICELAND

ADMISSION ................................................................. 1955
NUMBER OF INHABITANTS .............................................. 325,671
AREA ............................................................................ 103,000 km²

Interim Director
General of Civil Aviation
Halla Sigrun Sigurdardottir
halla.sigurdardottir@icetra.is
Icelandic Transport Authority
Armula 2
108 Reykjavik
Phone: +354 480 60 17
www.samgongustofa.is

Ministry responsible for aviation policy
Ministry of the Interior

Formulation of aviation policy
Ministry of the Interior
Icelandic Transport Authority (Icetra)

Regulation of civil aviation
Icelandic Transport Authority (Icetra)

Provision of air navigation services
Isavia Ltd.

’à MAIN AIRPORT
Keflavik International Airport
City: Keflavik
Number of passengers 9,804,388 (in 2018)

’à NUMBER OF INTERNATIONAL AIRPORTS
4
IRELAND

<table>
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<td>AREA</td>
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**Ministry responsible for aviation policy**

Department of Transport, Tourism and Sport

**Formulation of aviation policy**

Department of Transport, Tourism and Sport

**Regulation of civil aviation**

Irish Aviation Authority

Commission for Aviation Regulation

**Provision of air navigation services**

Irish Aviation Authority

**Main Airport**

Dublin Airport

City: Dublin

Number of passengers: 31,495,611 (in 2018)

**Number of International Airports**

3
ITALY

ADMISSION .................................................................................................................... 1955
NUMBER OF INHABITANTS .................................................................................. 60 000 494
AREA ....................................................................................................................... 302 073 km²

Ministry responsible for aviation policy
Ministry of Infrastructures and Transport

Formulation of aviation policy
Ministry of Infrastructures and Transport - General Directorate for Airports and Air Transport
ENAC - Ente Nazionale per l’Aviazione Civile

Regulation of civil aviation
ENAC - Ente Nazionale per l’Aviazione Civile

Provision of air navigation services
ENAV SpA – Società Nazionale per l’Assistenza al Volo
AMI – Aeronautica Militare Italiana – Italian Air Force

DIRECTOR GENERAL
OF CIVIL AVIATION
Alessio Quaranta
segreteria.dg@enac.gov.it

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Viale Castro Pretorio, 118
00185 Roma
Phone: +39 06 44 59 63 05
Fax: +39 06 44 59 63 01
www.enac.gov.it

MAIN AIRPORT
Aeroporto di Roma-Fiumicino
City: Rome
Number of passengers 42,991,056 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 12
## LATVIA

<table>
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<td>1 934 042</td>
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<tr>
<td><strong>AREA</strong></td>
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**Ministry responsible for aviation policy**

- Ministry of Transport

**Formulation of aviation policy**

- Air Transport Department of the Ministry of Transport

**Regulation of civil aviation**

- Air Transport Department of the Ministry of Transport
- Latvian Civil Aviation Agency

**Provision of air navigation services**

- State Joint Stock company “Latvijas Gaisa Satiksme”, LGS

---

### MAIN AIRPORT

**Riga International Airport**

- **City:** Riga
- **Number of passengers:** 7,056,089 (in 2018)

### NUMBER OF INTERNATIONAL AIRPORTS

2
LITHUANIA

ADMISSION ................................................................. 1992
NUMBER OF INHABITANTS ......................................... 3 483 000
AREA ........................................................................... 65 300 km²

Ministry responsible for aviation policy
Ministry of Transport and Communications

Formulation of aviation policy
Ministry of Transport and Communications
Transport Competence Agency

Regulation of civil aviation
Lithuanian Transport Safety Administration

 Provision of air navigation services
State Enterprise “Oro navigacija”
Lithuanian Hydrometeorological Service under the Ministry of Environment of the Republic of Lithuania (LHMS)

HEAD OF CIVIL AVIATION DIVISION
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virginija.zegunyte@ltsa.lrv.lt

Civil Aviation Division
Lithuanian Transport Safety Administration
Švitrigailos str. 42
LT-03209 Vilnius
Phone: +370 (5) 278 5601
www.ltsa.lrv.lt

MAIN AIRPORT
Vilnius International Airport
City: Vilnius
Number of passengers 4,925,539 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 4
ECAC IN FOCUS

PART I: ECAC MEMBER STATES

ECAC Member States

DIRECTOR GENERAL OF CIVIL AVIATION

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L-2012 Luxembourg
Phone: +352 247 74 900
Fax: +352 46 77 90
www.dac.public.lu

LUXEMBOURG

ADMISSION: 1955
NUMBER OF INHABITANTS: 550,000
AREA: 2,586 km²

Ministry responsible for aviation policy
Ministère du Développement Durable et des Infrastructures (MDDI)

Formulation of aviation policy
Direction de l’Aviation Civile (DAC)

Regulation of civil aviation
Direction de l’Aviation Civile (DAC)

Provision of air navigation services
Administration de la Navigation Aérienne

→ MAIN AIRPORT
Luxembourg-Findel International Airport
City: Luxembourg
Number of passengers: 4,036,878 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS
1
### Malta

**Admission**: 1979  
**Number of inhabitants**: 425,384  
**Area**: 316 km²

<table>
<thead>
<tr>
<th>Ministry responsible for aviation policy</th>
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<tbody>
<tr>
<td>Ministry for Transport and Infrastructure</td>
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<td>TRANSPORT MALTA - Civil Aviation Directorate</td>
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<th>Provision of air navigation services</th>
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<tbody>
<tr>
<td>Malta Air Traffic Services Limited (MATS)</td>
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</table>

**Director General**  
**FOR CIVIL AVIATION**  
**Charles Pace**  
charles.pace@transport.gov.mt

Transport Malta  
Civil Aviation Directorate  
Malta Transport Centre  
Triq il-Pantar  
Lija LJA 2021  
Phone: +356 2555 5642  
www.transport.gov.mt

**Main Airport**  
**Malta International Airport**  
City: Malta  
Number of passengers: 6,809,040 (in 2018)

**Number of international airports**: 1
MOLDOVA

ADMISSION: 1996
NUMBER OF INHABITANTS: 3,583,000
AREA: 33,843 km²

Ministry responsible for aviation policy
Ministry of Transport and Road Infrastructure

Formulation of aviation policy
Ministry of Transport and Road Infrastructure

Regulation of civil aviation
Ministry of Transport and Road Infrastructure

Provision of air navigation services
MoldATSA

> MAIN AIRPORT
Chisinau International Airport
City: Chisinau
Number of passengers: 2,828,857 (in 2018)

> NUMBER OF INTERNATIONAL AIRPORTS
4
MONACO

ADMISSION ....................................................... 1989
NUMBER OF INHABITANTS .................................. 37 800
AREA ................................................................. 1.97 km²

Ministry responsible for aviation policy
Département de l’Equipement, de l’Environnement et de l’Urbanisme

Body responsible for formulating aviation policy
Direction de l’Aviation Civile

Body responsible for regulation of civil aviation
Direction de l’Aviation Civile

Provision of air navigation services
Direction de l’Aviation Civile

DIRECTOR GENERAL OF CIVIL AVIATION
Bruno Lassagne
blassagne@gouv.mc

Civil Aviation Directorate
Héliport de Monaco
Avenue des Liguers
98000 Principauté de Monaco
Phone: +377 98 98 80 24
Fax: +377 98 98 87 08
www.gouv.mc

MAIN AIRPORT
Héliport de Monaco-Fontvielle
City: Monaco
Number of passengers
80,499 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
1
Montenegro

Admission: 2008
Number of inhabitants: 680,000
Area: 13,812 km²

Ministry responsible for aviation policy
Ministry of Transport and Maritime Affairs

Formulation of aviation policy
Civil Aviation Agency (CAA)
Ministry of Transport and Maritime Affairs

Regulation of civil aviation
Civil Aviation Agency (CAA)

Provision of air navigation services
SMATSA

→ Main airport
Podgorica Airport
City: Podgorica
Number of passengers: 1,208,525 (in 2018)

→ Number of international airports
2
**NETHERLANDS**

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<td>16,864,000</td>
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<tr>
<td>AREA</td>
<td>41,526 km²</td>
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**Ministry responsible for aviation policy**

Ministry of Infrastructure and Water Management

**Formulation aviation policy**

Ministry of Infrastructure and Water Management

**Regulation of civil aviation**

Ministry of Infrastructure and Water Management

**Provision of air navigation services**

Air Traffic Control the Netherlands

**DIRECTOR GENERAL FOR AVIATION AND MARITIME AFFAIRS**

**Jan Hendrik Dronkers**

janhendrik.dronkers@minienw.nl

Directorate-General for Aviation and Maritime Affairs
Ministry of Infrastructure and Water Management
Rijnstraat 8
P.O. Box 20901
2500 EX The Hague
Phone: +31 (70) 456 64 80
www.minienw.nl

**MAIN AIRPORT**

Amsterdam Airport Schiphol

*City:* Amsterdam
*Number of passengers:* 71,053,147 (in 2018)

**NUMBER OF INTERNATIONAL AIRPORTS**

6
NORTH MACEDONIA

ADMISSION ................................................................. 1997
NUMBER OF INHABITANTS ........................................... 2,073,702
AREA .............................................................................. 25,713 km²

Ministry responsible for aviation policy

Ministry of Transport and Communications

Formulation of aviation policy

Aviation Department (Ministry of Transport and Communications)

Regulation of civil aviation

Civil Aviation Agency

Provision of air navigation services

M-NAV

† MAIN AIRPORT

Skopje “Alexander the Great” Airport

City: Skopje
Number of passengers: 2,158,259 (in 2018)

† NUMBER OF INTERNATIONAL AIRPORTS

2
**NORWAY**

<table>
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<td>NUMBER OF INHABITANTS</td>
<td>5 140 000</td>
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<tr>
<td>AREA</td>
<td>385 178 km²</td>
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**Ministry responsible for aviation policy**
- Ministry of Transport and Communications

**Formulation aviation policy**
- Ministry of Transport and Communications

**Regulation of civil aviation**
- Ministry of Transport and Communications
  - Civil Aviation Authority

**Provision of air navigation services**
- Avinor AS

**MAIN AIRPORT**

- **Oslo-Gardermoen Airport**
  - City: Oslo
  - Number of passengers: 28,304,096 (in 2018)

**DIRECTOR GENERAL OF CIVIL AVIATION**

- **Lars Kobberstad**
- postmottak@caa.no

Civil Aviation Authority
- P.O. Box 243
- 8001 Bodo
- Phone: +47 75 58 50 00
- Fax: +47 75 58 50 05
- www.caa.no
POLAND

ADMISSION 1990
NUMBER OF INHABITANTS 38 533 000
AREA 322 577 km²

Ministry responsible for aviation policy
Ministry of Infrastructure

Formulation aviation policy
Ministry of Infrastructure and Civil Aviation Authority

Regulation of civil aviation
Civil Aviation Authority

Provision of air navigation services
Polish Air Navigation Services Agency (PANSA)

MAIN AIRPORT
Warsaw Frederic Chopin Airport
City: Warsaw
Number of passengers 17,763,516 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 19
PORTUGAL

**ADMISSION** 1955
**NUMBER OF INHABITANTS** 10 427 301
**AREA** 92 090 km²

**Chairman of the Board**
Luis Miguel Ribeiro
luis.ribeiro@anac.pt
Autoridade Nacional da Aviação Civil (ANAC)
Rua B, Edificio 4
Aeroporto Humberto Delgado
1749-034 Lisbon
Phone: +351 21 842 35 61
Fax: +351 21 847 35 85
www.anac.pt

**Ministry responsible for aviation policy**
Ministry of Planning and Infrastructures

**Formulation aviation policy**
Ministry of Planning and Infrastructures
Secretary of State for Infrastructures

**Regulation of civil aviation**
Autoridade Nacional da Aviação Civil (ANAC)
Portuguese Civil Aviation Authority

**Provision of air navigation services**
NAV - Portugal Air Navigation Service Provider (NAV - Portugal, E.P.E.)
air navigation services provider

**Main Airport**
Humberto Delgado Airport
City: Lisbon
Number of passengers 29,031,238 (in 2018)

**Number of international airports** 8
ECAC IN FOCUS

• PART I: ECAC MEMBER STATES

ECAC Member States

DIRECTOR GENERAL
OF CIVIL AVIATION

Armand Petrescu
armand.petrescu@cca.ro

Romanian Civil
Aeronautical Authority
Sos. Bucuresti-Ploiesti,
nr. 38-40, Sector 1
010873 Bucharest
Phone: +40 021 208 1508
Fax: +40 021 208 1572
www.caa.ro

MAIN AIRPORT

Bucharest Baneasa
Aurel Blaicu Interna-
tional Airport

City: Bucharest
Number of passengers*
13,82 million (in 2018)

NUMBER OF
INTERNATIONAL
AIRPORTS

16

* Source: Bucharest Airport Company

ROMANIA

ADMISSION 1991
NUMBER OF INHABITANTS 19 926 000
AREA 238 391 km²

Ministry responsible for aviation policy

Ministry of Transports

Formulation aviation policy

Directorate of Air Transport
Ministry of Transports

Regulation of civil aviation

Romanian Civil Aeronautical Authority

Provision of air navigation services

ROMATSA
SAN MARINO

ADMISSION ......................................................... 2008
NUMBER OF INHABITANTS ..................................... 33 000
AREA ........................................................................... 63 km²

Ministry responsible for aviation policy
Ministry of Finance and the Budget, Posts, Transport, Economic Planning

Formulation aviation policy
Civil Aviation and Maritime Navigation Authority
Civil Aviation Commission

Regulation of civil aviation
Civil Aviation and Maritime Navigation Authority

Provision of air navigation services
N.A.

DIRECTOR GENERAL OF CIVIL AVIATION
Marco Conti
marco.conti@caa-mna.sm
Civil Aviation and Maritime Authority
World Trade Center
Via Consiglio dei Sessanta, 99
47891 Dogana
Phone: +378 549 882 930
Fax: +378 549 882 928
www.caa-mna.sm

MAIN AIRPORT
Rimini, Federico Fellini Airport
City: Rimini – Italy
Number of passengers: 304,589 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS
0
SERBIA

ADMISSION .......................................................... 2002
NUMBER OF INHABITANTS ..................................... 7 210 000
AREA ....................................................................... 88 361 km²

Ministry responsible for aviation policy

Ministry of Construction, Transport and Infrastructure

Formulation aviation policy

Ministry of Construction, Transport and Infrastructure

Regulation of civil aviation

Civil Aviation Directorate

Provision of air navigation services

Serbia and Montenegro Air Traffic Agency Ltd.

DIRECTOR GENERAL OF CIVIL AVIATION

Mirjana Cizmarov
mcizmarov@cad.gov.rs

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Skadarska 23
11000 Belgrade
Phone: +381 11 292 71 12
Fax: +381 11 311 73 47
www.cad.gov.rs

→ MAIN AIRPORT
Belgrade Nikola Tesla Airport
City: Belgrade
Number of passengers 5,640,955 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS 4
SLOVAKIA

ADMISSION ......................................................... 1991
NUMBER OF INHABITANTS ........................................... 5 404 555
AREA ................................................................. 49 036 km²

Ministry responsible for aviation policy
Ministry of Transport and Construction

Formulation aviation policy
Directorate General of Civil Aviation

Regulation of civil aviation
Ministry of Transport and Construction
Directorate General of Civil Aviation
Civil Aviation Authority

Provision of air navigation services
Letové prevádzkové služby Slovenskej republiky, š. p.

DIRECTOR GENERAL
OF CIVIL AVIATION
Mario Nemeth
mario.nemeth@mindop.sk

Directorate General of Civil Aviation
Ministry of Transport and Construction
Nam. slobody c.6
P. O. Box. 100
810 05 Bratislava 15
Phone: +421 2 59 49 47 44
Fax: +421 2 52 73 14 70
www.mindop.sk

MAIN AIRPORT
M. R. Štefánik Airport

City: Bratislava
Number of passengers 2,292,712 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 8
SLOVENIA

ADMISSION 1992
NUMBER OF INHABITANTS 2 066 880
AREA 20 273 km²

Ministry responsible for aviation policy
Ministry of Infrastructure

Formulation aviation policy
Ministry of Infrastructure

Regulation of civil aviation
Ministry of Infrastructure
Directorate of Aviation and Maritime Transport, Civil Aviation Division
Civil Aviation Agency (CAA)

Provision of air navigation services
Slovenia Control Ltd, Slovenian Air Navigation Services
Slovenian Environment Agency

MAIN AIRPORT
Aerodrom Ljubljana
International Airport
City: Ljubljana
Number of passengers 1,812,411 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 3
SPAIN

ECAC Member States

ADMISSION ................................................................. 1955
NUMBER OF INHABITANTS ........................................ 46 550 000
AREA .............................................................................. 505 990 km²

Ministry responsible for aviation policy
Public Works and Transport

Formulation aviation policy
Directorate General of Civil Aviation (DGAC)
Spanish Aviation Safety and Security Agency (AESA)

Regulation of civil aviation
Directorate General of Civil Aviation (DGAC)

Provision of air navigation services
ENAIRE, public business entity
SAERCO and FERRONATS
INECO, PLC
Spanish Air Force

DIRECTOR GENERAL OF CIVIL AVIATION
Raúl Medina Caballero
rmcaballero@fomento.es

Ministry of Public Works and Transport
Paseo de la Castellana, 67
28071 Madrid
Phone: +34 91 597 53 56
Fax: +34 91 597 53 53
www.fomento.es

→ MAIN AIRPORT
Aeropuerto de Adolfo Suárez
Madrid-Barajas
City: Madrid
Number of passengers
57,862,951 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS
38

ECAC IN FOCUS - PART I: ECAC MEMBER STATES
ECAC Member States

**SWEDEN**

| ADMISSION | 1955 |
| NUMBER OF INHABITANTS | 9,747,000 |
| AREA | 410,928 km² |

**Ministry responsible for aviation policy**

Ministry of Enterprise and Innovation

**Formulation aviation policy**

Ministry of Enterprise and Innovation
Transport Division

**Regulation of civil aviation**

Swedish Transport Agency
Civil Aviation and Maritime Department

**Provision of air navigation services**

LFV - Air Navigation Services of Sweden

**DEPUTY DIRECTOR GENERAL, SWEDISH TRANSPORT AGENCY**

**Ingrid Cherfils**

ingrid.cherfils@transportstyrelsen.se

**DIRECTOR, CIVIL AVIATION AND MARITIME DEPARTMENT, SWEDISH TRANSPORT AGENCY**

**Gunnar Ljungberg**

gunnar.ljungberg@transportstyrelsen.se

Swedish Transport Agency
601 73 Norrköping
Phone: +46 771 503 503
www.transportstyrelsen.se

**MAIN AIRPORT**

Stockholm-Arlanda Airport

City: Stockholm
Number of passengers: 26,904,269 (in 2018)

**NUMBER OF INTERNATIONAL AIRPORTS**

27
SWITZERLAND

ADMISSION .......................................................... 1955
NUMBER OF INHABITANTS ..................................... 8 200 000
AREA ................................................................. 41 285 km²

Ministry responsible for aviation policy
Federal Department of the Environment, Transport, Energy and Communications (DETEC)

Formulation aviation policy
Federal Office of Civil Aviation (FOCA)

Regulation of civil aviation
Federal Office of Civil Aviation (FOCA)

Provision of air navigation services
Skyguide Swiss Air Navigation Services Ltd

DIRECTOR GENERAL OF CIVIL AVIATION
Christian Hegner
christian.hegner@bazl.admin.ch

Federal Office of Civil Aviation (FOCA)
Mühlestrasse 2
CH-3063 Ittigen
Phone: +41 31 325 99 00/
+41 31 325 90 96
Fax: +41 31 325 80 56
www.aviation.admin.ch

→ MAIN AIRPORT
Flughafen Zürich
City: Zurich
Number of passengers 31,102,917 (in 2018)

→ NUMBER OF INTERNATIONAL AIRPORTS

7
ECAC IN FOCUS

PART I: ECAC MEMBER STATES

TURKEY

ADMISSION .................................................. 1955
NUMBER OF INHABITANTS .............................. 80 810 000
AREA ............................................................. 814 578 km²

Ministry responsible for aviation policy
Ministry of Transport, Maritime Affairs and Communications

Formulation aviation policy
Ministry of Transport, Maritime Affairs and Communications

Regulation of civil aviation
Directorate General of Civil Aviation (DGCA)

Provision of air navigation services
General Directorate of State Airports Administration (DHMI)

MAIN AIRPORT
Atatürk International Airport
City: Istanbul
Number of passengers 68,360,648 (in 2018)

NUMBER OF INTERNATIONAL AIRPORTS 37

ACTING DIRECTOR
GENERAL OF CIVIL AVIATION
Bahri Kesici
bahri.kesici@shgm.gov.tr

Directorate General of Civil Aviation
Ministry of Transport, Maritime Affairs and Communications
Gazi Mustafa Kemal Bulvarı No:128/A
06570 Maltepe Ankara
Phone: +90 312 203 60 04
Fax: +90 312 212 46 84
www.shgm.gov.tr
UKRAINE

ADMISSION ................................................................. 1999
NUMBER OF INHABITANTS ............................................. 45 450 000
AREA ............................................................................ 603 700 km²

Ministry responsible for aviation policy
Ministry of Infrastructure

Formulation aviation policy
State Aviation Administration of Ukraine (SAAU)

Regulation of civil aviation
State Aviation Administration of Ukraine (SAAU)

Provision of air navigation services
The Ukrainian State Air Traffic Service Enterprise (UkSATSE)

CHAIRMAN OF THE STATE AVIATION ADMINISTRATION OF UKRAINE
Oleksandr Bilchuk
vdz@avia.gov.ua

Ministry of Infrastructure
State Aviation Administration of Ukraine (SAAU)
14, Peremogy ave.
01135 Kiev
Phone: +380 44 351 54 01
Fax: +380 44 351 56 92
www.avia.gov.ua

⇒ MAIN AIRPORT
Boryspil State International Airport

City: Kiev
Number of passengers
12,603,269 (in 2018)

⇒ NUMBER OF INTERNATIONAL AIRPORTS
18
**UNITED KINGDOM**

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</table>

**Ministry responsible for aviation policy**

Department for Transport

**Formulation aviation policy**

Department for Transport

**Regulation of civil aviation**

Civil Aviation Authority

**Provision of air navigation services**

NATS Ltd

**MAIN AIRPORT**

Heathrow Airport

**City:** London

**Number of passengers:** 80,126,320 (in 2018)

**NUMBER OF INTERNATIONAL AIRPORTS:** 42
MEMBERSHIP of ECAC, EUROCONTROL, EASA, EU, and EFTA

ECAC
EUROPEAN CIVIL AVIATION CONFERENCE

EUROCONTROL
EUROPEAN ORGANISATION FOR THE SAFETY OF AIR NAVIGATION

EASA
EUROPEAN AVIATION SAFETY AGENCY

EU
EUROPEAN UNION

EFTA
EUROPEAN FREE TRADE ASSOCIATION

ECAC (44)
Azerbaijan
San Marino

EUROCONTROL (41)
Albania
Armenia
Bosnia and Herzegovina
Georgia
Moldova
Monaco
Montenegro
North Macedonia
Serbia
Turkey
Ukraine

EASA (32)
Austria
Belgium
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Finland
Estonia
France
Germany
Greece
Hungary
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Netherlands
Poland
Portugal
Romania
Slovakia
Slovenia
Spain
Sweden
United Kingdom

EU (28)

EFTA (4)
Netherlands
Norway
Switzerland

Liechtenstein
Iceland
PART II

ECAC Activities
External Relations

The principal focus of ECAC’s activities are ECAC States themselves, yet Directors General recognise the importance of external relations, and the need for the organisation to build on its core strengths, particularly its ability to engage with regional bodies and establish partnerships.

Since its creation in 1955, ECAC has established and maintained cooperative relationships with a range of non-ECAC States and organisations. These relationships were initially limited to other European States, which later became members of ECAC themselves, and to international and European organisations (e.g. ICAO, European Commission). They have been extended progressively to all regions of the world, in line with the international dimension of the air transport sector, and ECAC’s role within it. This is reflected in the policy document “ECAC External Relations Policy Statement”, endorsed by ECAC Directors General in December 2015.

As global civil aviation continues to develop, it is necessary for ECAC to ensure that its international outreach keeps pace with change, and that the organisation has an up-to-date understanding of the priorities and ambitions of all of those who play a part in shaping the sector in the coming years. As a consequence, ECAC’s ability to establish a framework of relations and dialogue with external partners, including major emerging aviation States, is very useful in:

- promoting European positions and priorities at ICAO, ensuring that they are well represented;
- promoting those positions and priorities similarly at other major international events;
- learning from and influencing elected major aviation States and regional organisations.

To date, ECAC has signed a series of formal agreements with international and regional organisations (e.g. ACAO, AFCAC, LACAC, ECOWAS, WAEMU, IATA, CANSO), and with a number of individual States (e.g. China, Indonesia, Malaysia, Republic of Korea, Russian Federation, Singapore, United Arab Emirates). Generally, these agreements cover the three ECAC strategic priorities, i.e. safety, security and the environment. Others, such as the agreements with the United States Transportation Security Administration, the Australian Department of Infrastructure and Transport, and Transport Canada, are narrower in their application, focusing only on aviation security.

It falls within the responsibilities of the President of ECAC, as Focal Point for External Relations, to establish and maintain ECAC’s external relations. To that end, the President has opened dialogues with a number of States of growing importance in the aviation sphere.

ECAC also enjoys close and valuable bilateral relationships, outside of the terms of formal cooperation agreements, with a number of other individual States. One of the most important of these relationships is that with the United States, given its leading and historic role in world civil aviation. For several years now the two sides have met at least annually, alternating between Paris and Washington DC, to update each other on important developments and to address issues of mutual interest or concern. ECAC is represented by its Coordinating Committee led by the ECAC President, sometimes accompanied by Directors General of States with current important business with the United States.
List of Cooperation Agreements

- Memorandum of Understanding with the African Civil Aviation Commission (AFCAC), signed on 20 April 1998.
- Memorandum of Understanding with the Latin American Civil Aviation Commission (LACAC), signed on 21 July 1998.
- Memorandum of Understanding with the Arab Civil Aviation Commission (ACAC, now ACAO), signed on 16 May 2000.
- Protocol of Intention with the State Civil Aviation Authority of the Ministry of Transport of the Russian Federation, signed on 1 February 2002.
- Memorandum of Understanding with the West African Economic and Monetary Union (WAEMU), signed on 29 December 2006.
- Memorandum of Understanding with the General Civil Aviation Authority (GCAA) in the United Arab Emirates, signed on 24 April 2007.
- Memorandum of Understanding with the Civil Aviation Authority of Singapore, signed on 8 May 2007.
- Memorandum of Understanding with the Ministry of Land, Transport and Maritime Affairs of the Republic of Korea, signed on 7 July 2009.
- Memorandum of Understanding concerning Civil Aviation with the International Air Transport Association (IATA), signed on 10 July 2012 in Strasbourg.
- Memorandum of Understanding concerning Civil Aviation with the Economic Community of West African States (ECOWAS), signed on 10 July 2012 in Strasbourg and 11 August 2012 in Abuja.
- Cooperation Arrangement with the Directorate General Mobility and Transport of the European Commission (DG move) in the field of civil aviation security, signed on 13 December 2012 in Paris.
- Memorandum of Understanding with the Permanent Secretariat of the Intergovernmental Commission of the Transport Corridor Europe-Caucasus-Asia (TRACECA), signed on 17 September 2013 in Dushanbe (Republic of Tajikistan).
- Cooperation Arrangement with the Directorate General of Civil Aviation of Indonesia, signed on 11 February 2014 at the Indonesian Embassy in Singapore.
- Cooperation Arrangement with the Civil Air Navigation Services Organization (CANSO), signed on 6 May 2014 in Paris and on 3 June 2014 in Hoofddorp (Netherlands).
- Memorandum of Understanding with the Civil Aviation Administration of China (CAAC), signed on 11 December 2014 in Paris.
- Cooperation Arrangement with the government of Malaysia, signed on 30 June 2015 in Strasbourg.
- Cooperation Arrangement in the field of aviation security with the Civil Aviation Authority of New Zealand, signed in December 2017 in Wellington and Paris.
Today, ECAC’s safety activities are divided into the work done in preparation for major international safety events through the European Safety and Air Navigation Coordination Group (ESANCG) and the work in the area of accident and incident investigation.

In December 2018, Directors General agreed to create ESANCG with the objectives to:
- coordinate European contributions, including for ICAO Assemblies, and maintain dialogue with key international partners in the context of preparations for major ICAO events;
- maintain dialogue with European stakeholders and key international partners in the context of preparations for major ICAO events;
- coordinate common elements of reply to ICAO State letters deemed of strategic interest for Europe; and,
- report to Directors General, via the Focal Point for Safety Matters on the implementation of its work programme and to establish a proposal for its future work.

ESANCG is co-chaired by ECAC and the European Commission and is composed of ECAC Member States, EASA, SESAR JU and EUROCONTROL. It can meet up to eight times a year if needed, for instance during the years where ICAO Assemblies are held.

The second area of safety engagement is on the investigation of aviation accidents and incidents, a fundamental element of aviation safety. Through the activities of its Group of Experts on Air Accident and Incident Investigation (ACC), ECAC ensures the exchange of information and good practice among the investigators’ community. ACC was established in 1991 and meets twice a year to serve both as a think-tank for its members and observers from non-ECAC States and the industry, and a means whereby the European position on global issues around accident and incident investigation can be coordinated and articulated, notably in the ICAO Accident Investigation Panel (AIGP) and ICAO Assembly.

The ACC group has developed a Code of Conduct on Cooperation in the Field of Accident/Incident Investigation, opened for signature by heads of the accident investigation bodies on 7 April 2006.

The ACC group also organises multilateral workshops on issues of common interest and concern to the Safety Investigation Authorities of ECAC Member States. Through these, it has produced, for instance, guidance on the location and recovery of flight recorders and wreckage underwater, and guidance for investigations in extreme and challenging environments, both freely available for download on the ECAC website.
Aviation security measures are described in ECAC Doc 30, Part II, a policy statement adopted by all 44 ECAC Member States. It includes security provisions at national and airport level in addition to specific baseline measures for securing airports, aircraft, passengers, cabin baggage, hold baggage, cargo and mail, in-flight supplies and airport supplies. Provisions on in-flight security, ATM and cyber security, behaviour detection and the handling of hijacking are also included in Doc 30, Part II.

The ECAC Work Programme is delivered by an organisational structure established in 2006. This structure ensures an efficient delivery of the tasks as well as an optimal use of national expertise in the technical and operational fields. It includes a Security Forum and three task forces with the following purposes:

- **The Security Forum (SF)** ensures the coordination and exchange of information between all ECAC Member States and industry stakeholders on topics of common interest, such as RPAS, insider threats, security culture and performance of security equipment.

- **The Guidance Material Task Force (GMTF)** produces best practice and guidance material to support Member States’ implementation of Doc 30, Part II Recommendations. For example, the GMTF developed in 2019 Guidance on the alarm resolution process of Explosive Detection Systems (EDS) Standard 3, updated Best practices on landside security.

- **The Training Task Force (TrTF)** develops guidance material for Member States on the various aspects of training in aviation security, as well as best practices for the selection and certification of security personnel. For example, in 2019, the TrTF developed new guidelines on: Key competencies to be gained during train the trainer courses, Principles and implementation of quality control on training, Key theories and best practices on screener work motivation and a Model syllabus for the training of persons implementing security controls (other than screening) for air carrier mail and materials, in-flight supplies and airport supplies.

- **The Technical Task Force (TTF)** develops performance standards for security equipment and Common Testing Methodologies for all different categories of security equipment. The TTF provides technical expertise in support of the ECAC Common Evaluation Process (CEP) of security equipment.

In addition, a number of ECAC study groups, such as those on cyber security, behaviour detection and explosive detection dogs, are working to develop recommendations and guidance material for the benefit of all ECAC Member States.

This structure is headed by the **Security Programme Management Group (SPMG)**, which is chaired by the Focal Point for Facilitation and Security, and comprises the chairs of the Security Forum, Guidance Material Task Force, Technical Task Force, CEP Management Group, and the ECAC Acting Executive Secretary. Deputy chairs of the Forum and task forces are also invited to attend. Its main tasks are to:

- define work priorities in the field of security;
- adopt changes to ECAC documentation, such as to the ECAC Aviation Security Handbook;
- allocate specific projects and tasks to the appropriate task force or study group; and
- monitor their progress.

For events of key importance to ECAC Member States (such as an ICAO Assembly), the European Coordination Group on Aviation Security matters, co-chaired by ECAC and the European Commission, ensures coordinated and effective contributions to global security discussions.

Additionally, ECAC’s security engagement is to support its Member States by undertaking security audits, vulnerability assessments and capacity-building activities.
The primary objective of the ECAC Aviation Security Audit Programme, as adopted by Directors General at their 108th meeting (Paris, 15-16 December 1999), is to assess the implementation of Doc 30, Part II Recommendations in ECAC Member States.

These audits contribute to the effective implementation of European and international standards by ECAC Member States and to the harmonisation of security measures among these States. Participation in the ECAC Aviation Security Audit Programme also facilitates the development of one-stop security arrangements between all ECAC Member States.

The objectives of the programme are:
- to assess the implementation of Doc 30, Part II, Recommendations;
- to identify areas of needed improvement and provide Member States with advice and technical expertise; and
- to facilitate the development of one-stop security arrangements.

ECAC aviation security audits are conducted based on an audit methodology approved by ECAC Directors General. Participation in the Aviation Security Audit Programme is entirely voluntary and starts with the signature of a Memorandum of Understanding between ECAC and the participating State defining the audit process and the respective responsibilities of each party.

In accordance with the ECAC Audit Methodology, Member States can decide to be subject to either a comprehensive audit covering all Doc 30, Part II Recommendations (i.e. five chapters ranging from access control measures to cyber security and cargo security) or a thematic audit focusing on a particular area of aviation security. Member States can also request a security audit of their Appropriate Authority to assess whether national legislation and procedures enable the State to meet its obligations, notably in terms of compliance monitoring in aviation security. Initial and follow-up audits are conducted and States provide the ECAC Secretariat with action plans, if necessary, to describe how they intend to address any identified deficiencies.

ECAC auditors are trained and certified to assure Member States of their knowledge and competencies. They meet annually to ensure continuous professional development and to review the most recent developments of the Programme and amendments to ECAC Doc 30, Part II. Such meetings are essential to guarantee the consistency of approach among auditors coming from various ECAC Member States as well as their common understanding and interpretation of Doc 30, Part II, Recommendations.

A few figures since the inception of the Programme:
- 188 audits were conducted in 43 Member States.
- 170 auditors were trained during 32 training and certification sessions.
- 39 certified auditors are currently active.
- 17 annual auditors meetings were organised.

The Security Forum, which brings together all ECAC Member States twice a year, also represents an opportunity to share information about the implementation and developments of the Programme with States, in particular trend analysis in relation to areas of non-compliance resulting from airport and national level audits. The analysis of audit results is also regularly brought to the attention of Directors General, and accompanied with information on root causes of the main deficiencies.
In November 2004, Directors General decided to further develop the ECAC Aviation Security Audit Programme by placing an equal emphasis on capacity-building activities, with the main objective of supporting Member States’ efforts to rectify deficiencies identified during audits and further develop their aviation security regime.

Today, the ECAC Capacity-Building Programme offers a variety of activities to ECAC Member States, such as:

- multilateral workshops on issues of common interest to all Member States (e.g. security culture, behaviour detection, insider threats, innovation in aviation security, security equipment and technology, explosive detection dogs);
- support to the development of national regulations and security programme, in particular through the provision of model aviation security programmes and bilateral coaching;
- on-site training courses and coaching, organised either on a national basis or a sub-regional basis bringing together several States with similar needs; and
- targeted capacity-building activities based on specific needs expressed by Member States.

The majority of the activities undertaken aim at developing national aviation security experts’ skills and competencies and sharing best practices in key aviation security areas among ECAC Member States. While some activities focus on supporting States in complying with European requirements, others go above and beyond compliance with the rules, aiming to develop States’ capacity to address current and emerging threats to civil aviation.

The programme is constantly updated to meet Member States’ requirements, particularly in the context of new regulations, new ECAC Doc 30, Part II Recommendations and evolving threats. Its relevance to the needs of the Member States is evidenced by the number of requests for activities (based on the ECAC Aviation Security Audit and Capacity-Building catalogue, available on the ECAC website) and the positive feedback received from participants. Since 2005, ECAC has conducted 47 Best Practices for National Auditors training courses and trained more than 375 national auditors from 26 Member States.

In order to ensure the high quality of activities offered to ECAC Member States, the emphasis is put on the development of standardised capacity-building materials and on ensuring that only qualified professionals are involved in the delivery of activities. The approval process (including on-site validation) of any new ECAC aviation security instructors plays a key role in providing high-quality capacity-building activities.

In 2010, ECAC introduced the Vulnerability Assessment Programme. They follow a risk-based approach to aviation security and aim to support Member States to determine the effectiveness of mitigation measures, identify vulnerabilities in existing security arrangements that could be exploited by terrorists and thus better manage any residual risks. Vulnerability assessments are now available to ECAC Member States on the following topics: insider threats and security culture, landside security and cyber security.

Vulnerability assessments are conducted by experts who have been trained and certified by ECAC for the purpose of such assessments. Their participation in assessments represents an opportunity to gain experience and know-how, to learn about other States’ current best practices and to establish close ties with other Member States’ representatives.

Vulnerability assessments are unique in that they are performed jointly with the Member State. Indeed, the Member State where the assessment takes place is invited to nominate one of its security experts to become a member of the ECAC assessment team. This participation is considered critical as it ensures an efficient transfer of knowledge on the conduct of a vulnerability assessment and of a specific domain, such as insider threats and the role of security culture in addressing such threats.

Several Member States have requested the performance of vulnerability assessments every year, with a high-demand on landside security, particularly following the 2016 attacks at major European airports.
The Common Evaluation Process (CEP) of security equipment is a laboratory testing programme of security equipment against ECAC/EU performance standards. It was established by ECAC Member States to provide a common reference for national authorities to certify/approve the security equipment to be deployed at airports under their responsibility.

In 2008, ECAC Directors General established the programme in order to ensure that:
- the technical performance of security equipment is evaluated in an objective and standardised manner across all ECAC Member States; and
- ECAC Member States receive reliable information on equipment performance against adopted technical standards.

Under this process, laboratory tests of security equipment are conducted at various participating test centres located in ECAC Member States with the objective of determining whether the tested equipment meets the required ECAC/EU performance standards. Methods for testing are harmonised and specified in Common Testing Methodologies (CTMs) developed by the ECAC Technical Task Force (TTF) and then formally adopted by Directors General.

The CEP policy is established by a structure specifically created to manage it, the CEP Management Group. The group is composed by national authorities whose test centres participate in the CEP, and meets every three months, typically four weeks after the end of every quarter, to allocate new test requests, review and endorse test reports, discuss implementation issues and refine testing methodologies.

Once endorsed by the group, the test results of equipment meeting an ECAC performance standard are circulated securely to identified recipients in ECAC Member States. The details of the security equipment configurations found to meet an ECAC/EU performance standard are published in the public part of the ECAC website, for the benefit of the wider international community, i.e. non-ECAC Member States and industry stakeholders, such as, for instance, airport operators.

Since its inception, the CEP has proven very successful in generating reference information of direct use to ECAC Member States in their certification and/or approval of security equipment before their deployment at airports. As ECAC’s lists of security equipment are public, it is usual to find non-ECAC States referring to ECAC CEP test results for the certification of their security equipment. In addition, copies of the equipment lists with the CEP test results, featured on the ECAC website, are regularly provided to ICAO, which in turn updates the lists of security equipment on the AVSEC paededia secured section of its own website.

Furthermore, non-ECAC States such as Australia, Canada, Israel and the United States, which have their own security equipment testing programmes, recognise the value of the CEP and participate in ECAC technical meetings to exchange information and work towards the harmonisation of testing procedures and standards.

The first type of security equipment tested under the CEP were Explosive Detection Systems (EDS) in December 2009, because they were considered a priority due to the wide use of EDS at European airports for hold baggage screening. Progressively the CEP was extended to Liquid Explosive Detection Systems (LEDS) in May 2010, Security Scanners (SSc) in April 2012, Explosive Trace Detection (ETD) systems in June 2014, Metal Detection Equipment (MDE) in April 2015, EDS for Cabin Baggage (EDSCB) in 2016 and, in 2018, Walk Through Metal Detection equipment (WTMD) for screening persons.
The EU-funded and ECAC-implemented CASE Project officially started on 1 November 2015 for a duration of four and a half years, therefore running until 30 April 2020. Its overall purpose is to counter the threat of terrorism against civil aviation by contributing to improve the level of aviation security in Partner States through the delivery of regional, sub-regional and national capacity-building activities in Africa and the Middle East.

The CASE Project supports the efforts of Partner States in the field of aviation security by providing technical expertise, which is delivered on site by experts. Those experts are selected by the Project for their knowledge, experience and language skills within the authorities of the ECAC Member States or Partner States.

This support is provided through a partnership approach, both on the objectives, scope and practical content of the national activities and when conducting the latter in the Partner States.

The activities undertaken in the framework of the CASE Project include:

- mentoring activities, e.g. on counter-MANPADS or improvement of the use of security equipment deployed at a given airport;
- risk management activities, such as joint vulnerability assessments on landside security and joint cargo security audits, as well as training of vulnerability assessors;
- establishment/review of specific national regulations and procedures (covert tests, cargo security, Explosive Detection Dogs, etc.);
- training of national auditors, aimed at improving the capacity of Partner States in conducting their own quality control activities (inspections and audits); and
- organisation of regional workshops on key topics in aviation security, including innovative ones (e.g. airport design, behaviour detection, insider threats).

By the end of April 2019, 60 operational activities had been delivered on site, addressing a priority in one specific Partner State (or a couple of States when the activities are implemented on a subregional basis). In addition, 15 regional workshops have been organised in Africa and the Middle East, most of them as joint events with the regional/sub-regional organisations involved in aviation security.
Launched in mid-2016, the overall objective of this EU-funded Project is to support the sustainable development of civil aviation in Central Asian Partner States, namely Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Tajikistan, Ukraine and Uzbekistan. ECAC is in charge of the implementation of the security component of this project, while EASA focuses on upgrading safety standards in the Partner States.

In relation to ECAC’s security component, the Project initially focused on strengthening the air cargo and mail security measures in the Partner States, with the following three main objectives:

- to promote a thorough understanding of international and European requirements;
- to support the review and amendment of regulations in the Partner States to ensure their compliance with international rules and best practices; and
- to support the development of a self-sustaining compliance monitoring system.

To do so, ECAC organises capacity-building activities such as workshops, mentoring activities on regulations, training courses for national cargo inspectors, as well as audits and on-site evaluations of the effective implementation of cargo and mail security measures in the Partner States.

Following the decision of the Project Steering Committee (27 June 2018, Kazakhstan), the scope of the project was extended in the field of aviation security as of September 2018, to enable the delivery of new and additional security activities based on the needs expressed by the Partner States. These new activities, which are delivered either on a bilateral basis or on a multilateral basis, aim to:

- strengthen the capabilities of the appropriate authorities of Partner States to implement compliance monitoring activities (e.g. audits, inspections, covert tests);
- provide support in reviewing and improving national civil aviation security programmes, such as the national civil aviation security training programme and the national civil aviation security quality control programme; and
- enhance knowledge on best practices in implementing security measures to mitigate current threats to civil aviation.

The extension of the Project enabled the delivery of training courses targeted at strengthening the competencies of national auditors (Best Practices of National Auditors level 1 and level 2 (advanced training)), workshops on training and certification of security staff, security equipment and quality control in civil aviation security. The EaP/CA States are also invited to attend regular ECAC workshops, which are organised for ECAC Member States on current topics of common interest (e.g. insider threats, Explosive Detection Dogs, Chemical, Biological, Radiological and Nuclear (CBRN) threats). In addition to the opportunity to share best practices, this enables experts to meet and network with peers from all ECAC Member States.

Additionally, a number of mentoring activities aims at reviewing aviation security legislations in Partner States and proposing recommendations in order to ensure compliance with international standards and best practices.

Since the launch of the Project, more than 160 inspectors and security experts from nine Partner States have attended EaP/CA activities and workshops aimed at strengthening their competencies in the field of aviation security.

The Project is due to be completed by end of January 2020.
Facilitation

Improving the passenger experience and facilitating legitimate trade are key objectives of ECAC’s activities in the field of facilitation, which is itself one of the strategic priorities of ECAC and is linked to aviation security.

ECAC’s activities in the field of facilitation focus on the handling of persons with reduced mobility (PRMs) and on immigration matters. In each of these areas ECAC provides policy guidelines and good practices to its Member States. Air cargo and related customs rules and procedures, health issues and other related topics within this broad field (e.g. automated bag drop solutions) are also part of ECAC’s facilitation discussions and activities. ECAC organises multilateral workshops targeting specific facilitation topics at the request of its Member States, for instance on the assistance to victims of air accidents and their relatives or on best practices for Member States on PRM and health issues.

ECAC’s facilitation work is conducted in close cooperation with other organisations such as the European Commission, EASA and ICAO. As for its security activities, ECAC coordinates the contributions of the European States at ICAO Facilitation Panel meetings and contributes actively to discussions at international level, particularly by providing practical proposals for amending ICAO Annex 9 and further developing the ICAO Facilitation Manual (Doc 9957). ECAC Member States share their experience and good practices with the wider international community.

ECAC policy recommendations on facilitation matters are adopted by Directors General for application in all 44 ECAC Member States, and are consolidated in an ECAC document, Doc 30, Part I – ECAC Policy Statement on Civil Aviation Facilitation (12th edition/May 2018). This document is used as a reference in the development of national regulations concerning facilitation in ECAC Member States, detailing facilitation measures adapted to the European context and including implementation guidance in its Annexes.

A dedicated working group, the Facilitation Working Group, comprising representatives from all Member States and observers from other States, organisations and industry stakeholders, meets twice a year to progress work on facilitation matters and decide on further necessary actions. The group endorses amendments to Doc 30, Part I and guidance material, and all the material goes for review and adoption to the Facilitation Programme Management Group before submission to Directors General, as necessary. The Focal Point for Facilitation and Security regularly reports on the latest developments in the field of facilitation at Directors General meetings.

The work of the Facilitation Working Group is supported by two sub-groups, addressing PRMs and immigration matters.
ECAC IN FOCUS
PART II: ECAC ACTIVITIES

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ECAC's long-standing involvement in the access to air travel of disabled persons and persons with reduced mobility was instrumental in preparing the European union regulation that was adopted in 2006. Doc 30, Part I details corresponding policy recommendations, which are fully in line with the Regulation (EC) 1107/2006 and incorporate guidance for their implementation in all Member States.

The PRM Sub-group focuses its work on the effective implementation of PRM provisions in all ECAC Member States and on promoting these provisions at international level. It developed and keeps up-to-date a comprehensive set of guidelines, annexed to Doc 30, Part I. The group provides guidance for:

- advising PRMs on their preparation for air travel;
- improving the efficiency of advance notification of needs (pre-notification);
- providing the required assistance service at the airport and on-board aircraft;
- training airport and air carrier personnel in PRM assistance;
- advising crews on the handling of PRMs; and
- presenting information to PRMs on airlines and airports' websites.

The sub-group also conducts an annual survey on PRM complaints received in ECAC Member States and on the sources of complaints. Data is analysed to identify areas where improvements in terms of the assistance provided to PRMs should be considered. The sub-group is working on an assessment checklist, for use by air operators and the authorities overseeing them, which helps identify whether the service and its delivery meets the European requirements.

The sub-group comprises members from all Member States and observers from disability organisations (European Disability Forum), the European Commission, EASA, and organisations representing airports (ACI EUROPE), air carriers (e.g. AIRE, ERA, IATA), pilots (ECA), travel agents and tour operators (ECTAA).

The Sub-group on Immigration considers the facilitation aspects of immigration issues. Its aim is to share experience and develop best practice on border control procedures and implementation matters such as inadmissible passengers and deportees, Automated Border Control systems (ABC), biometrics, Advance Passenger Information (API), interactive API, and Passenger Name Record (PNR). The sub-group focuses on the application of new technologies and the harmonisation of good practices at the European level, maintaining several surveys in order to monitor initiatives and developments in Member States:

- ECAC survey on ABC and biometrics systems, which covers Member States' initiatives in the application of biometrics to travel and border-crossing documents.
- ECAC survey on API and PNR, which covers Member States' requirements on these issues. This is part of the wider consideration of the collection and use of passenger-related information, for the prevention of illegal immigration, crime and terrorism.
- ECAC survey on air carrier liability, which summarises cooperation initiatives between Member States and airlines on immigration, such as training, agreements with air carriers.

The sub-group comprises members from civil aviation and immigration authorities in Member States, and observers from air carrier organisations (e.g. IATA, ERA). It also works in close relation with the European Commission, FRONTEX and other fora, including the IATA Control Authority Working group (IATA-CAWG).

On these two specific topics, the Facilitation Working Group receives a regular update from its respective focal points in order to monitor international developments and decide on specific ad hoc activities, such as workshops and European contributions to ICAO events.
On 4 May 2017, ECAC Directors General adopted a new structure in the field of environment, in view of its implementation in October 2017. This new structure takes into account developments following the 39th ICAO Assembly held in 2016, expectations from Member States in terms of efficiency in the use of limited resources, and the need for capacity building.

**Environment**

ECAC has established environment as one of its key priorities, conscious that the environmental impacts of the aviation sector must be mitigated.

The Environmental Programme Management group (EPMG) is the overarching group supervising ECAC’s environmental activity, steering the expert groups and communicating with them via the chairs’ reports, including on the thrust of debates taking place in the Environmental Forum.

It is chaired by the Focal Point for Environmental matters and composed of the co-chairs of the European Aviation and Environment Working Group (EAEG) and the chair of the Environmental Forum.

The EPMG holds focused biannual meetings ahead of DGCA meetings. It is tasked with:

- reflecting on European environmental priorities, arising subjects, needs for harmonisation, coordination and support to ECAC States, including for the purposes of coordinated implementation of ICAO resolutions and capacity building;
- general supervision of the work of ECAC groups, including steering as necessary, and communicating with them via their leaders who will provide feedback;
- review of the work programme including assessment of its implementation and endorsement of future work programmes respectively proposed by European Aviation and Environment Working Group (EAEG) and the Environmental Forum. As necessary, provision of advice on the appropriate structures and processes for addressing needs and priorities;
- review of the implementation of the European Environmental Assessment Strategy and Structure (EA2S);
- overview of European involvement in ICAO environmental activities (including CAEP) and proposing priorities in this respect;
- preparations for meetings of the ECAC Coordinating Committee and DGCA.
The ECAC Environmental Forum, chaired by a representative of an ECAC Member State, aims at ensuring the sharing of information and best practices throughout ECAC Member States, building capacity, hosting and fostering debate, and ensuring dialogue with stakeholders from the industry and environmental NGOs. It reports and provides feedback to EPMG. The Forum comprises representatives of all ECAC States and European organisations as well as stakeholders. Potentially, non-ECAC Member States, ECAC’s sister organisations (ACAO, AFCAC, LACAC) and bilateral partners could also be invited to attend.

Additionally, this Forum is the platform for developing capacity-building activities regarding the implementation of CORSIA (as per the commitment taken by ECAC Member States in the Bratislava Declaration in September 2016) as well as regarding aircraft noise modelling (ECAC Doc 29, 4th Edition).

In order to ensure good overall policy coordination in Europe, the agenda is set in close cooperation with the European Commission, in particular for issues involving the competencies of the European Union. The Forum meets once or twice a year, according to the needs.

The Environmental Forum is tasked with:

• sharing information and exchanging views on environment-related issues, including on ICAO activities, on EU regulation, on research and development (including within the industry), on progress in scientific knowledge concerning environmental and health impacts of aviation, on arising concerns and related developments in other fora (e.g. UNFCCC), on carbon markets, etc.;
• sharing best practices on how to address the environmental impacts of aviation;
• building capacity and raising awareness;
• presenting ECAC material/documents, such as the updated European guidance for the submission of European action plans for emissions reductions.
The European Aviation and Environment Working Group (EAEG) is ECAC’s working group competent for addressing activities such as:

- European contribution to ICAO Standards and Recommended Practices (SARPs) and guidance on CORSIA and support to States in the implementation of the ECAC Bratislava Declaration;
- European contribution to CAEP (other than CORSIA, including noise, non-volatile Particulate Matter, alternative fuels, etc.), and European preparations for CAEP meetings;
- support to European Council members via provision of briefing material;
- update of European action plans for emissions reduction by June 2018;
- monitoring of European environmental modelling of interdependencies;
- maintenance/development of ECAC’s report on a standard method for noise modelling (ECAC Doc 29, 4th Edition);
- further harmonisation of European environmental policies on noise, local air quality and climate change, including via information-sharing, exchanges on best practices and provision of guidance material; and
- capacity-building activities.

This group is co-chaired by a representative of an ECAC Member State and a representative of the European Commission (except for activities not involving EU competencies), and composed of European CAEP members and observers, EASA and EUROCONTROL as well as the European co-rapporteurs of CAEP Working Groups and Task Groups. This group is also open to “non-CAEP members” able to bring expertise and committed to actively contributing. This involves effective participation in European and ICAO working groups.

When deemed necessary, technical input or preparatory work is provided by small temporary or permanent specialised task groups, upon request from EAEG. These specialised task groups can be either formal or informal, either already in existence (e.g. AIRMOD, APER Task Group), or new groups, based on needs.
EAEG’s Modelling and Interdependencies Task Group (MITG)

EAEG’s Modelling and Interdependencies Task Group (MITG) assesses European modelling requirements in the environmental field, ensuring that there is a good understanding of the relationships between the different technical, environmental and economic factors that affect aviation and its environmental impacts.

The task group also keeps under review the capabilities of existing and emerging European modelling tools, considers whether improvements are necessary to sustain an independent European modelling capability, and helps identify the modelling priorities for the future, including in relation to CAEP work. In particular, MITG has established an inventory of European environmental modelling activities, which gathers information on the main features and on the status of development of a range of European projects and models related to environmental modelling.

Action Plans for CO₂ Emissions Reduction Task Group (APER TG)

In the new structure, EAEG is supported by small temporary or permanent specialised task groups for the provision of technical input or preparatory work. APER TG is one of these small specialised groups and aims at:

- drafting of a common section of European action plans for emissions reductions, presenting the mitigating measures taken collectively throughout Europe and their expected benefits;
- providing a baseline scenario as defined in ICAO guidance (Doc 9988), with the support of EUROCONTROL.
Economic Matters

ECAC activities in the economic field aim at promoting an economically efficient, sustainable and competitive European air transport sector and have four main features.

The first is to support the understanding on economic issues of common interest to the aviation community within ECAC, through discussions held in the Economic Working Group and in the Network of Chief Economists, both established in 2016.

- The Economic Working Group was established to exchange views on current and future challenges for the aviation community (e.g. competition, market access, taxation, ownership and control) and to provide an effective forum for discussion on economic matters of common interest to all ECAC Member States.

- The Network of Chief Economists was set up with the objective of providing essential data, such as true origin and destination, freight traffic and logistics and jobs in the air transport sector. In particular, the network has the mandate to list existing economic studies, statistics and other relevant materials on issues such as connectivity, taxation, airport and air navigation services charges, route potential analysis, economic impact of regulations, etc. and to exchange views on methodological challenges (e.g. data collection, surveys, studies, strategic intelligence).

The second is the preparation for ICAO events in the economic field to enable ECAC Member States to present coordinated and effective contributions and influence global outcomes. This coordination is undertaken in cooperation with the European Commission, through an ad hoc coordination group. This group actively prepares for the meetings of the ICAO Air Transport Regulation Panel, its working groups as well as the Economic Commission of the ICAO Assembly.

The third is the organisation of an annual ECAC Forum. The Forum was established in 2008 to give the Directors General the opportunity for an open discussion on strategic issues with potentially far-reaching national and international significance.

The fourth is the organisation of ECAC/EU Dialogues with the air transport industry on topics of common interest.
ECAC Forum

This one-day event is organised back-to-back with the December meeting of Directors General in the ECAC premises in Paris. During the Forum, the directors are joined by senior representatives from the European Commission, EASA, ICAO and EUROCONTROL. The debates are facilitated and enhanced by significant inputs from guest speakers, mainly from the industry and academia.

In previous years, the Forum has mainly focused on economic issues such as:
- the security of the long-term supply of aviation fuel (2008);
- the passenger experience (2009);
- crisis management in aviation with a special emphasis on the spring 2010 volcanic ash episode (2010);
- the impact of intermodality on aviation (2011);
- air cargo (2012);
- the economics of airports (2013);
- European air transport – a vision for the future (2014);
- connectivity and economic development (2015);
- Remotely Piloted Aircraft Systems (RPAS) (2016);
- how digitalisation is shaping the future of aviation (2017); and

Some statements from the 2018 ECAC Forum

- Forecast are not « reality », nor are they « truth ». They are a capture of future possibilities and their related-risks for which the aviation community should be prepared. Therefore, it is critical to remain updated on a regular basis and follow evolutions.
- After a downturn, the return to growth usually shows a rapid increase. However, such downturns cannot be foreseen or anticipated upon.
- « Disruptive technologies » should be included into future scenario updates (e. g. suborbital flight, RPAS, etc.).
- Sustainability should be at the centre of all decision-making and connected to all aspects of aviation matters, including passengers (« sustainable passengers »).
- Unlike it is often believed, European airports have not quite reached their ultimate maturity, there is still major room for growth. However, in order for changes/expansion measures to be sustainable, there needs to be a support from the public, it needs to be part of the local narrative, which requires a change of paradigm.
- We need to communicate better about the positive and beneficial aspects of aviation, not only about the vulnerabilities and fragilities. “

ECAC and the European Commission work in close cooperation on all aspects of European air transport. In 1995, they agreed that it would be worthwhile to periodically bring together leaders of the air transport industry – representing scheduled, non-scheduled and regional airlines as well as airport management – with the Directors General of ECAC’s Member States. The objective was to provide a forum that would facilitate open and thought-provoking discussions between the regulators and senior aviation industry representatives on a wide range of air transport issues, and to assess future implications and challenges.

This event attracts approximately 150 participants, principally Directors General of Civil Aviation, their senior colleagues, senior representatives of European airlines, airport operators, air navigation service providers, manufacturers, academics and European industry organisations.

Since 1995, ten ECAC/EU Dialogues have taken place across Europe. Typically organised every two or three years, they have covered a wide range of topics, including airport capacity, economic issues, aviation and the environment, air passenger rights, improving the passenger experience and the European air transport competitiveness in a global environment. The most recent event, held in June 2017 in Rome, addressed “Challenges and opportunities in financing aviation”. Through high-level panel discussions, interviews and presentations, regulators, policymakers and industry representatives debated ways to make the sector more attractive for investors, innovative solutions to maximise the return on investment and secure long-term financing programmes.

The 11th edition of the ECAC/EU Dialogue will be organised in 2020.

**Excerpt from press release ‘Tenth ECAC/EU Dialogue’ (June 2017, Rome)**

“Hosted by the Italian Civil Aviation, over 150 senior leaders from airlines, airports, air navigation service providers, manufacturers, industry organisations and regulators debated on solutions to promote investment in aviation, overcome its constraints and reap the social-economic growth potential of this critical sector. ECAC President Ingrid Cherfilts and European Commission Director General for Mobility and Transport Henrik Hololei opened the conference, while ICAO Secretary General Fang Liu delivered the keynote address. Italian Minister of Transport Graziano Delrio emphasised the topical and pressing nature of the investment issue in European aviation.

With the objective of sustaining and attracting further investment in European aviation, the conference concluded:

- The need for private investment is strong in Europe in order to support efficiency and growth in a context of capacity constraints on the ground and in the air;
- In all investment decisions, all the members of the aviation value chain should focus on the customer as ultimately they must bring value in terms of service provided to passengers at the adequate price;
- Innovation plays a critical role in the evolution of aviation and calls for an intensified coordinated approach between stakeholders, in particular airlines, airports, ANSPs and regulators;
- Legal certainty and stability are fundamental for investors. Regulators have the responsibility to provide an adequate framework for further and sustainable financing of aviation development.”
Legal Matters

ECAC’s legal activities support the work in other fields of civil aviation such as safety, security and the environment. Established in 1996, the ECAC Legal Task Force examines legal issues and develops proposals on various legal aspects related to the organisation and its various activities.

It mainly performs the following functions:

- to advise Directors General of Civil Aviation on matters relating to the interpretation and amendment of the ECAC Constitution, the legal status of ECAC and its relationship with other international organisations;
- to study and make recommendations on matters relating to public international air law;
- to discuss legal issues with a view to facilitating and supporting the participation of ECAC Member States in the legal work of ICAO (e.g. ICAO Legal Committee) as well as coordinating common positions, for instance related to the preparation and implementation of international legal instruments (e.g. conventions, protocols, resolutions) and to submit reports and recommendations thereon to Directors General of Civil Aviation; and
- to discuss other legal issues relevant to the work of ECAC or of interest to ECAC Member States, as appropriate. This includes, for example, the legal analysis of draft cooperation agreements with international partners.

The Legal Task Force holds two meetings a year and reports to Directors General. Consistent with the 2019-2021 Work Programme on legal matters, the Task Force ensures follow-up actions to decisions adopted at international meetings, in particular for the signature and ratification of international legal instruments (e.g. amendments to Articles 50 a) and 56 of the Chicago Convention). It is currently focusing its efforts on the preparations for the 40th Session of the ICAO Assembly (24 September – 4 October 2019). The Legal Task Force also provides legal advice upon requests from ECAC Directors General and other ECAC groups, such as on documents for the Common Evaluation Process (CEP) Management Group and new arrangements to be signed with international partners.
Training

The Istanbul Declaration (June 2010) acknowledged ECAC’s important role in ensuring that training is given adequate priority in the continued drive for safe, secure and sustainable air transport in Europe. It agreed that a greater emphasis on competency-based training could best achieve this objective. It led to the adoption of the 2010 ECAC Training Policy at DGCA/135.

This policy statement outlined a number of principles intended to steer the delivery of aviation training at a pan-European level. An ECAC Network of Training Organisations (TRANET) was created to propose orientations and guidance to the European aviation training providers to deliver courses in accordance with the principles of the ECAC Training Policy.

TRANET was disbanded in May 2017, after having produced some key documents that are now available to aviation training centres. They include Best Practices for the Certification of Trainers (endorsed by ECAC Directors General in May 2014), Minimum qualifications for trainers performing train-the-trainer courses, Minimum qualifications for course developers, and Principles for measuring the quality of training (endorsed by ECAC Directors General in May 2016).

At their December 2017 meeting, ECAC Directors General adopted an updated ECAC Training Policy, which focuses on strategic training objectives that ECAC Member States commit to pursue, such as to:

- encourage and support the organisation of training for their own staff and for staff of industry stakeholders;
- support initiatives aiming to improve the quality of training and its effective oversight;
- monitor the delivery of aviation training in their territory in order to prevent any gaps in training courses available on the market;
- support competition between training organisations but also encourage their cooperation to share their experience and good practices;
- monitor the European training system to ensure that it is capable of anticipating new and emerging needs for training whether these needs come from regulatory evolutions or the use of new technologies or any other factors having a significant effect on the air transport sector;
- encourage cooperative initiatives with ECAC’s international partners in order to promote the European aviation culture internationally and to support the development of training in other regions.

The close-down of the former JAA system led to creation of the Joint Aviation Authorities Training Organisation (JAA TO), an organisation solely focusing on training activities. JAA TO offers courses mainly on aviation safety rules and regulations to both authority and industry personnel. Under arrangements between ECAC and JAA TO signed in January 2009, the JAA TO is an associated body of ECAC.
ECAC Working Groups, Task Forces & Sub-Groups

Organisational chart of ECAC working bodies
### SAFETY AND ACCIDENT INVESTIGATIONS

**Title:** Accident and Incident Investigation Expert Group (ACC)

<table>
<thead>
<tr>
<th>Chair:</th>
<th>Robert Carter (United Kingdom)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deputy chair:</td>
<td>Rémi Jouty (France)</td>
</tr>
<tr>
<td>Members:</td>
<td>Open to all ECAC Member States. Typical participation c.25 Member States</td>
</tr>
</tbody>
</table>
| Observers:                    | - Observer organisations: ACAO, AFCAC, EASA, EUROCONTROL, European Commission, ICAO  
                              | - Observer States: Indonesia (as of 2016), Israel, Morocco, Qatar, Saudi Arabia, Singapore, United Arab Emirates, United States of America  
                              | - Observer industry organisations: Airbus, ATR, Dassault Aviation, European Cockpit Association, ERA, IATA, IFALPA, Rolls-Royce, SAAB, Safran Aircraft Engines, Safran Helicopter Engines. |

### SECURITY WORKING GROUPS

**Title:** European Safety and Air Navigation Coordination Group

| Chairs:                        | ECAC: Kari Siekkinen (Finland)  
                              | European Commission: Jean-Marc Flon (DG MOVE) |
| Vice-chairs:                   | ND                              |
| Members:                      | State representatives designated by ECAC Directors General |
| Observers:                    | None                            |

**Title:** Security Programme Management Group (SPMG)

| Chairperson:                   | Alessio Quaranta (Focal Point for Facilitation and Security) |
| Deputy chairperson:            | N/A                                                           |
| Members:                       | Chairpersons of Security Forum, GMTF, TTF, TrTTF and CEP-MG  
                              | ECAC Acting Executive Secretary                             |
| Observers:                     | Deputy chairpersons of Security Forum, GMTF, TTF and TrTTF   |
### ECAC Working Groups, Task Forces & Sub-Groups

<table>
<thead>
<tr>
<th>Title</th>
<th>Contributors</th>
</tr>
</thead>
</table>
| **Security Forum (SF)**                         | Chair: Carla Pinto (Portugal)  
Deputy chair: Phil Dykins (United Kingdom)  
Members: Open to all ECAC Member States. Typical participation c.55 plus  
Observer States: Australia, Canada, Israel, Russian Federation, Singapore, United States  
Observer Organisations: ACAA, A4E, ACI EUROPE, AFCAC, AIRE, ASSA-I, CANSO, CLECAT, ECA, ECOWAS, EEA, EOS, ERA, ETF, EUROCONTROL, European Commission, ICAO, IATA, LACAC, UPU, WAEMU |
| **Technical Task Force (TTF)**                  | Chair: José Luis del Carmen Melero (Spain)  
Deputy chair: Frank Koussen (Germany)  
Members: Open to all ECAC Member States’ technical experts in aviation security equipment, testing of security equipment, or explosives detection.  
Observer States: Australia, Canada, Israel and United States (TSA)  
Observer Organisations: ACI-EUROPE, European Commission |
| **Explosive Detection Systems Study Group (EDS SG)** | Chairperson: James Falder (United Kingdom)  
Members: France, Germany, Netherlands, Spain and United Kingdom  
Observer States: N/A  
Observer Organisations: N/A |
<table>
<thead>
<tr>
<th>Title:</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Explosive Trace Detection Study Group (ETD SG)</strong></td>
<td>Chairperson: Michael Hill (Germany)</td>
</tr>
<tr>
<td>Members:</td>
<td>Finland, France, Germany, Netherlands, Spain, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>United States (TSA)</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Security Scanners Study Group (SSC SG)</strong></td>
<td>Chairperson: Oscar van der Jagt (Netherlands)</td>
</tr>
<tr>
<td>Members:</td>
<td>Finland, France, Germany, Netherlands, Spain, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>N/A</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>DG JRC</td>
</tr>
<tr>
<td><strong>Explosive Detection Systems for Cabin Baggage Study Group (EDSCB SG)</strong></td>
<td>Chairperson: Paul Redfern (United Kingdom)</td>
</tr>
<tr>
<td>Members:</td>
<td>France, Germany, Netherlands, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>N/A</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Study Group on Threat Image Projection (TIP SG)</strong></td>
<td>Chairperson: Adrian Schwaninger (Switzerland)</td>
</tr>
<tr>
<td>Members:</td>
<td>France, Netherlands, Switzerland, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>N/A</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Explosive Vapour Detection Study Group (EVD SG)</strong></td>
<td>Chairperson: Oscar van der Jagt (Netherlands)</td>
</tr>
<tr>
<td>Members:</td>
<td>France, Germany, Netherlands, Spain, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>Israel, United States (TSA)</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>DG JRC</td>
</tr>
</tbody>
</table>
### Walk-Through Metal Detection Study Group (WTMD SG)

**Chairperson:** Uwe Richter (Germany)

**Members:** France, Germany, Netherlands, United Kingdom

**Observer States:** N/A

**Observer Organisations:** N/A

### Study Group on Simulants (NEW)

**Chairperson:** Vacant

**Members:** France, Spain, Germany, Netherlands, United Kingdom

**Observer States:** N/A

**Observer Organisations:** DG JRC

### Shoe Metal Detector/Shoe Explosive Detector Study Group (SMD/SMED SG) (NEW)

**Chairperson:** Pascal Boqueho (France)

**Members:** France, Spain, Germany, United Kingdom

**Observer States:** Israel

**Observer Organisations:** N/A

### Study Group on Quality Control (NEW)

**Chairperson:** Marie Aïdonidis (France)

**Members:** France, Spain, Germany, Netherlands, United Kingdom

**Observer States:** N/A

**Observer Organisations:** DG JRC

### Guidance Material Task Force (GMTF)

**Chair:** Eleanor Travers (Ireland)

**Deputy chair:** Gwendolyne Bretagne (France)

**Members:** Open to all ECAC Member States’ experts knowledgeable in international security regulations and challenges in the implementation of security measures. Typical participation c.15 plus

**Observer States:** United States

**Observer Organisations:** ACI EUROPE, A4E, EUROCONTROL, ECA, EEA, IATA
ECAC Working Groups, Task Forces & Sub-Groups

<table>
<thead>
<tr>
<th>Title:</th>
<th>Training Task Force (TrTF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair:</td>
<td>Nina Smith (United Kingdom)</td>
</tr>
<tr>
<td>Deputy chair:</td>
<td>Maria del Pilar Diez Ortega (Spain)</td>
</tr>
<tr>
<td>Members:</td>
<td>Open to all ECAC Member States’ experts in security training, human factors, responsible for the development and/or implementation of training programmes and courses in their respective entities. Typical participation c.10</td>
</tr>
<tr>
<td>Observer States:</td>
<td>United States</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>ACI EUROPE, ECA, EEA</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Title:</th>
<th>Study Group on Cyber Security in Civil Aviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderator:</td>
<td>Helena Hallauer (Switzerland)</td>
</tr>
<tr>
<td>Deputy moderator:</td>
<td>Tomi Salmenpää (Finland)</td>
</tr>
<tr>
<td>Members:</td>
<td>Austria, Finland, France, Germany, Netherlands, Poland, Portugal, Romania, Spain, Switzerland, Turkey, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>United States</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>ACI EUROPE, CANSO, ECA, EUROCONTROL, European Commission, EASA, IATA</td>
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<table>
<thead>
<tr>
<th>Title:</th>
<th>Ad hoc Group on Cyber Security Aspects of Screening Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderator:</td>
<td>Helena Hallauer (Switzerland)</td>
</tr>
<tr>
<td>Deputy moderator:</td>
<td>José Luis del Carmen Melero (Spain, chair of the TTF)</td>
</tr>
<tr>
<td>Members and Observers:</td>
<td>Members/Observers of ECAC Study Group on Cyber Security in Civil Aviation (‘CYBER’) and Technical Task Force (‘TTF’) as well as invited Observers.</td>
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<table>
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<tr>
<th>Title:</th>
<th>Behaviour Detection Study Group (BDSG)</th>
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<tbody>
<tr>
<td>Moderator:</td>
<td>Carmen Feijoo (Spain)</td>
</tr>
<tr>
<td>Deputy moderator:</td>
<td>Carole Geissmann (Switzerland)</td>
</tr>
<tr>
<td>Members:</td>
<td>France, Germany, Ireland, the Netherlands, Poland, Romania, Spain, Switzerland, United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>United States, New Zealand</td>
</tr>
<tr>
<td>Observers Organisations:</td>
<td>N/A</td>
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### ECAC Working Groups, Task Forces & Sub-Groups

#### FACILITATION WORKING GROUPS

<table>
<thead>
<tr>
<th>Title</th>
<th>Explosive Detection Dogs Study Group (EDD SG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderator</td>
<td>Darren Saunders (United Kingdom)</td>
</tr>
<tr>
<td>Deputy moderator</td>
<td>Bastien Tonneau (France)</td>
</tr>
<tr>
<td>Members</td>
<td>Denmark, France, Germany, Netherlands, Portugal, Spain, Switzerland, Ukraine, United Kingdom</td>
</tr>
<tr>
<td>Observer States</td>
<td>United States</td>
</tr>
<tr>
<td>Observer Organisations</td>
<td>N/A</td>
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</table>

<table>
<thead>
<tr>
<th>Title</th>
<th>European Coordination Group for Aviation Security (ECG-AS)</th>
</tr>
</thead>
</table>
| Chairs | For ECAC: Patricia Reverdy
For European Commission – DG MOVE: Christopher Ross |
| Members | Open to all ECAC Member States.
Typical participation – 25 Member States |
| Observers | N/A |

<table>
<thead>
<tr>
<th>Title</th>
<th>Facilitation Programme Management Group (FPMG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Alessio Quaranta (DGCA Italy, Focal Point for Facilitation and Security)</td>
</tr>
<tr>
<td>Deputy chair</td>
<td>N/A</td>
</tr>
<tr>
<td>Members</td>
<td>Chairs of the Facilitation Working Group, Facilitation Sub-group on the Transport of Persons with Reduced Mobility (PRMs) and Facilitation Sub-group on Immigration, ECAC Acting Executive Secretary</td>
</tr>
<tr>
<td>Observer States</td>
<td>N/A</td>
</tr>
<tr>
<td>Observer Organisations</td>
<td>N/A</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Title</th>
<th>Facilitation Working Group (FAL WG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Halla Sigurdardottir (Iceland)</td>
</tr>
<tr>
<td>Deputy chair</td>
<td>Vacant</td>
</tr>
</tbody>
</table>
| Members | Open to facilitation authorities of all ECAC Member States.
Typical participation c.30 plus |
| Observer States | Israel and United States |
| Observer Organisations | ACI EUROPE, A4E, AIRE, EASA, EBAA, European Commission, ECA, ECTAA, EDF, ERA, FIATA, FRONTEX, GEA, IAOPA, IATA, WCO |
### ECAC Working Groups, Task Forces & Sub-Groups

<table>
<thead>
<tr>
<th><strong>Title:</strong></th>
<th>Study Group on the Transport of Persons with Reduced Mobility (FAL-PRM-SG)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chair:</strong></td>
<td>Maria Teresa Antunes (Portugal)</td>
</tr>
<tr>
<td><strong>Deputy chair:</strong></td>
<td>Marie Hauerova (Czech Republic)</td>
</tr>
<tr>
<td><strong>Members:</strong></td>
<td>Open to all ECAC Member States. Typical participation c.25 plus</td>
</tr>
<tr>
<td><strong>Observer States:</strong></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Observer Organisations:</strong></td>
<td>ACI EUROPE, AIRE, A4E, EASA, EBAA, European Commission, ECA, ECTAA, EDF, ERA, IATA</td>
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<table>
<thead>
<tr>
<th><strong>Title:</strong></th>
<th>Study Group on Amendment to Doc 30, Part I</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Moderator:</strong></td>
<td>Marie Hauerova (Czech Republic)</td>
</tr>
<tr>
<td><strong>Members:</strong></td>
<td>Italy, Portugal, United Kingdom</td>
</tr>
<tr>
<td><strong>Observer States:</strong></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Observer Organisations:</strong></td>
<td>N/A</td>
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<table>
<thead>
<tr>
<th><strong>Title:</strong></th>
<th>Study Group on Hidden Disabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Moderator:</strong></td>
<td>Diantha Raadgers (Netherlands)</td>
</tr>
<tr>
<td><strong>Members:</strong></td>
<td>Netherlands and United Kingdom</td>
</tr>
<tr>
<td><strong>Observer States:</strong></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Observer Organisations:</strong></td>
<td>N/A</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Title:</strong></th>
<th>Study Group on Call-point Signage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Moderator:</strong></td>
<td>Sabine Zillig (Germany)</td>
</tr>
<tr>
<td><strong>Member:</strong></td>
<td>Germany</td>
</tr>
<tr>
<td><strong>Observer States:</strong></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Observer Organisations:</strong></td>
<td>European Commission, ACI EUROPE</td>
</tr>
</tbody>
</table>
## ECAC Working Groups, Task Forces & Sub-Groups

<table>
<thead>
<tr>
<th>Title:</th>
<th>Facilitation Sub-Group on Immigration (FAL-IMMIGRAT-SG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair:</td>
<td>Evgheni Kostetki (Moldova)</td>
</tr>
<tr>
<td>Deputy chair:</td>
<td>Vacant</td>
</tr>
<tr>
<td>Members:</td>
<td>Open to all ECAC Member States. Typical participation c.10</td>
</tr>
<tr>
<td>Observer States:</td>
<td>N/A</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>ACI EUROPE, AIRE, A4E, EBAA, European Commission, ECA, ERA, FRONTEX, IATA</td>
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</table>

<table>
<thead>
<tr>
<th>Title:</th>
<th>Study Group on Passenger Data Exchange Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderator:</td>
<td>Diantha Raadgers (Netherlands)</td>
</tr>
<tr>
<td>Members:</td>
<td>Netherlands and United Kingdom</td>
</tr>
<tr>
<td>Observer States:</td>
<td>N/A</td>
</tr>
<tr>
<td>Observer Organisations:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Title:</th>
<th>European Coordination Group for Facilitation Matters (ECG-FAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairs:</td>
<td>For ECAC: Halla Sigurdardottir (Iceland) For European Commission - tbd</td>
</tr>
<tr>
<td>Members:</td>
<td>Open to all ECAC Member States. Typical participation - 15 Member States</td>
</tr>
<tr>
<td>Observers:</td>
<td>N/A</td>
</tr>
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</table>
### ENVIRONMENT WORKING GROUPS

<table>
<thead>
<tr>
<th>Title</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Programme Management Group (EPMG)</td>
<td>Chair: Patrick Gandil (ECAC Focal Point for Environmental matters, France)</td>
</tr>
<tr>
<td></td>
<td>Vice-chair: None</td>
</tr>
<tr>
<td></td>
<td>Members: Co-chairs of EAEG and Chair of the Environmental Forum, i.e. Magnus Gislev (DG MOVE, EC), Urs Ziegler (Switzerland), Michael Lunter (Netherlands)</td>
</tr>
<tr>
<td></td>
<td>Observers: N/A</td>
</tr>
<tr>
<td>ECAC Environmental Forum (ENVFORUM)</td>
<td>Chair/Vice-chair: Rotating chairmanship and vice-chairmanship on an annual basis between Michael Lunter (Netherlands) and Urs Ziegler (Switzerland).</td>
</tr>
<tr>
<td></td>
<td>Members: Open to all ECAC Member States</td>
</tr>
<tr>
<td></td>
<td>Observers: DLR, EMPA, European Commission, EUROCONTROL, EASA, ASD, ACI EUROPE, AIRE, A4E, Airport Regions Conference, ANOTEC, Aviation Environment Federation, CERC, EBAA, European Express Association, European Regional Airlines Association, ENVISA, Finavia, FuelsEurope, Greenskies Alliance, IATA, SNECMASwedavia, UECNA, Transport &amp; Environment, ICAO, UNEP, IFPEN, ITF, ENVISA, Manchester Metropolitan University, National Aviation University of Ukraine, NLR, ONERA, SINTEF, Technical University of Madrid, the University of Southampton, possible participation of sister organisations or States with MoUs, MoCs. Open to any associative body representing European stakeholders from the aviation industry or environmental NGOs.</td>
</tr>
<tr>
<td>European Aviation and Environment Working Group (EAEG)</td>
<td>Chair/vice-chair: Rotating chairmanship and vice-chairmanship on an annual basis between Michael Lunter (Netherlands) and Urs Ziegler (Switzerland) for ECAC. Co-chair for the European Commission: Magnus Gislev (DG MOVE), Vice-chair: Philippe Lenne (DG MOVE).</td>
</tr>
<tr>
<td></td>
<td>Members: European CAEP members and observers, EASA, EUROCONTROL, Co-rapporteurs of CAEP working groups. Open to all ECAC Member States (with prerequisite of prior appointment of the expert to CAEP, except for coordination of the ICAO Assemblies and major ICAO events) Possibility of ad hoc participation of advisors involved in CAEP</td>
</tr>
<tr>
<td></td>
<td>Observers: Consultation of European stakeholders involved in CAEP, from the industry and/or environmental NGOs, in separate sessions</td>
</tr>
</tbody>
</table>
### ECAC Working Groups, Task Forces & Sub-Groups

<table>
<thead>
<tr>
<th>Title</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>ECAC Working Groups, Task Forces &amp; Sub-Groups</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Title</strong></th>
<th><strong>EAEG Aircraft Noise Modelling Task Group (EAEG-AIRMOD)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Darren Rhodes (United Kingdom)</td>
</tr>
<tr>
<td>Vice-chair</td>
<td>None</td>
</tr>
<tr>
<td>Members</td>
<td>Open to all ECAC States. Typical participation 10-12 States (high level of expertise required). Participation via NLR, Copenhagen Airport, EMPA, ATF, DLR, SINTEF, ANOTEC, FINAVIA, Swedavia, Ukraine National Aviation University, EASA, EUROCONTROL, European Commission.</td>
</tr>
<tr>
<td>Observers</td>
<td>ACI EUROPE, ASD members, Greenskies Alliance</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Title</strong></th>
<th><strong>EAEG Modelling and Interdependencies Task Group (EAEG-MITG)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Urs Ziegler (Switzerland)</td>
</tr>
<tr>
<td>Vice-chair</td>
<td>None</td>
</tr>
<tr>
<td>Members</td>
<td>Open to all ECAC Member States. Typical participation six States (high level of expertise required). ATF, DLR, EASA, CERC, EMPA, ENVISA, European Commission, EUROCONTROL, Copenhagen Airport, Manchester Metropolitan University, NLR, NRA, Zurich Airport.</td>
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<tr>
<td>Observers</td>
<td>ASD members, ERA</td>
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<table>
<thead>
<tr>
<th><strong>Title</strong></th>
<th><strong>Action Plans for Emissions Reduction Task Group (APER TG)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairs</td>
<td>For ECAC: Stefan Bickert (Germany)</td>
</tr>
<tr>
<td></td>
<td>For the European Commission: Magnus Gislev (DG MOVE)</td>
</tr>
<tr>
<td>Vice-chair</td>
<td>None</td>
</tr>
<tr>
<td>Members</td>
<td>Germany, Portugal, Sweden, Switzerland, Ukraine</td>
</tr>
<tr>
<td></td>
<td>EASA, EUROCONTROL, European Commission</td>
</tr>
<tr>
<td>Observers</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Title</strong></th>
<th><strong>ECONOMIC MATTERS GROUPS</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>Title</strong></th>
<th><strong>Economic Working Group (ECO)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chair</td>
<td>Focal Point for Economic Matters (ECAC) - Vacant</td>
</tr>
<tr>
<td>Deputy chair</td>
<td>Christine Mucina-Bauer (Austria)</td>
</tr>
<tr>
<td>Members</td>
<td>Open to all ECAC Member States. Typically, 15 Member States plus observers</td>
</tr>
<tr>
<td>Observers</td>
<td>ACI EUROPE, CANSO, European Commission, IATA</td>
</tr>
</tbody>
</table>
### ECAC Medium-Term Objectives (EMTO) Task Force

**Chair:** Urs Haldimann (Switzerland)

**Deputy chair:** N/A

**Members:** Open to States represented on ECAC Coordinating Committee, i.e. 11 Member States representatives + experts invited by the Chair

**Experts invited:** Germany

### Legal Task Force (LEGTF)

**Chair:** Susanna Metsalampi (Finland)

**Deputy chair:** Vacant

**Members:** Open to all ECAC Member States. Typically, 20 Member States participate in meetings

**Observers:** European Commission
PART III

ECAC Structure and Functioning
Member State delegations are normally composed of Directors General of Civil Aviation and their senior advisors. Invitations to attend as observers are also extended to all other ICAO Member States, and to regional organisations (e.g. ACAO, AFCAC, LACAC, ECOWAS, WAEMU) and bilateral partners with which ECAC has signed a Memorandum of Understanding. A number of European and international industry organisations such as A4E, ACI EUROPE and IATA are also invited to be present. The President and Secretary General of ICAO, as well as the EU Commissioner for Transport, also usually attend and are invited to give a keynote address. A typical Session would comprise approximately 160 delegates.

The Plenary Session considers reports on the activity of ECAC since its last meeting, adopts ECAC’s Work Programme and budget for the next three years, adopts recommendations, resolutions, guidelines or other conclusions, and elects the ECAC President, vice-Presidents and other members of the Coordinating Committee. The agenda may in addition include contributions and reports from non-Member States and regional organisations. Recent Triennial Sessions have also provided an opportunity for general debate on an issue of interest to all of those present.

From time to time, Sessions are held in between Triennial Sessions if decisions at plenary level are required (e.g. on the admission of a new Member State or approval of documents).
ECAC IN FOCUS - PART III: ECAC STRUCTURE AND FUNCTIONING

Director General Meetings

Directors General of Civil Aviation (DGCA) of ECAC’s 44 Member States meet three times a year, usually in May, end-August and December. Invitations to attend as observers are also extended to the European Commission, EASA, EUROCONTROL, JAA TO (as an associated body of ECAC), and to the Director of the ICAO EUR/NAT Regional Office. European members on the ICAO Council are also invited to participate in DGCA meetings.

MEETINGS

DGCA meetings represent a unique opportunity for all Directors General to discuss issues of common interest at a pan-European level. In particular, DGCA meetings are empowered to:

- adopt conclusions, including guidelines, other than those presented to Triennial or Special Plenary Sessions for adoption;
- review policy developments;
- prepare the triennial work programme and amend it as necessary during the triennium;
- prepare triennial estimates of expenditures, and adjust such estimates annually if changes in the work programme so require; and
- establish broad priorities for the execution of the agreed work programme, and establish the groups and other working methods necessary to achieve them.

Although decisions taken by Directors General are not legally binding, they represent political commitments. Directors General are responsible for ensuring their implementation in their respective States.

In addition to the formal agenda, Directors General usually seize the opportunity of DGCA meetings to discuss bilateral issues with their colleagues in the margins of the meeting.

The duration of the May and December meetings is one day and they are held in Paris. Each meeting can include a closed session, i.e. Directors General of Member States only, to discuss more sensitive issues such as elections to ICAO, security audit results, etc.

SPECIAL MEETINGS

The Special meetings of Directors General are held in the last week of August/first week of September in one of the ECAC Member States. They last for three days. Unlike other DGCA meetings where advisors and other national experts may participate, special meetings are restricted to Directors General or their deputy. In addition, the more informal environment of such meetings creates a good setting for more strategic discussions and brainstorming sessions on policy issues.
ECAC Presidents since 1955

1955-1957
PIERRE J.M. NOTTET
Belgium

1957-1970
LUIS DE AZCÁRRAGA
Spain

1970-1973
HENRIK WINBERG
Sweden

1973-1976
VICTOR VERES
Portugal

1976-1979
HANS RABEN
Netherlands

1979-1982
ERIC WILLOCH
Norway

1982-1983
FERNANDO PIÑA SAIZ
Spain

1983-1985
NOEL McMAHON
Ireland

1985-1987
ROLF KÜNZI
Switzerland

1987-1989
DETLEF WINTER
Germany

1989-1990
DANIEL TENENBAUM
France

1990-1993
DAVID C. MOSS
United Kingdom

1993
PIERRE-HENRI GOURGEON
France

1994-1997
VAL H.K. EGGERS
Denmark

1997-2000
ANDRÉ AUER
Switzerland

2000-2003
ALFREDO ROMA
Italy

2003-2006
LASZLO KISS
Hungary

2006-2007
MICHEL WACHENHEIM
France

2007-2010
LUIS FONSECA DE ALMEIDA
Portugal

2011-2014
CATALIN RADU
Romania

2014-
INGRID CHERFILS
Sweden
ECAC Executive Secretaries
since 1957

<table>
<thead>
<tr>
<th>Year</th>
<th>Executive Secretary</th>
<th>Country</th>
</tr>
</thead>
<tbody>
<tr>
<td>1957-69</td>
<td>NICOLAS DETIÈRE</td>
<td>Belgium</td>
</tr>
<tr>
<td>1970-81</td>
<td>MAURICE DOZ</td>
<td>France</td>
</tr>
<tr>
<td>1982-94</td>
<td>EDWARD HUDSON</td>
<td>United Kingdom</td>
</tr>
<tr>
<td>1994-07</td>
<td>RAYMOND BENJAMIN</td>
<td>France</td>
</tr>
<tr>
<td>2007-10</td>
<td>GERRY LUMSDEN</td>
<td>Ireland</td>
</tr>
<tr>
<td>2010-19</td>
<td>SALVATORE SCIACCHITANO</td>
<td>Italy</td>
</tr>
</tbody>
</table>
The ECAC Coordinating Committee (May 2019)

<table>
<thead>
<tr>
<th>Name</th>
<th>Country</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ingrid Cherfils</td>
<td>Sweden</td>
<td>President, Focal Point for External Relations</td>
</tr>
<tr>
<td>Patrick Gandil</td>
<td>France</td>
<td>Vice-President, Focal Point for Environmental Matters</td>
</tr>
<tr>
<td>Alessio Quaranta</td>
<td>Italy</td>
<td>Vice-President, Focal Point for Facilitation and Security</td>
</tr>
<tr>
<td>Dan Micklethwaite</td>
<td>United Kingdom</td>
<td></td>
</tr>
<tr>
<td>Pekka Henttu</td>
<td>Finland</td>
<td>Focal Point for Safety</td>
</tr>
<tr>
<td>Johann Friedrich Colzman</td>
<td>Germany</td>
<td></td>
</tr>
<tr>
<td>Dragan Djurovic</td>
<td>Montenegro</td>
<td></td>
</tr>
<tr>
<td>Luis Ribeiro</td>
<td>Portugal</td>
<td></td>
</tr>
<tr>
<td>Mario Nemeth</td>
<td>Slovakia</td>
<td></td>
</tr>
<tr>
<td>Raúl Medina Caballero</td>
<td>Spain</td>
<td>Focal Point for Remotely Piloted Aircraft Systems (RPAS)</td>
</tr>
<tr>
<td>Bahri Kesici</td>
<td>Turkey</td>
<td></td>
</tr>
</tbody>
</table>
The Coordinating Committee is the management body of ECAC and, according to Article 10 of the ECAC Constitution, has the authority to:

- establish the calendar of all meetings requiring the use of the Conference’s resources;
- establish the provisional agenda for Triennial and Special Plenary Sessions;
- coordinate the activity of the bodies and, to the extent appropriate, associated bodies of ECAC and take the necessary action to complete the work undertaken;
- approve lists of non-Member States and organisations to be invited as observers to open sessions in each field of ECAC’s work;
- ensure that expenses remain within the limits of the budget; and
- manage the resources of ECAC.

MEMBERSHIP

A Director General can only become a member of the Coordinating Committee if a seat has become available. To become a member of the Coordinating Committee, he or she needs to be nominated by fellow Directors General in writing to the ECAC Secretariat. The ECAC Secretariat informs all Member States once a nomination/support of a nomination has been received. At the following Directors General meeting or Triennial Session, elections are held and the successful nominee(s), determined if necessary by vote, is/are elected to the Coordinating Committee.

The Coordinating Committee is comprised of a maximum of 11 members:

- the President of ECAC, elected for a three-year term of office;
- a maximum of three Vice-Presidents;
- the chairpersons of any associated bodies; and
- a maximum of seven other members, all of whom are Directors General of Civil Aviation of an ECAC Member State.

The European Commission has the status of observer to the Committee.

MEETINGS OF THE COORDINATING COMMITTEE

The Committee normally meets three or four times a year. Meetings are called and chaired by the President. It usually meets one month prior to DGCA meetings, and immediately after a Triennial Session.

FOCAL POINTS

Focal Points are members of the Committee, appointed to be responsible for leading specific fields of ECAC activities. Under the Focal Point’s direction, working groups, tasks forces, etc. deliver the organisation’s work programme. The Focal Points are actively involved in the preparation of DGCA meetings, for example validating discussion/information papers before they are issued, and liaising with the chairpersons of the different groups under their responsibility. During DGCA meetings, they present reports to their colleague Directors General on their specific areas of activities.

At present there are six Focal Points:

- Focal Point for External Relations
- Focal Point for Safety
- Focal Point for Facilitation and Security
- Focal Point for Environmental Matters
- Focal Point for Economic Matters
- Focal Point for Remotely Piloted Aircraft Systems (RPAS).

The Terms of Reference for Focal Points are defined in the ECAC Constitution. The role of the Focal Point for External Relations is traditionally held by the President of ECAC, who is assisted in his/her duties by the Vice-Presidents and the Focal Points.
In the light of institutional developments and strategic orientations in civil aviation at both the European and international levels, the ECAC Medium-Term Objectives Task Force (EMTO) ensures that ECAC maintains efficient working methods and adapts to new challenges.

In recent years, the Coordinating Committee and Directors General regularly gave specific mandates to the EMTO Task Force to support their own activities and strategic discussions. As a consequence, the EMTO Task Force has become instrumental in preparing key documents for the organisation, such as the ECAC Work Programme and ECAC budget, assessing the implementation of the Work Programme and the performance of ECAC’s working groups.

The continuous evolution of the role and tasks of the EMTO Task Force called for a review of its 2011 Terms of Reference, which was done in April 2016 by the Coordinating Committee.

According to these Terms of Reference, the EMTO Task Force has the mandate to:

- conduct a mid-term assessment of performance against the ECAC Work Programme, including a review of the implementation of the external relations objectives and actions, and evaluate the efficacy of these relations;
- assess the implementation of the previous Work Programme, based on the analysis received from the Focal Points, Chairpersons and the ECAC Secretariat;
- develop proposals for the Work Programme for the next triennium;
- develop proposals for the ECAC budget for the next triennium and review the use of the budget for the current one;
- prepare proposals in respect of the organisation’s future relationships with other European aviation organisations, with ECAC’s sister bodies and existing/future bilateral partners, and with aviation industry and other stakeholders, including consumer and environmental organisations; and
- periodically review “ECAC’s Strategy for the Future – A Policy Statement” and “ECAC’s External Relations Policy Statement”.

Member States represented on the Coordinating Committee may each designate one representative to become a member of EMTO. The Chairperson may, on his/her own initiative, invite additional experts to join EMTO, on the basis of their personal knowledge and specific expertise, to contribute to the discussions.
The Secretariat

Secretariat organisational chart July 2019
The Secretariat

ACTING EXECUTIVE SECRETARY
DEPUTY EXECUTIVE SECRETARY

Patricia Reverdy
Joined ECAC in: September 2001
Nationalities: Swiss and French
Languages: French, English, German

The Acting Executive Secretary is responsible for the preparation of policy advice on all aspects of ECAC’s activities for the ECAC President, members of the Coordinating Committee and other Directors General. She promotes ECAC priorities through participation in international meetings and coordination with international and regional organisations. Finally, she manages the ECAC Secretariat and the ECAC budget.

In her Deputy Executive Secretary role, Ms Reverdy leads the Secretariat’s work in respect of aviation security, facilitation, economic regulation and legal matters, including through participation in international meetings and coordination with international partners and industry stakeholders.

Béatrice Adoléhoumé
Joined ECAC in: September 2009
Nationality: French
Languages: French, English, Portuguese

The Environmental and Technical Officer is responsible for the development and the implementation of the environmental Work Programme of ECAC. It involves the coordination of the provision and update of ECAC standard methods, guidance material and recommendations as well as support to ECAC States in their contributions to ICAO environmental activities, including via capacity-building activities. Ms Adoléhoumé is also responsible for the oversight of European safety and air navigation coordination for ICAO high-level meetings and Sessions of its Assembly.

Adam Borkowski
Joined ECAC in: November 2014
Nationality: Polish
Languages: Polish, French, English

The Aviation Security Audit and Capacity Building Officer manages the ECAC Aviation Security Audit and Capacity Building Programmes as well as the Vulnerability Assessment Programme. The programmes comprise aviation security audits, a wide range of capacity-building activities and vulnerability assessments organised for the benefit of ECAC Member States. Other tasks include the implementation of the security component of the EU-funded EaP/CA Project and support to other ECAC security activities.
COMMUNICATIONS OFFICER

Gabrielle Hubler
Joined ECAC in: February 2015
Nationality: French
Languages: English, French

The Communications Officer oversees the development and implementation of ECAC’s communication strategy. She is the editor of magazine “ECAC News”, and in charge of the production and dissemination of other ECAC publications. Ms Hubler administers the ECAC website and social media channels. She also handles relations with the media and any public query.

Maciej Karwacinski
Joined ECAC in: May 2017
Nationality: Polish
Languages: Polish, English

The Training and Capacity Development Officer is in charge of updating capacity-building activities and tools as well as training material, in close cooperation with the Aviation Security Audit and Capacity Building Officer. Mr Karwacinski also provides support to the Training Task Force, the Guidance Material Task Force and contributes to keeping ECAC Doc 30, Part II (Security) up to date. Finally, he is involved in several ECAC activities, such as conducting training, audits and vulnerability assessments.

Mara Keller
Joined ECAC in: March 2019
Nationality: German
Languages: German, English, French

The Air Transport Officer supports the implementation of the Work Programme in the field of economic and legal matters, notably through the Economic Working Group, the Network of Chief Economists and the Legal Task Force. Ms Keller also supports the implementation of the Facilitation Work Programme and supports the work of the related groups: Facilitation Working Group, Facilitation Sub-group on the Transport of Persons with Reduced Mobility (PRM) and Facilitation Sub-group on Immigration. Finally, she is in charge of the work related to Remotely Piloted Aircraft Systems (RPAS).
The Secretariat

AVIATION SECURITY TECHNICAL OFFICER

Gaël Weidmann
Joined ECAC in: April 2019
Nationality: French
Languages: French, English

The Aviation Security Technical Officer develops and manages the ECAC Common Evaluation Process (CEP) of security equipment and supports the CEP Management Group, the Technical Task Force and the Explosive Detection Dogs Study Group. Mr Weidmann also supports the Study Group on Cyber Security in Civil Aviation.

+33 1 46 41 85 48
gweidmann@ecac-ceac.org

COMMUNICATIONS ASSOCIATE

Gillian Caw
Joined ECAC in: October 1999
Nationality: British
Languages: English, French, Spanish

Ms Caw is responsible for coordinating and producing ECAC’s monthly newsletter ‘News Point’, proofreading and reviewing ECAC documentation and providing support with website updates. She is also in charge of the administration, coordination, logistics management and execution of special events in all areas of ECAC activities, such as ECAC/EU Dialogues with the air transport industry, ECAC Triennial Sessions, the ECAC Forum and ad hoc conferences.

+33 1 46 41 85 49
gcaw@ecac-ceac.org

ACCOUNTING AND DATABASE SUPPORT ASSOCIATE

Antonio Brina
Joined ECAC in: August 2017
Nationality: Italian
Languages: French, English, Italian and Portuguese

The Accounting Officer provides support to the Acting Executive Secretary in the preparation of ECAC budget proposals, the calculation of ECAC Member States contributions and the management of and reporting on the approved budget. He is also responsible for procurement activities. Additionally, Mr Brina coordinates IT support services, is responsible for arranging the maintenance and amelioration of the ECAC ICT infrastructure and, more generally, the IT operating environment through cooperation with external providers.

+33 1 46 41 85 39
abrina@ecac-ceac.org
The Secretariat

PERSONAL ASSOCIATE

Marion Leveau
Joined ECAC in: October 1998
Nationality: French
Languages: French, English, German, Spanish

The Personal Associate prepares meetings organised by the Acting Executive Secretary, particularly the DGCA and Coordinating Committee meetings and the ECAC Medium-Term Objectives Task Force. She supports the Acting Executive Secretary’s activities and organises the ECAC President’s missions, meetings and contacts, as well as those of other experts, as necessary.

PERSONAL ASSOCIATE

+33 1 46 41 85 96
mleveau@ecac-ceac.org

SECRETARY

Alexandra Alexis
Joined ECAC in: September 2001
Nationality: British
Languages: English, French, Spanish

The main tasks of this position comprise providing administrative support to the ECAC Aviation Security Audit and Capacity Building Programmes and the Vulnerability Assessment Programme. Ms Alexis provides administrative and practical support to the organisation of meetings and workshops in the security and facilitation fields, coordinating with different contacts to ensure the efficient organisation and accurate follow-up to ECAC events. Ms Alexis also provides administrative support to the implementation of the security component of the EU-funded EaP/CA Project.

SECRETARY

+33 1 46 41 85 46
aalexis@ecac-ceac.org

ADMINISTRATIVE ASSISTANT

Ewelina Marzec
Joined ECAC in: July 2016
Nationality: Polish, French
Languages: Polish, English, French, Spanish

Ms Marzec assists the Environment and Technical Officer and the Air Transport Officer, providing administrative and practical support for the organisation of related meetings (e.g. Environmental Forum, Legal Task Force, Economic Working Group).

ADMINISTRATIVE ASSISTANT

+33 1 46 41 85 45
emarzec@ecac-ceac.org

ADMINISTRATIVE ASSISTANT (CEP) To be appointed

The main tasks of this position include supporting the implementation of the ECAC Common Evaluation Process (CEP) of security equipment, providing administrative support to the CEP Management Group and other security groups, and liaising with the authorities, test centres and equipment manufacturers participating in the CEP.
The Secretariat

CASE PROJECT TEAM

PROJECT COORDINATOR

Antoine Zannotti
Joined ECAC in: January 2016
Nationality: French
Languages: French, English

The Project Coordinator is in charge of managing the CASE Project, including the implementation of its activities and expansion to new Partner States, reporting to the European Commission, liaising with Partner States, ECAC Member States and other stakeholders, ensuring the visibility of the Project and managing the Project team.

AVIATION SECURITY TECHNICAL SPECIALIST

Luís Moço
Joined ECAC in: June 2017
Nationality: Portuguese
Languages: Portuguese, English

The Aviation Security Technical Specialist is responsible for developing the Project's capacity-building activities, identifying operational needs in Partner States, implementing the Project’s activities and ensuring quality control of the activities delivered by the Project.

ACCOUNTING ASSISTANT

Simon Kedgley
Joined ECAC in: July 2014
Nationality: British, French
Languages: English, French

The Accounting Assistant is responsible for/assists the Project Coordinator on accounting and financial matters, prepares financial reporting and budget to the European Commission and defines and ensures compliance with the Project’s administrative and financial procedures.

ADMINISTRATIVE ASSISTANT

Olivia Lalonde
Joined ECAC in: February 2016
Nationality: British
Languages: English, French

The main tasks of this position comprise organising Project activities, supporting Project experts and participants from Partner States involved in activities, providing overall administrative support to the CASE Project team and implementing the communication plan.
Financing and Auditing

Member State Contributions to the ECAC Budget

ECAC’s programmes are funded by its Member States, under a formula derived from that used in ICAO to determine Member States’ contributions to the ICAO budget. Annual contributions are called by the Secretariat in November of the preceding year.

Financial Reporting to Directors General

Immediately after the end of each calendar month, Directors General are provided with a report covering (i) spending against all budget heads in the year to date; and (ii) the status of contributions by Member States.

Certification and Auditing of ECAC Accounts

Following its implementation by ICAO, ECAC also adopted the “International Public Sector Accounting Standards” (IPSAS) methodology in 2013. IPSAS is considerably more comprehensive in scope and more stringent in its information requirements than the “International Public Sector Accounting Standards” (UNSAS) used previously.

Working Capital Funds and Special Reserve Fund

Over 1992-94, ECAC States contributed funds, pro rata, to the establishment of a reserve against any future temporary disruption of ECAC’s cash-flow. Initially, this sum was equivalent to the organisation’s expenditures for one month. Recently, Member States agreed to increase the value of the working capital fund up to the equivalent of six months expenditures. A ‘Special Reserve’ fund was created to cover the implementation of specific projects and new initiatives to support the organisation’s activities.
ANNEXES

> 60 Years of ECAC Work

> Shaping Civil Aviation in Europe

> A Short History of ECAC

> Constitution and Rules of Procedure

> List of Acronyms
### 60 Years of ECAC Work

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1955</td>
<td>Inaugural Session of ECAC (29 November – 16 December).</td>
</tr>
<tr>
<td>1956</td>
<td>The ‘Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe’ was opened for signature (30 April).</td>
</tr>
<tr>
<td>1959</td>
<td>The Committee on Coordination and Liberalisation (COCOLI) was established.</td>
</tr>
<tr>
<td>1960</td>
<td>The ‘Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft’ was opened for signature (22 April).</td>
</tr>
<tr>
<td>1967</td>
<td>Major restructuring of ECAC working arrangements: establishment of a Coordinating Committee and four Standing Committees (ECO I, ECO II, Facilitation, Technical). The ‘International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services’ was opened for signature (10 July).</td>
</tr>
<tr>
<td>1969</td>
<td>Cyprus became ECAC’s 20th Member State.</td>
</tr>
<tr>
<td>1974</td>
<td>The ANCAT group of experts and an ad hoc group dealing with security measures were established.</td>
</tr>
<tr>
<td>1976</td>
<td>Amendment of the ECAC Constitution, giving Directors General meetings an institutional character.</td>
</tr>
<tr>
<td>1977</td>
<td>Yugoslavia became a member of ECAC.</td>
</tr>
<tr>
<td>1985</td>
<td>Publication of Doc 30, Parts I (Facilitation) and II (Security).</td>
</tr>
<tr>
<td>1987</td>
<td>The ‘International Agreement on the Procedure for the Establishment of Tariffs for Intra-European Scheduled Air Services’ was opened for signature (16 June). The ‘International Agreement on the Sharing of Capacity on Intra-European Scheduled Air Services’ was opened for signature (16 June).</td>
</tr>
</tbody>
</table>
### 60 Years of ECAC Work

<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>• Development and publication of the 'ECAC Handbook on Airport Guidelines'.&lt;br&gt;• Bulgaria, the Czech Republic, Romania and Slovakia joined ECAC.</td>
</tr>
<tr>
<td>1992</td>
<td>• Croatia, Lithuania and Slovenia became members of ECAC.</td>
</tr>
<tr>
<td>1993</td>
<td>• Latvia joined ECAC.</td>
</tr>
<tr>
<td>1994</td>
<td>• ECAC/ECMT Seminar on Access to Air Travel for People with Reduced Mobility.</td>
</tr>
<tr>
<td>1995</td>
<td>• First ECAC/EU Dialogue with the European air transport industry, in Noordwijk (6-7 July).&lt;br&gt;• Estonia joined ECAC.</td>
</tr>
<tr>
<td>1996</td>
<td>• The ECAC SAFA Action Programme became operational.&lt;br&gt;• First ECAC Environmental Policy Statement.&lt;br&gt;• Second ECAC Symposium on Civil Aviation Security, in London (22-24 May).&lt;br&gt;• Armenia and Moldova became members of ECAC.&lt;br&gt;• Publication of the first issue of ECAC news (March).</td>
</tr>
<tr>
<td>1998</td>
<td>• Signature of MoUs with AFCAC and LACAC.&lt;br&gt;• Albania joined ECAC.</td>
</tr>
<tr>
<td>1999</td>
<td>• Directors General adopt the EMTO (ECAC’s Medium-Term Objectives Task Force) report, defining ECAC’s role at the beginning of the new millennium and introducing the concept of Focal Points.&lt;br&gt;• Ukraine became ECAC’s 38th Member State.&lt;br&gt;• MoU between ECAC and ICAO for cooperation on safety oversight audits and related matters (26 May).</td>
</tr>
<tr>
<td>2000</td>
<td>• MATSE/6, laying the foundations for a Single European Sky.&lt;br&gt;• Signature of MoU with ACAC (now ACAO).</td>
</tr>
<tr>
<td>2001</td>
<td>• The ECAC Aviation Security Audit Programme became operational.</td>
</tr>
<tr>
<td>2002</td>
<td>• Protocol of Intention signed with Russian Federation (1 February).&lt;br&gt;• Airline and Airport Voluntary Commitments on Air Passenger Services became operational (14 February).&lt;br&gt;• Azerbaijan, Bosnia and Herzegovina, and Serbia and Montenegro joined ECAC.&lt;br&gt;• Target date for implementation of 100% screening of hold baggage in ECAC States (31 December).</td>
</tr>
</tbody>
</table>
2003
- Adoption of a modernised ECAC Environmental Policy Statement.
- Launch of ECAC Aviation Security Assistance Programme.

2004
- Signature of the European Civil Aviation Conference (ECAC) and the International Civil Aviation Conference (ICAO) regarding aviation security audits and related matters (27 September).

2005
- Georgia joined ECAC as 42nd Member State.

2006
- Recommendation on ECAC-wide application of the community list of carriers subject to an operating ban.
- Recommendation on the prevention of the spread of communicable diseases by means of air travel.
- Code of Conduct on cooperation in the field of civil aviation accident incident investigation.
- Signature of MoU with WAEMU.

2007
- On implementation of the FUJA Report, the Joint Aviation Authorities become “JAA T” (Transition).
- Signature of MoU with the Civil Aviation Authority of Singapore.
- Signature of MoU with the General Civil Aviation Authority of the United Arab Emirates.
- Gerry Lumsden designated as new Executive Secretary of ECAC.

2008
- San Marino and Montenegro joined ECAC as 43rd and 44th Member States.
- ECAC/EU Conference on “Meeting the Environmental Challenge”.
- Establishment of the annual ECAC Forum. First Forum addresses aviation fuel supply security.

2009
- Closure of the Joint Aviation Authorities.
- Establishment of JAA Training Organisation as an associated body of ECAC.
- Signature of MoU with Republic of Korea’s Ministry of Land, Transport and Maritime Affairs.
- Former ECAC Executive Secretary Raymond Benjamin becomes Secretary General of ICAO.
- Second ECAC Forum addresses the passenger experience.

2010
- Signature of MOC with ICAO.
- Establishment of position of ECAC Focal Point for Training.
- Directors General took delivery of a national safety oversight comparative analysis benchmarking study, conducted amongst ECAC Member States.
- Salvatore Sciacchitano designated as new Executive Secretary of ECAC.
- Catalin Radu (DGCA Romania) elected as new ECAC President.
- Third ECAC Forum addresses crisis management in aviation.

2011
- ECAC/EU Dialogue with the air transport industry on “Improving the Passenger Experience: Competition or Regulation?”.
- Signature of MoU with US Transportation Security Administration.
- Establishment of position of ECAC Focal Point for Pan-European Matters.
- Paul-Louis Arslanian (France) stepped down as chairman of ECAC’s ACC expert group on accident investigation (September), which he had led since its inception in 1991. He was succeeded by Jurgen Whyte (Ireland).
- Directors General, in a Special Plenary Session, adopted amendments to ECAC Recommendation 27/4 in respect of NOx emission charging schemes (September).
- Signature of MoU with Australian Department of Infrastructure and Transport.
- Decision to establish ECAC standing group on coordination in European search and rescue.
- ECAC invited to address hearing of European Parliament’s Transport and Tourism Committee on aviation security.
• ECAC established first ever pan-European network of civil aviation training organisations (TRANET).
• Establishment of ECAC Directors General Familiarisation Course.
• Fourth ECAC Forum addressed intermodality and its impact on aviation.

2012
• Signature of MoU and Safety Implementation Plan with IATA.
• Signature of MoU with Transport Canada concerning civil aviation security.
• Catalin Radu reappointed as ECAC President.
• ECAC Secretariat joined ACI EUROPE Airport Carbon Accreditation Advisory Board.
• ECAC Guidance on the Underwater Location and Recovery of Aircraft Wreckage and Flight Recorders published.
• Vice-President of the European Commission Siim Kallas participated in ECAC DGCA/139 meeting, and signed a joint declaration confirming shared ECAC/EU commitment to cooperating.
• Fifth ECAC Forum discussed air cargo and the challenges it faces in the future.

2013
• Workshop jointly organised by ECAC and the US Federal Aviation Administration on best practices in three key areas of aviation safety.
• Signature of a new annex of the MoU between ECAC and the Transport Security Agency (TSA).
• ECAC started activities on behaviour detection in aviation security.
• ECAC and IATA organised a series of workshops on the IOSA- IATA Operational Safety Audit and ISAGO – IATA Safety Audit Ground Operations.
• Signature of an MoU between ECAC and TRACECA (International Transport Corridor Europe–Caucasus-Asia).
• Sixth ECAC Forum discussed “The Economics of Airports”.

2014
• The Acting President of ECAC signed a Memorandum of Cooperation with the Civil Aviation Administration (CAAC) of China.
• Aviation security seminar jointly organised by ECAC and the ICAO Offices of Paris, Dakar and Cairo.
• Signature of the Cooperation Arrangement with the Civil Aviation Administration of Indonesia.
• Signature of a Cooperation Arrangement with CANSO.
• ECAC/EU Dialogue with the air transport industry on European air transport competitiveness.
• The first meeting between the Coordinating Committee and CAAC was held in Paris.
• Ingrid Cherfils, DGCA Sweden, was appointed President of ECAC.
• Seventh ECAC Forum discussed “European Air Transport – A vision for the Future”.
### 60 Years of ECAC Work

**2015**
- ECAC celebrated its 60th anniversary.
- Signature of MoC with Malaysia.
- Newly appointed ICAO Secretary General Fang Liu participated in ECAC Special DGCA meeting.
- ICAO Council President Olumuyiwa Benard Aliu attended DGCA/145.
- Official launch of the EU-funded ECAC-implemented CASE Project (Civil Aviation Security in Africa and the Arabian Peninsula).
- Eighth ECAC Forum discussed the theme of “Connectivity”.

**2016**
- Creation of two new working groups: the Economic Working Group (ECO) and the Network of Chief Economists.
- ECAC Directors General issue “the Bratislava Declaration” at their sixty-fifth Special meeting, a common statement on joining a global market-based measure scheme from its start.
- Official launch of the EU-funded EASA/ECAC-implemented EaP/CA (EU-EASA-ECAC Central Asia Project).
- Creation of a new ECAC Focal Point on Remotely Piloted Aircraft Systems (RPAS).
- Adoption of the fourth edition of ECAC Doc 29 on the Standard Method of Computing Noise Contours around Civil Airports.
- Ninth ECAC Forum dedicated to Remotely Piloted Aircraft Systems (RPAS).

**2017**
- Development of an updated version of Doc 30 Part II (Security) and new comprehensive guidance material on cyber security.
- Signature of a draft cooperation arrangement in the field of aviation security between ECAC and the Civil Aviation Authority of New Zealand.
- Adoption of the new ECAC Training Policy Statement.
- Election of Mr Alessio Quaranta (Italy) as second ECAC Vice-President.
- Disbanding of the ECAC Network of Training Organisations (TRANET)
- ECAC/EU Dialogue with the air transport industry in Rome, on the theme: “Challenges and Opportunities in Financing Aviation”.
- Endorsement of new working arrangements in the field of ECAC environmental activities.
- Tenth ECAC Forum discussed digitalisation in aviation.

**2018**
- Signature of Cooperation Agreement in the field of aviation security between ECAC and the Civil Aviation Authority of New Zealand.
- Signature of new Annex 4 and Annex 5 to the MOU between ECAC and the Civil Aviation Authority of Singapore (CAAS) on respectively the Singapore-ICAO Programme for Young Aviation Professionals and Facilitation of Speaker Exchange.
- Adoption of the 12th edition of ECAC Doc 30 Part I (Facilitation) (Amendment No 1)
- Appointment of Ingrid Cherfils for a second mandate as ECAC President.
- 11th ECAC Forum focused on sustaining aviation growth.

**2019**
- Election of Dan Micklethwaite, Director General for Civil Aviation for the United Kingdom, as third Vice-President of ECAC’s Coordinating Committee at DGCA/152.
- Signature between ECAC and the Arab Civil Aviation Organization (ACAO) of a Joint Work Programme for the period 2019-2022.
The opening meeting of the Conference on Coordination of Air Transport in Europe (CATE) was convened in the Assembly Chamber of the Council of Europe, Strasbourg on 21 April 1954, by Dr Edward Warner, President of the Council of ICAO, in the presence of Mr Léon Marchal, Secretary General of the Council of Europe. Stemming from a resolution adopted the previous year by the Committee of Ministers of the Council of Europe, the CATE concluded on 8 May 1954 with a decision to set up the “European Civil Aviation Conference”.

ECAC held its inaugural session in Strasbourg from 29 November to 16 December 1955. A Constitutional Commission considered the formal establishment and status of the ‘Conference’ (as it came to be known), its Rules of Procedure and its relationship with ICAO and with those European governmental and non-governmental agencies whose tasks might be closely associated with those of ECAC. Nineteen States became members at ECAC’s inaugural session.

In the early years, the bulk of ECAC’s work was handled in Plenary Sessions, held annually and lasting between two and three weeks. In between those sessions, the work was guided by what was termed “the ECAC Bureau”, comprised initially of the President and three Vice-Presidents and later increased to include up to seven Vice-Presidents.

A prime objective of ECAC from the outset was to develop a multilateral agreement for scheduled services. Despite intensive efforts, fundamental differences on how to deal with route rights capacity sharing led to the setting in 1959 of a less ambitious goal. A Committee on Coordination and Liberalisation (COCOLI) was established, its main task being to study the measures of a governmental nature that could be taken to facilitate and encourage coordination and cooperation between European airlines and to promote liberalisation. COCOLI’s remit was subsequently widened to deal with any matters of economic concern and the Committee played a highly influential role in developing many facets of ECAC policy, before it was replaced in a restructuring undertaken in 1967.

A significant achievement was the conclusion in 1956 of the Multilateral Agreement on Commercial Rights of Non-Scheduled Air Services in Europe. This provided liberal access for certain categories of non-scheduled operations. These categories were subsequently expanded by way of ECAC recommendations.

Other activities undertaken in the economic field included assessment of the effects of jet aircraft, collection of statistics on non-scheduled operations, the regulation of cargo on services and the categorisation of the different forms of charter operation. The introduction of helicopter services and their regulation was another item on the agenda in the early days.

From its establishment, ECAC took an active role in promoting the harmonisation of policies in the technical and facilitation fields. Technical subjects included rules governing the interchange of aircraft between registers, criteria for training air navigation and ground personnel, validation of pilots’ licences and flight testing of navigational and landing aids.
Particularly noteworthy was the conclusion in 1960 of a Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft.

In the facilitation field, ECAC adopted many recommendations covering subjects as diverse as the elimination of embarkation disembarkation cards and the streamlining of baggage-handling arrangements. An interesting recommendation dating back to 1957 encouraged the establishment of duty-free shops at airports.

During its formative years, ECAC relied heavily on secretariat support provided by ICAO. This was particularly the case for Plenary Sessions. Noteworthy also was the close cooperation which existed between ECAC and the Air Research Bureau – a forerunner of the Association of European Airlines (AEA) – and between ECAC and the Institute of Air Transport (ITA). By the end of the decade, ECAC’s working arrangements had evolved considerably, with the result that by 1964 it was agreed that the Plenary Session would only be needed on a triennial basis.

1965-1975

This decade saw the first increase in ECAC membership, with Cyprus joining in 1969. It also saw a major restructuring of working arrangements, with the creation of a Coordinating Committee and the establishment of four Standing Committees, two economic (one each for scheduled and nonscheduled air transport), a technical and a facilitation committee. The first formal meeting of Directors General took place in April 1967. High-level meetings of this kind had taken place earlier, but always on the initiative of a single Director General, with the meeting being held in his office.

10 July 1967 was a significant day in ECAC’s history, with the opening for signature in Paris of the International Agreement on the Procedure for the Establishment of Tariffs for Scheduled Air Services. The Agreement set down procedures which were to prove the norm for the best part of the following twenty years.

The major preoccupation of ECAC during the decade was the rapid development of the non-scheduled service market, particularly on the North Atlantic. A decision in 1966 by the US Civil Aeronautics Board to authorise inclusive tour traffic by six supplemental, non-scheduled US carriers sparked off major activity within ECAC. Intensive negotiations involving ECAC, the United States and Canada continued over several years and culminated in the “Ottawa Declaration” of 1972, which established a common set of principles for the operation of North Atlantic charters. In June 1978, ECAC Member States supplemented the Declaration with a Memorandum of Understanding which established an agreed framework within which bilateral negotiations with the United States were pursued.

The era of mass transportation had arrived and the challenges which ECAC faced in finding ways of handling innovative concepts such as Inclusive Tour, Affinity, Advance Booking, Student and Special Event charters were clearly formidable.

Within Europe, the charter mode was also making its mark and here, too, ECAC played its part in defining an acceptable regulatory regime.

Topics dealt with in the technical field ranged from consideration of the sonic boom to widening of the scope of the 1960 Multilateral Agreement relating to Certificates of Airworthiness for Imported Aircraft to cover the import of spare parts, engines, etc. All-weather operations, mutual recognition of private pilot licences and the performance characteristics of airborne navigation and communications equipment were amongst other issues considered.
Towards the end of the decade, work began to take a new direction in response to concern for protection of the environment. Thus, the ANCAT group was set up in 1974, with terms of reference to cover the abatement not only of noise, but of all nuisances caused by air transport.

Air navigation did not feature as a major issue, though concerns were beginning to be expressed about congestion. Of interest from that perspective is the fact that by the early 1970s a need was seen for consultations with the European Space Agency about a possible European air traffic control satellite.

Activity in the facilitation field concentrated in the main on implementation of already existing recommendations. Sabotage and air piracy became major problems and ECAC played a significant role in various actions undertaken by ICAO, including the preparation and signature of several international conventions. The heightened level of activity led in 1974 to the inclusion of security problems in ECAC’s work programme, with the task entrusted to an ad hoc working group under the Facilitation Committee.

**1975-1985**

The “Open Skies” deregulation policy pursued by the United States in the late 1970s, the conclusion of radically new types of bilateral agreements between the US and some ECAC States, the inauguration of the Laker Skytrain and the arrival of “price wars” on the North Atlantic marked the beginning of a new era. The efforts which ECAC had devoted to securing a coordinated multilateral approach to North Atlantic charter policy proved futile in the rapidly changing environment, with the differences between scheduled and charter transport becoming less and less. Tripartite discussions continued between ECAC, the United States and Canada, but concentrated largely on exchanging views and monitoring statistically the results of charter liberalisation and scheduled service deregulation.

June 1978 saw the publication of the US Civil Aeronautics Board’s Show Cause Order on the subject of IATA tariff agreements. With North Atlantic services specially targeted, ECAC mounted a strong campaign against the move, which was seen as forming part of an attempt by the United States to impose its policy of deregulation on other States. After much effort, the ECAC campaign bore fruit with the conclusion in May 1982 of the first ECAC-US Memorandum of Understanding on North Atlantic pricing. Combining flexibility, in the form of automatic approval zones for fares, with stability in the shape of assurances of anti-trust immunity for inter-carrier tariff coordination, the experimental MoU turned into a formidable instrument. What was initially agreed as an experiment for six months lasted for almost ten years.
The climate of change was not confined to the North Atlantic. Within Europe, radical policy changes were also to emerge. The European Commission was beginning to have an important influence, publishing in 1979 its Memorandum No. 1, followed by Memorandum No. 2 in 1984. Pivotal in the process of change was a decision taken by ECAC to establish the EURPOL Working Group in 1979. From this stemmed the COMPAS Task Force with a remit to study the state of competition in intra-European air services. The COMPAS report, published in 1982, was a milestone in European civil aviation and provided much of the innovative thinking for the liberalisation measures that were to follow both within ECAC and in the European Community.

In the environmental field, measures to mitigate nuisances continued to be a major preoccupation. By 1979, a prohibition had been introduced on the operation of aircraft not complying with the noise standards of Annex 16 to the Chicago Convention. A major study was undertaken on the effects of limiting Chapter 2 operations, foreshadowing policies to be adopted later on. Other notable work in the technical field included the updating of procedures for authorisation of all-weather operations and the adoption of several recommendations for emergency and safety airborne equipment for which a special working group (REMSA) had been created in 1979.

Work in the facilitation and security areas intensified. Of particular significance in the facilitation field was a decision taken in 1985 to publish a Manual of ECAC recommendations. That year also saw the adoption of a major ECAC policy statement in the field of aviation security, which was later added to the facilitation manual to form Doc 30, ECAC’s comprehensive policy document on facilitation and security matters.

Midway through this decade, ECAC celebrated its 25th anniversary, an occasion that was marked by a special meeting at which keynote addresses were made by Madame Simone Veil, then President of the European Parliament, and by Mr Anders Björck, at that time Vice-President of the Parliamentary Assembly of the Council of Europe.

During this decade, ECAC’s membership grew to 22 States, Yugoslavia and Malta having joined in 1977 and 1979.
The political changes witnessed in Europe brought with them consequences of great significance to ECAC. With the admission of several Central and Eastern European States, membership grew to 33 States. ECAC was faced with the challenge of assisting its new Member States to adapt to their new circumstances, a task that continued throughout its fifth decade.

Another landmark in ECAC's history was the holding, for the first time, of a meeting at Ministerial level. Serious air traffic congestion called for urgent remedial action and led in 1988 to the bringing together of Ministers of Transport in an ECAC framework. This first meeting, held in Frankfurt, was followed by five further Ministerial meetings, Paris (1990), London (1992), Copenhagen (1994 and 1997) and Brussels (2000). Through these meetings, a political impetus was given to the establishment of a European Central Flow Management Unit, the EATCHIP and APATSI strategies were adopted, followed by the ATM 2000+ strategy leading to the construction of the 'Single European Sky'.

In the economic area, the decade was marked by the completion in 1987 of two international agreements, dealing respectively with capacity sharing and tariffs. These agreements constituted a significant step in the European liberalisation process, one that both ECAC and the European Community built on in the years that followed. Another piece of pioneering work was the development within the TARPOL group of a Code of Conduct for Computer Reservation Systems.

The North Atlantic dialogue continued, with policy on computer reservation system regulation becoming the major theme. The MoU on North Atlantic pricing was revised and renewed a number of times, until in October 1991 it lapsed, largely as a result of liberal tariff approval regimes concluded bilaterally between several ECAC Member States and the United States.

Environmental issues continued to dominate the technical scene. After several years of intensive effort, including close consultations with the African Civil Aviation Commission (AFCAC) and the Latin American Civil Aviation Commission (LACAC) and with other States, ECAC managed to develop a compromise formula for the phasing-out of Chapter 2 aircraft. This formed the basis for a worldwide solution adopted by the 28th Assembly of ICAO in 1990.
Also of significance in the technical area was the granting to the Joint Aviation Authorities (JAA) of the status of Associated Body of ECAC.

The loss of Pan Am flight 103 over Lockerbie in December 1988, the loss of UTA flight 772 over Africa in September 1989 and the heightened international tension during and following the first Gulf War led to a stepping up of ECAC’s activity in the security field. This included the organisation in 1990 of a major Symposium which brought together in Paris some 600 participants from 50 countries worldwide, and some 20 manufacturers of security equipment.

Work in the facilitation field took up the challenge of the Single Market and the Schengen Agreement, and issues associated with ECAC’s wider membership in Central and Eastern Europe. ECAC, in cooperation with the European Conference of Ministers of Transport (ECMT), also organised in 1994 a very successful conference dealing with the question of access to air travel for people with reduced mobility.

A revised version of ECAC’s Constitution was adopted in 1993. In keeping with the terms of its revised Constitution, ECAC adopted in 1994 a statement of medium-term objectives, which formed the basis for its work programme.

ECAC membership continued to grow considerably during the decade. Nine more States (Armenia, Moldova, the former Yugoslav Republic of Macedonia, Albania, Ukraine, Azerbaijan, Bosnia and Herzegovina, Serbia and Georgia) joined the Conference, bringing its membership to 42 States. Integration naturally continued to rank among the highest priorities on the organisation’s work programme. Participation in ECAC activities, Presidential and integration visits, as well as training and workshops laid the foundation for the successful integration of all of the new Member States, with activities being concentrated not only on individual States but also on regions. In this connection, a Ministerial conference in South-East Europe, organised in Zagreb in Summer 2004 in cooperation with AEA, ACI EUROPE and ERA, offered a forum to discuss the role of the air transport industry in assisting economic development.

Safety and security remained major preoccupations during the decade. The SAFA (Safety Assessment of Foreign Aircraft) Action Programme was launched on 3 July 1996. Complementing the ICAO Universal Safety Oversight Audit Programme, which had been established in the same year, ECAC concentrated on ramp inspections of aircraft landing in ECAC Member States, carried out in a non-discriminatory manner with regard to ECAC Member State air carriers and those from other States. The SAFA
Programme was kept under constant scrutiny and periodically revised and improved, including through the creation of a database collecting the reports of all inspections, the development of a Handbook of SAFA Ramp Inspection Procedures, the launching of an exchange for SAFA inspectors, and an alert system. In the field of accident investigation, ECAC held, in 2000 in Tallinn, a Symposium on Assistance to Victims of Aviation Accidents and their Families.

In January 2001, ECAC launched a new Aviation Security Audit Programme to assess the implementation of Doc 30 Recommendations and assist ECAC Member States by providing advice and technical expertise. In five years, more than 50 airports were audited, and a considerable number of auditors were trained and certified by ECAC. In November 2004, Directors General decided to further develop the ECAC Audit Programme by placing an equal emphasis on assistance activities, with the main objective of supporting Member States’ efforts to rectify deficiencies identified during audits. This decision marked the start for what is known today as the ECAC Capacity-Building Programme.

The events of 11 September 2001 obviously had an enormous impact on ECAC’s activities in the security field. The organisation immediately initiated work on issues such as control of access to the cockpit, in-flight security personnel and effective air-ground communication. All this work was carried out in close coordination with the European Union, which in 2002 for the first time issued regulations in the security area, using ECAC Doc 30, Part II as its reference document. In the technical area, a Threat Image Projection library was developed, and shared with all Member States. In addition, preparatory work started with regard to the development of a European certification system for security equipment.

19 November 1997 saw the inauguration of the ICAO/ECAC European Regional Aviation Security Training Institute, with a mission to develop standardised training courses on security-related issues for Europe.

Environmental issues continued to be prominent. In 1997, Directors General of Civil Aviation demanded stronger measures to reduce aircraft noise in Europe and worldwide, something reflected in a new Environmental Policy Statement agreed in 2003 which confirmed ECAC’s objective to limit or reduce the environmental impact of aviation and, in particular, to stabilise or preferably reduce the number of people affected by air craftnoise to the level achieved on 1 April 2002 (when normal operations using aircraft that met ICAO “Chapter 2” noise standards ceased in Europe); and to limit or reduce emissions from aviation. On the last topic, a common methodology for aircraft emissions calculations and a NOx classification scheme were each developed and put in place in 2003.

In the economic field, the first in a series of ECAC/EU Dialogues with the European air transport industry took place in the Netherlands, on 6 and 7 July 1995, and focused on “A Competitive European Air Transport Industry in a Global Environment”. Five equally successful Dialogues followed that decade at two yearly intervals, each one presenting both regulators
and those regulated an opportunity for a useful exchange of views on aviation topics of current concern. Passenger rights were among these, and as a result of the dialogue held in May 2001 in Lisbon, airlines and airports agreed on voluntary air passenger commitments, which were officially implemented on 14 February 2002. Still in the economic field, ECAC issued a Recommendation on Leasing of Aircraft in 1997, and a Resolution on Minimum Level of Insurance Cover for Passenger and Third-Party Liability (1994, modified in 2002). Capacity and air traffic management issues continued to be high on the agenda in the first half of this fifth decade of ECAC’s existence. In 1996, ECAC Directors General of Civil Aviation decided to establish a Central Office for Delay Analysis (CODA), as a structure to identify bottlenecks in European air traffic management. A Ministerial meeting in 1997 (MATSE/5) adopted a new institutional strategy for ATM in Europe, laying the grounds for a single, Europe-wide structure for ATM policy and planning, under the auspices of EUROCONTROL. This was completed by a MATSE meeting in January 2000, hosted by EUROCONTROL, which paved the way for the Single European Sky. A collaborative forum of stakeholders, initiated by ECAC, met first on 22 March 2001 to discuss the first edition of an ECAC/EUROCONTROL Study on Constraints to Growth, published in 2001.

External relations remained an important area of ECAC’s work. Regular meetings took place with the United States and ECAC’s sister organisations. ECAC signed Memoranda of Understanding with AFCAC and LACAC in 1998, followed by one with ACAC (now ACAO) in May 2000. On 1 February 2002, ECAC and the Russian Federation signed a Protocol of Intention which contemplated the possible future membership of the Russian Federation in ECAC.

A Symposium on Selected Aspects of Passenger Health in Air Travel, held in October 2002, initiated work in this new area, and led to the development of an ECAC manual containing harmonised recommendations and guidance material for the use of operators and authorities alike.

ECAC membership continued to grow, with San Marino and Montenegro joining ECAC in 2008, bringing its membership to 44 States.

ECAC strengthened its international relations with regional organisations and individual States, including through regular meetings with the USA and sister organisations, in particular in preparation for and during the 37th and 38th ICAO Assemblies.

In 2006, ECAC signed an MoU with the West African Economic and Monetary Union (WAEMU), and in 2007 two further MoUs with the United Arab Emirates and Singapore. Following the MoU with the Republic of Korea in 2009, ones focusing on aviation security were concluded in 2011 with the Australian Department of Infrastructure and Transport and the US Transportation Security Administration, as well as with Transport Canada in 2012. 2012 also saw the signature of an MoU with the Economic Community of West African States (ECOWAS) and of a Cooperation Arrangement with the European Commission in the field of aviation security, which is complemented every year by a Rolling Programme of activities. In 2013, ECAC signed an MoU with TRACECA (International Transport Corridor Europe-Caucasus-Asia), followed, in 2014, by a Cooperation Arrangement with the Directorate General of Civil Aviation of Indonesia and an MoU with the Civil Aviation Administration of China.

The relations with the aviation industry were also strengthened with ECAC’s endorsement of the Airport Carbon Accreditation Program of ACI EUROPE in 2009 and of the IATA ISAGO (Safety Audit Ground Operations) Program in 2011. Furthermore, ECAC signed an MoU with IATA in 2012 and, in 2014, a Cooperation Arrangement with CANSO.

In aviation security, the ECAC Audit Programme continued to deliver support to Member States through the assessment of the implementation of Doc 30, Part II, and by providing advice and technical expertise to Member States. Building on the Directors General decision in November 2004 to place
equal emphasis on both audit and capacity-building activities, the ECAC Capacity-Building Programme saw a continuous growth of its scope and volume of activities to include multilateral workshops on issues such as risk management, cargo security, behaviour detection, cyber security, ATM security and communication in aviation security. In addition, ECAC developed and delivered several training courses (initial, recurrent and cargo) on best practices for national auditors. For the first time in 2011 ECAC published an aviation security capacity-building programme catalogue, which provided Member States with an easy reference guide to all ECAC capacity-building activities. Each year this catalogue is revised, updated, and re-issued to Member States.

Three Security Task Forces were incorporated into the ECAC aviation security organisational structure. The Guidance Material Task Force (GMTF) was established to produce best practice advice and guidance to support Member States’ implementation of Doc 30 Recommendations. Key documentation and guidance delivered by this Task Force were regularly included in the ECAC Aviation Security Handbook and in Doc 30, Part II. The Training Task Force (TrTF) was established to develop training materials and guidance for Member States on the various aspects of training and certification in aviation security, and the Technical Task Force (TTF) continued to develop technical specifications and common testing methodologies for security equipment. The TTF provides technical expertise in support of the ECAC Common Evaluation Process (CEP) of security equipment.

The ECAC CEP was launched in August 2008 with the signature of ‘Administrative Arrangements’. Implementation of the CEP went forward quickly in 2009, with the completion of pilot tests and the first recognition under the Process of Explosive Detection Systems which had met the required performance standards. Directors General later agreed to extend the CEP to the testing of Liquid Explosive Detection Systems, Security Scanners, Explosive Trace Detection Equipment and in 2015 to Metal Detection Equipment. The list of equipment meeting Doc 30 performance standards including the particular performance standard achieved, and the configuration of the equipment tested, is published.
on the ECAC website for the benefit of the wider aviation security community, i.e., industry stakeholders and non-ECAC States.

Work also focused on a more risk-based approach to security, and gave priority to the development of guidance material on risk management, cyber threats, unpredictability, behaviour detection and insider threats.

In 2009, the ECAC Vulnerability Assessment Programme was developed, and at the request of Member States, ECAC began undertaking vulnerability assessments on landside security, insider threats, and cyber security. These activities allowed Member States to look beyond basic compliance monitoring to better identify and mitigate threats against civil aviation.

ECAC Member States participated actively in the ICAO High-level Conference on Aviation Security in September 2012, securing all their objectives for the event, and also contribute to the yearly meetings of the ICAO Security Panel. The coordination for ICAO security events and meetings was jointly organised by ECAC and the European Commission.

In the economic field, 2008 saw the launch of the “ECAC Forum”, as an annual day-long event giving Directors General the opportunity to discuss an issue of strategic importance. The first Forum addressed the security of the supply of aviation fuel, while that in 2009 focused on the passenger experience. In 2010 Directors General used the Forum to consider crisis management in aviation, 2011 saw the Forum explore issues around intermodality and its impact on aviation, and in 2012 the Forum focused on air cargo issues. The 2013 Forum was dedicated to the economics of airports while the 2014 edition enabled a debate on a vision for the future of European air transport. The Forum has proved itself a valuable innovation, with each example to date proving highly successful in generating lively and thoughtful discussion.

Successful ECAC/EU Dialogues, which started in 1995, with the European air transport industry were organised in this decade. The latest one took place in July 2014 and focused on the competitiveness of the European air transport industry.

Environmental issues have loomed very large on ECAC’s agenda during recent years, as work has gone forward only slowly in ICAO to try to find a common global position in respect of action to combat international aviation’s greenhouse gas emissions. This work was focused in the first place in the ICAO Group on International Aviation and Climate Change, whose weak conclusions were tabled in October 2009 at an ICAO High-level Meeting in Montreal. This meeting proved even more difficult than expected, although Europe was able to prevent any stepping back from ICAO’s past recognition of market-based measures. The focus then switched to the 2010 Assembly, where somewhat contrary to the expectations of many, a useful compromise was reached at length on a new climate change Resolution, albeit with reservations tabled by various parties, including Europe. This hard-won result was acceptable to Europe in not standing in the way of States wishing to move at a faster pace.

ECAC followed up quickly in respect of the Resolution’s requirement that States should submit to ICAO an Action Plan describing the measures they were taking to reduce aviation emissions. The ECAC States elected to maintain the impressive unity they had shown at the Assembly by submitting with a minimum of delay an Action Plan, distinguishing between actions taken at the national and supra-national
levels. Throughout 2012, a strong emphasis was placed on supporting the European input to work in ICAO on the role of market-based measures in emissions reduction, and also on preparations for CAEP/9. The first Action Plans were being submitted to ICAO by European States, many months ahead of the Resolution’s deadline. By the end of 2012, with strong support from a working group co-chaired by ECAC and the European Commission, 35 of ECAC’s 44 Member States had submitted to ICAO action plans for aviation emissions reduction.

In 2009, ECAC formally endorsed ACI EUROPE’s Airport Carbon Accreditation scheme, which provides a common methodology for airports to use in addressing their emissions, and in November that year organised a seminar on the noise and emissions performances of future aircraft. Directors General took the opportunity in 2010 to review progress in the area of aviation and alternative fuels, and in 2011 accepted advice from ECAC’s ANCAT expert group that the model NOx classification scheme provided in ECAC Recommendation 27/4 be amended to address, additionally, unregulated engines and engines for which no emissions data were available. The amended Recommendation was endorsed on 3 September 2011 by ECAC’s thirty-second Plenary Session.

During the 2013 38th ICAO Assembly, Resolution A-38/19, which essentially stated that a GMBM for CO₂ reduction should be developped for approval in the 39th Assembly in 2016, was endorsed. ECAC’s work is now focused on coordinating and assisting States in their implementation of the ICAO Resolution, supporting the European input to work in ICAO on market-based measures for emissions reduction.

In the safety field, the final (joint) meeting of the JAA Board and JAA Committee took place on 28 May 2009, on the occasion of a JAA “farewell event” held at Hoofddorp in the Netherlands. Directors General took the opportunity of ECAC meetings in 2010 to discuss the handling and difficult consequences for European aviation of the eruption in March/April 2010 of the Icelandic volcano Eyjafjallajökull.

Safety activity in ECAC in the early part of 2010 focused on the extensive preparation for the ICAO High-level Safety Conference in Montreal that year. The opportunity was taken to put across key European messages, and there was general satisfaction subsequently that the Conference had confirmed the importance of transitioning over time to an ICAO safety policy founded on clear safety management principles and processes, evidence-driven by shared safety data and information, and characterised by a greater transparency. Also welcome was the movement towards giving serious safety concerns more visibility, including to the travelling public.

The 38th ICAO Assembly in September 2013 and the second High-level Safety Conference in February 2015 were critical to the development of instruments regarding Flight Tracking, risk assessment on conflict zones and CVR recording times. The further development of the Global Aviation Safety Plan was also high on the agenda with regulations regarding SMS and SSP to be further developed in particular regarding safety data collection and analysis. Both conferences required preparation of positions and papers with ECAC, the European Commission, EASA and EUROCONTROL working together very closely.

It was agreed by Directors General in 2010 that a small group of national experts should be formed, tasked with quickly mapping Search and Rescue coordination in Europe considering the possible value of some work to strengthen present arrangements. This led to a decision to promote greater links between Europe’s SAR practitioners, realised in 2011 and 2012 through conferences in Serbia and Denmark respectively. Preparations started in 2014 to follow up on these activities in order to discuss an inventory of existing cross-border arrangements as well as a possible template for such arrangements.

In the field of training, following the ECAC conference of June 2010, Directors General adopted the ECAC training Policy in December 2010 and subsequently in May 2011 agreed on the establishment of the first pan-European Network of Training Organisations (TRANET). This network met twice a year and developed best practices documents in the field. In 2014, documents by TRANET on ‘Best Practices for the Certification of Trainers’ and on ‘Forthcoming Training needs in Europe’ were approved by Directors General and published on the ECAC website. TRANET was disbanded in 2017.

Following the four-year presidency of Mr Catalin Radu (DGCA Romania), Ms Ingrid Cherfils (DGCA Sweden) was elected President of ECAC in December 2014. She addressed her first Triennial Session in this capacity on 30 June – 1 July 2015, which also saw the commemoration of the sixtieth anniversary of the creation of ECAC.
A Short History of ECAC

Events which led to the establishment of ECAC

A European air transport body was first envisaged when the Consultative Assembly of the Council of Europe considered, in 1951, certain proposals (1) submitted to it with a view to achieving the greatest possible degree of coordination in inter-European air transport. The Consultative Assembly at that time recommended to its Committee of Ministers: “that a conference of governmental experts and of representatives of the various European air companies be immediately convened in order:

a) to examine the possibility of setting up, under conditions to be laid down and approved, an association of airline companies to take charge of air communications between Member States, or

b) to report on other possible methods of achieving closer collaboration in order to secure the economic and efficient operation of European air transport.”

The Committee of Ministers, however, decided not to convene such a conference, but instead agreed that ICAO, as the most appropriate body, should be invited to undertake the task. This decision was embodied in a resolution (2) adopted on 19 March 1953, inviting ICAO to convene a European conference to debate the following agenda:

a) Methods of improving commercial and technical cooperation between the airlines of the countries participating in the conference.

b) The possibility of securing closer cooperation by the exchange of commercial rights between these European countries.

The Council of ICAO, in response to the invitation of the Council of Europe, adopted in May 1953 a resolution (3) expressing ICAO’s desire to cooperate with the Council of Europe to the fullest extent practicable, but suggesting that, before a full-scale conference was actually convened, a preparatory committee should be established in order to ensure that ICAO’s role would be clear and effective and to determine clearly the issues involved. This preparatory committee would be charged with the study of the agenda proposed for the conference and any other material referred to it, would give preliminary consideration to the problems arising under the proposed agenda, and would report its findings to the Council of ICAO.

The Preparatory Committee consisting of nine States met in Paris in November 1953 and, having carried out the tasks assigned to it by its terms of reference, reported to ICAO that it had reached unanimous agreement on an agenda for the plenary conference, which, it suggested, should be convened in the spring of 1954 (4).

The proposed agenda was drawn up to allow the widest latitude in debate and ranged from a general examination of the possible expansion of air transport in Europe (including the exchange of commercial rights), to the measures necessary to achieve the maximum degree of facilitation within the territories of Member States. The matters covered by it thus formed a framework from within which the work programme of ECAC was subsequently developed.

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(1) Including:

a) A French proposal (the “Bonnefous” Plan) to create a European high authority for transport;

b) An Italian proposal (the “Sforza” Plan) for a joint European airspace, a supra-national air authority and a European air syndicate to conduct all operations in the European airspace;

c) A Council of Europe report, prepared by its Committee on Economic Questions, recommending a conference to examine the possibility of establishing a single European body to assume, under certain conditions, the operation of air routes between Member States.

(2) Resolution (53) 2. Reproduced in full in ICAO Doc 7447-C/868 entitled “Resolutions of the Council of ICAO and the Council of Europe Relative to the Convening of a Conference on the Co-ordination of Air Transport in Europe”.

(3) See ICAO Doc 7447-C/868.

(4) cf. the Preparatory Committee’s Report, CATE/P-23.
The Conference on Coordination of Air Transport in Europe (CATE), formally constituted by ICAO in December 1953 (5), met in Strasbourg in April 1954. As many of the recommendations being adopted at the meeting would require follow-up action by some duly authorised and competent body operating in close liaison with ICAO, the meeting proposed the establishment of a permanent European organisation of high-level aviation authorities to implement its recommendations and to carry out the work it had initiated.

This proposal envisaged a body that would meet periodically and that would at least at the outset be serviced by the ICAO Secretariat. It went on to recommend that this body which, it suggested, might be named the “European Civil Aviation Conference”, should maintain the closest liaison with ICAO as well as with other interested organisations, and that its objectives should be:

- a) to continue the work of this Conference, as set forth in its agenda and the records of its proceedings;
- b) generally to review the development of intra-European air transport with the object of promoting the coordination, the better utilisation and the orderly development of such air transport;
- c) to consider any special problem that may arise in this field.” (6)

A number of other CATE recommendations called upon ICAO to assume the responsibility of initiating studies on certain problems. These recommendations were considered by the ICAO Council which agreed to call the first meeting of the proposed European Civil Aviation Conference and to provide the necessary secretariat services for it (a decision to provide such services on a continuing basis, as requested in CATE Recommendation No. 28, was deferred pending a specific request by ECAC for them).

ECAC held its inaugural session in Strasbourg at the end of 1955. The session established a Constitutional Commission which considered the formal establishment and status of the Conference, its Rules of Procedure and its relationship with ICAO as well as with those European governmental and non-governmental agencies whose tasks might be closely associated with that of ECAC.

When discussing its constitution, the Conference agreed that the provisions of Recommendation No. 28 of CATE afforded a satisfactory criterion for establishing ECAC, and then proceeded to examine three possible alternatives, that ECAC should be:

- a) a completely independent agency;
- b) a body subordinate to ICAO and entirely integrated with that Organisation, as anticipated in Article 55(a) of the Chicago Convention;
- c) a body of intermediate status, as contemplated in CATE Recommendation No. 28, which would formulate its own work programme, call its own meetings and establish their agenda, but would work in the closest liaison with ICAO and would use the services of the ICAO Secretariat.

The Conference examined the three alternatives with care and came to the conclusion that a body of intermediate status afforded the greatest advantages. One reason for this decision was that ECAC, subject to ICAO’s concurrence, would be provided from the outset with a competent and fully-trained secretariat, which would be able to service its meetings and keep its records.

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(5) cf. Doc 7447-C/888. The Council resolution was endorsed by the Seventh Session of the ICAO Assembly in Resolution A7-15.
(6) CATE Recommendation No. 28 (Doc 7575-CATE/1).
The Conference resolves that the European Civil Aviation Conference is constituted as follows:

1) The European Civil Aviation Conference (hereinafter called the Conference) will meet in ordinary Plenary Session every three years; extraordinary Sessions may be convened by the Bureau and must be convened if the Bureau receives a request from eight Member States (7).

2) The Conference shall be composed of the States invited to be members of the 1954 Strasbourg Conference on Coordination of Air Transport in Europe (8) together with such other European States as the European Civil Aviation Conference may unanimously admit as members (9).

3) The objects of the Conference are:
   a) to continue the work of the aforesaid 1954 Conference and of its own first session, held in November-December 1955, as set forth in the agenda and records of the proceedings of those meetings;
   b) generally to review the development of intra-European air transport with the object of promoting the coordination, the better utilisation, and the orderly development of such air transport;
   c) to consider any special problem that may arise in this field.

4) The Conference shall bring within its scope all matters relevant to these objects and shall supersede independent and more specialised arrangements for carrying out said objects.

5) The functions of the Conference shall be consultative and the conclusions and recommendations shall be subject to the approval of governments.

6) The Conference shall determine its own internal arrangements and procedures, including the formation of:
   i) groups of limited membership to study and discuss matters presenting special interest to certain members only; and
   ii) committees of experts to deal with specific aspects of intra-European air transport.

7) States should be represented at meetings of the Conference by delegations in number and rank suitable for handling the problems to be discussed, it being understood that heads of delegations would normally be officials of high level.

8) The Conference shall maintain close liaison with ICAO. It shall also establish relations with any other governmental or non-governmental international organisation concerned with European air transport.

9) The Conference will, at least at the outset, not establish a separate secretariat of its own, but requests the Council of ICAO to provide, to the extent practicable:
   a) secretariat services for studies, meetings, or otherwise;
   b) for maintenance of records of the meetings, correspondence, etc., in the ICAO Paris Office.

(7) Text as amended by ECAC/S in 1964.
(8) These States are: Austria, Belgium, Denmark, Finland, France, the Federal Republic of Germany, Greece, Iceland, Ireland, Italy, Luxembourg, the Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, Turkey and the United Kingdom.
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Establishment of basic relationship between ICAO and ECAC

The 8th and 9th clauses of the resolution establishing ECAC referred to its proposed relationship with ICAO. After considering the ECAC resolution, the Tenth Session of the ICAO Assembly (Caracas, 1956) took the following action in Resolution A10-5:

Relationship of ICAO with the European Civil Aviation Conference

Whereas the Assembly notes:

1) that, at the instance of the Council of Europe and as a result of action by ICAO, 19 European States, presently members of ICAO, have constituted the European Civil Aviation Conference (ECAC) – whose constitution, objectives and rules of procedure are set forth in ICAO Document 7676, ECAC/1 – with the particular purpose, among other things, of promoting the co-ordination and better utilisation of intra-European air transport;

2) that ECAC has sought close liaison with ICAO in order, through regional cooperation, to help achieve the aims and objectives of ICAO as set forth in the Convention on International Civil Aviation;

3) that ECAC does not intend, at least at the outset, to establish a separate secretariat of its own, but desires the Council of ICAO to provide, to the extent practicable:
   i) secretariat services for studies, meetings (plenary meetings normally to take place annually) and other related activities, and
   ii) maintenance of records, correspondence and the like in the ICAO Paris Office;

4) that specific aspects of the relationship to be developed between ECAC and ICAO, at the request of the former, include consultation as to dates of and agenda for ECAC meetings, distribution of ECAC reports to the ICAO Council, performance by ICAO of various functions relating to ratifications, entry into force, adherences, denunciations, safekeeping, etc., of agreements on commercial rights and the like developed by ECAC and also the interchange of documentation and studies on technical aviation subjects;

5) that ICAO's work in the Joint Financing field under Chapter XV of the Convention has developed a practice under which the direct costs (such as travel, subsistence, cost of accommodation, and supplies at meetings, cost of temporary personnel engaged for meetings, etc.) are charged to the States participating in the particular project involved; and indirect costs (such as salaries of the regular ICAO staff, research and production of advance documentation at headquarters, etc.) are borne by ICAO;

and further notes:

   that the work programme of ECAC is consistent with, and should usefully complement, the work that ICAO is pursuing in the air transport field, particularly along the lines laid down by Assembly Resolutions A7-15 and 16, and is in furtherance of the objectives of ICAO as defined in the Convention;

The Assembly resolves:

1) to assume, on behalf of ICAO, the responsibilities that will devolve upon the organisation as a result of acceding to the request of ECAC, and to declare ICAO's readiness to maintain, for its part, the close liaison proposed by ECAC;

2) to direct the Council to provide, always taking into account the overall workload of the ICAO Secretariat, the secretariat and other services requested by ECAC to the extent necessary for its proper functioning;
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3) that indirect costs attributable to the ECAC activity hereunder shall be borne by ICAO;
4) that the direct costs attributable to the ECAC activity shall be the responsibility of the Member States of ECAC, but may be advanced by ICAO, in which event they shall be recovered from the Member States of ECAC in such proportions as may be agreed upon by such States within the framework of ECAC.

Whereupon ECAC, meeting at the Assembly site, adopted the companion resolution reproduced below:

### Companion ECAC Resolution

Whereas

ICAO, by Resolution of the tenth session of its Assembly, has accepted the obligations resulting from the fact that it accedes to the request of the European Civil Aviation Conference expressed in Resolution No.1 of its First Session (29 November – 16 December 1955) and has declared its readiness to maintain the close liaison proposed by the Conference;

the Council of ICAO will provide, taking into account the overall workload of the Secretariat of the organisation, the secretariat and other services requested by ECAC to the extent necessary for its proper functioning;

ICAO has agreed to bear the indirect costs it incurs within the framework of ECAC activities;

ICAO has decided that the direct costs attributable to the ECAC activity shall be the responsibility of the Member States of the Conference, but may be advanced by ICAO, in which event they shall be recovered from the Member States of ECAC in such proportions as may be agreed upon by those States within the framework of ECAC;

The European Civil Aviation Conference therefore resolves

that the direct costs incurred by ICAO which are attributable to the ECAC activity shall be apportioned among the Member States of ECAC in proportion to the number of units of their contribution to ICAO for the year in which any payment hereunder is to be made;

that these direct costs shall be recovered from the Member States of ECAC in Canadian dollars or in such other currency as the Secretary General of ICAO may arrange, in the form of a contribution supplementary to that which they pay towards the costs of ICAO.

In 1989, the twenty-seventh session of the ICAO Assembly adopted the following Resolution:

### ICAO Resolution A27-17 on the relationship between ICAO and regional civil aviation bodies (superseding Resolution A10-5)

(Adopted at the twenty-seventh Assembly of ICAO in 1989)

Whereas

in Resolution A10-5 the Assembly established a policy framework to govern relations, including financial arrangements, between ICAO and the European Civil Aviation Conference (ECAC);

Whereas

in Resolution A18-21 the Assembly, inter alia, invited the Council to extend such policy and arrangements to other regional civil aviation bodies and in Resolution A21-8 invited regional bodies to consider inviting to their meetings States not members of the body in question;

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Whereas

pursuant to Resolutions A10-5 and A18-21 ICAO has established a close and beneficial relationship with ECAC, the African Civil Aviation Commission (AFCAC) and the Latin American Civil Aviation Commission (LACAC), which has furthered the universal aims and objectives of the Convention on International Civil Aviation and facilitated the development of regional fora within which States can cooperate and coordinate on air transport issues of common concern;

Whereas

the financial arrangements incorporated in A10-5 should be modified to take account of changes in circumstances since their adoption, the growth and development of the regional bodies and to allow those bodies to assume full responsibility for their own financial affairs;

Whereas

the continued viability and operation of regional bodies serves the interests of international civil aviation;

The Assembly

1. Resolves that

a) the Organisation supports the work and activities of any existing or future regional civil aviation bodies wherever such support is requested by the regional body concerned and duly approved, taking into account the resources of ICAO and the implementation of its work programme;

b) any financial support to regional civil aviation bodies by the Organisation, such as in continued provision of secretariat services, should be approved by the Assembly as part of the Organisation’s regular programme budgets and identified in the budget as support for regional bodies.

2. Directs the Council

a) to conclude with each regional civil aviation body appropriate working arrangements that reflect the above principles and ensure a close working relationship, including cooperation and coordination, harmonisation of work programmes to avoid unnecessary duplication and attendance at certain of each other’s meetings, as agreed;

b) to incorporate in such working arrangements wherever practicable and so agreed, provision for cost sharing of common facilities and services to Member States; and

c) to give sympathetic consideration to requests by regional bodies for assistance in air transport matters of regional interest.

3. Invites regional civil aviation bodies, pursuant to their rules of procedure, to give sympathetic consideration to the possibility of inviting ICAO Contracting States not members of the regional body in question to participate as observers in its meetings.

4. Declares that the present resolution supersedes Resolution A10-5, Resolving Clause 1a) of Resolution A18-21 and Resolution A21-8.

Whereupon ECAC, at its fourteenth Triennial Session (ECAC/14) adopted the companion resolution reproduced below:

ECAC Resolution on the Administrative and Financial Relationship between ECAC and ICAO

(Adopted at the fourteenth Triennial Session in June 1991)

Whereas

the Inaugural Session of the European Civil Aviation Conference (ECAC) resolved, at least at the outset, not to establish a separate secretariat of its own, but to request the Council of the International Civil Aviation Organization (ICAO) to provide, to the extent practicable, secretariat services and maintenance of records for ECAC;
Whereas

the Tenth Session of the Assembly of ICAO, in acceding to that request, established, in Resolution A10-5, a policy framework to govern relations, including financial arrangements, between ICAO and ECAC;

Whereas

Resolution A10-5 provided, interalia, that the indirect costs attributable to ECAC activity should be borne by ICAO and that the direct costs attributable to that activity should be the responsibility of ECAC Member States;

Whereas

the Second Intermediate Meeting of ECAC responded by adopting a Resolution on the recovery from ECAC Member States of the direct costs attributable to ECAC activity, incurred by ICAO, and on the currency in which they are to be recovered;

Whereas

the financial arrangements incorporated in Resolution A10-5 have been modified by the 27th Session of the Assembly of ICAO, in Resolution A27-17, to take account of changes in circumstances since their adoption, as well as the growth and development of regional bodies such as ECAC, and to allow those bodies to assume full responsibility for their own financial affairs;

Whereas

ECAC has already amended Article 18 of its Constitution, in conformity with Resolution A27-17, to reflect the responsibility of its Member States for the costs attributable to the activity of its bodies, without the former limitation to direct costs only;

Whereas

ICAO has resolved, in Resolution A27-17, to support the work and activities of regional civil aviation bodies wherever such support is requested by the regional body concerned and duly approved, taking into account the resources of ICAO and the implementation of its work programme; and

Reaffirming

its desire to maintain and strengthen the close and beneficial relationship which Resolution A27-17 recognises to have been established between ICAO and ECAC,

The Conference resolves

1) that it shall assume full responsibility for its own financial affairs, as provided for in Resolution A27-17;

2) that its standing request to ICAO to support its activities through the provision of secretariat services, the cost of which shall continue to be reimbursed by ECAC, shall be maintained;

3) that the costs attributable to the activity of the bodies of ECAC shall continue to be the responsibility of ECAC Member States;

4) that Member States' contributions to ECAC shall continue to be calculated in proportion to the number of units of their contribution to ICAO for the year in respect of which each contribution is made; and

5) that such ECAC contributions shall be payable in advance to ECAC in French francs,

Directs

the Coordinating Committee to conclude with the Council of ICAO appropriate working arrangements that reflect the above principles and ensure a close working relationship, and

Declares

that the present Resolution supersedes the Resolution adopted by the Second Intermediate Session of ECAC.
ECAC Constitution, eighth edition

ARTICLE 1 | OBJECTIVE AND FUNCTIONS
(1) The objective of the European Civil Aviation Conference, hereinafter called “the Conference”, shall be to promote the continued development of a safe, efficient and sustainable European air transport system.

(2) The Conference shall bring within its scope all matters relevant to this objective, taking into account the following principles regarding the selection of items for the work programme:
   a) importance and interest of the subject to a large number of Member States or to other European organisations;
   b) possibility of an acceptable solution to the problems involved;
   c) cooperation with, and possibility of making an effective contribution to the work of, ICAO and other organisations.

(3) The functions of the Conference shall be consultative and its resolutions, recommendations or other conclusions shall be subject to the approval of governments.

(4) The Conference may foster the conclusion and implementation of multilateral instruments or arrangements by a number of Member States in furtherance of the objective and functions of the Conference. Such instruments or arrangements may, where appropriate, establish joint procedures for carrying out some of the national responsibilities of the Member States concerned in a coordinated manner.

ARTICLE 2 | MEMBERSHIP OF THE CONFERENCE
(1) The Conference is composed of the States which founded it in 1954 under the auspices of ICAO and of the Council of Europe, together with such other European States as the Conference has unanimously admitted or may unanimously admit as members. Unless otherwise unanimously agreed by the Conference in exceptional circumstances, Member States of the Conference shall be ICAO Contracting States.

(2) All Member States shall have an equal right to be represented at meetings of the bodies of the Conference. No person shall represent more than one State.

ARTICLE 3 | RELATIONS WITH ICAO AND OTHER ORGANISATIONS
The Conference shall maintain a close relationship with ICAO in order, through regional cooperation, to further the aims and objectives of the Convention on International Civil Aviation (the Chicago Convention). It shall establish such relations with other governmental or non-governmental international organisations as it considers necessary for the achievement of the objective of the Conference.

ARTICLE 4 | BODIES AND ASSOCIATED BODIES OF THE CONFERENCE
(1) The bodies of the Conference, which are assisted by the Secretariat of the Conference, shall be:
   a) the Plenary Conference in the form of Triennial Sessions and Special Plenary Sessions;
   b) the meetings of Directors General of Civil Aviation; and
   c) groups established from time to time by Directors General of Civil Aviation to carry out specific tasks under the work programme.
(2) The associated bodies of the Conference shall be any Boards established, under the terms of the multilateral instruments or arrangements referred to in Article 1(4), for the purpose of steering activities performed under such instruments or arrangements, and listed in the Annex to this Constitution. The working methods and procedures of Boards thus established, and arrangements for meeting the costs of their activity, shall be in accordance with the provisions of the relevant multilateral instrument or arrangement.

(3) The activities of the bodies and the associated bodies of the Conference are co-ordinated by the Coordinating Committee, which is assisted by the Secretariat of the Conference.

(4) The reports of all meetings of the bodies of the Conference shall be public documents, unless the meeting in question decides otherwise.

ARTICLE 5 | TRIENNIAL SESSIONS

(1) The Plenary Conference shall hold every third year a session called a Triennial Session.

(2) The powers and duties of the Triennial Session shall be to:
   a) elect the President and the Vice-Presidents;
   b) elect the other members of the Coordinating Committee;
   c) consider reports on the activity of the Conference since the last Triennial Session;
   d) establish the general work programme for the next three years and methods for fulfilling this programme;
   e) approve estimates of expenditures for the next three years; and
   f) adopt recommendations, resolutions, guidelines or other conclusions.

(3) Triennial Sessions shall, unless the Session in question decides otherwise, be open to invited observers. Delegations of Member States will normally be led by Directors General of Civil Aviation or other officials of high level.

ARTICLE 6 | SPECIAL PLENARY SESSIONS

(1) The Plenary Conference shall hold Special Plenary Sessions as necessary in the intervals between Triennial Sessions to adopt formal recommendations or resolutions prepared by subordinate bodies.

(2) Special Plenary Sessions will normally be attended by Directors General of Civil Aviation, accompanied or represented by a limited number of other officials of high level, and will be open to invited observers.

(3) Special Plenary Sessions may, at the suggestion of a meeting of Directors General of Civil Aviation, be held at Ministerial level. In such cases, the Session shall be convened and chaired by the Minister responsible for civil aviation in the same Member State as that of the President of the Conference.

ARTICLE 7 | MEETINGS OF DIRECTORS GENERAL OF CIVIL AVIATION

(1) Meetings of Directors General of Civil Aviation may be convened whenever the Coordinating Committee deems appropriate.

(2) The powers and duties of meetings of Directors General of Civil Aviation shall be to:
   a) adopt conclusions, including guidelines, other than those presented to Triennial or Special Plenary Sessions for adoption;
   b) review policy developments;
   c) prepare the triennial work programme and amend it as necessary during the triennium;
   d) prepare triennial estimates of expenditures, and adjust such estimates annually if changes in the work programme, in priorities or in general economic factors so require, as the basis for calling Member States’ contributions;
e) establish broad priorities for the execution of the agreed work programme, and establish the Groups and other working methods necessary to achieve them; and

f) consider any matters arising under Article 8(4) and conduct any elections necessary under Article 8(5).

(3) At these meetings, Directors General of Civil Aviation may be accompanied or represented by a limited number of other officials of high level.

ARTICLE 8 | OFFICERS OF THE CONFERENCE

(1) The Conference, at each Triennial Session, shall elect the President, not more than three Vice-Presidents, the chairpersons of associated bodies unless otherwise provided in the arrangements governing any such body, and the other members of the Coordinating Committee. Any such election of Chairperson of an associated body shall be by the States members of that body.

(2) All such Officers shall be Directors General of Civil Aviation in Member States or other officials of high level.

(3) The newly elected Officers shall assume Office at the closing of the Triennial Session and shall, subject to the provisions of (4) and (5) below, continue until the end of the next Triennial Session.

(4) Any Officer may be removed from office at any time by a decision taken by an absolute majority of the Directors General of Civil Aviation, provided that a motion for that purpose has been proposed in writing by not less than one-third of the Directors General. Pending a decision on the motion, the Officer shall refrain from carrying out the normal functions of the office. A meeting of Directors General of Civil Aviation to consider the motion for removal from office shall be convened as soon as possible, giving thirty days notice of the date of the meeting.

(5) In the event of the death, removal from office, or resignation of an Officer, or if he or she is otherwise unable to complete his or her term of Office, a successor shall be elected at the first meeting of Directors General of Civil Aviation compatible with the provisions for notice in paragraph (6) below. The new Officer shall hold office for the remainder of the term of his or her predecessor.

(6) Nominations for election as Officers of the Conference shall be invited at least sixty days, and put forward at least thirty days, before the opening date of the Triennial Session or the meeting of Directors General of Civil Aviation at which the election is to take place. Such nominations shall be notified immediately by the Secretariat to all Member States.

(7) The Officers of the Conference shall be elected by a simple majority.

(8) The President can be re-elected to serve only two consecutive three-year terms of office in addition to any term of office served following an election under paragraph (5) of this Article.

ARTICLE 9 | POWERS OF THE PRESIDENT

(1) Except as provided in Article 6(3), the President shall preside over the Sessions of the Conference and the meetings of Directors General of Civil Aviation and of the Coordinating Committee.

(2) He or she shall represent the Conference between its Sessions; he or she can to this end delegate authority to the Vice-Presidents.

(3) Except as provided in Article 6(3), the President shall convene the Sessions of the Conference and the meetings of the Directors General of Civil Aviation and of the Coordinating Committee.

(4) The President shall establish provisional agenda for the meetings of Directors General of Civil Aviation and of the Coordinating Committee.

(5) He or she shall decide upon the advisability of inviting to the meetings of Directors General of Civil Aviation any person or organisation as expert or observer.

(6) He or she may consult with representatives of Member States or with any other person or organisation, with a view to carrying out the tasks assigned to him or her.

(7) If the President is not available, the Vice-Presidents shall assume his or her functions in order of seniority.
ARTICLE 10 | COORDINATING COMMITTEE

(1) Between the Sessions of the Conference, a Coordinating Committee composed of the President of the Conference, the Vice-Presidents, the chairpersons of any associated bodies established in accordance with Article 4(2), and other members of the Committee, up to a maximum total of eleven, shall assume the functions set forth in paragraph (2) below.

(2) The Coordinating Committee shall meet under the chairmanship of the President of the Conference, and shall be empowered to:
   a) establish the general calendar of all meetings requiring the use of the Conference's resources;
   b) establish provisional agenda for Triennial and Special Plenary Sessions;
   c) coordinate the activity of the bodies and, to the extent appropriate, associated bodies of the Conference and take the necessary action to complete the work undertaken. The Coordinating Committee may delegate such responsibility in one or more fields of activity to any of its members;
   d) approve lists of non-Member States and organisations to be invited as observers to open sessions in each field of the Conference's work;
   e) ensure that expenses remain within the limits of the budget; and
   f) manage the resources of the Conference, and exercise such powers under Article 13(1) as the Conference may delegate.

(3) The Coordinating Committee shall meet as necessary and at least once a year, when it is convened by the President of the Conference.

ARTICLE 11 | WORKING METHODS

(1) Groups shall be established as necessary under the work programme to prepare the work in each field of the Conference's activity. Their chairpersons shall be appointed by meetings of Directors General of Civil Aviation.

(2) Each Group shall report directly to Plenary Sessions or meetings of Directors General unless the Coordinating Committee considers that further co-ordination procedures are necessary before a Group so reports.

ARTICLE 12 | DECISIONS BY BODIES OF THE CONFERENCE

Except as provided in Articles 2(1), 8(1), 8(4) and 16, the decisions of the bodies of the Conference shall be taken by a majority of the votes cast by the States represented. An abstention shall not be considered as a vote.

ARTICLE 13 | SECRETARIAT OF THE CONFERENCE

(1) The Conference shall be served by its own Secretariat, the number, duties and level of posts in which it shall determine, and appointments to which shall be subject to its approval.

(2) The regular staff of the Secretariat shall comprise members of the personnel of ICAO on assignment to the Conference under agreed financial and administrative arrangements, and may be supplemented, where the Conference deems necessary for specific tasks, by staff employed under such other arrangements as it may decide. All members of the Secretariat shall hold the nationality of a Member State of the Conference.

(3) The Secretariat shall carry out its work under the direction of the Executive Secretary of the Conference who shall be responsible to the Coordinating Committee for the proper execution of the Secretariat's tasks and to the meetings of Directors General of Civil Aviation for the handling of the Conference's funds.

(4) No member of the Secretariat may seek or accept from any Government or other authority external to the Conference any instructions in regard to the discharge of his or her official business.
ARTICLE 14 | FINANCIAL PROVISIONS

(1) The costs attributable to the activity of the Conference shall be the responsibility of the Member States of the Conference, and shall be apportioned among them in proportion to the number of units of their contribution to ICAO for the year in which any payment is to be made, or, where a Member State is not a Contracting State of ICAO, on such basis as the Conference may decide. This shall not apply to the costs attributable to the activity of associated bodies, where these have separate budgets and financial arrangements.

(2) Member States’ contributions shall be payable in advance to the Conference in euros. Interest, at rates to be determined from time to time by meetings of Directors General of Civil Aviation, shall be due on contributions more than one year in arrears.

(3) The Conference may receive, hold and disburse funds and have accounts in any currency in so far as is necessary for the execution of the transactions required for its objective.

ARTICLE 15 | LANGUAGES

(1) English and French shall be the working languages of the bodies of the Conference.

(2) Interpretation from Spanish and from other languages will be supplied in so far as resources permit.

(3) The English and the French texts of this Constitution shall be regarded as equally authentic.

ARTICLE 16 | AMENDMENT OF THE CONSTITUTION

This Constitution may be amended in Plenary Session by an absolute majority of all Member States. The Annex may be amended in Plenary Session or in a meeting of Directors General of Civil Aviation by an absolute majority of all Member States.
> ANNEX TO THE ECAC CONSTITUTION
ASSOCIATED BODY OF THE CONFERENCE
Under the terms of Article 4(2) of the Constitution, the JAA Training Organisation is an associated body of the Conference.

> APPENDIX TO THE ECAC CONSTITUTION
CRITERIA AND PROCEDURES TO BE USED IN CONSIDERING APPLICATIONS FOR MEMBERSHIP OF ECAC

1. The basic criteria for membership as laid down in Article 2(1) of the Constitution are as follows:
   i) that part or all of the territory of an applicant State must, in all cases, be geographically situated within Europe for it to be eligible for membership of ECAC;
   ii) that, unless otherwise unanimously agreed by the Conference in exceptional circumstances, an applicant State must be an ICAO Contracting State for it to be eligible for membership of ECAC; and
   iii) that admission must be unanimously decided by the existing Member States.

2. States seeking admission to ECAC must also provide assurances not only that they are ready to play an active part in furthering ECAC’s objective as set forth in Article 1(1) of the ECAC Constitution, but also that they will comply fully with all other parts of the Constitution, inter alia with the financial obligations. It is also expected that they will not require the introduction of further working languages.

3. In reaching the decision referred to in 1. iii) above, Member States shall have regard to further criteria (not necessarily to be met simultaneously or to the same extent), including the following:
   i) that the applicant State enjoys full sovereignty and exercises it in civil aviation matters;
   ii) that, given the references in the Constitution to ECAC’s relationship to ICAO, the applicant State is Party to the International Air Services Transit Agreement (1944); and
   iii) that the applicant State’s standards are consistent with ECAC’s objective in such fields as safety (e.g. flight inspection, airport construction and airworthiness) and security.

4. Member States shall bear in mind the implications of expanded ECAC membership for ECAC’s associated bodies.

5. In order to provide Member States with the necessary information to apply the foregoing criteria:
   a) each applicant State shall be requested to present a written description of its civil aviation arrangements, covering the structure, organisation and functions of its civil aviation administration and its international commitments, as well as the volume, nature and international dimension of its civil aviation industry (including airlines, airports and, where appropriate, aeronautical manufacturing);
   b) an ECAC team shall visit the applicant State, and report its findings on relevant matters to Directors General; and
   c) policy-level discussions between the President of ECAC and the heads of the applicant civil aviation administration shall be held when a) and b) above have been deemed satisfactory by Directors General.
Rules of procedure

RULE 1 | DELEGATIONS

(1) Delegations of Member States may be composed of delegates, alternates, and advisers. One of the delegates shall be designated as Chief Delegate. In case of his or her absence, the Chief Delegate may designate another member of his or her delegation to serve in his or her stead.

(2) States not in membership of the Conference and organisations invited to attend Sessions or meetings of the Conference shall be represented by observers. Where a delegation consists of two or more observers, one of them shall be designated as Chief Observer.

RULE 2 | CREDENTIALS

(1) The Co-ordinating Committee can decide to require for a particular Plenary Session of the Conference that every member of a delegation shall be provided with credentials from the State or organisation concerned, duly authenticated and specifying his/her name and status. The credentials shall be deposited with the Executive Secretary of the Conference or his/her representative.

(2) The Executive Secretary of the Conference shall examine the credentials and report to the Conference without delay.

RULE 3 | PARTICIPATION IN SESSIONS

Delegates, alternates, advisers and observers shall be entitled, pending the presentation of a report on credentials by the Executive Secretary and action thereon by the Conference, to attend Sessions and participate in them, subject, however, to the limits set forth in these Rules. The Conference may debar from participation in its work any delegate, alternate, adviser or observer whose credentials it finds to be defective.

RULE 4 | AGENDA

(1) a) The provisional agenda for the Triennial Sessions shall be communicated to Member States so as to reach them at least two months before the opening of the Session.

b) The provisional agenda shall comprise at least the following items: - report of the President on action taken since the previous Session; - election of the President and Vice-Presidents of ECAC and of other Officers of the Conference; - approval of a general work programme for a period of three years; - expenditure estimates for the three-yearly period.

c) The Triennial Session shall approve the final agenda at the commencement of the Session. It may, during the Session, modify the order of items on the agenda for the better conduct of its work.

(2) The provisional agenda for the Special Plenary Sessions prepared by the Co-ordinating Committee shall be communicated to Member States so as to reach them at least one month before the opening of the Session. The Special Plenary Session shall approve the final agenda at the commencement of the Session.

RULE 5 | COMMITTEES AND GROUPS

(1) Normally, only an Executive Committee shall sit during Triennial and Special Plenary Sessions.

(2) The Conference may set up working groups or groups of experts open to all States members of the Conference and, if it sees fit or necessary, groups of restricted membership. The Conference itself, or its President, shall lay down the terms of reference of such working groups or groups of experts. The chairpersons of the latter shall be persons appointed by meetings of Directors General of Civil Aviation, in accordance with Article 11(1) of the Constitution. Failing such appointment, the groups shall choose their own chairpersons.
**RULE 6 | DOCUMENTATION AND REPORTS**

1. Documentation relating to the provisional agenda for Triennial Sessions shall, in principle, be dispatched to Member States six weeks before the opening date of the Session. States which have taken the initiative of having an item included in the agenda shall submit the document concerning that item at least two months in advance so that the Secretariat may circulate it to Member States six weeks before the opening of the Session.

2. Documentation relating to Special Plenary Sessions and to other meetings shall be dispatched in time so as to permit adequate preparation by Member States.

3. Documentation relating to meetings of Directors General shall be available in English and French two weeks before the meeting. The same shall apply for meetings of working groups, except in exceptional circumstances.

4. Reports of Triennial and Special Plenary Sessions shall be distributed to States members of the Conference, to the European Commission, to the Council of Europe and to the ICAO Council, and to other bodies as decided by the Conference. The reports of all meetings of the bodies of the Conference shall be public documents, unless the meeting in question decides otherwise.

**RULE 7 | PUBLIC AND PRIVATE MEETINGS**

Plenary meetings at Triennial Sessions shall be held in public, and Special Plenary Sessions and meetings of Directors General of Civil Aviation, working groups and subordinate organs in private, unless in any case the body concerned decides otherwise.

**RULE 8 | PARTICIPATION OF OBSERVERS**

Observers shall have the right to attend all public meetings and such private meetings as the Conference, or, in the absence of a decision by the Conference, as the private meeting may decide. Observers shall have the right to participate in discussions of the meetings that they are allowed to attend and to present documents, but not to vote or to make or second proposals.

**RULE 9 | QUORUM**

1. A majority of the States members of the Conference, having delegations registered and not known to have withdrawn the same, shall constitute a quorum for the plenary meetings of the Conference.

2. The Conference shall determine the quorum for other meetings if, in any case, it is considered necessary that a quorum be established for such bodies.

**RULE 10 | POWERS OF THE PRESIDING OFFICER**

The presiding officer of the Sessions and meetings shall declare the opening and closing of each meeting, direct the discussion, ensure observance of these rules, accord the right to speak, put questions and announce decisions. He or she shall rule on points of order and, subject to these rules, shall have complete control of the proceedings of the body concerned and maintain order at its meetings.

**RULE 11 | SPEAKERS**

1. The presiding officer shall call upon speakers in the order in which they have expressed their desire to speak. He or she may call a speaker to order if his or her observations are not relevant to the subject under discussion.

2. Generally, no delegation may speak a second time on any question, except for clarification, until all other delegations have had an opportunity to do so.

3. At Plenary Sessions and meetings of Directors General, the chairperson of a working group may be accorded precedence for the purpose of explaining the conclusions arrived at by the body concerned. In meetings of a working group, similar precedence may, for the same purpose, be accorded to the chairpersons of any other body of the Conference.
**RULE 12 | TIME LIMIT OF SPEECHES**
A presiding officer may limit the time allowed to each speaker, unless the body concerned decides otherwise.

**RULE 13 | POINTS OF ORDER**
(1) Notwithstanding the provisions of Rule 11, a delegate may at any time raise a point of order, and the point shall immediately be decided by the presiding officer.
(2) Any delegate may make a motion appealing against such decision. In that case, and subject to the provisions of Rule 14, the procedure specified in Rule 15 (2) shall be followed. The decision given by the presiding officer under paragraph (1) shall stand unless overruled by a majority of the votes cast.

**RULE 14 | MOTIONS AND AMENDMENTS**
(1) A motion or amendment shall not be discussed until it has been seconded.
(2) Motions and amendments maybe presented and seconded only by members of the delegations of States members of the Conference.
(3) No motion may be withdrawn if an amendment to it is under discussion or has been adopted.
(4) Proposals for formal action shall not be discussed until 24 hours after they have been submitted in writing, except in the absence of objection to earlier discussion.

**RULE 15 | PROCEDURAL MOTIONS**
(1) Subject to the provisions of Rule 14, any delegate may move at any time the suspension or adjournment of the meeting, the adjournment of the debate on any question, the deferment of discussion on an item, or the closure of the debate on an item.
(2) After such a motion or one under Rule 13(2) has been made and explained by its proposer, only one speaker shall normally be allowed to speak in opposition to it and no further speeches shall be made in its support before a vote is taken. Additional speeches in such motion may be allowed at the discretion of the presiding officer. A delegate speaking on such a motion may speak only on that motion and not on the substance of the matter which was under discussion before the motion was made.

**RULE 16 | ORDER OF PROCEDURAL MOTIONS**
The following motions shall have priority over all other motions, and shall be taken in the following order:
- to suspend the meeting;
- to adjourn the meeting;
- to adjourn the debate on an item;
- to defer the debate on an item;
- for closure of the debate on an item.

**RULE 17 | REOPENING OF DEBATE**
Reopening within the same body and at the same Session of a debate already completed by a vote on a given item shall require a majority of votes cast. Permission to speak on such a motion shall normally be accorded only to the proposer and to one speaker in opposition, after which it shall be immediately put to vote. Additional speeches may be allowed at the discretion of the presiding officer, who shall decide the priority of recognition. Speeches on a motion to reopen shall be limited in content to matters bearing directly on the justification for reopening.

**RULE 18 | DISCUSSIONS IN SUBORDINATE ORGANS**
A subordinate organ established by a working group may conduct its deliberations informally, save that it may at any stage decide that these rules shall be observed at its meetings.
RULE 19 | VOTING RIGHTS
Each State member of the Conference, if duly represented, shall have one vote at Sessions and meetings of the Conference.

RULE 20 | VOTING OF PRESIDING OFFICER
Subject to the provisions of Rule 19, the presiding officer of the Sessions and meetings shall have the right to vote on behalf of his or her State.

RULE 21 | METHOD OF VOTING
(1) Except as otherwise provided in the Constitution or in these Rules and subject to paragraphs (2) and (3) hereof, voting shall be by voice, by show of hands, or by standing, as the presiding officer may decide.

(2) Voting may be by secret ballot if a Session or meeting so decide by majority vote of the Member States represented there.

(3) In Sessions of the Conference and in meetings of Directors General of Civil Aviation and of working groups there shall be a roll-call vote if requested by two States members of the Conference. The vote or abstention of each State participating in a roll-call vote shall be recorded.

RULE 22 | DIVISION OF MOTIONS
On request of any delegate, and unless the meeting otherwise decides, parts of a motion shall be voted on separately. The resulting motion shall then be put to a final vote in its entirety.

RULE 23 | VOTING ON AMENDMENTS
Any amendment to a motion shall be voted on before a vote is taken on the motion. When two or more amendments are moved to a motion, the vote should be taken on them in the order of their remoteness from the original motion, commencing with the most remote. The presiding officer shall determine whether a proposed amendment is so related to the motion as to constitute a proper amendment thereto, or whether it must be considered as an alternative or substitute motion.

RULE 24 | VOTING ON ALTERNATIVE OR SUBSTITUTE MOTIONS
Alternative or substitute motions shall, unless the meeting otherwise decides, be put to vote in the order in which they are presented, and after the disposal of the original motion to which they are alternative or in substitution. The presiding officer shall decide whether it is necessary to put such alternative or substitute motions to vote in the light of the vote on the original motion and any amendment thereto. Such decisions may be reversed by a majority of the votes cast.

RULE 25 | TIE VOTE
In the event of a tie vote, a second vote on the motion concerned shall be taken at the next meeting, unless the Conference or body concerned decides that such second vote be taken during the meeting at which the tie vote took place. Unless there is a majority in favour of the motion on this second vote, it shall be considered lost.

RULE 26 | ELECTION OF THE PRESIDENT, VICE-PRESIDENTS AND OTHER OFFICERS AND APPOINTMENT OF CHAIRPERSONS OF WORKING GROUPS
The election of the President, Vice-Presidents and other Officers referred to in Article 8 of the Constitution shall be governed by the procedure stated in Rule 21. The same shall apply to the appointment of the Chairpersons of Working Groups referred to in Article 11(1) of the Constitution.
RULE 27 | RECORDS OF PROCEEDINGS

Unless otherwise decided by the Conference, records of the proceedings of Triennial and Special Plenary Sessions, meetings of Directors General of Civil Aviation, working groups, groups of experts and subordinate organs shall not take the form of minutes but of reports and, in certain cases, of brief summaries or summaries of decisions.

RULE 28 | AMENDMENT OF THE RULES OF PROCEDURE

These Rules or any portion thereof may be amended or suspended at any time by the Conference in Plenary Session by a majority of the Members present, or in meetings of Directors General of Civil Aviation by an absolute majority of all Member States.

Terms of Reference for Focal Points

a) Focal Points shall be members of the Coordinating Committee and exercise their functions in their specific field of activity under authority delegated by the Co-ordinating Committee, in accordance with Article 10(2)c) of the Constitution.

b) Focal Points shall be responsible for the implementation of the work programme in their field of activity, within the overall work programme established by a Triennial Session (or as amended during a triennium by a meeting of Directors General).

c) Subject to h) below, Focal Points shall be empowered to convene meetings of groups under their chairmanship; establish task forces/appoint their chairpersons, approve their terms of reference, and their membership (including observers).

d) Focal Points shall maintain regular contact with the chairpersons/rapporteurs of task forces in order to monitor the progress of the work. They shall also be available to provide guidance, if requested by chairpersons/rapporteurs during the course of the work of task forces.

e) Focal Points shall report at regular intervals to meetings of the Coordinating Committee/Directors General, as appropriate, or as requested, on the progress of work in their area of activity. They shall also submit a final report on the outcome of this work.

f) Focal Points shall be responsible for the preparation of working papers and full reports on their field of activities for consideration at ECAC Plenary Sessions.

g) Focal Points shall, subject to the approval of the Coordinating Committee, be empowered to organise events such as symposia, workshops, etc., in their field of activity or to represent ECAC at such events involving their field of activity.

h) Focal Points shall submit for approval to the Coordinating Committee their proposals as regards meetings anticipated in their field of activity involving the use of Conference resources, within the framework of Article 10(2)a), 10(2)e) and 10(2)f) of the Constitution.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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<tr>
<td>ACC</td>
<td>Air Accident and Incident Investigation Group of Experts</td>
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<td>APER TG</td>
<td>Action Plans for Emissions Reduction Task Group</td>
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<td>CC</td>
<td>Coordinating Committee</td>
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<td>CEP</td>
<td>Common Evaluation Process of security equipment</td>
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<td>CEP-MG</td>
<td>Common Evaluation Process Management Group</td>
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<td>DGCA</td>
<td>Directors General of Civil Aviation</td>
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<td>EAEG</td>
<td>European Aviation and Environment Working Group</td>
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<td>EAEG-AIRMOD</td>
<td>EAEG Aircraft Noise Modelling Task Group</td>
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<td>EAEG-MITG</td>
<td>EAEG Modelling and Interdependencies Task Group</td>
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<td>EDD</td>
<td>Explosive Detection Dogs</td>
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<td>EMTO</td>
<td>ECAC Medium-Term Objectives Task Force</td>
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<td>EuroCAEP</td>
<td>European Members of the ICAO Committee on Aviation and Environmental Protection (CAEP)</td>
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<td>EPMG</td>
<td>Environmental Programme Management Group</td>
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<td>FAL WG</td>
<td>Facilitation Working Group</td>
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<td>FAL-IMMIGRAT-SG</td>
<td>Facilitation – Sub-group on Immigration</td>
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<td>FAL-PRM-SG</td>
<td>Facilitation – Sub-group on the Transport of Persons with Reduced Mobility</td>
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<td>FPMG</td>
<td>Facilitation Programme Management Group</td>
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<td>GMTF</td>
<td>Security – Guidance Material Task Force</td>
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<td>LEGTF</td>
<td>Legal Task Force</td>
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<td>SF</td>
<td>Security Forum</td>
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<td>SPMG</td>
<td>Security Programme Management Group</td>
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<td>TTF</td>
<td>Security – Technical Task Force</td>
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<td>VA</td>
<td>Vulnerability assessments</td>
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<td>ACAO</td>
<td>Arab Civil Aviation Organization</td>
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<td>AFCAC</td>
<td>African Civil Aviation Commission</td>
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<td>ECOWAS</td>
<td>Economic Community Of West African States</td>
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<td>JAA Training Organisation</td>
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<td>LACAC</td>
<td>Latin American Civil Aviation Commission</td>
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<td>Memorandum of Cooperation</td>
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<td>Memorandum of Understanding</td>
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<tr>
<td>WAEMU</td>
<td>West African Economic and Monetary Union</td>
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