



# ECAC NEWSPOINT # 02

European Civil Aviation Conference monthly news

## OUTREACH ACTIVITIES

### ECAC President addresses Arab Civil Aviation Organization's 25<sup>th</sup> anniversary celebration



**7 February** — The importance of strong regional cooperation in fostering implementation of international requirements and promoting the interests of civil aviation was at the heart of ECAC President Ingrid Cherfils' address at the 25<sup>th</sup> anniversary celebration of the Arab Civil Aviation Organization, held virtually on 7 February.

Speaking in a second address at the conference, Ms Cherfils underlined how much ECAC valued the close and fruitful relationship with ACAO. She emphasised that regular communication on policy matters of common interest to both organisations, and enhanced cooperation on capacity building were key to strengthening their partnership in order

to meet the future challenges to aviation caused by the current unprecedented crisis and to foster a sustainable recovery of the sector. ■



## EMTO

### EMTO reviews ECAC strategic objectives

**12 February** — ECAC's *Strategy for the Future – A Policy Statement* (December 2015) was under review at the 62<sup>nd</sup> meeting of the ECAC Medium-Term Objectives Task Force (EMTO). The participants agreed that this strategic document should remain general to allow for flexibility to adapt to the organisation's evolving missions and the needs of the European aviation sector. A series of minor amendments were adopted to reflect recent European priorities and actions in civil aviation as well as the changes in ECAC's activities in recent years.

EMTO welcomed the new ECAC Communication Strategy presented by the Secretariat and praised the quality of the document. Some refinements were inserted, in particular to specify the communications channels and tools to be used and key messages to be delivered.

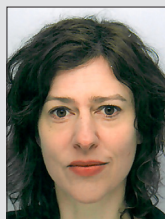
These two documents will be presented to the next Coordinating Committee meeting (CC/190, 25 March 2021). ■

## ECAC APPOINTMENTS

### New chairs



Directors General appointed **Marie Hauerova** (Czech Republic) (left) as chair of the Facilitation Sub-Group on the Transport of Persons with Reduced Mobility, and **Christine Mucina-Bauer** (Austria) (right) as co-chair of the European Coordination Group on Economic matters, both for a first mandate of three years.



## Inside

- Presidential activities
- EMTO
- ECAC appointments
- COVID-19
- ECAC activities

## ECAC takes stock of latest developments on COVID-19

**3 and 22 February** — Two European coordination meetings to take stock of the latest developments around the COVID-19 pandemic were held virtually in February, assembling Directors General of ECAC Member States, DG MOVE, EASA and EUROCONTROL.

Participants heard updates from EUROCONTROL on the traffic situation, noting a reduction in flights for some airlines of up to 90% compared to 2019, and heard recent statistics and lessons learnt from EASA on implementation of the ECDC/EASA guidelines.

Member States briefed the meeting on the latest developments, travel restrictions and requirements in their own States. The participants stressed that the summer period should provide an opportunity for the tourism sector to restart, and the important role aviation plays in this. While Member States were taking the necessary mitigation measures to stop the spread of the virus, the aviation sector needed an “exit strategy” to “save the summer” and have some certainty in order to prepare for a restart of operations. Participants also confirmed the importance of adopting a harmonised approach towards certifying vaccinations.

On ICAO matters, the meeting reviewed progress in the CART groups and the European priorities and expectations for the outcomes of the CART, and discussed the ICAO High-level Conference on COVID-19 (HLCC 2021) to be held in October 2021, and the ongoing preparations for the conference.

## European preparations for the ICAO High-level Conference on COVID-19

**2, 8 and 9 February** — ECAC has begun preparations for the ICAO High-level Conference on COVID-19 (HLCC 2021) to be held in October 2021. With the provisional theme of “One Vision for Air Transport Sustainability beyond the Global Pandemic”, HLCC will address economic matters in its plenary session and will feature two separate streams dedicated to safety and facilitation. The European coordination groups dedicated to safety, economic matters and facilitation met on 2, 8 and 9 February respectively to discuss the expectations and initial European priorities for the conference and provide their input for a joint ECAC/EU letter in response to the ICAO State Letter in this regard.

The economic coordination group underlined the importance of expert involvement in the plenary on post-COVID-19 aviation economic recovery and resilience, to enable results-oriented discussions. Some of the European themes, including building back a better aviation sector and liberalisation and fair opportunities, were highlighted.

At the facilitation coordination group meeting, the group welcomed the inclusion of a separate stream on facilitation matters, thus acknowledging the unmistakable rise of importance of this field during this crisis. The meeting highlighted digital and innovative solutions, combined with a solid global regulatory framework, as one of their priorities, as well as of ensuring accessibility for all passengers as essential for the recovery.

The European Safety and Air Navigation Coordination Group (ESANCG) emphasised the importance of the Global Air Navigation Plan in the discussions, and of harmonising safety information sharing. ■

## ECAC's European Aviation and Environment Group considers lower carbon aviation fuels

**2 February** — Discussions at ECAC's European Aviation and Environment Working Group (EAEG) meeting focused on exchanging views on developments in the ICAO/CAEP (Committee on Aviation Environmental Protection) dialogue on lower carbon aviation fuels, and its purpose. Attended virtually by the European CAEP members and observers, the meeting sought to reach a better understanding of the subject in order to facilitate related CAEP work.

## ECAC environment experts consider baseline scenario and State action plans for CO<sub>2</sub> emissions reduction

**15 February** — The ECAC/EU Action Plans for Emissions Reduction (APER) Task Group agreed at its 11<sup>th</sup> meeting on a methodological approach for updating a European baseline scenario. According to the ICAO guidance on the development of States' action plans on CO<sub>2</sub> emissions reduction activities (ICAO Doc 9988), the baseline represents international aviation fuel consumption and traffic that would occur in the absence of additional action (post 2019) to mitigate air traffic-related CO<sub>2</sub> emissions.

The baseline scenario time horizon will cover historical traffic from 2010 to 2019 and future forecast traffic from 2019 to 2050, integrating an existing EUROCONTROL forecast (extended to all ECAC Member States) that reflects the traffic

disruption caused by the COVID-19 crisis. EUROCONTROL presented its analysis of historical data from 2010 to 2019 to the meeting and as a next step will develop the forecast of future traffic.

The APER Task Group has made further progress on revising the ECAC/EU guidelines to promote the European approach to updating States' action plans. This will support States in submitting their plans to ICAO by the end of June 2021, as recommended by the ICAO Assembly.

One of the group's current priorities is to update the introductory general approach of the ECAC/EU guidelines, with a view to presenting it in March to the European Focal Points for action plans appointed to ICAO by ECAC Member States. ■

## Annual gathering of ECAC-certified aviation security auditors

**18-19 February** — Meeting for the first time as a stand-alone group, the annual meeting of ECAC-certified aviation security auditors reviewed a proposal for a sampling method to be applied to security programme evaluations during future audits, presented by the group's chair, Eleanor Travers (Ireland). The auditors brainstormed ideas to further strengthen the ECAC Aviation Security Audit Programme, in particular by improving the ECAC Audit Methodology and the auditor's aide. They also looked at how they could contribute to capacity building, considering new services that could be offered to Member States in terms of audit planning, documentation review and mentoring of national audit teams.

## First ECAC meeting on the use of explosives detection dogs for small vehicle screening

**18 February** — The first ECAC meeting of an ad hoc group established to develop guidelines on training and approving explosives detection dogs (EDD) teams to screen small vehicles was held in February. These guidelines will aim to help the authorities build and run EDD teams in operational conditions. The first meeting looked at existing experimentation in this area, defined the type of vehicles to be examined and agreed to produce the guidance material by the end of the year.

## Work on detecting threats on passengers using explosives detection dogs continues

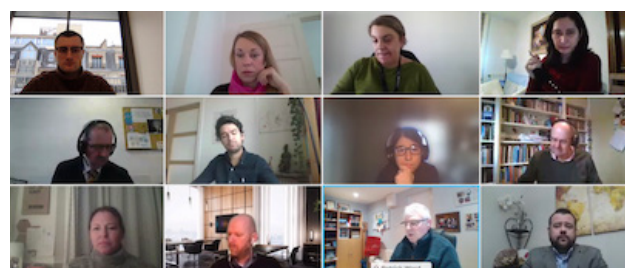
**23 February** — The third meeting of the ECAC ad hoc group on detecting threats on passengers using explosives detection dogs continued to develop guidelines on training and approving EDD teams to screen passengers. After validating the previously drafted paragraphs on the approval process of EDD teams, the meeting drafted guidelines on the preparation of approval tests, i.e. selection of the passengers and their bags, quality control of threats, and the test facility's compliance with the EDD team's work area.

## Behaviour Detection Study Group reviews strategy and implementation plan

**10-11 February** — The ECAC Behaviour Detection Study Group (BDSG) Strategy and Implementation Plan for 2021-2025, which defines the work streams for the next four years, was presented by BDSG moderator, Carmen Feijoo (Spain), to the group at its meeting in February. These streams include projects and initiatives relating to: facilitating the further incorporation and application of behaviour detection as a security technique within national policies and regulations; optimising and improving behaviour detection by improving best practices and research; stimulating the use of behaviour detection programmes among civil aviation stakeholders; and aligning behaviour detection programmes within the ECAC Member and Partner States.

On the tasks in its 2021 work programme, the group looked at mentoring, including lessons learnt from the past and how to improve future mentoring activities, online training, and the research poten-

tial for deployment of countermeasures in respect of behaviour detection. Research on the use of artificial intelligence within behaviour detection was also discussed and the meeting considered organising a research and development workshop on this topic in autumn 2021.



## Cyber security experts review penetration testing, staff training and drones

**15-16 February** — ECAC's Study Group on Cyber Security in Civil Aviation considered the work and objectives of the ad hoc groups on penetration testing and cyber security for airport security equipment. The meeting also further discussed the skills and training recommended for airport security staff and the cyber security requirements for unmanned aircraft systems.



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## New ECAC group to develop cyber security penetration testing guidelines

**12 February** — The ECAC ad hoc group on cyber security penetration testing in civil aviation has been set up to develop guidelines on penetration testing based on ECAC Member States' needs. The meeting defined the objectives of the guidelines, including the target audience, regulations to be considered, and domains to be covered. ■

## Facilitation sub-group discusses immigration matters

**9 February** — The impact for ECAC Member States of the latest amendment to ICAO Annex 9 relating, among other things, to Passenger Name Record (PNR) data and the possible filing of differences was on the agenda at the 51<sup>st</sup> meeting of the ECAC Facilitation Sub-Group on Immigration. Following this amendment, the meeting agreed on the proposed amendments to ECAC Doc 30, Part I – *Facilitation* relating to PNR and Passenger Key Directory.

The new chair of the sub-group and moderator of the study group, Diantha Raadgers (Netherlands), presented the meeting with an update on air carrier liability, including ICAO's ongoing work on this topic and the progress made by the study group. The meeting agreed to develop further guidance and to launch a revised survey to better understand this complex topic, which has become even more relevant during the COVID-19 crisis due to issues such as the additional documentation required for travelling.

The sub-group considered its 2021 work programme and the tasks that lie ahead for the year and agreed to launch the annual surveys on PNR and advance passenger information, biometrics and automated border control (ABC) systems.



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## Facilitation sub-group on the transport of persons with reduced mobility meets under new chair

**18 February** — The ECAC Facilitation Sub-Group on the Transport of Persons with Reduced Mobility (PRMs) heard updates from its study groups on the work being carried out in their specialised areas. It agreed on amendments to ECAC Doc 30, Part I – *Facilitation* relating to (i) hidden disabilities, (ii) the leaflet for infrequent or first flyers in Annex 5-A, and (iii) aligning the terminology for service animals. The group also approved the outcome from the study group on PRM charges presenting proposals for a more harmonised approach towards PRM charges, in particular in light of the funding challenges caused by the COVID-19 crisis.

The meeting discussed a proposal to amend ICAO Annex 9, Chapter 8 on accessibility and PRM matters, and considered an upgrade of certain Recommended Practices - which are generally well accepted and represent common approaches - to Standards. The proposal will be presented to the Facilitation Working Group and the European coordination group for further consideration and to discuss whether it should be presented to the next meeting of the ICAO Facilitation Panel. The group also agreed to launch the annual survey on PRM complaints.

Marie Hauerova (Czech Republic) led the meeting for the first time as the newly appointed chair of the group. Ms Hauerova comes to this role after serving as deputy chair and as an active member of the group for several years. ■

## LEGAL MATTERS

### Meeting of ECAC's legal experts

**16 February** — ECAC's Legal Task Force reviewed existing agreements between ICAO and ECAC following the legal and administrative separation between the two organisations in 2020, and agreed on a way forward. The task force also began discussions on the legal status of ECAC.

The meeting examined the current status of the Multilateral Agreement on Commercial Rights of Non-scheduled Air Services in Europe (30 April 1956), also known as the Paris Agreement of 1956, and in particular considered the implications of the United Kingdom's departure from the European Union. ■



# What's on in March?

## Meetings in March are organised virtually

- 2 1<sup>st</sup> meeting with State Action Plans Focal Points
- 2-3 32<sup>nd</sup> meeting of the Explosives Detection Dogs Study Group (EDD/32)
- 3-5 Best Practices for Drafting Technical Specifications for Security Equipment (BP-DTSE/1)
- 10 11<sup>th</sup> meeting of the Economic Working Group (ECO/11)
- 11 6<sup>th</sup> meeting of the Network of Chief Economists (NCE/6)
- 11 33<sup>rd</sup> COVID-19 European coordination meeting (ECM/33)
- 11-12 46<sup>th</sup> meeting of the Training Task Force (TrTF/46)
- 17 53<sup>rd</sup> meeting of the Air Accident and Incident Investigation Group of Experts (ACC/53)
- 17 3<sup>rd</sup> meeting of the ad hoc group on cyber security for screening equipment (CYBER-EQT/3)
- 22 34<sup>th</sup> meeting of the Aircraft Noise Modelling Task Group (EAEG-AIRMOD/34)
- 22-24 Best Practices for Drafting Technical Specifications for Security Equipment (BP-DTSE/2)
- 25 190<sup>th</sup> meeting of the Coordinating Committee (CC/190)
- 29-30 Best Practices for Drafting Technical Specifications for Security Equipment (BP-DTSE/3)
- ... 36<sup>th</sup> and 37<sup>th</sup> meetings of the European Aviation and Environment Working Group (EAEG/36 & EAEG/37)
- ... 12<sup>th</sup> and 13<sup>th</sup> meetings of the APER Task Group (APER-TG/12 & APER-TG/13)



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

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