

**SUMMARY OF DISCUSSIONS OF THE
DIRECTORS GENERAL OF CIVIL AVIATION - EUR/NAT REGIONS
TELECONFERENCE MEETING (EUR/NAT-DGCA/2020-7)**

(Paris, France, 20 October 2020)

1. Introduction

1.1 The teleconference meeting of Directors General of Civil Aviation of the ICAO European and North Atlantic (EUR/NAT) Regions (EUR/NAT-DGCA/2020-7) was held on 20 October 2020.

1.2 The main objectives of the meeting were:

- a) review the outcomes of the ICAO EUR/NAT Workshop on Sustainable Funding of Civil Aviation Authorities (CAAs);
- b) discuss and exchange information on sustainable funding best practices and plans; and
- c) monitoring progress report on the EUR/NAT implementation of CART recommendations and measures based on COVID-19 Contingency Related Differences (CCRD) and COVID-19 Response and Recovery Implementation Centre (CRRIC) online platform information.

1.3 83 participants from 34 States and 5 International and Regional Organizations took part in the teleconference. The list of participants is provided in **Appendix A**.

1.4 The Meeting was chaired by the ICAO EUR/NAT DGCA Chairman, Mr. Luis Ribeiro (DG CAA of Portugal) who opened the meeting by welcoming all participants and outlining the main objectives of the meeting.

1.5 In her opening remarks, the ICAO Secretary General, Dr Fang Liu, welcomed the ICAO EUR/NAT Office's recent workshop to start addressing the CAA funding shortfall challenges being faced in ensuring their safety, security, and economic oversight functions in the pandemic context, and appreciated that the EUR/NAT DGCA meeting would be endorsing urgently needed next steps. Dr. Liu concluded by calling on national governments to provide the financial support which was so urgently needed to sustain the aviation sector, noting in addition that the ICAO Council Aviation Recovery Task force (CART) was in the process of considering the inclusion of a risk management framework for the evaluation of COVID-19 testing solutions, as part of its Phase II Take-off Guidelines.

1.6 Ms. Silvia Gehrler, Regional Director of the ICAO Europe and North Atlantic (EUR/NAT) Regional Office, provided the background of activities undertaken by the EUR/NAT Office prior this meeting and outlined the objectives and proceedings of the meeting.

2. Agenda item 1

Outcome of EUR/NAT Workshop on Sustainable Funding of CAAs

2.1 The Meeting recalled the history of discussions on this topic, in particular its Decision 2019/6 taken at the EUR/NAT DGCA/2019 meeting, inviting the ICAO EUR/NAT Regional Office to organize a dedicated workshop concerning the sustainable funding of States Civil Aviation Authorities. As part of the follow up on this Decision, Ukraine, with the support of ICAO EUR/NAT, had prepared WP/183 "Financing Mechanisms for CAAs" which was presented at the 40th Assembly of ICAO.

2.2 In June 2020, ICAO presented the CART report, including Recommendation 10 to support financial viability and to maintain an adequate level of safe, secure and efficient operations for ICAO Member States.

2.3 The EUR/NAT Workshop on Sustainable Funding of CAAs was held virtually on 29 September 2020 with the participation of 136 representatives from 37 States and ACI, CANSO, EASA, EC, ECAC, EUROCONTROL, IAC, IATA, IFAIMA and IFATCA.

2.4 The Workshop had been provided with the following information:

- a) Background on relevant ICAO provisions and statistical information.
- b) Global and regional dashboards on the COVID-19 impact.
- c) Presentations by Italy, Kazakhstan, Montenegro, Turkey, United Kingdom and Ukraine sharing their experiences and financing mechanisms. Pooling of resources as one of the potential solutions to tackle the problem.
- d) Presentation by the European Union Aviation Safety Agency (EASA) highlighting the roles Regional Safety Oversight Organization (RSOOs) can play in addressing the issue of sustainable CAAs financing.
- e) The role of RSOOs to address the issue of sustainable CAAs financing.
- f) Presentations by Civil Air Navigation Services Organisation (CANSO), Interstate Aviation Committee (IAC), International Air Transport Association (IATA) and International Federation of Air Traffic Controllers' Associations (IFATCA) on industry concerns and measures.

2.5 The following Workshop's observations were highlighted:

- a) Link between lack of financing of CAAs and the potential repercussions on safe, secure and efficient civil aviation operations.
- b) Aviation sector challenge: from rapid growth to a deep recession.
- c) COVID-19 impact detrimental to the aviation sector including the finance of the CAAs.
- d) Implementation of Recommendation 10 from ICAO CART/Take off is key to facilitate the restart and recovery phases.
- e) Importance to continue working under the ICAO EUR/NAT leadership and other stakeholders on the sustainable funding of CAAs.

2.6 It was noted that the Workshop acknowledged that the sustainable funding of the CAAs was an existing and ongoing issue with possible safety repercussions. Until the beginning of 2020, the aviation sector went from a situation of rapid growth, where it was difficult for CAAs to keep pace with the expansion of demand, to a situation of deep recession caused by the COVID-19 pandemic.

2.7 Furthermore, the outbreak of the pandemic has impacted the air transport sector and its effects have been particularly acute for the finances of developing and land locked States with not enough traffic and/or limited financial resources.

2.8 The Meeting emphasised that following the restart and recovery phases, the post-COVID normality would probably not be the same as before (bankruptcies, layoffs, consolidations, and competition for Government funding by different sectors). The civil aviation community should look ahead and tailor new financing models that support the future of the sector, maintaining or deepening the required independence of CAAs from national governments. In that sense both short and long-term new supportive measures and financial models including diversification of financing sources and availability of State-provided contingency financing, should be identified to ensure solidarity, sustainability and effective functioning of national CAAs.

2.9 In acknowledging this, the following was endorsed by the EUR/NAT DGCA:

EUR/NAT-DGCA Conclusion 2020/1 – Development of future financing models for CAAs

That, recognizing the need to develop and tailor new financing models that support the future of the civil aviation and its resilience, States are encouraged to consider, in their appropriate national legislation and regulations laying down the foundation of national civil aviation oversight function, the financing models that include diversified sources of financing and availability of State-provided contingency financing to cater for any potential future contingencies.

2.10 The Meeting emphasised that States and aviation stakeholders must try to raise the system's level of resilience by focusing on cooperation, benchmarking, exchange of views and best practices and discussing new solutions that appear to trace a more sustainable path than the one some CAAs were presently taking.

2.11 Additionally, ICAO, regional and global organizations (including the RSOOs) played an utmost important role in this regard, as they were the appropriate forum for cooperation and collaboration to happen and succeed between States, industry and all stakeholders from the value chain. In this regard, the Regional Director, ICAO EUR/NAT, was invited to continue the work on the sustainable funding of CAAs and on strengthening the collaboration between relevant stakeholders.

2.12 Therefore the following was endorsed by the EUR/NAT DGCA:

EUR/NAT-DGCA Conclusion 2020/2 – EUR/NAT Work Programme to include topic of Sustainable Funding of CAAs

That the Regional Director, Europe and North Atlantic, continues work on the topic of sustainable funding of the CAAs as one of the priorities on the EUR/NAT working programme, using the available resources.

2.13 The Meeting noted that RSOOs and enhanced cooperation/collaboration between States were also means of dealing with the identified financing difficulties, whether in the normal or the current contingency situation. To that end, States were invited to consider joining their efforts and resources, either through RSOO arrangements, or through direct agreements with other States, to enable pooling and sharing of resources (e.g. qualified inspectorate staff, training etc.).

2.14 Therefore the following was endorsed by the EUR/NAT DGCA:

EUR/NAT-DGCA Conclusion 2020/3 – RSOOs and enhanced cooperation between States

That the EUR/NAT States are encouraged to enhance collaboration through use of RSOOs and pooling/sharing of resources between CAAs as possible means of tackling the identified sustainable CAAs financing issues, while ensuring the required level of functional separation between civil aviation oversight and industry.

2.15 The Meeting noted that in order to provide the right information and tools for States to better support their internal strategies and decision-making processes, it was instrumental to understand and showcase the funding structures and available resources for the CAAs within the EUR/NAT Regions. Therefore, the ICAO EUR/NAT was invited to collect the relevant information via an anonymous survey and make the data available to the EUR/NAT States.

2.16 Therefore the following was endorsed by the EUR/NAT DGCA:

EUR/NAT-DGCA Conclusion 2020/4 – Regional Survey on funding structures and resources for CAAs

That the EUR/NAT ICAO Regional Director, Europe and North Atlantic, develops and conducts a regional survey to collect and analyze data concerning funding structures and available resources for the CAAs within the EUR/NAT Regions, taking into consideration the impact of COVID-19.

2.17 Furthermore, the Meeting endorsed the following conclusion that addressed several observations from the Workshop and provided a list of actionable items for ICAO EUR/NAT in order to implement the EUR/NAT DGCA conclusions on the subject of CAAs sustainable financing mechanisms.

EUR/NAT-DGCA Conclusion 2020/5 – EUR/NAT Actions on subject of Sustainable Funding of CAAs

That the ICAO Regional Director, Europe and North Atlantic, continues work on the topic of sustainable financing of CAAs and on strengthening the collaboration between relevant stakeholders, including the following:

- a) Creating awareness and capacity building activities as necessary, including webinars, workshops and other communication outreach activities;
- b) Fostering the understanding of the COVID-19 impact on CAAs funding and the collaboration and sharing of know-how between States and relevant stakeholders;
- c) Bringing the topic of CAAs' funding challenges to the attention of appropriate fora (High Level Safety Conference (HLSC), relevant ICAO meetings, etc.) as deemed necessary;
- d) Supporting at the national level the CAAs, emphasizing at governmental level the importance of sustainable funding of the CAAs and of the air transport sector for national economies, and of ensuring that the required training to maintain the aviation personnel qualifications is provided; and
- e) Consider establishing a network with relevant organizations and financial institutions and identifying what kind of tools States would need to make better and informed decisions to support the sustainable funding of the CAAs and their oversight capabilities, both at the immediate and longer term, depending on resources made available to the ICAO EUR/NAT.

2.18 The Chairman and Moderators of the workshop shared their summaries of the discussions, supporting the proposed conclusions. Among other comments, the importance of training, RSOOs as a means to avoid duplication, ensuring independence from industry and tackling the lack of resources issue were highlighted. Also States were invited when developing their business plans to identify the areas where RSOOs could assist in providing the necessary resources and competencies.

3. Agenda item 2

3.1 The Meeting was presented with the implementation levels for EUR/NAT States of the CART recommendations as of 20 October 2020. It was noted that the level of reporting by EUR/NAT States was insufficient and low compared to other ICAO Regions.

3.2 The role of the CRRIC Focal Points nominated by States to enable the coordination of the reporting on the implementation of the CART Recommendations within States was highlighted. It was noted that of the 56 States to which ICAO EUR/NAT Regional Office was accredited, 54 have a CRRIC Focal Point and 2 (Russian Federation and Turkmenistan) have not yet nominated their Focal Point.

3.3 It was emphasized that the current priority on reporting was for all States to complete the gap analysis as soon as possible. The status of this action would be presented at the CART meeting on

29 October 2020 and this information would be important for their elaborations to determine next steps with regards to the CART report updates and development of other ICAO material.

3.4 The Meeting also noted the CART REC-04 [Global and regional harmonization of procedures is essential to strengthen public and passenger confidence in air travel] whereby Member States should establish aviation public health procedures aligned with the guidance in the Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis. To that end, the EUR/NAT DGCA decision agreed at the previous meeting in that the EASA-ECDC COVID-19 Aviation Health Safety Protocol could be used as an aligned acceptable means of compliance with the CART recommendations was recalled.

3.5 Furthermore, the Meeting noted CART REC-10: Member States should consider appropriate extraordinary emergency measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations, which should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO's policies, while striking an appropriate balance among the respective interests without prejudice to fair competition and compromising safety, security and environmental performance.

3.6 In this regard, the experiences of France and Ukraine that were shared with the meeting were greatly appreciated.

3.7 States were urged to expedite their actions on reporting through the CRRIC. Assistance from the EUR/NAT was offered to all who would need it.

3.8 Furthermore, Dr. Ansa Jordaan, ICAO Chief Aviation Medicine, provided updates on the latest developments to update the CART material and manual on tests and quarantines and cross-border risk management measures. The need for supporting the development of the Public Health Corridor Implementation Package (PHC iPACK) was also mentioned. It was noted that detailed updates on the outcomes of this work would be presented at the next EUR/NAT DGCA Virtual Meeting scheduled for 7 December 2020.

4. Any other business

4.1 The Meeting was closed by the Chairman and ICAO EUR/NAT Regional Director, who thanked participants for their active contributions. All States were invited to share their experiences on the implementation of the CART measures so that their concerns could be addressed in a coordinated manner.

4.2 The next EUR/NAT DGCA teleconference was planned to take place on 7 December 2020 primarily to address the EUR/NAT implementation of the CART Recommendations and to present the latest ICAO material, in particular related to tests and cross-border risk management measures.

~~~~~

#### **LIST OF APPENDICES**

**Appendix A— List of Participants**

**Appendix B— Conclusions of the EURNAT-DGCA/2020-7**

**APPENDIX A — LIST OF PARTICIPANTS***(Paragraph 1.3 refers)***ALBANIA**

Aida PIPIKO

**ANDORRA**Guillem SANTACREU  
MARTINEZ**ARMENIA**Susanna DALLAKYAN  
Nelly HARUTYUNYAN  
Amalya HOVSEPYAN  
Ani LULUKYAN  
Tatevik REVAZYAN  
Mikayel ZALINYAN**AUSTRIA**

Karin PULEO-LEODOLTER

**BELARUS**

Artem Igorevich SIKORSKY

**BOSNIA AND HERZEGOVINA**

Stojanka SUPIC

**BULGARIA**

Hristo SHTERIONOV

**CANADA**

Patrick JUNEAU

**CZECH REPUBLIC**

Katerina HAVLIKOVA

**FINLAND**

Matti TUPAMAKI

**FRANCE**Jerome LESOURD  
Louis TEODORO**GEORGIA**

Lado KULJANISHVILI

**GREECE**Damianos SKOURTIS  
Maria BILLI**HUNGARY**

Erika VARGA

**ICELAND**Halla SIGURDARDOTTIR  
Jon Gunnar JONSSON  
Hlin HOLM**IRELAND**

Jason WHELAN

**ISRAEL**

Joel FELDSCHUH

**ITALY**Claudio EMINENTE  
Giovanna LASCHENA  
Alessio QUARANTA**LITHUANIA**Rūta VAIGAUSKAITE  
Virginija ZEGUNYTE**MALTA**

Charles PACE

**MOROCCO**

Zakaria BELGHAZI

**NORTH MACEDONIA**Tomislav TUNTEV  
Veti GJORGJESKA-  
ATANASOSKA**POLAND**Piotr SAMSON  
Katarzyna KOCHMANSKA-  
CZECH  
Julian ROTTER**PORTUGAL**Luis Miguel Silva RIBEIRO  
Jorge CASTANHO  
Ilda FERREIRA  
Marta MARCOS  
Ana Cristina MATA**REPUBLIC OF MOLDOVA**Eugen COSTEI  
Vladimir GOREA**ROMANIA**

Armand PETRESCU

**SERBIA**Marija PETROVIC  
Nadezda PETROVSKI  
Katarina DAKIC**SPAIN**

Andrés SANCHEZ SANCHEZ

**SWEDEN**

Anne-Marie RAGNARSSON

**SWITZERLAND**

Urs HALDIMANN

**TURKEY**

Serdar KARABULUT

**UKRAINE**Oleksandr BILCHUK  
Danylo DAVYDOV**UNITED KINGDOM**Sarah HILL  
Chris PAGE**UNITED STATES**Ian H. ROSS  
Jeffrey WHARFF**CAO**Khaled ANTAR  
Mohamed REJEB**EASA**Milena KALINITSCH  
Frank STEFFENS  
Luc TYTGAT**ECAC**

Mara KELLER

**EUROCONTROL**

Eamonn BRENNAN

Donal HANDLEY

**IAC**

Victor RUKHLINSKIY

Elena SKOMOROKHINA

**ICAO HEADQUARTERS**

Fang LIU

Ansa JORDAAN

Antonin COMBES

Sijia CHEN

**ICAO EURNAT**

Silvia GEHRER

Elkhan NAHMADOV

Abbas NIKNEJAD

Arkadii MERKULOV

Sarantis POULIMENAKOS

Carolina RAMIREZ

Berk BOZKURT

Carolyne OTTIENO

Catherine DALY

Patricia CUFF

**APPENDIX B — CONCLUSIONS OF THE EURNAT-DGCA/2020-7**

*(paragraphs 2.9, 2.12, 2.14, 2.16, 2.17 refer)*

**EUR/NAT-DGCA Conclusion 2020/1 – Development of future financing models for CAAs**

That, recognizing the need to develop and tailor new financing models that support the future of the civil aviation and its resilience, States are encouraged to consider, in their appropriate national legislation and regulations laying down the foundation of national civil aviation oversight function, the financing models that include diversified sources of financing and availability of State-provided contingency financing to cater for any potential future contingencies.

**EUR/NAT-DGCA Conclusion 2020/2 – RSOOs and enhanced cooperation between States**

That the EUR/NAT States are encouraged to enhance collaboration through use of RSOOs and pooling/sharing of resources between CAAs as possible means of tackling the identified sustainable CAAs financing issues, while ensuring the required level of functional separation between civil aviation oversight and industry.

**EUR/NAT-DGCA Conclusion 2020/3 – RSOOs and enhanced cooperation between States**

That the EUR/NAT States are encouraged to enhance collaboration through use of RSOOs and pooling/sharing of resources between CAAs as possible means of tackling the identified sustainable CAAs financing issues, while ensuring the required level of functional separation between civil aviation oversight and industry.

**EUR/NAT-DGCA Conclusion 2020/4 – Regional Survey on funding structures and resources for CAAs**

That the EUR/NAT ICAO Regional Director, Europe and North Atlantic, develops and conducts a regional survey to collect and analyze data concerning funding structures and available resources for the CAAs within the EUR/NAT Regions, taking into consideration the impact of COVID-19.

**EUR/NAT-DGCA Conclusion 2020/5 – EUR/NAT Actions on subject of Sustainable Funding of CAAs**

That the ICAO Regional Director, Europe and North Atlantic, continues work on the topic of sustainable financing of CAAs and on strengthening the collaboration between relevant stakeholders, including the following:

- a) Creating awareness and capacity building activities as necessary, including webinars, workshops and other communication outreach activities;
- b) Fostering the understanding of the COVID-19 impact on CAAs funding and the collaboration and sharing of know-how between States and relevant stakeholders;
- c) Bringing the topic of CAAs' funding challenges to the attention of appropriate fora (High Level Safety Conference (HLSC), relevant ICAO meetings, etc.) as deemed necessary;
- d) Supporting at the national level the CAAs, emphasizing at governmental level the importance of sustainable funding of the CAAs and of the air transport sector for national economies, and of ensuring that the required training to maintain the aviation personnel qualifications is provided; and
- e) Consider establishing a network with relevant organizations and financial institutions and identifying what kind of tools States would need to make better and informed decisions to support the sustainable funding of the CAAs and their oversight capabilities, both at the immediate and longer term, depending on resources made available to the ICAO EUR/NAT.

- END -