



ECAC NEWSPOINT # 03

European Civil Aviation Conference monthly news

COORDINATING COMMITTEE

ECAC Coordinating Committee spring meeting focuses on communication and strategy

25 March — A busy meeting of the ECAC Coordinating Committee had a strong focus on communication, agreeing the need for a clear joint message on the response to the COVID crisis and the development of exit strategies from current travel restrictions, as well as agreeing the submission of the new ECAC Communication Strategy to Directors General, and welcoming the development of the new ECAC website (www.ecac-ceac.org).

Among a wide range of other topics before the meeting, Coordinating Committee members agreed to amendments to the strategy document *ECAC's Strategy for the Future – A Policy Statement* to be submitted to Directors General. In order to keep all ECAC key reference documents relevant and up to date, it requested the ECAC Medium-Term Objectives Task Force (EMTO) to review all such documents at least every three years.

The meeting endorsed the broad objectives and scope of the new ECAC environment capacity-building programme, which will now be presented with a plan of activities to Directors General in May.

The meeting also dealt with practical considerations for the next ECAC Triennial Session (12-13 July 2021), the strengthening of some personal data protection measures, and the establishment of a new cross-disciplinary European coordination group on aviation cyber security matters. ■

COVID-19

European coordination meeting looks at measures to restart international air travel

11 March — A videoconference with the Directors General of ECAC Member States, DG MOVE, EASA and EUROCONTROL discussed in particular the recent developments in air traffic and heard updates from Member States and organisations on flight and travel restrictions and on the ICAO Council Aviation Recovery Taskforce (CART) Phase III progress, as well as a presentation from the OECD-International Transport Forum (ITF) on the *COVID-Free International Mobility Initiative*.

EUROCONTROL provided an update on the traffic situation, which remains difficult. Traffic over the week before the meeting was reduced by 65% compared to the same period in 2019.

OECD provided an overview of the *COVID-Free International Mobility Initiative*, developed in consultation with ICAO (CART III, Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation - CAPSCA), the World Health Organization (WHO), the UN World Tourism Organization (UNWTO) and the European Commission. On the possible incorporation of vaccines, OECD mentioned that WHO did not endorse any proof of vaccination as a requirement for international travel, but had launched a "Smart Vaccination Certificate Working Group" that is developing QR/bar codes for possible future implementation as proof of vaccination.

The ECAC Secretariat provided an update on the ICAO CART III progress. The meeting noted that the CART III process had



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come to a close with the presentation of reports to the ICAO Council on 12 March. On vaccination, the reports said, following many European interventions, that vaccination should not be a precondition for international travel. ■

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Expanded European Aviation and Environment Working Group debates net zero emissions plans

26 March — The first meeting of the European Aviation and Environment Working Group (EAEG) (Expanded) with European stakeholders following the recent initiative to strengthen the engagement of all ECAC Member States in the group, focused on the *Destination 2050 Report: A Route to Net Zero European Aviation*. The Destination 2050 initiative was presented by the five associations engaged in it (A4E, ACI EUROPE, ASD, CANSO and ERA), along with the authors of the supporting study from the Royal Netherlands Aerospace Centre (NLR) and SEO Amsterdam Economics.

The online meeting gathered more than 100 participants. It offered a great opportunity for the 32 ECAC Member States represented to have a better understanding of this initiative, including the set of commitments developed by the five associations to reach net zero

emissions, on the basis of the report, as well as of the identified need for support from European policymakers to create the appropriate policy frameworks and provide the necessary assistance when needed. Participants demonstrated particular interest in the assessment work undertaken in that context, and the assumptions behind it.

This initiative to strengthen and widen the engagement of States in the group was taken by the Environment Programme Management Group (EPMG), led by Rannia Leontaridi, the ECAC Focal Point for Environment. With the nomi-

nation of representatives from Albania, Bulgaria, Croatia, Lithuania and Slovenia, this group now includes 35 ECAC Member States.

The closed meeting of EAEG (Expanded) which followed in the afternoon of 26 March was dedicated to exchanges of views and information between the 80 participants from ECAC Member States and European organisations regarding the feasibility of a long-term aviation goal, and significantly progressed preparations for the 156th meeting of ECAC Directors General (DGCA/156) on 5 May.

ECAC environment experts agree on common measures to include in CO₂ reduction plans

9 March — A list of common measures to reduce aviation emissions was agreed by the ECAC/EU Action Plans for Emissions Reduction (APER) Task Group at its 12th meeting. This list will be included in the revised ECAC/EU guidelines to promote the European approach for updating States' action plans for CO₂ emissions reduction from international aviation, which the group continues to make good progress updating. The common measures have been implemented collectively throughout Europe and emphasise the European comprehensive approach to tackling aviation's climate impacts.

EUROCONTROL presented a comprehensive report of the common European CO₂ baseline forecast results, including a method overview, as well as tables presenting the calculated data results. A precise analysis of the potential benefits for aircraft technology improvements in the mid- and long-term was included in these results.

The next important steps will be to assess the air traffic management-related potential future emissions reductions benefits arising from implementation of the SESAR programme.



First ECAC information seminar to improve CO₂ reduction plans

24 March — A first ECAC Environmental Forum State Action Plans Information Seminar was organised to recall the recommended common European approach to follow in view of submission to ICAO of updated action plans for CO₂ emissions reductions from international aviation. The seminar provided participants with clarification to support submission of their updated plans preferably by the end of June 2021, as recommended by ICAO.

More than 40 experts, including European focal points appointed to ICAO from 28 ECAC Member States, the European Commission, EASA, EUROCONTROL and the ICAO EUR/NAT regional office joined the seminar. Further information seminars are expected to be held in the short-term. ■

Explosive detection dogs experts review guidance material

2-3 March — The ECAC Explosive Detection Dogs Study Group met to discuss progress in the drafting of guidance material on screening passengers and small vehicles using explosive detection dogs.

The group also continued to work on drafting new guidance on certification and quality control in cargo for the selection, use and handling of target materials, in order to include purity analysis, use of soaks and swabs and types of concealment.

Some proposals for amendments to Commission Regulation (EU) 2015/1998 laying down measures for the implementation of the common basic standards on aviation security were also discussed and will be sent to the European Commission (DG MOVE) as a contribution to the small amendments process.

Security experts lay out plans for cyber security for screening equipment

17 March — Following the adoption of the “General recommendations for cyber security in aviation screening equipment” by ECAC’s Security Programme Management Group on 12 November 2020, the ad hoc group on cyber security for screening equipment met to draw up a plan of work for the next two years.

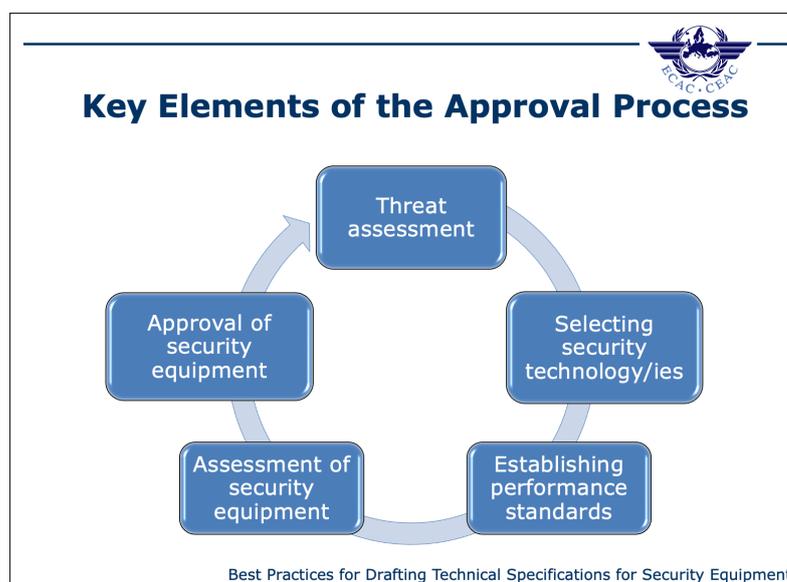
Several new members and observers from the ECAC Technical Task Force joined the discussions, representing Australia, the Israeli prime minister’s office, the United States’ Transportation Security Administration (TSA), ACI EUROPE and the European Organisation for Security (EOS).

The group agreed to consider the following actions:

- how to evaluate the cyber security aspects of screening equipment under the ECAC Common Evaluation Process (CEP);
- how to guarantee the cyber security of open architecture screening equipment; and
- how to perform a cyber security risk assessment for screening equipment.

New training course on drafting technical specifications for security equipment

3-5 March and **22-24 March** — A virtual pilot training course entitled Best Practices for Drafting Technical Specifications for Security Equipment was delivered by ECAC to security experts from the Transport Competence Agency of Lithuania. Following its validation, a second course was held for security experts from the Turkish Directorate General for Civil Aviation.



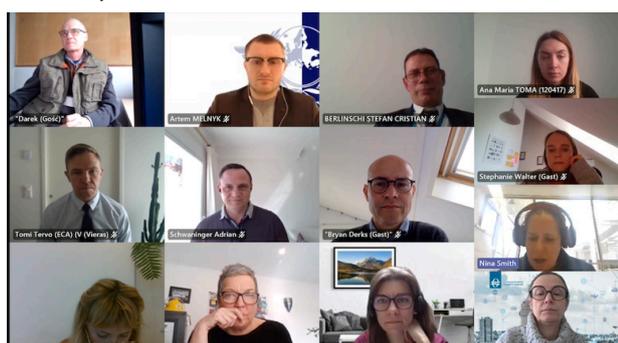
Combining theoretical presentations and virtual activities with the active involvement of all participants, the training courses provided the experts with a better understanding of the European (ECAC/EU) requirements for security equipment, the key elements of the approval/certification process of security equipment, and the role of the ECAC Common Evaluation Process (CEP) of security equipment.

The experts also had the opportunity to gain practical experience in drafting technical specifications and performance standards for security equipment and in reading and understanding ECAC CEP Level 1 and Level 2 reports.

Training Task Force enhances best practices for COVID recovery planning in training

11-12 March — The continued impact of the COVID-19 outbreak on training and certification in aviation security was on the agenda for discussion at the 46th ECAC Training Task Force meeting. The participants agreed to revise the paper on Best Practices for COVID Recovery Planning in Training incorporated in the ECAC Aviation Security Handbook.

They also discussed priority tasks defined in the group’s 2021 work programme, which include developing best practices for written, oral and practical assessments for aviation security instructors. ■



Cooperation between facilitation and security experts continues

2 March — The second joint meeting between the ECAC Facilitation Working Group and the Guidance Material Task Force recalled the discussions at the first meeting in January clearly identifying the interrelation between aviation security and facilitation.

The participants acknowledged the analysis developed by the Guidance Material Task Force comparing the provisions in ICAO Annex 9 and ECAC Doc 30, Part I - *Facilitation*, and identified possible areas and topics for future cooperation. Several security-related Standards and Recommended Practices in ICAO Annex 9 were singled out as being of mutual interest to both groups. Looking to their longer-term cooperation, the meeting agreed to fix the objective of supporting Member States to answer the protocol questions of the ICAO Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) related, for example, to immigration, and considered developing guidance in this regard. ■

COVID-19 and commercial rights feature in Economic Working Group priorities

10 March — The latest developments surrounding the COVID-19 crisis were the focus of the 11th meeting of ECAC's Economic Working Group. Participants looked at the initial lessons learnt with regard to the economic and regulatory impact on the sector, the outcomes of the ECAC surveys on economic and financial relief measures, and the scope of a future study to be led by the ECAC Secretariat to analyse the consequences of the crisis.

Following the successful participation of guest speakers in their last meeting, the group once again welcomed and engaged in fruitful discussions with a number of external speakers. Donal Handley (EUROCONTROL) provided an update on the current traffic situation in Europe, the economic impact of the COVID-19 crisis and the forecast scenarios. Eoin Coates (European Transport Workers' Federation) drew attention to the challenges and needs of the aviation workforce in the current crisis and through the transition to recovery, and

Michael Stanton-Geddes (ACI EUROPE) together with Julie Lassaigne (European Travel Retail Confederation) gave a presentation on duty and tax-free shopping on arrival at European airports as a means to contribute to rebuilding aviation.

The group considered how to build on the aspirational statement on liberalising market access for the ECAC Member States that was agreed in 2020. They will follow up on work over the summer to identify barriers to market access in the region and propose possible recommendations.

The "Multilateral agreement on commercial rights of non-scheduled air services in Europe" (the so-called "Paris Agreement of 1956") was also on the agenda. The meeting agreed that an ad hoc group of experts from the Economic Working Group and the Legal Task Force would examine the agreement's application and interpretation.

Chief economists assess impact of the COVID crisis

11 March — The continued lack of liquidity and the possible consolidation of operators that could lead to less investments and thus impact the sector's sustainability, were critical issues highlighted by the Network of Chief Economists at their latest meeting during discussions focusing largely on the COVID-19 crisis.

The participants considered the scope of the study to be led by the ECAC Secretariat to analyse the consequences of the crisis. A presentation by the study group on PRM (passengers with reduced mobility) charges, which is jointly led by members of the Network of Chief Economists and the Facilitation Sub-Group on Persons with Reduced Mobility, underlined the economic aspects of the proposed principles for PRM charges that will be presented to the Facilitation Working Group in April. The meeting also reflected on the impact of the crisis on airport and user charges overall.

The relevance and importance of connectivity for the restart and, in particular, the recovery of the sector was emphasised by the participants. ■



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Air accident and incident investigation experts touch base and plan ahead

17 March — ECAC's Air Accident and Incident Investigation Group of Experts (ACC) met virtually to share the latest updates and developments in accident investigation and to plan for the year ahead.

The participants from ECAC Member States and observer organisations looked at a revised template for reporting State occurrences and agreed to launch it so that the inputs received could be discussed at the next meeting in June.

Several participants provided updates on current investigations in their own States. The meeting noted a common theme of uncontained pieces falling over, for example, residential areas following engine failure or the cargo door opening. Representatives from the industry (IATA) and observer organisations (EASA, European Commission, EUROCONTROL and ICAO) briefed the meeting on recent developments and current priorities and activities in their organisations.

The group plans to hold its next meeting in Budapest at the end of June 2021, back-to-back with the ESASI Seminar, and an ACC workshop on unmanned aircraft systems investigations in Bratislava in October 2021, dependent on COVID-19 developments. ■



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

ECAC Secretariat
3 bis, villa Emile Bergerat
F-92522 Neuilly-sur-Seine
France

Tel: +33 1 46 41 85 96

www.ecac-ceac.org
communications@ecac-ceac.org

[@ECACceac](https://twitter.com/ECACceac) [LinkedIn](https://www.linkedin.com/company/ecac-ceac)

ECAC is delighted to welcome **Mara Di Agostino** from the Italian Civil Aviation Authority (ENAC), who joined the Secretariat on 22 March for a six-month secondment in the economic field. Since 2011, Mara has worked at ENAC as a research fellow in the Economic Analysis & Airport Charges Department, and for the last year as an airport inspector. During her secondment, Mara will be involved in ECAC's economic activities, working on a study to analyse the support measures provided during the COVID-19 crisis and their effectiveness, with a view to developing best practices based on lessons learnt from the crisis and providing support to decision makers in anticipation of future crises. Mara has a second-level master's degree and a PhD in Economics from the University of Rome "Tor Vergata", and a second-level master's degree in administrative law from LUISS University.



What's on in April?

Meetings in April are organised virtually

- 7/ 13th EAEG APER Task Group (EAEG-APERTG/13)
- 13/ 14th EAEG APER Task Group (EAEG-APERTG/14)
- 13-14/ 61st meeting of the Facilitation Working Group (FAL/61)
- 14-15/ 37th meeting of the European Aviation and Environment Working Group (EAEG/37)
- 27-28/ 49th meeting of the Common Evaluation Process (CEP) Management Group
- 28-29/ EaP/CA Workshop on Security Culture
- ... 2nd Environmental Forum State Action Plans Information Seminar (ENVFORUM-SAP/2)