



## ECAC/EU DIALOGUE

### Assessing how far the sector has come in turning sustainable aviation from a buzz word into reality

**Valencia, 24-25 October** — The 12<sup>th</sup> ECAC/EU Dialogue with the air transport industry was hosted in Valencia by the Ministry of Transport, Mobility and Urban Agenda of Spain in the framework of the Spanish Presidency of the Council of the European Union. The event saw engagement between the 140 participants representing regulators and policymakers from ECAC Member States and the industry and broader stakeholders from outside the aviation sector, under the theme, “Flying sustainably — from buzz to reality”.

Through panel discussions, presentations and dynamic question and answer conversations with the audience and moderators, representatives discussed the main areas where progress in implementing sustainable initiatives has been made and the areas where more concerted efforts are needed.

The event was opened with keynote speeches from David Benito (DGCA Spain), Alessio Quaranta (President of ECAC) and Filip Cornelis (Director Aviation, European Commission). All three speakers acknowledged the great challenges facing the aviation sector on

its road to sustainability, but also spoke of the many opportunities there would be to build a resilient and innovative future for the sector.

Attendees at the Dialogue welcomed the choice of social sustainability for the first session of the event. Panellists supported this stating that whilst environmental and business needs were already well recognised, the social needs of all individuals working within the sector were sometimes slow to be acted upon. Positive examples were given on European frameworks for workers’ rights and to promote diversity and inclusion in aviation, but more was felt to be needed when it came to addressing skills shortages and ensuring the aviation sector was seen as an attractive workplace. Panellists acknowledged that significant “investment is needed” to achieve social sustainability as a whole but that some things can be improved by effective engagement.

The second session introduced a focus on environmental sustainability with an agreement from participants that progress had been made at optimising air traffic operations to reduce emissions and increase efficiency, in

## Inside

- Flying sustainably — from buzz to reality - 12<sup>th</sup> ECAC/EU Dialogue
- Overview of ECAC’s activities: environment, facilitation, safety, security, UAS, communication, economic and legal matters
- What’s on in November?

developing new, cleaner and greener technologies and fuels, including increasing the production and supply of SAF. The conversation discussed carbon capture as part of the “toolbox” of technologies for reducing the sector’s overall emissions. Again it was felt that financial investment, notably in new technologies, capacity building and private-public partnership, would be needed to ensure the sector’s ambitious environmental sustainability goals can be met.

Representatives from the financial and investment sector and industry in the third and final session of the Dialogue shared their experiences in investing in sustainable aviation through infrastructure projects, the evolving wet leasing market for newer aircraft, and investment in production capacity for sustainable aviation fuels. It was highlighted that the correct strategies for investment were crucial



Alessio Quaranta, President of ECAC



David Benito, Director General of Civil Aviation, Ministry of Transport, Mobility and Urban Agenda, Spain



Filip Cornelis, Director Aviation, DG MOVE, European Commission

for both short- and long-term growth. At present, there remain difficult questions in terms of how to reach the volumes of investment that will be needed in the aviation sector, making it of importance to all stakeholders to play their part in reducing regulatory and business uncertainty in the market.

In his summary remarks, Mr Quaranta concluded that the discussions of the past two days had emphasised the multifaceted investment needed by the aviation sector over the coming years – and possibly decades – to achieve its ambitious sustainability targets and maintain a high degree of excellence for the air transport sector. He described “investments in people, technologies and financial initiatives” as crucial to achieving these end goals.

Mr Cornelis underlined the dependency of the aviation sector’s future success and sustainability on external factors: for example, the need for the transformation of the energy sector and its ability to meet cross-sector demand for renewables. He also recognised that the outcome of the debates held during the Dialogue showed that when it came to sustainability “there could not be a trade-off on the three dimensions” that had been drawn out across its different sessions: balanced progress was needed in terms of social, environmental and economic sustainability. ■

## Tailored training on sustainable aviation fuels for experts from Serbia

**Belgrade, 3-4 October** — The sixth training on sustainable aviation fuels (SAF) organised for an ECAC Member State was delivered at the Civil Aviation Directorate of Serbia in its Belgrade headquarters. Nine participants from various national entities joined the course, including the Civil Aviation Directorate, Ministry of Mining and Energy, an airport, an airline and the air traffic management service provider.

The training covered the content and recommendations from the ECAC guidance on SAF published in February 2023. It described among others what SAF are, why they are needed and how they can be produced. The training was followed by a discussion identifying potential opportunities for Serbia from SAF promotion. The establishment of a national SAF working group to develop a SAF national roadmap was proposed as a possible immediate follow-up action.



## Accelerating uptake of electric and hydrogen aircraft

**Videoconference, 25 October** — A new policy toolkit created by the World Economic Forum (WEF) and the Aviation Environment Federation, working together with other industry stakeholders as part of WEF’s Target True Zero initiative, was presented at the 20<sup>th</sup> ECAC environmental familiarisation webinar.

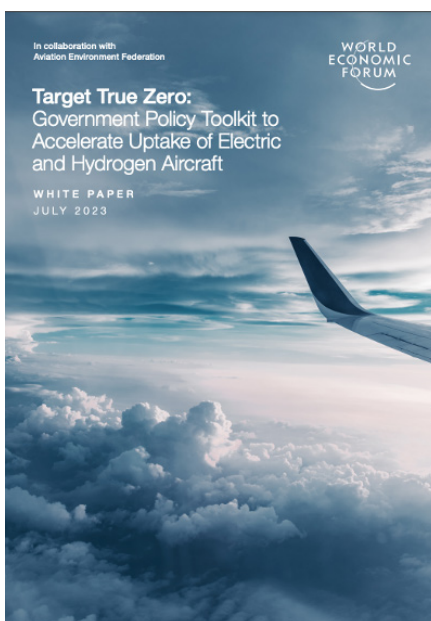
Achievement of the ICAO global net-zero carbon emissions by 2050 for international aviation goal also relies on development of hydrogen and electric aircraft. Policy support will therefore be needed in the short term to develop these novel technologies.

Alejandro de Quero Cordero, Sustainability Lead, Aerospace and Drones from the World Economic Forum, and Tim Johnson, Director, Aviation Environment Federation, explained that the toolkit is designed

to support governments in formulating their electric and hydrogen aircraft strategies to contribute to the ICAO net-zero goal.

Dominic Weeks, Head of External Affairs and Marketing, ZeroAvia, and Simon McNamara, Director of Government and Industry Affairs, Heart Aerospace, as industry contributors to the development of the toolkit, provided their insights in an open discussion with the participants.

The main takeaway from the discussion was that while there is a general perception that government support should mainly focus on promoting sustainable aviation fuels, strong policy action is also needed to mobilise resources to develop the electric and hydrogen aircraft needed in the midterm.



## Participation in ICAO EUR/NAT environment seminar

**Tbilisi, 17-19 October** — The ECAC Secretariat gave presentations on sustainable aviation fuels (SAF) at the ICAO EUR/NAT Environment Task Force Seminar on State Action Plans and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). Representatives of EUR/NAT States, including 14 ECAC Member States and stakeholders, participated in this three-day event.

The seminar was hosted by the Georgian Civil Aviation Agency. Givi Davitashvili,

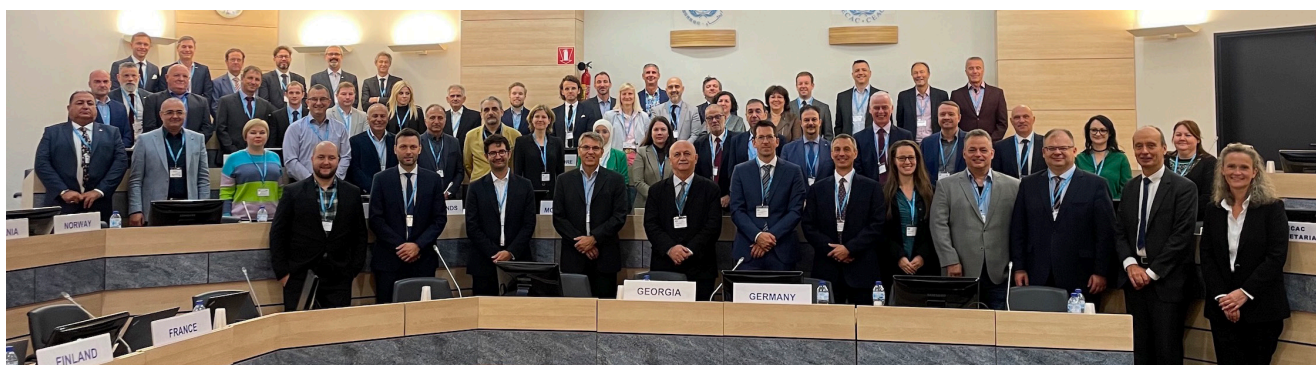
Director of the Civil Aviation Agency, opened the event, and Blandine Ferrier (ICAO EUR/NAT) and the former director and current advisor to the Georgian Minister of Transportation, Levan Karanadze, were the co-chairs.

The first day was dedicated to State Action Plans. The second day focused on CORSIA; ICAO experts and a representative from the German Ministry of Environment, Georg Naumann, provided capacity-building assistance to the participants.

The third day addressed sustainable aviation fuels (SAF); the ECAC Secretariat delivered presentations based on the ECAC guidance material on SAF published in February 2023, and Austria presented a case study on developing a national SAF roadmap aligned with ICAO and ECAC guidance material. ■

## SAFETY

## ECAC air accident and incident investigation experts convene in Paris



**Paris, 11-12 October** — The 59<sup>th</sup> meeting of the ECAC Air Accident and Incident Investigation Group of Experts (ACC/59) brought together 63 air safety investigators from 27 ECAC Member States and observers from Morocco, Arab Civil Aviation Organization (ACAO), European Commission (DG MOVE), EASA, European Network of Civil Aviation Safety Investigation Authorities (ENCASIA), IATA, ICAO, ISASI/ESASI and industry stakeholders.

Opening the meeting, ECAC Focal Point for Safety, Piotr Samson (DGCA Poland),

welcomed the participants and set the scene for the ensuing discussions. ECAC Executive Secretary, Patricia Reverdy, provided insights into ECAC's strategic priorities relevant to the activities and discussions of ACC.

Key topics addressed included recent and ongoing safety investigations, with a particular emphasis on the field of business aviation. The discussions shed light on challenges and valuable lessons learned from accident investigations, underscoring the significance of sharing experiences and good practices.

Moreover, the meeting provided a platform to receive updates from various organisations and industry stakeholders, offering an overview of aviation safety initiatives in Europe and across the globe.

Beyond the productive exchanges, participants enjoyed a series of technical visits to the National Air and Space Museum of France and the Dassault Falcon Service maintenance centre at Le Bourget airport. ■



## Cooperation and collaboration on UAS matters

**Videoconference, 19 October** — National points of contact from 20 ECAC Member States met for the second workshop in 2023 to discuss unmanned aircraft systems (UAS). The workshop was opened by the recently appointed ECAC Focal Point for UAS, Mirjana Ćizmarov (DGCA Serbia), who emphasised the importance of cooperation and collaboration on UAS matters, particularly given the enormous potential of UAS market growth and the real-life need to promote safe UAS operations.

States reported continued efforts to implement U-Space or other unmanned traffic management (UTM) mechanisms, including addressing highly technical areas such as establishing geographical areas for operations in unique national contexts

and the digitalisation of administrative services to address growing demand from operators.

UAS experts also shared insights into important developments in the area of regulations now being implemented to introduce or modify rules and procedures across UAS operations. Participants reflected on how ICAO Standards and Recommended Practices (SARPs) would be applied to open and certified drone categories.

The workshop concluded with a look ahead. Suggestions for topics for the next workshop included counter-drone technologies and practical guidance and operational support in response to cyber-related issues linked to UAS. ■

## FACILITATION

### Quality Assessment Programme assessors' training course

**Paris, 16-18 October** — Ten participants from seven ECAC Member States and from the ECAC Secretariat participated in the first assessors' training course for the Quality Assessment Programme (QAP) for persons with disabilities and persons with reduced mobility.

This initiative forms part of the formal preparations to launch the QAP, following the successful pilot programme and the decision of Directors General in May 2023 to establish the programme on an official footing from 2024. It means that the QAP will have

trained and certified assessors deploy to perform assessments in ECAC Member States on a voluntary basis. The trainees participated in lectures, discussions, role-playing activities and practical exercises, before taking certification tests the day after the course.



### Focus on broad range of topics at recent Facilitation Working Group meeting

**Videoconference, 12 October** — A broad range of facilitation topics, including assistance to air accidents, air carrier liability, assistance dogs, and the ECAC Quality Assistance Programme were on the agenda of the 66<sup>th</sup> ECAC Facilitation Working Group. Extensive updates on these topics were provided as part of the feedback from the facilitation sub-groups on immigration and persons with reduced mobility. The

meeting agreed the draft facilitation work programme for 2024, which reflected the growing importance and diversity of matters being addressed in this field by ECAC Member States.

With strong support from meeting participants, it was also agreed that the group would present a paper to Directors General in December to propose the formalisation of

facilitation-led activities under an ECAC ad hoc study group on assistance to air accident victims. This was due in part to growing awareness and expectations for States to implement international requirements to provide timely assistance to air accident victims as part of the aviation sector's emergency planning. ■

## Review of 2023 performance and decision on 2024 work priorities in the security domain

**Videoconference, 30 October** — The Security Programme Management Group gathered to review the achievements of the ECAC security task forces and groups in 2023, and the current status of implementation of their work programmes. Priorities for 2024 were discussed, and work programmes will be finalised in the coming weeks on both operational and technical issues.

The meeting also discussed the objectives and deliverables to be included in the draft 2025-2027 work programme, and participants welcomed recent developments on the implementation of the CASE II Project.

## Explosive Detection Dogs Study Group debriefs on results of testing exercise

**Videoconference, 6 October** — The Explosive Detection Dogs Study Group (EDD) considered the outcomes of an exercise focusing on dogs' detection of target material, organised by the Belgian Federal Police earlier in October 2023. The results of this exercise will be used to further develop aviation security standards. The study group also summarised progress on its 2023 priorities and discussed the topics to be included in its 2024 work programme.

## ECAC Security Forum considers organisational changes in the security technology field

**Tirana, 19-20 October** — Organisational changes in the security technology field scheduled to be implemented from January 2024 were discussed at the ECAC Security Forum meeting held in Albania.

The meeting reviewed recent cyber security developments in civil aviation, and exchanged best practices implemented by civil aviation authorities in the field. Participants also considered the ECAC security working groups' progress on their 2023 work programmes, and the groups' priorities for 2024.

The participants expressed their appreciation and thanks to Carla Pinto (Portugal) who has successfully chaired the Security Forum for the past six years. Ms Pinto's mandate will end in December 2023.

## Image quality standard test piece prototype presented to ECAC Technical Task Force

**Paris, 11-12 October** — A new 3D image quality standard test piece prototype was presented to participants at the recent meeting of the Technical Task Force. The meeting subsequently reviewed the first draft of a new standard relating to the test piece with a view to its future incorporation in ECAC Doc 30, Part II — *Security*.

The meeting decided on the next steps to be taken by the Technical Task Force to update Common Testing Methodologies (CTMs) for explosive detection systems, explosive detection systems for cabin baggage, explosive trace detection equipment, shoe metal and explosives detection equipment, and security scanner equipment, and agreed to amend threat image protection (TIP) requirement documents. ■



## ECONOMIC MATTERS

## European coordination group on economic matters prepares for ICAO Air Transport Regulatory Panel Working Group 4

**Videoconference, 18 October** — Members of the European Coordination Group (ECG) on Economic matters gathered virtually to discuss inputs ahead of the ICAO Air Transport Regulatory Panel (ATRP) Working Group 4 meeting scheduled to be held on 1-3 November 2023 in Dakar.

The ECG meeting, co-chaired by Christine Mucina-Bauer (ECAC, Austria) and Simon Brain (European Commission), agreed that Spain would introduce the discussion on the working paper presented by Europe at the 41<sup>st</sup> ICAO Assembly in October 2022: *Ensuring that during crises impacting international aviation, air services agreements continue to provide a predictable framework* (WP/171). ■

## Portugal hosts first in-person meeting of the ECAC Network of Communication Specialists



**Lisbon, 25 October** — The first in-person gathering of the ECAC Network of Communication Specialists (NETCOM) focused on crisis communication, safety promotion, and change management in civil aviation. Tânia Cardoso Simões, chairwoman of the Portuguese Civil Aviation Authority (ANAC), which was hosting the meeting, welcomed the members of the network to Lisbon.

The meeting featured presentations by guest speakers and case studies from NETCOM members exploring

communication complexities across diverse aviation domains, including diversity and inclusion, drone operations, public engagement in aircraft accident investigations, and managing internal and external communications during organisational transformation.

The meeting was a demonstration of the group's commitment to effective communication that will contribute towards safer and more efficient operations in aviation. ■

## Legal Task Force considers ECAC processes

**Videoconference, 26 October**

— The third and final Legal Task Force meeting of 2023 addressed significant matters arising in relation to ECAC processes, including questions relating to participation of third parties in the ECAC Common Evaluation Process of security equipment (CEP).

Participants exchanged experiences on State implementation of ICAO legal instruments. They considered further opportunities to share information on these processes in order to help ECAC Member States effectively address their own challenges under national legal structures.

Participants also agreed the draft text for the Legal Task Force's 2024 work programme and the next steps to establish a list of legal priority topics as part of the group's exercise to establish a more comprehensive information-sharing approach in future. ■

## What's on in November?

### Calendar

- |       |  |
|-------|--|
| 1     | 21 <sup>st</sup> familiarisation webinar on basic knowledge on aviation and the environment (ENV-FAMWEB/21), videoconference |
| 2     | 199 <sup>th</sup> meeting of the Coordinating Committee (CC/199), Paris  |
| 8     | 69 <sup>th</sup> meeting of the ECAC Medium-Term Objectives Task Force (EMTO/69), videoconference                            |
| 9     | 67 <sup>th</sup> meeting of the European Aviation and Environment Working Group (EAEG/67), videoconference                   |
| 13-14 | 40 <sup>th</sup> meeting of the Explosive Detection Dogs Study Group (EDD/40), Lisbon  |
| 14-15 | 39 <sup>th</sup> meeting of the EAEG Aircraft Noise Modelling Task Group (videoconference)                                   |
| 17    | 16 <sup>th</sup> meeting of the Economic Working Group (ECO/16), videoconference   |
| 20    | 17 <sup>th</sup> meeting of the EAEG APER Task Group (EAEG-APER-TG/17), videoconference                                      |
| 20    | 14 <sup>th</sup> meeting of the European Coordination Group on Facilitation (ECG-FAL/14), videoconference                    |

