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OPENING REMARKS OF THE REGIONAL DIRECTOR, ICAO EUR/NAT OFFICE



Luis Fonseca de Almeida took office as the Regional Director of ICAO for Europe and North Atlantic on 4 January 2011.

Mr. Fonseca de Almeida's life-long career in civil aviation began with the Portuguese Civil Aviation in December 1973. In 2004, he was appointed the Chairman of the Portuguese Civil Aviation Authority (INAC) until January 2011. In September 2007, he was elected President of ECAC till December 2010.

He was Vice President of the Eurocontrol Provisional Council (from 2005 to 2007). As Chairman of INAC, he was also responsible for the Civil Aviation National Security Authority, the Air Transport Emergency Planning Commission and he was seated on the Board of Public Works and Transport.

In recent years, several tragic events have shown that civil aviation remains a target for terror attacks and this has brought attention on the importance and necessity of the security of people worldwide but also put at the forefront of most political and economic discussions the security of international civil aviation.

The protection of civil aviation against acts of unlawful interference is a key challenge for the International Civil Aviation Organization (ICAO) as a global organization and a United Nations Specialized Agency.

Security and Facilitation (AVSEC/FAL) is one of the five Strategic Objectives of ICAO supported by and in line with the United Nations Security Council Resolution (UNSCR) 2309 calling for the strengthening of ICAO's role in this field.

ICAO Member States have the responsibility to implement ICAO standards and the respective document for security is Annex 17 of the Chicago Convention. To support States, in their constant efforts to effectively implement the international Standards, ICAO is increasingly devoting itself to focused assistance for States with difficulties in implementation.

Currently, ICAO is conducting regional conferences around the globe to discuss and define a regional roadmap for each ICAO region and support States in amending or developing their national roadmaps in order to implement the recently approved Global Aviation Security Plan (GASeP). With this new global plan, which is the third, after the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP),

ICAO Member States will receive a supporting framework which will facilitate the implementation of ICAO standards in a more harmonized but flexible way, taking into account the different realities at national and regional levels.

I wish to remind you that, in the past years, ICAO Regional Offices had limited resources to support and assist Member States in their commitment to the effective implementation of the ICAO Aviation Security SARPs.

In the EUR/NAT Office, the role of assisting States in the area of civil aviation security was strengthened in 2012 with the arrival of the Regional Officer AVSEC/FAL. Since then, the Office has ensured and extended the main aviation security activities at regional level, responding to countries' fair wishes and providing special assistance to the States in great need all within a diverse universe comprising of 56 Member States.

ICAO is always adapting and developing new programmes to assist its Member States, reinforcing its role in the Regions to ensure that States receive the necessary support from ICAO to implement new Standards including on aviation security area that is a crucial activity in the European and North Atlantic Regions.

SIX YEARS OF AVIATION SECURITY AND FACILITATION – DEVELOPMENTS, SUCCESS AND CHALLENGES



Cornelia Ludorf has been working in aviation since 1988. She first worked for Swissair for 13 years in different positions, inter alia as Manager Facilitation. Later she moved to the Swiss government and served as head of the AVSEC implementation section in the Swiss Federal Office for Civil Aviation. Mrs. Ludorf joined ICAO in 2007, working at ICAO HQ in Montreal in the Implementation Support and Development Section of the Aviation Security (AVSEC) Branch. She was responsible for the global network of Aviation Security Training Centers (ASTCs), as well as an AVSEC instructor and served in assistance missions. In February 2012, Mrs. Ludorf became Regional Officer, Aviation Security and Facilitation, at the ICAO European and North Atlantic (EUR/NAT) Office in Paris, supporting the 56 States to which the Paris Office is accredited, in the implementation of Annex 17 and Annex 9 requirements.

In 2011 and 2012, ICAO organised several regional Aviation Security (AVSEC) conferences around the globe, including one for the European and North Atlantic (EUR/NAT) Regions that was held in Moscow in November 2011. The Moscow Conference closed with a Joint Statement of EUR/NAT Member States stating: *“We commend the leadership role of ICAO in strengthening aviation security at the global and regional levels, and urge ICAO to continue to reinforce cooperation amongst all aviation security stakeholders....”*

After this event, ICAO worked to strengthen the EUR/NAT Office by deploying, for the first time, a Regional Officer Aviation Security/Facilitation (RO AVSEC/FAL) in February 2012. The role of the RO AVSEC/FAL is to bring the global perspective of ICAO to the EUR/NAT Regions and support States in their national and regional efforts to implement ICAO Annex 17 and Annex 9 requirements.

Between 2012 and 2014, the EUR/NAT Office established several regular meetings, seminars and workshops to enhance cooperation amongst all aviation security stakeholders EUR/NAT Regions-wide and to support States in their endeavours to implement Annex 17 and Annex 9 requirements.

The main thrust for these activities is the EUR/NAT AVSEC Group (ENAVSECG) established in 2012, which connects all 56 States in the area of accreditation of the EUR/NAT Office, as well as international and regional organizations and industry. The ENAVSECG is the only aviation security meeting gathering such a wide range of States located

in Eastern and Western Europe, Central Asia, North Africa and Middle East and it plays a growing role in reinforcing cooperation amongst all AVSEC stakeholders who use the ENAVSECG to meet and discuss, share information and projects as well as to exchange and to network.

The Group’s target is to foster a global and harmonised understanding of aviation security aimed at narrowing the gaps between the national and regional interpretations and working to achieve a secure civil aviation system based on ICAO aviation security related provisions. The ENAVSECG Agenda includes topics addressing new and evolving cross-cutting threats, such as cybersecurity, overflight of conflict zones etc., as well as classical AVSEC topics, e.g. airport security, cargo security, etc., and the technology developments and security relevant challenges of Annex 9, such as API, capacity building and training.

The ENAVSECG is chaired by a group of three people ensuring a balanced representation of the various geographical areas of the EUR/NAT Regions and conducts its meetings in English and Russian languages with the goal to keep all stakeholders informed, involved and connected. Guests from ICAO Headquarters or from neighbouring ICAO Regions complement the meeting with their contributions and underline the “one ICAO” approach.

Furthermore two workshops/seminars to support specific needs identified in parts of the EUR/NAT Regions were established, one of them in

cooperation with neighbouring ICAO Regional Offices and regional organizations.

The first AVSEC/FAL seminar for Eastern Europe and Central Asia dates back to 2013 and targeted all the Russian speaking States. It is held in English and Russian languages and is hosted every year in a different State on a rotational basis. It is a practical workshop focusing on a few AVSEC relevant topics based on developing challenges and needs of States. The workshop is instrumental in providing an understanding of the implementation of relevant ICAO requirements (e.g. cargo security, landside security requirements, advance passenger information, just to name a few). Recently, in 2017, the group of States invited was enlarged to include Balkan States and the three Baltic States, which was highly welcomed by all concerned parties contributing in providing a better link between the eastern and western part of Europe and Central Asia. Consequently, the former Yugoslav Republic of Macedonia (FYROM) offered to host the next seminar in September 2018 in Skopje.

The second workshop/seminar, the “Joint Mediterranean seminar”, was established in 2014 in cooperation with the ICAO Regional Offices in Cairo and Dakar and the European Civil Aviation Conference (ECAC) and is conducted biannually. It addresses the States around the Mediterranean Sea and close neighbouring states in Africa, fostering cooperation and a common understanding across regional “borders”. As the EUR/NAT Office has already hosted the seminar twice (2014 and 2016) in Paris, the next “Joint Mediterranean seminar” will be hosted by the Middle East Office in Cairo in November 2018. Last but not least, the EUR/NAT Office plays a very active role in training and capacity building in the Region. A network of 11 Aviation Security Training Centres (ASTCs) is providing ICAO AVSEC training in three languages (English, French, and Russian) and is coordinated by the EUR/NAT Office. Since 2012, five ASTCs have been added to the existing training centres

network (Doncaster, the United Kingdom; Almaty, Kazakhstan; Minsk, Belarus; Dublin, Ireland and the newest ASTC located in Tunis, Tunisia). A yearly regional ASTC Directors’ meeting, supported by the EUR/NAT Office, ensures a coordinated and harmonized approach as well as preparing regional input to the global ASTC Directors’ meeting.

In addition to the ASTC training, the EUR/NAT Office supports States individually in capacity building, assists in the preparation of USAP-CMA audits and rectification of deficiencies and, since 2015, has been engaged in UN Counter Terrorism Centre (UN CTC) capacity building projects (e.g. comprehensive country visits and the API implementation project in the EUR/NAT Regions, which is part of a global project benefitting from ICAO participation).

Looking back on the past 6 years of AVSEC/FAL work done by the EUR/NAT Office and remembering the mandate once defined by the Moscow conference: *“We commend the leadership role of ICAO in strengthening aviation security at the global and regional levels, and urge ICAO to continue to reinforce cooperation amongst all aviation security stakeholders...”* we can proudly talk about success. ICAO EUR/NAT took the lead in reinforcing cooperation amongst all aviation security stakeholders in this wide area of accreditation, uniting all 56 States, regional organizations and industry in a yearly meeting, supporting identified needs in parts of the Region by specified practical implementation workshops, coordinating regular and valid training in all areas of the EUR/NAT Regions via the ASTC network and taking care of individual State specific assistance requirements; and last but not least, the ICAO EUR/NAT Office contributes to global capacity building projects.

The key to future success and real benefit for all States will be the continued efforts in all areas, consistent and continuous improvement of coordination and collaboration with all stakeholders in this Region.



EUR/NAT AVSEC Group ENAVSECG, Paris, France, 2017

ONE YEAR IN ICAO



Sylvain Lefoyer is Deputy Director in charge of Aviation Security and Facilitation in the Air Transport Bureau of the International Civil Aviation Organization (ICAO) since 1 March 2017. He leads teams responsible for developing Aviation Security and Facilitation policy, Standards and Recommended Practices (SARPs), conducting audits of Member States' aviation security activities, assisting States that are unable to address deficiencies highlighted by those audits, and implementing the Traveler Identification Programme (ICAO TRIP) Strategy.

Mr Lefoyer has extensive experience at the senior executive level in policy and regulations development, strategy, oversight, critical incident management and organization development in aviation security and facilitation.

Joining ICAO in March 2017 presented me with exciting new challenges, combined with a high level of expectations, as well as a great new adventure with a wonderful team.

The Global Aviation Security Plan (GASeP)

The first and main challenge facing me as I joined ICAO was a request from the 39th Assembly to develop, in less than a year, the first Global Aviation Security Plan (GASeP). Fortunately, a task force was already working towards this objective, requiring limited guidance and support from me. The most difficult aspect was shepherding the fledgling GASeP through ICAO's governing bodies, including the Committee on Unlawful Interference (UIC) and the Council, responding to their requests and making modifications as necessary. Subsequently, the draft plan was circulated to all States and then modified to address comments received. This entire process was successfully completed within the given timeline, and the GASeP was approved by the Council at its 212th session on 10 November 2017.

In the coming years my focus will be on supporting and monitoring the implementation of the GASeP. Regional conferences have been organized to inform States of this plan, incorporate it into their own decision-making processes, prioritize their actions, and build their own roadmap. The Africa and Middle East meeting was held in Sharm-el-Sheikh, Egypt in August 2017, the Asia Pacific meeting was held in Bangkok, Thailand in December 2017, and a third meeting is being planned in the Europe and North Atlantic Region, to be held from 29 to 31 May 2018 in Lisbon, Portugal. Further meetings will also be planned for

the other ICAO regions.

Cybersecurity

The second major challenge facing me as I joined ICAO also stemmed from a mandate provided by the Assembly. Resolution A39-19 calls for ICAO to "lead and seek to attain a comprehensive cybersecurity work plan and governance structure with all relevant stakeholders". In response to this mandate, I oversaw the establishment of a Secretariat Study Group, supported by thematic working groups. This Study Group has now drafted a roadmap for the development of an ICAO strategy for cybersecurity in aviation, which will be presented to the 40th ICAO Assembly in 2019. This complex and crosscutting issue is being managed in close cooperation with the Air Navigation Bureau, who have many years of experience working on critical aviation systems information security.

Emergency security measures

My third security-related challenge was unexpected: in mid-March 2017 some States required emergency measures to be put in place in a number of airports for flights bound to their territories, in order to address an increasing level of threat of improvised explosive devices concealed in portable electronic devices. The imposition of these emergency measures is commonly known as the "Laptop ban". ICAO was called upon to coordinate a global response to this issue, taking into account both safety and security aspects, and propose sustainable solutions. In response to this challenge, ICAO created a task force composed of State experts and also referred the matter to a cargo safety group. Significant effort has been made to explain these issues to the various Committees involved, to ICAO's Air Navigation Commission and to the Council, as well as to propose solutions.

Facilitation Matters

While managing aviation security-related challenges, I am also responsible for the facilitation portion of ICAO's Aviation Security and Facilitation strategic objective. Facilitation matters come with their own distinct agenda, scope, stakeholders and programmes. Facilitation matters cover, amongst other elements, border crossing for aircraft, crew, passengers, cargo, etc., and is mainly managed by States' customs, immigration and health authorities.

One major Facilitation programme in ICAO is the Traveller Identification Programme (ICAO TRIP), which aims to enhance the integrity of passport-issuance and ensure robust identification-management processes to improve border security and facilitate travel across borders.

Promoting ICAO's TRIP Strategy is very demanding, as it involves hosting Symposiums, both at the regional and global levels, conducting seminars and training courses, publishing guidance (the TRIP Compendium was issued in 2017), and coordinating all these activities with many other international organizations.

New York, New York

Following the adoption of United Nations Security Council Resolution (UNSCR) 2309(2016), which reaffirmed ICAO's leadership with regard to aviation security and facilitation, the ICAO Secretary General was invited in July 2017 to present a report on aviation security to the Counter-Terrorism Committee of the UN Security Council. She was also invited to report on the progress made under the UNSCR 2309(2016) to the UN Security Council in September 2017. ICAO is now developing links and formalizing cooperation mechanisms in the fields of aviation security and facilitation with major UN bodies, in particular the Counter-Terrorism Executive Directorate (CTED) and the Office for Counter-Terrorism (OCT).

Monitoring and Assisting States

An important function of the ICAO Secretariat is to assist States in the implementation of Standards and Recommended Practices (SARPs). For any such assistance project to be effective, it is first required to have a good understanding of the State's actual aviation security and facilitation situation. ICAO gains this knowledge either through the Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA), or by carrying out a needs assessments mission. With this information, assistance and capacity-building activities are planned and delivered with the support of the ICAO Regional Offices. My team and I have been working to explain to States how audits contribute to assistance and provide a tool for

them to improve their system, and that they are not simply an exam for them to attempt to pass.

Lessons learned

Being responsible for Aviation Security and Facilitation in ICAO means creating the conditions for State experts to collaborate and reach consensus on critical technical issues. It also involves getting proposals reviewed and approved by ICAO's deliberative bodies (Committees and Council), organizing support for States regarding the implementation of SARPs and assessing the results through continuous monitoring.

The past year has been intense and very demanding but also rewarding. My second year on the job looks to be heading in the same direction. In addressing the many challenges ahead, however, I am very fortunate to be able to rely on the support of dedicated State experts, as well as an excellent ICAO team, from the technical staff, through the Director of the Air Transport Bureau all the way to the Secretary General.



THE GASEP IMPLEMENTATION CONFERENCE FOR THE EUR/NAT REGIONS

Cornelia Ludorf, Regional Officer, Aviation Security and Facilitation, at the ICAO European and North Atlantic (EUR/NAT) Office in Paris.

In view of the evolving terrorist threat and its new dimension it was considered necessary to take the ICAO Comprehensive Security Strategy (ICASS) which served as ICAO's primary aviation security programme framework for two triennia (2011-2016) to the next level. The 39th Assembly tasked the Aviation Security Panel to develop a Global Aviation Security Plan (GASeP) using ICASS as a basis. The GASeP shall serve as the future global framework for aviation security and was approved at the seventh meeting of the 212th Session of the ICAO Council (212/7) on 10 November 2017. The GASeP demonstrated a shift from an ICAO-focused strategy to an ambitious goal-based plan that commits ICAO, States and industry collectively to significantly improve aviation security by 2030.

The aims and objectives of the GASeP can only be achieved if the international aviation security community is fully aware of and committed to the Plan. In this regard, the role of ICAO is crucial in raising global awareness and securing commitment through regional aviation security conferences. Two conferences have already been convened (in Sharm El Sheikh, Egypt for Middle East and Africa and in Bangkok, Thailand for Asia and Pacific Regions) and two more are scheduled for 2018, one for the Americas and one for the European and North Atlantic (EUR/NAT) Regions.

Generously hosted by Portugal and jointly organized with the ICAO EUR/NAT Office, the Regional GASeP Implementation Conference for EUR/NAT will be held in Lisbon from 29 to 31 May 2018. All the 56 Member States to which the ICAO EUR/NAT Office is accredited as well as regional organizations and industry representatives are invited. The ICAO Secretary General as well as high level and technical staff from

ICAO Headquarters and the ICAO EUR/NAT Office will also be in attendance.

The conference will present a unique opportunity for all participants to share information and to learn from one another in aligning national/regional plans and strategies with the GASeP. The conference will also promote shared accountability for regional priorities, taking into account regional challenges, threat and risk picture or regional infrastructure. Furthermore it is an excellent occasion for networking that will allow ICAO to take into account regional issues and approaches to aviation security and build consensus on critical priorities.

Like all regional conferences, the Conference for the EUR/NAT Regions will discuss a Regional Roadmap that reflects aviation security priorities for EUR/NAT and will conclude with the adoption of the Regional Roadmap.

For the successful achievement of the GASeP goals and targets, it is crucial to include this in regional mechanisms, plans and strategies. The Regional Conference in Lisbon is an opportunity to develop a regional aviation security awareness which will leave no country behind.



**Global Aviation Security Plan
(GASeP) Implementation Conference**
Lisboa, Portugal, 29-31 May 2018

THE GASEP IMPLEMENTATION CONFERENCE – PORTUGAL'S PERSPECTIVES



Luis Miguel Ribeiro is the Chairman of the Civil Aviation Authority since July 2015, the regulator for the Portuguese civil aviation sector. He started his professional career in 1995, in the Ministry of Finance where he held different positions until 2010 (e.g. Deputy Director of the General Directorate of the Treasury). In 2010 he was appointed member of the Board of Metropolitan of Lisboa. In August 2012, he assumed the position of Member of the Board of ANA – Airports of Portugal, SA.

The Global Aviation Security Plan (GASeP) represents a historic and decisive step for the international civil aviation community to improve the coordination planning and response to counter the evolving threats to the civil aviation system, under the shared objective of enhancing the effectiveness of global aviation security. As a strategic document, this Plan calls for an action and efforts at global, regional and national levels to be developed by ICAO, States and stakeholders in raising the level of implementation of Annex 17 to the Convention on International Civil Aviation – Security.

Seeing that air transport is a global activity with regional and national specificities, the GASeP, necessarily depends on the commitment of regional and local players related to the civil aviation sector for the achievement of global targets and key priorities as established in the Plan. The involvement of States and regions, taking into account regional challenges and priorities, will play a crucial role for the success of the Plan and to enhance the effectiveness of the aviation security system at a global level.

The regional GASeP implementation conference to be held in Lisbon, on the 29-31 May 2018, will represent a great opportunity to raise the awareness and commitment through the

European and North Atlantic (EUR/NAT) Region around GASeP shared objectives. The Conference will bring together representatives of EUR/NAT Member States, industry and organizations to discuss the regional issues and approaches to aviation security, and it would be expected that common views can be built on critical priorities and engagement on a strategic Regional Roadmap.

The Conference and the adoption of the Regional Roadmap can also be an opportunity for the EUR/NAT aviation security community to discuss, learn and share information regarding some of the emergent issues that the civil aviation sector is facing related to traffic growth. The solutions for higher sustainability of the aviation security system, the management and response to the evolution of threats are an important value of the system that can contribute to improve international air transport connectivity and the promotion of tourism and economic development.

The outcomes resulting from the Lisbon regional Conference will guide the EUR/NAT aviation security community through the next years in a common and reciprocal understanding of the regional and global challenges, threat and risk picture.

Looking forward to welcoming you all in Lisbon!



CYBERSECURITY IN AVIATION – EU APPROACH



Per Haugaard, Director at the European Commission's Directorate-General for Mobility and Transport, is responsible for policy coordination and security. He worked at the European Commission's Secretariat-General and was Member of the Cabinet of several European Commissioners. He has law degrees from University of Copenhagen and College of Europe in Bruges.

Digitalisation is already a major enabler for transport systems globally and its importance is bound to increase exponentially in the future. Aviation, like other critical sectors, relies hugely on information and communication technologies to further improve its efficiency and connectivity. This also means that such transport systems are becoming increasingly vulnerable to malicious attacks. Since transport moves people and goods, any malicious interference might have serious social and economic consequences including the risk of loss of lives.

Cyber-attack techniques develop constantly, and are not limited to one specific field. The nature of the attack, the modus-operandi, can originate from a completely unrelated area, exploiting universal vulnerabilities linked to mass produced software or to infrastructure of general use. Protection and mitigating measures need to be adapted constantly.

That is why cybersecurity in aviation cannot be dealt with in isolation: the cyber protection of civil aviation requires the design and interaction of mechanisms that benefit from the input and experience of other interconnected domains and sectors. Already at the 39th ICAO Assembly, Executive Committee expressed unanimous support for a cybersecurity resolution that pinpointed the need to develop a holistic approach involving all domains and for sharing information/ best practices. The responsibility to shape the way to tackle cybersecurity cannot be limited to one specific field: there are implications for safety, security, ATM, etc. that may be different and require different solutions. This is particularly important for the identification of vulnerabilities.

Vulnerability picture

Aviation is clearly a long-standing

target for terrorists; it is highly possible that they would seek to target the aviation sector using cyber-techniques. But increasingly, the collateral impact of less aggressive types of cyber-attacks, for example causing economic disruption or simply to achieve "bragging rights" within the hackers' community, should be considered. The potential consequences of a successful act of unlawful interference perpetrated against aircraft operations through ATM systems, flight-safety essential aircraft systems or core security airport systems may result in risks to the life of passengers, airlines crew, and to people on the ground. The vulnerability of aviation systems will significantly increase with the implementation of new technologies, use of commercial software, e-enabled technologies and increasingly interconnected transport and ATM systems.

Assessing the vulnerability of different aviation systems to cyber-attack is the most difficult part of any risk assessment, and also potentially the most important, since it points to areas where further mitigation measures may be needed.

What do we do at EU level and beyond to address cybersecurity?

Cybersecurity is high on the EU agenda. The 2017 Cybersecurity initiative, which is a follow-up to the 2013 EU Cyber security strategy, proposes the creation of a European Cybersecurity Agency. The initiative also contains a draft proposal for a security certification framework – an EU certification voluntary system with mandatory requirements to create a cyber-resilient eco-system. The Directive on the Security of Network and Information Systems ("NIS Directive") represents the first EU-wide rules on cybersecurity. Its adoption in July 2016 was a key step towards building cybersecurity resilience.

An EU Roadmap on Cybersecurity in aviation has been prepared by EASA in close co-operation with the European Commission. One of its milestones is a creation of a European Centre for Cybersecurity in Aviation which shall primarily serve as a cyber threat and incident information management platform. Cybersecurity is also an integral part of the new edition of the EU ATM Master Plan and the SESAR 2020 work programme.

Recently, we were pleased to see the upgrade of ICAO Annex 17 recommendations under Article 4.9 on “measures relating to cyber” into standards. This is an important move. We are currently seeking how to reflect it in our legislative and non-legislative efforts.

There are many cyber-related activities carried out by different groups. We put considerable efforts into coordinating the works to remove gaps, loopholes and to avoid overlaps but also on the training of skills.

It is important to invest in developing technical knowledge amongst staff who manage cyber threats. One of the initiatives we are looking at is the development of a cybersecurity toolbox of advice and support that can be provided to key staff who work in mitigating cyber threats across all transport modes.

In November 2017, the Directorate-General for Mobility and Transport organised Digital Transport Days in Tallinn, where a range of public and private partners from all transport sectors met to discuss the digitalisation. The main conclusions were that transport must adapt to evolving challenges such as cyber-attacks which threaten lives and businesses, by inter alia raising awareness, collaborating and exchanging information. Working in isolation, in silos, is the best way to expose our systems to an ever evolving and mutating threat. We have to embrace the need for a holistic approach on cybersecurity and for sharing information/best practices at Member States/multi-stakeholders level.

We work closely with the Regulatory Committee for Civil Aviation Security in addressing the evolving threats to civil aviation. We also work closely with the Stakeholders Advisory Group on Aviation Security, which is a formally constituted consultation body. We value our cooperation with the EU Member States, ICAO, ECAC, and like-minded countries.

The role of ICAO

The ICAO Cybersecurity Resolution (A-39-19) was a good first global step forward to tackle cyber threats across the globe. We welcome the establishment of the Cyber Study Group to reinforce the impact of the Resolution.

These initiatives empower us to promote cyber in our

capacity-building programmes. We have to step-up our support for a strong, consistent, and coherent global strategy to address cybersecurity.

I believe that ICAO should continue to play the essential leadership role as the highest and broadest international forum providing guidance to all its States. The complexity of cyber threats in aviation is so important that only a strong organisation like ICAO can assist global aviation in defining the best way forward.



Abu Dhabi, UAE, November 2017

AIR TRAFFIC MANAGEMENT SECURITY: GENESIS, EVOLUTION AND FUTURE CHALLENGES



Antonio Nogueras is the Head of the Air Traffic Management Security Unit at EUROCONTROL (the European Organisation for the Safety of Air Navigation). The Unit's work programme focusses on enhancing current levels of Air Traffic Management security through international collaboration and implementation support to Member States and stakeholders.

Air traffic management (ATM) security is a major component of overall aviation security management. To date, a high level of consistency has been achieved among States and organisations in understanding the complexity of ATM security. However, emerging threats will challenge the so far safe provision of air traffic services in the future.

Genesis

ATM security is a discipline developed by EUROCONTROL and NATO in the aftermath of the 9/11 attacks. The two organisations set up the NEASCOG (NATO EUROCONTROL ATM Security Coordinating group), where all ATM stakeholders, civil and military, come together to discuss threats and agree implementation strategies to mitigate them.

The NEASCOG is holding its 45th meeting on 14 March 2018. Over its lifetime it has provided support to Member States and stakeholders, for example by delivering strategies,

policies, guidance and tools in key performance areas such as:

1. Airspace security incident management.
2. Resilience of ATM infrastructure, data and networks.
3. Risk management.
4. Threat information sharing.
5. Confidentiality of State aircraft flights.
6. Conflict zones.
7. Cyber security, etc.

Evolution

The original NEASCOG concept for ATM security was subsequently adopted by other organisations, i.e.:

- SESAR (Single European Sky ATM Research) during its definition phase in 2005.
- ICAO: Annex 17 (Security) included a SARP for ATM security (12th amendment); the Aviation Security Manual (Doc 8973) was further updated; the Circular 330 on Civil Military

Consistency across States and Organisations

State of Play end 2013



ATM Security

The safeguarding of the ATM System from security threats and vulnerabilities; and the contribution of the ATM system to civil aviation security, national security and defence, and law enforcement. (ICAO ATM Security Manual Doc. 9985 Restricted)

Cooperation in ATM (published in 2011), included a chapter on ATM security; and finally at the beginning of 2013 the Air Traffic Security Manual was published, including the agreed global definition of ATM security.

- ECAC, the European Civil Aviation Conference, which included ATM security as Chapter 13 within its Doc 30 (guidance for aviation security).
- Last but not least, in 2013 CANSO set up the ATM Security Working Group.

In general terms, it can be concluded that the understanding and implementation of ATM security has remained consistent since the NEASCOG developed its concept in 2002. A key milestone to date was the publication of the ICAO ATM Security Manual in 2013. This manual should be the reference for all stakeholders addressing the upcoming security challenges for ATM.

Future challenges

The ATM system is steadily moving from old analogue proprietary systems towards an e-ATM, dependent on digital technologies, use of COTS (commercial of the shelf) products, network-centric operations with extensive use of Internet, open standards, use of UAS, e-enabled aircraft, cloud services and in the long term use of AI (artificial intelligence).

There are undisputable advantages associated with this migration of ATM; but at the same time a number of new risks will also be introduced. The risk profile of aviation and ATM will certainly be higher with regard to the so called 'mal-space' and the malicious use of UAS.

The threat and risk landscape may materialise in the form of possible attack scenarios against the integrity and availability of ATM data and systems, with an impact on safety, capacity and service continuity, e.g.:

- Avionics hacking.
- Denial of service by jamming or spoofing CNS signals, data or systems, e.g. surveillance data processing systems, data link communications or GPS.
- Corruption of CNS data integrity.
- UAS as a weapon, including swarm attacks against aircraft or infrastructure.
- And we should not exclude unknown unpredictable threats which may at any moment target the ATM system (as was the case with 9/11).

To mitigate these threats the ATM system must build capabilities in order to provide a joint global comprehensive system response based on a professional approach to security, as explained in the paragraph below.

The way ahead

Despite some pessimistic literature about the imminent major strikes in store for aviation and ATM, the ATM community should neither panic nor underestimate the potential threat. Risks can be managed. However, to do so, a professional approach to risk management is required, including the following three steps:

1. Threat and risk assessments. The ICAO Threat and Risk Working Group (TRWG) is doing excellent



The NATO/EUROCONTROL ATM Security Coordinating Group (NEASCOG), set up jointly by the two organisations, is the forum for national and international aviation stakeholders that have a role to play with respect to the security of airspace and other related ATM security aspects involving civil and military interests in Europe. In accordance with the ATM security strategy, it is responsible for ensuring the necessary close co-ordination and development of all related security activities in response to formal tasking of NATO and/or EUROCONTROL, so that the member states of each organisation arrive at converging views.

ATM security is defined as protective measures against both direct and indirect threats, attacks and acts of unlawful interference to the ATM system. ATM security is concerned principally with the security of airspace and the ATM system, its infrastructure and its operational capabilities. It does, however, also have an impact on the broader aspects of aviation security (NEASCOG ATM Security Strategy).

work in this regard, including the delivery to Member States of a yearly risk context statement (RCS). The NEASCOG and EUROCONTROL are contributing to this work, taking care of the CNS cyber and airspace related threats.

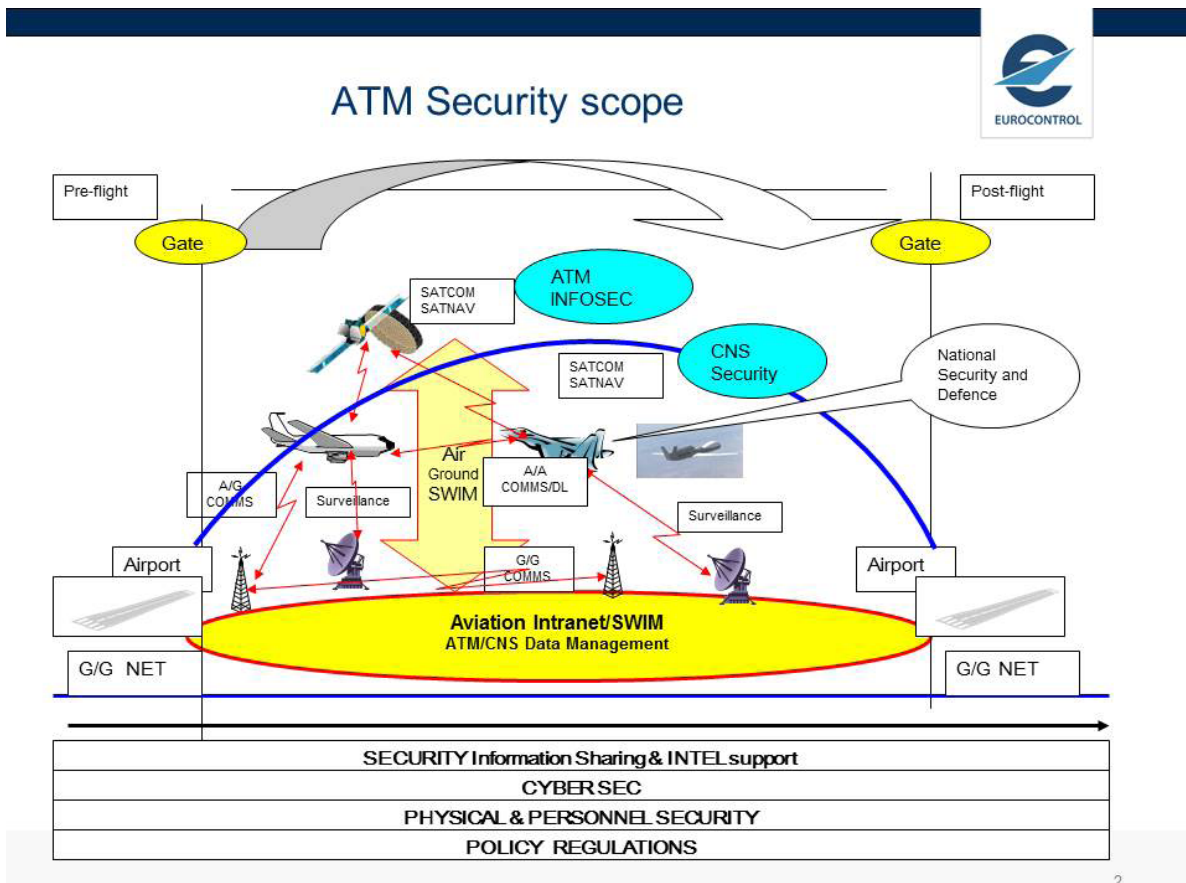
2. Improve global situation awareness and understanding on credible realistic threats, associated risks, vulnerabilities and cost-effective risk mitigation.
3. Harmonised implementation of the agreed risk mitigation measures.

The three-step process depicted above cannot be carried through in isolation; a joint effort is needed, including international collaboration among regulators, manufacturers, operators (ANSPs, Aircraft Operators, Airports), standardisation organisations and R&D institutions.

In this regard, it should be noted the excellent cooperation already existing between EUROCONTROL and ICAO EUR/NAT Regional Office, in the context of the EUR/NAT AVSEC GROUP (ENAVSECG).

A final word goes to human factors; training the humans is key in security. Education, awareness, training and exercises are essential for a successful security management. EUROCONTROL is providing awareness and training on ATM security since 2008.

For more information visit <http://www.eurocontrol.int/training-courses> , training catalogue.



RISKS ASSOCIATED WITH THE CARRIAGE OF PORTABLE ELECTRONIC DEVICES IN CHECKED BAGGAGE

By ICAO Secretariat

Faced with new safety hazards as well as with a variety of potential acts of unlawful interference, the aviation community needs to constantly assess the global exposure to risk when trying to mitigate a specific safety or security risk. The overall risk to aviation safety posed by any new security risk, and vice-versa, need to be systematically addressed and well understood by aviation safety and security regulators at a global level.

This is the case for example for supplemental oxygen supply systems installed in aircraft. These systems need to ensure that passengers are protected in lavatories should a sudden loss of cabin pressure occur, but also limit the exposure to any security threat of hostile acts using chemical oxygen generators. Cockpit door design is another example of safety/security balance that needed to be found. Following the 11 September 2001 attacks, several measures were introduced to reduce the risk of unwanted persons entering the cockpit. Reinforced cockpit door systems were mandated, and their design was subsequently fine-tuned to address the safety risks in the areas of rapid aircraft depressurization, pilot incapacitation, post-crash cockpit access, and door system failure.

A more recent example was the prohibition by a Member State of Portable Electronic Devices (PEDs) larger than a smartphone in the passenger cabin, due to concerns that an improvised explosive device (IED) could be introduced in the PEDs with the intent to detonate that IED in the passenger cabin. This has led to the relocation of those PEDs to the cargo compartment. Since almost all of these devices contain lithium batteries, the risk of cargo hold fires was potentially increased. Security risks, mitigated by this measure, were therefore displaced into safety risks.

The Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) recommend that these devices be carried in the cabin on the basis that should a PED initiate a fire, cabin crew can take appropriate fire-fighting action expeditiously and monitor the device for re-ignition. Moreover, passenger aircraft cargo compartment fire suppression systems are designed to provide protection from the risk of fires that had been determined to be likely to occur at the time of their design. Those risks did not include the ones presented by lithium batteries.

The ICAO Council, at the first meeting of its 211th Session, agreed to the establishment of a temporary

multidisciplinary Cargo Safety Group (CSG), tasked with evaluating existing aircraft capabilities, identifying the safety hazards posed by the carriage of PEDs in checked baggage and assessing the associated safety risks. Based on studies conducted by the FAA and EASA, the CSG concluded that:

- there would be a potential ten-fold increase in the risk of cargo fires if PEDs were relocated from the cabin to aircraft cargo compartments; and
- combining PEDs with other dangerous goods in a Class C compartment could result in an explosion before halon could be sufficiently discharged; no protection would be provided in a Class D compartment for a similar event.

The CSG found that additional data was needed to more precisely determine the safety risks. ICAO therefore sent a State Letter in January 2018 requesting States to provide pertinent data about:

- the number of aircraft with Class D compartments
- the number of incidents involving PEDs that have occurred or been reported since 2007
- an estimation or an average number of PEDs carried per passenger per flight and their location during flights.

ICAO has received responses from States as well as from the International Coordinating Council of Aerospace Industries Associations (ICCAIA). The consolidated results are being analyzed in order to contribute to achieving the optimum mitigation strategies to reduce to an acceptable level both security and safety risks posed by the carriage of PEDs.

States that did not respond to the State Letter 2018/02 are invited to send to ICAO the information from their operators on these topics as soon as possible.



INSIDER THREAT – CHALLENGES FOR AN ESTABLISHED SYSTEM



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Florin Hungerbühler is a Security Inspector with the Federal Office of Civil Aviation (FOCA) in Switzerland. His primary field of responsibility covers aviation security measures at Swiss airports. He is representing FOCA in national and international working groups, conferences, workshops and seminars. From 2009 to 2012 he was seconded by the Swiss administration to ICAO HQ as an Audit Team Leader in the framework of the USAP programme. In 2017 he was elected as Vice-Chairman of the ICAO European/Northatlantic AVSEC Group.

Imagine the following situation: in a sports competition, say skiing or cycling, two physically and mentally equal athletes using the same equipment have to compete. The only difference between the two is that one of them was able to train on the slope or circuit later used in the race while the other did train elsewhere. Who do you think will eventually take home the trophy?

Knowledge is among the most valuable resources. If you know what to expect from a specific situation, like the above-mentioned race, you can prepare yourself, establish the ideal track, know where to slow down to cut a corner to save some seconds and where to be ready for a jump.

It is undisputed among the intelligence community that on a global scale terrorist groups have a persistent interest to recruit persons with specific aviation security knowledge. There are several cases documented, such as the incident involving Daallo Airlines in February 2016, which show an active involvement of so-called insiders in the plotting and execution of acts of unlawful interference against civil aviation.

In addition, law enforcement entities, such as Europol, are noting an increased number of persons which are self-radicalized, often in a rather short period of time, and which are therefore difficult to discover. In recent years cases occurred in several countries where radicalized persons worked for air transport companies or airports with direct access to sensitive areas or were even employed by security providers.

Furthermore, thinking for example about the secure supply chain and IT (cyber security) sector, the footprint of the aviation security system is expanding and thus opening new access points for individuals with

malicious intent. Staff of entities involved in these areas are not necessarily directly linked to an airport operator or air transport company and therefore might not be subjected to the same rigorous background checks.

It is for such reason that the aviation community is recognizing the potentially severe threat posed by insiders. In an address to the UN Counter Terrorism Committee Dr. Fang Liu, the Secretary General of ICAO specifically listed the threat posed by insiders and airport staff as a significant concern and urged relevant entities to be prepared to deter, detect and prevent attacks by such individuals.

What is the insider threat and why is it a serious challenge for the aviation security system?

The US Transportation Security Administration (TSA) defines the threat as “one or more individuals with access to insider knowledge that allows them to exploit the vulnerabilities of the Nation’s transportation system with the intent to cause harm.” More generic, it is described as a threat to an organization’s security or data that comes from within.

The Software Engineering Institute of Carnegie Mellon University concludes, “Insiders have a significant advantage over external attackers”. They are not only aware of existing policies, established processes and deployed technology, but often know existing vulnerabilities and shortcomings of the security system in place.

Today’s aviation security system is often based on the principles of harmonization, uniformity and measurability. These are important advantages both from a user (passenger) perspective as well as

from the perspective of operators and oversight entities. Especially in common area systems, such as the One-Stop Security Regime (OSS) in Europe, such a set-up facilitates the oversight through check-list based quality control regimes as it establishes comparable performance indicators and common levels of applied measures throughout the participating States.

At the same time, this creates a considerable vulnerability. It is obvious that in general many of the implemented measures are rather static, repetitive in nature and often based on detailed and prescriptive requirements. They become predictable and especially vulnerable to exploitation by persons with the relevant insider knowledge.

Why the concept of unpredictability can be an answer.

Like in other areas of aviation security, only a layered approach will be effective. To counter the insider threat a vivid security culture, relevant awareness of staff, thorough background checks and availability of intelligence information are key. An important additional element can be the concept of unpredictable security measures, which I will focus on hereafter.

Predictable measures are assuring, however, this is not only the case for passengers and inspectors but also for the adversaries. Predictable measures are more easily by-passed, especially by persons with specific knowledge. Adversaries work on the principle of opportunity and want to succeed in their endeavors. The more a successful outcome becomes unlikely, the more likely the endeavor will not be pursued.

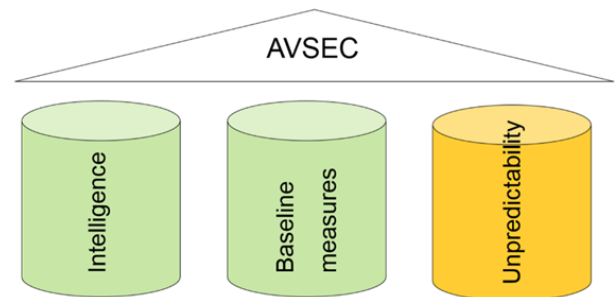
It is therefore a natural step to think of possible means capable of disturbing hostile plotting and reconnaissance and forcing adversaries to take a higher risk of exposure. A possible way forward is the introduction of a framework of unpredictable security measures. Such a concept allows for an effective, efficient and pro-active implementation of security measures and offers additional deterrence and complexity.

In order to be effective, both externally and internally, the following core elements need to be encompassed: confidentiality and a defined (limited) group of people with access to full details, methods of unpredictability, such as changes in frequency, measure applied, different actors, locations etc. and additional or alternative security measures. Especially the latter point offers room for a “creative” path to new ideas and unconventional solutions.

The concept of unpredictability will not only enhance the deterrence effect of the security regime in general,

moreover, it can also help to maximize the use of already available equipment and tools, increase effectiveness and by breaking routine tasks might even increase staff motivation levels. In addition, it can bridge gaps remaining in current security systems even if intelligence information is available and baseline security measures are implemented carefully.

Three pillar approach to AVSEC:



Unpredictability is, of course, not a new concept. It is well established in areas outside aviation, such as for example the gaming industry. It has also been included in current aviation security measures to a certain extent, such as for measures applied on a random base. Furthermore, ICAO is providing a related recommendation and a definition in Annex 17. The EUR/NAT Aviation Security Group did discuss the concept and endorsed a relevant Working Paper presented by Switzerland in 2016. The meeting subsequently encouraged States and involved entities to consider establishing concepts of unpredictable security measures.

In light of the ever-changing threat landscape and the threat posed by insiders in particular, the aviation security community should move away from a routine and reactive approach and pro-actively and dynamically address these issues. I do understand that both industry players and regulators are in general reluctant to add new requirements to an already complex and burdened system. Keeping this in mind, the concept of unpredictability can offer a win-win solution to address present and emerging threats: flexible approach with a potentially higher degree of deterrence, greater efficiency of existing measures, a more motivated workforce and fewer insiders with knowledge of the overall picture.

To conclude I quote Arthur Schopenhauer: „*Der Wechsel allein ist das Beständige*“ (Nothing is stable but change). Let us interpret it for once as follows: only if we are prescient, creative and innovative, we will endure.

AVIATION SECURITY AND FACILITATION: TWO SIDES OF A COIN – FACILITATION IN THE EUR/NAT OFFICE

Cornelia Ludorf, Regional Officer, Aviation Security and Facilitation, at the ICAO European and North Atlantic (EUR/NAT) Office in Paris.

The 38th Session of the ICAO Assembly, which was held from 24 September to 4 October 2013, established an equal footing between Aviation Security (AVSEC) and Facilitation (FAL). It became the new strategic objective for the triennium 2014–2016. The 39th Session of the ICAO Assembly, held from 27 September to 7 October 2016, underlined this equal footing of AVSEC and FAL and kept the same strategic objective for the current triennium 2017-2019.

For a long time, the issue of Facilitation, ICAO Annex 9, was a little neglected when compared to that of Security, Annex 17. Putting both at the same level and recognizing them as being complementary, two sides of a coin, and equally important issues, changed the approach. Providing a secure environment for the travelling public should not jeopardize the comfort of passengers any longer and the real challenge was and continues to be the right combination of Security and Facilitation.

The growing importance of Facilitation was underlined by the organization of Regional Facilitation seminars around the globe. The first one in the EUR/NAT Office was jointly convened in Paris by ICAO from 13 to 16 October 2014. This seminar aimed to bring together all

important players for the common understanding of Annex 9, States, airline industry, customs and others in order to discuss all the areas covered by this Annex which is the most diverse of all ICAO Annexes. The seminar was highly welcomed by participants and served also as a platform for networking.

In the following years some areas of Annex 9 gained higher focus, such as Advanced Passenger Information (API). It is mentioned here as the most prominent example as it was triggered by the United Nations Security Council Resolutions (UNSCR) 2178 (2014) and 2309 (2016). Its relevance for border security at airports and therefore for aviation security was recognized and led finally to the upgrade of the API requirement from a recommended practice to a standard applicable as of 23 February 2018.

Over the years, Facilitation grew in importance, especially in those areas which impact and/or complement security requirements. In parallel, ICAO also recognized that the implementation of Annex 9 is a real challenge for States and all the other entities involved. Therefore, the second cycle of Regional Facilitation seminars now focuses on the implementation of Annex 9 (Facilitation). The seminar for the EUR/NAT Regions (which was the first of this second cycle of regional seminars) was conducted bilingually (English and Russian with simultaneous interpretation) from 21 to 24 November 2017. It was a highly successful event which was positively welcomed by participants. Fifty-six participants from



twenty-three States and two regional organizations discussed actively the challenges of implementing the wide variety of ICAO Annex 9 standards and shared best practices of successful approaches. The seminar built on the utmost importance of understanding the role and responsibilities of States and ICAO respectively.

The discussions touched on the electronic filing of differences (EFOD) system, as an important means to evaluate compliance. The seminar also addressed the development of a National Civil Aviation Facilitation Programme (NCAFP) and/or Committee as the basis and starting point to improve coordination between all players involved in implementing Annex 9 standards and recommended practices. This second EUR/NAT Regional Facilitation seminar was a lively and

interactive event which allowed everybody to go home with concrete material. Participants requested that another similar regional event on implementation of Annex 9 be organized soon as it allowed for a great learning experience and enjoyable interaction between States from all areas of the entire EUR/NAT Regions.

More information on ICAO's work on Aviation Security and facilitation is available on the ICAO public website : <https://www.icao.int/Security/Pages/default.aspx>



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AVIATION SECURITY IS AN IMPORTANT COMPONENT OF SUSTAINABLE AND SAFE DEVELOPMENT OF AVIATION



ENAVSECG Chair

Vladimir Chertok is Deputy Head of the Federal Authority for Transport Oversight. He worked during 30 years at the State Research Institute of Civil Aviation and conducted ground and flight tests of board life support systems, survival and safety for crews and passengers almost in all types of modern civil aircrafts. In recent years, he had held various supervisory positions in the Ministry of Transport of the Russian Federation, the Federal Authority for Transport Oversight, and dealt with issues of aviation and transport security. Currently, he is in charge of state control and oversight for compliance of legislation and international treaties of the Russian Federation.

During the Regional Aviation Security Conference held in November 2011 in Moscow, Russian Federation, States recognized the need to expand regional cooperation in order to strengthen aviation security. Following the conference, the ICAO Secretariat established, in February 2012, the position of an ICAO Regional Officer for Aviation Security in the ICAO European and North Atlantic Office. Subsequently, in summer 2012, the European and North Atlantic Aviation Security Working Group (ENAVSECG) was created. The composition of the ENAVSECG encompasses all 56 ICAO EUR/NAT States, relevant regional organizations and industry representatives. It is the only working group on Aviation Security (AVSEC) which covers all players in the entire EUR/NAT Region.

It is also important to note that the European and North Atlantic Regions are the regions with the most intensive air traffic and the largest volume of international (interstate) flight connections in the world.

Since 2012, the ENAVSECG has been working under the leadership of the ICAO Regional Office, thanks to the active support of the Director of the ICAO Regional Office, Mr. Luis Fonseca de Almeida and Regional Officer, Aviation Security and Facilitation, Ms. Cornelia Ludorf.

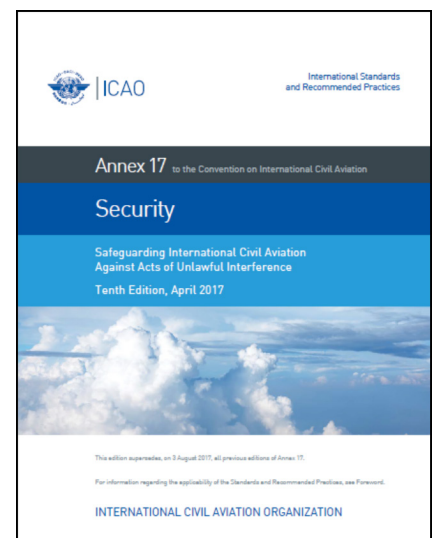
The working group was headed by the representative from the Civil Aviation Committee of Kazakhstan Mr. Beken Seidakhmetov as Chairman, the representative from the Federal Authority for Transport Oversight of the Russian Federation, Mr. Vladimir Chertok and the representative of the Finnish Aviation Authority Mrs. Arya Pulnainen as vice-chair persons.

The ENAVSECG has progressed over the past 6 years through all the stages of organizational set-up and has built, with confidence, a positive perspective of regional cooperation between States in order to increase the level of aviation security in all Member States in the EUR/NAT Region.

In this work, important regional cooperation aspects such as the sharing of work experiences between the working group and other ICAO Regions through their Regional Offices as well as support of the development of cooperation in the field of assistance amongst States have been established.

The annual meetings show the noticeable increase in the number of issues being considered at the ENAVSECG as well as the continued growth of the importance and authority of the ENAVSECG by the regular increase in participation numbers which also includes observers.

At the latest meeting in Paris in 2017, 78 delegates from 22 countries took an active part in the work of the group where there was an increase



By European and North Atlantic Aviation Security Working Group Chair and Vice-Chair

in the number of issues considered by the working group. Presentations at the meeting were made by France, Georgia, Kazakhstan, Kyrgyzstan, Romania, Russian Federation, Switzerland, Tunisia, Turkey, United Kingdom, United States, the ICAO Secretariat and international organizations, namely: ACI, CANSO, EASA, ECAC, EEA, EUROCONTROL, IATA, IFALPA, as well as the ICAO Regional Offices located in Africa (Dakar, Senegal and Nairobi, Kenya) and the Interstate Aviation Committee. Speakers from States and international organizations provided presentations, working and information papers covering various aspects of Aviation Security and Facilitation, such as risk assessment, MANPADS, landside security, behavior detection, RPAS, cargo and mail security, innovative technology, insider threat, cyber security, laser attacks, oversight and quality control, training developments, international cooperation, capacity building projects, developments in other regions, ICAO TRIP strategy and Annex 9 amendments.

In line with the Terms of Reference of the ENAVSECG concerning the re-evaluation and election of chairpersons every 5 years,



a new group of Chairs was elected unanimously for the next 5 years: the representative of the Russian Federation, Mr. Vladimir Chertok was elected as Chairman, the representative of Switzerland, Mr. Florin Hungerbuehler and representative of Georgia, Ms. Inga Jgenti were elected as Vice-Chairs. The proposals resulting from the discussions of the ENAVSECG are subsequently submitted to the ICAO AVSEC Panel which now includes 11 States from the EUR/NAT Region, following the recent inclusion of Portugal and the Netherlands that was approved at the last AVSECP meeting.

Currently, the chairpersons of ENAVSECG and the Regional Officer of the ICAO EUR/NAT Office are working actively on a proposal to develop a roadmap for the EUR/NAT Regions to implement the ICAO Global Aviation Security Plan (GASeP).

This proposal will be shared with States and stakeholders in the region for input and the final draft will be discussed at the Regional Aviation Security Conference to be held in Lisbon, Portugal, from 29 to 31 May 2018. The Conference aims to address the common challenges of the implementation of the GASeP.

The ENAVSECG confidently continues to promote the development of interregional and international cooperation of the EUR/NAT Member States with the active assistance and the leadership of the ICAO EUR/NAT Regional office.

The ICAO EUR/NAT Regional Office can always count and rely on the active support of the members of the working group in working towards ensuring safety and security in civil aviation.



ENAVSECG Vice-Chair

Inga Jgenti is Senior specialist of Aviation Security Department at Georgian Civil Aviation Agency (GCAA).

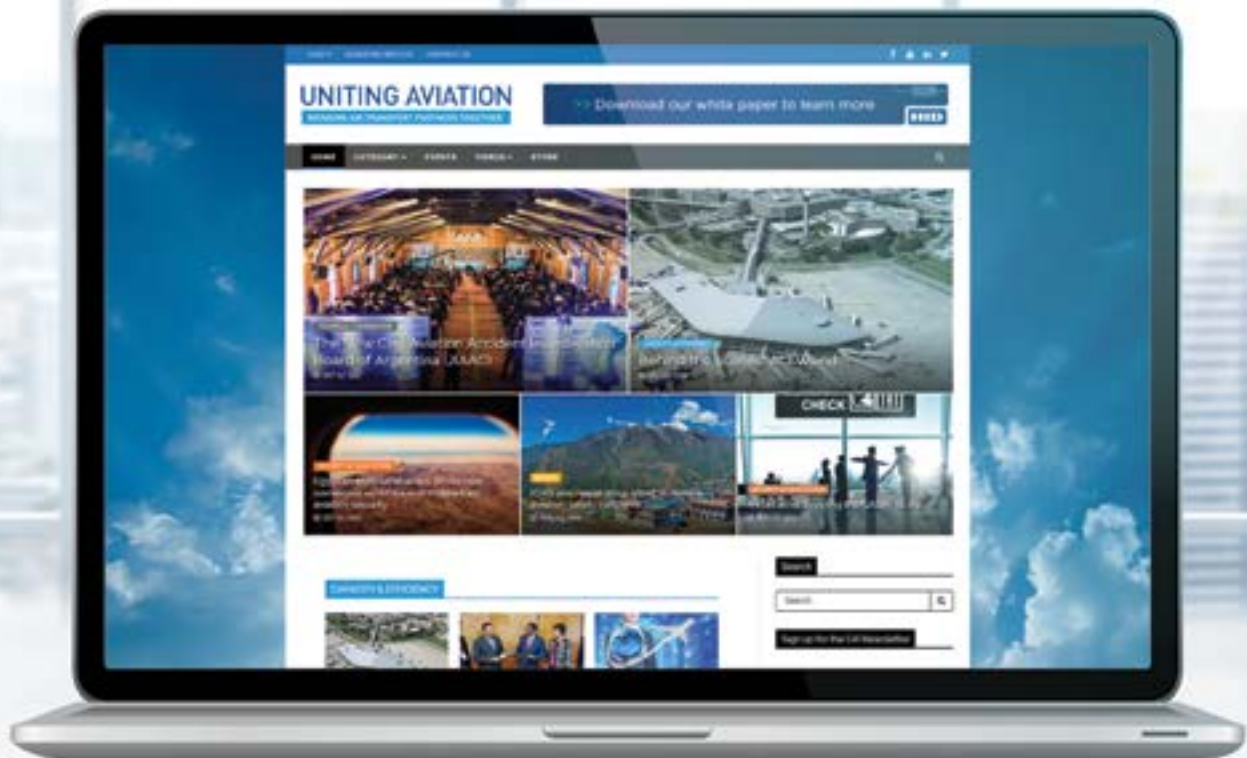
In Aviation Since 2001. Responsibilities: Policymaking, compliance monitoring, cooperation with entities involved in Aviation security.

From 2002 to 2011 Ms. Jgenti worked at "Georgian Airways", where she held different positions e.g. Instructor and Deputy Head of the cabin crew department and worked at the same time as Flight Safety Instructor at Georgian Aviation University.

Ms. Jgenti joined the GCAA in 2011. In 2012 she got certified as Landside Security and Cyber Security Vulnerability Assessor under ECAC's Capacity Building Programme, performed one cyber security and four Landside Security Vulnerability assessments and in 2017 was appointed Vice-Chair of ICAO European and North Atlantic Aviation Security Group (ENAVSECG).

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NEWS FROM THE ICAO EUR/NAT OFFICE



Elkhan Nahmadov is ICAO Deputy Regional Director of the ICAO for Europe and North Atlantic Office since 2018. Mr. Nahmadov has more than 20 years of experience on aviation. In 1993 he started to work for Azerbaijan Air Navigation Services where he held several positions e.g. Aeronautical engineer, Head of the Development department and later Deputy Director. In 2006 Mr. Nahmadov joined the ICAO Europe and North Atlantic Office as Air Navigation Officer.

On 1 March 2018, I was appointed Deputy Regional Director of the ICAO Regional Office which is accredited to States in the European and North Atlantic Regions of ICAO.

This is a great honor for me and I am conscious of the challenges ahead. But I am also fully confident that with the support of the world-class professionals in the ICAO EUR/NAT team, we will succeed in carrying out our functions and assisting EUR/NAT States in the achievement of our strategic objectives and implementation of the ICAO Global Air Navigation (GANP), Aviation Safety (GASP) And Aviation Security (GASeP) Plans and the Assembly Resolutions on Environment. The ICAO EUR and NAT Regions have a complex civil aviation regulatory and institutional system, comprised of 56 States and many international and regional organizations. Working in these Regions is challenging and requires deep knowledge and a clear understanding of the relationships and interdependencies. At the same time, it offers vast opportunities and a tremendous source of expertise that could be used for the achievement of our common global objectives. To accomplish that, we need to work closely with all organizations present in the EUR/NAT Regions to ensure alignment of our work programmes, cooperation, collaboration and partnerships to avoid duplication of work and the use of our resources in the most optimum way.

The working methods of various ICAO EUR/NAT regional working groups, also needs to be improved in order to make them more result-oriented and project-based. In addition, it is crucial to expand our involvement in the EUR/NAT No Country Left Behind (NCLB) technical assistance programme,

that focuses on the needs of States to enhance their aviation safety oversight capabilities. The NCLB programme is a key part of our work in the Regions' implementation of the GANP, GASP, GASeP and ICAO Assembly Resolutions on safety, air navigation, environment, aviation security and air transport.

In support of the EUR/NAT NCLB programme, it is necessary to work with EUR/NAT States and international and regional organizations to achieve synergies and ensure support of the programme as partners and donors. Close cooperation with various financial institutions to seek funding possibilities to implement regional NCLB projects is also important.

I understand that none of this is possible without the support and cooperation of States, international and regional organizations and industry stakeholders. Coordination, cooperation and collaboration between all of us are key to enabling the achievement of our common strategic objective of a safe, secure, efficient and environmentally friendly civil aviation.

A lot has happened since our last edition and this section of the newsletter will provide you with some highlights on the latest developments in the EUR/NAT Region: from the Technical Assistance Programme to the Aviation Data and Analysis Seminar or the CORSIA Regional Seminar.

INTER-REGIONAL APAC/EUR/MID SWIM WORKSHOP

The Inter-regional APAC/EUR/MID Workshop on 'Service improvement through integration of AIM, MET and ATM Information Services' (SWIM) was successfully conducted at EUROCONTROL Headquarters, Brussels, Belgium from 2 to 4 October 2017. The workshop was attended by 138 participants from 37 States of the ICAO Asia and Pacific (APAC), European and North Atlantic (EUR/NAT) and Middle East (MID) Regions and 6 international organizations. In addition, 8 industry stakeholders provided exhibits at the workshop. The organizing partners included the ICAO APAC, EUR/NAT and MID Regional Offices and EUROCONTROL (host).

The objective of the workshop was to address planning and implementation issues of the Performance Improvement Area 2 (PIA2) Aviation System Block Upgrade (ASBU) Modules related to Aeronautical Information Management (AIM), Air Traffic Management (ATM), Meteorology (MET), Flight and Flow Information for a Collaborative Environment (FF-ICE) and System Wide Information Management (SWIM), including the pre-requisites for an efficient and timely implementation of ASBU Block 1 modules. In addition, the workshop provided a forum to share experiences and best practices, and address the challenges and lessons learned associated with the PIA2 Block 0 and Block 1 implementation. The exhibition, which was organized concurrently with the workshop, showcased the latest SWIM-related industry developments.

The workshop also provided an opportunity for each Region to address their regional issues/challenges in the regional break-out sessions. The EUR Region break-out

session related to SWIM implementation discussed the challenges faced in SWIM implementation in the EUR Region and proposed the establishment of a SWIM Project Team by the European Air Navigation Planning Group (EANPG). The terms of reference of the EUR SWIM Project Team may include, inter alia, the following:

- Develop and maintain EUR SWIM implementation roadmap in coordination with the current relevant programmes and activities (GANP, SESAR, NextGen, AIM/SWIM Team, etc.) and considering the upcoming SWIM ICAO global provisions and revised 2019 GANP;
- Benchmark best practices in SWIM implementation;
- Monitor global development and promote SWIM in the EUR Region;
- Review EUR SWIM implementation status;
- Assist States in SWIM implementation in the EUR Region; and
- Provide guidance and training, as appropriate.

The Project Team should consider and facilitate implementation of the recommendations provided by the workshop as well as take account of the various air navigation disciplines involved in SWIM, geographic balance and existing group(s), such as the EUROCONTROL AIM/SWIM Team that has been performing tasks in this area for the ECAC States, in order to prevent duplication of efforts.

The EUR SWIM Project Team should take into consideration the importance of global and regional/inter-regional harmonization of SWIM implementation



Eurocontrol, Brussels, Belgium

and the activities already undertaken in other relevant programmes at global and regional/inter-regional levels (GANP, SESAR, NextGen, etc.). In this connection, the target for the initial SWIM ICAO global provisions is envisaged to be submitted by the ICAO Information Management Panel in January 2019. Therefore, the first set of activities of the EUR SWIM Project Team should focus on completion of ASBU Block 0 and pre-requisites for Block 1 and SWIM implementation.

The workshop agreed on some recommendations to be taken into consideration by States and Regions for SWIM planning and implementation. It was concluded

that inter/intra-regional coordination in planning and implementation of SWIM will facilitate harmonized implementation. The workshop was successful in achieving its objective and similar inter-regional workshops/seminars should be conducted on a regular basis.

The outcome and presentations of the Inter-regional APAC/EUR/MID SWIM Workshop are available on the EUROCONTROL website at: <http://www.eurocontrol.int/node/11540/>

ICAO AVIATION DATA AND ANALYSIS SEMINAR

The first ICAO Aviation Data and Analysis seminar was organized and held at the ICAO EUR NAT Regional Office, from 4 to 6 April 2018. It was a joint event with ICAO EUR NAT Office, ICAO Headquarter and ICAO MID Office.

The objective of the Seminar was to bring together all stakeholders, [Regulators, Air Navigation Service Providers (ANSPs), Aerodrome Operators, Aircraft Operators, International Organizations and Industry] to review the current situation and trends of aviation in the EUR/NAT and MID Regions, including the synergies between aviation, tourism and trade; and the understanding of the challenges and needs of the different stakeholders, considering the cost effectiveness. The use of civil aviation data analysis for planning and decision making in ICAO, national administrations, airlines, airports and ANSPs was also addressed.

The Seminar included presentations on the latest applications in data and analytics that are used for efficient decision making by different aviation stakeholders, as well as a number of discussion panels addressing interesting subjects such as: information systems to improve airline efficiency, economics of airports and ANSPs. The seminar was attended by representatives from 24 States, 8 International and regional Organizations as well as representatives from the industry.

The presentations of the seminar are available on the ICAO website at: <https://www.icao.int/Meetings/aviationdataseminar/Presentations/Forms/AllItems.aspx>



EUR/NAT Office, Paris, France, April 2018

CORSIA REGIONAL SEMINAR

Climate change is a global problem, which requires global efforts. The CORSIA is a global market-based measure designed to offset international aviation CO₂ emissions. Each State participating in the CORSIA brings us closer to meeting the ICAO global aspirational goal of carbon neutral growth from 2020. Even if a State does not have aircraft operators registered in the State (and therefore no compliance cost is incurred), the State's participation in the scheme will add those routes operated by foreign aircraft operators between the State and other participating States, thus increasing the overall emissions coverage of the scheme.

The 39th Session of the ICAO Assembly adopted Resolution A39-3 on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), requested ICAO to provide capacity building and assistance to Member States for the implementation of CORSIA. Pursuant to this request, and in accordance with the overall plan of CORSIA preparatory activities endorsed by the Council, a series of five regional seminars were held in the following venues: Guatemala, The former Yugoslav Republic of Macedonia, Egypt, South Africa and Australia.

The ICAO EUR NAT seminar was held in Skopje, the former Yugoslav Republic of Macedonia from 26 to 28 March 2018.

The regional seminar was attended by more than 100 participants representing 35 States and 8 international and regional organizations. The objective of the regional seminar was to share information on the CORSIA implementation requirements, in order for participants to have a clear understanding of the detailed procedures and required actions, as well as related responsibilities, among relevant stakeholders involved in the CORSIA implementation.

As an example, the CORSIA Action Check List for 2018 and 2019, according to the CORSIA draft SARPs, were distributed to the participants of the seminar.

CORSIA ACTION CHECKLIST 2018 2019

| | Timeline for Action | STATE | AEROPLANE OPERATOR |
|------|-------------------------|--|---|
| 2018 | February | Designate a focal point for CORSIA implementation | Designate a focal point for CORSIA implementation |
| | March/April | Participate in ICAO's CORSIA training and capacity building | |
| | May/June | Coordinate necessary actions with focal points of aeroplane operators attributed to your State | Engage with the State focal point for information and requirements on CORSIA in your State |
| | July/August | | Assess whether your airline is eligible to use ICAO CORSIA CO ₂ Estimation and Reporting Tool (CERT) for the monitoring of CO ₂ emissions |
| | 30 September | | Submit an Emissions Monitoring Plan to your State for approval <i>(Recommended)</i> |
| | 30 November | Approve the aeroplane operator's Emissions Monitoring Plan <i>(Recommended)</i> Send a list of aeroplane operators attributed to your State to ICAO | |
| | 31 December | Obtain and use the ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" | |
| | December | Establish necessary national regulatory framework | |
| 2019 | 1 January – 31 December | | Monitor 2019 CO ₂ emissions from international flights in accordance with the Emissions Monitoring Plan |
| | 28 February | | Submit an Emissions Monitoring Plan to your State for approval |
| | 30 April | Approve the aeroplane operator's Emissions Monitoring Plan | |
| | 30 April | Submit lists of aeroplane operators attributed to your State and verification bodies accredited in your State to ICAO | |
| | 31 May | Obtain and use ICAO document entitled "CORSIA Aeroplane Operator to State Attributions" | |

Why join CORSIA ?

The more States join CORSIA, and the earlier they join, the more emissions are covered, increasing the environmental integrity of the scheme.

The more emissions are covered; more units will be needed, thus increasing opportunities to invest in emissions reduction projects, particularly in developing States.

More information on CORSIA is available on the ICAO public website : <https://www.icao.int/environmental-protection/Pages/market-based-measures.aspx>

VOLCANIC ASH EXERCISES IN THE EUR/NAT REGIONS - VOLCEX 17

Consistent with the mandate of the European Air Navigation Planning Group (EANPG) Programme Coordinating Group (COG) and the North Atlantic (NAT) Systems Planning Group (SPG) Implementation Management Group (IMG), the Volcanic Ash Exercises Steering Group (VOLCEX/SG) for the EUR and NAT Regions was established to initiate and maintain a programme of regular volcanic ash exercises in the EUR/NAT Regions. One of the main goals of these exercises is to test the Volcanic Ash Contingency Plan (VACP) for the EUR and NAT Regions (EUR Doc 019, NAT Doc 006, Part II) which was recently merged in July 2016. Typically, one exercise called VOLCEX is planned and conducted by the VOLCEX/SG each year.

The objective of these exercises is to improve the response to volcanic eruptions and volcanic ash contamination by the relevant national supervisory authorities, service providers and airspace users as well as improve the common volcanic ash contingency plan for the EUR and NAT Regions.

VOLCEX17, which took place from 29 to 30 November 2017, simulated a volcano eruption in the Azores in Portugal which produced a simulated volcanic ash cloud that impacted the Mediterranean States as well as a large part of continental Europe, United Kingdom and portions of the Middle East. A total of 33 airline operators, IATA, AOCCC (Aircraft Operator Crisis Coordination Cell), EACCC (European Aviation Crisis Coordination Cell), Network Manager (NM), 14 Air Navigation Service Providers (ANSPs), 12

Meteorological Watch Offices (MWOs), 8 NOTAM Offices, 11 Regulators, Volcanic Ash Advisory Centre (VAAC) Toulouse and VAAC London (backup) and 8 other organizations participated in the exercise.

Recommendations from the VOLCEX17 debrief meeting that took place on 16 January 2018 in Lisbon, Portugal, can be found in the summary of discussions on the ICAO portal under the group name "VOLCEXSG" and folder 'VOLCEX17 dbr VOLCEX18 plan'. Some of these recommendations, such as: *"strictly follow the use of Danger Areas for volcanic ash as described in the EUR/NAT VACP"* were included in the VOLCEX18 objectives.

The VOLCEX18 planning meeting that took place on 17 January 2018 in Lisbon agreed to exercise a simulated eruption of a volcano in Iceland called Oraefajokoll. VOLCEX18 will take place on 28 November 2018 and is expected to impact a significant part of the EUR Region in addition to the NAT Region. As the details of the plume are not yet known, the next newsletter will contain an article on VOLCEX18.



Lisbon, Portugal, 2018

VOLKAM18

VOLKAM18 was successfully conducted from 19 to 20 April 2018 which exercised several objectives related to aviation stakeholders' response to two simulated volcano eruptions in Kamchatka, Russian Federation. In particular, Main Air Traffic Management Centre (MATMC) accepted many simulated re-route requests into Russian Federation airspace which required coordination with other Area Control Centres (ACC) such as Magadan, Petropavlovsk-Kamchatsky and Khabarovsk. Dozens of simulated flights were also rerouted from Anchorage to Oakland Flight Information Region (FIR) demonstrating ACC coordination over the North Pacific.

Furthermore, one airline provided simulated re-route information using Controller-Pilot Data Link Communications (CPDLC) via High Frequency (HF), which was successfully communicated with ACC Magadan. Another airline successfully simulated an emergency diversion to Petropavlovsk-Kamchatsky, which was accepted by ACC Petropavlovsk-Kamchatsky noting that it would have taken approximately one hour to manage the stop over (e.g. refuel and departure coordination). Air Traffic Flow Management (ATFM) measures were successfully practiced in that MATMC sent a test Aeronautical Information Management (AIM) message to ACC Magadan containing a list of flights that were likely to be affected if Magadan were to set the capacity to 0. A delayed departure was also simulated to alleviate air traffic in some of the Magadan sectors. Volcanic Ash Advisory Center (VAAC) handovers from Tokyo to Anchorage to Washington



Moscow, Russian Federation, 2018

were successfully conducted. Lastly, a test special air-report on volcanic ash from one airline to ACC Petropavlovsk-Kamchatsky via HF was received and sent to MWO Yelizova for dissemination via AFTN allowing this message to be available on Secure Aviation Data Information Service (SADIS).

More details will be provided at the VOLKAM18 debrief meeting that will be held in Paris on 22 May 2018. Recommendations developed at the debrief meeting will be considered when developing VOLKAM19 objectives at the EUR (EAST) VOLCEX/SG/13 meeting in Magadan from 7 to 9 August 2018.

ICAO EUR/NAT TECHNICAL ASSISTANCE PROGRAMME MISSION TO AZERBAIJAN

The ICAO EUR/NAT Office is implementing a regional Technical Assistance Programme (EUR/NAT TAP) under the No Country Left Behind (NCLB) global initiative. Another successful technical assistance mission was conducted to Azerbaijan (7-9 March



Baku, Azerbaijan, 2018

2018) within the framework of the signed ICAO EUR/NAT tailored plan of actions and Technical Assistance project AZE 16001. ICAO experts were supported in the mission by an expert kindly released by Civil Aviation Authority of Israel. Israel recently joined the network of donor States and Organizations supporting the regional capacity building activities, within the framework of our EUR/NAT Technical Assistance Programme, complementing the assistance already provided by Turkey, France, Austria, Portugal, Ukraine, the United States, EASA, EUROCONTROL, IATA, IFALPA, ACI, CANSO.

STATES CORNER



ICAO Secretary General Dr. Fang Liu and Baroness Sugg, Minister for Aviation Department for Transport for United Kingdom.



ICAO Secretary General Dr. Fang Liu at the Berlin Aviation Summit and the Berlin Air Show with German Chancellor Angela Merkel and accompanying officials.



ICAO Secretary General Dr. Fang Liu opens the UN agency's Cybersecurity in Civil Aviation Summit for European, Middle East and African States, Bucharest, Romania.



President of ICAO Council, Dr. Olumuyiwa Benard Aliu, the Minister of Public Works of Spain, Mr. Íñigo Joaquín de la Serna Hernáiz, and Mr. Julio Gómez-Pomar Rodríguez, Secretary of State



President of ICAO Council, Regional Director ICAO EUR/NAT, with Representatives from different Member States of the Eastern part of EUR/NAT Regions



President of ICAO Council, Regional Director ICAO EUR/NAT, and Officials of Turkey

UPCOMING EVENTS AND MEETINGS

Global Aviation Security Plan (GASeP) Implementation Conference

29-31 May 2018

Lisboa, Portugal

The ICAO EUR/NAT Regional Conference aims to promote shared accountability for regional priorities, taking into account regional challenges and approaches to aviation security, threat and risk picture or regional infrastructure. It will present a unique opportunity for all participants to share information.

ICAO Regional Performance Framework Workshop for States in the Eastern part of the ICAO EUR Region

29-31 May 2018

Moscow, Russian Federation

ICAO EUR/NAT is organizing a workshop to support the implementation of the regional performance framework in the ICAO EUR Region, to collect the necessary feedback and information from participants and to expedite the implementation of the regional performance framework in the whole EUR Region.

ICAO International Air Law Course

18-22 June 2018

ICAO EUR/NAT Office, Paris, France

The International Air Law course aims to enable representatives of Civil Aviation Administrations, Civil Aviation Authorities, Airports and Air Navigation Service Providers to support their organization in compliance with international air law, through application of appropriate knowledge and advocacy.

Interregional EUR/MID Workshop on PANS-AIM

10-12 July 2018

ICAO EUR/NAT Office, Paris, France

ICAO EUR/NAT and MID are organizing a workshop on Procedures for Air Navigation Services — Aeronautical Information Management, to introduce the new PANS-AIM (Doc 10066) and amendments to Annex 15 and develop Regional Implementation Plan for their harmonized and coordinated.

Universal Safety Oversight and Audit Programme (USOAP) Regional Workshop for the EUR/NAT Region

11-13 September 2018

Santa Maria, Portugal

ICAO EUR NAT is organizing the ICAO Regional Workshop on the Continuous Monitoring Approach (CMA) of the Universal Safety Oversight Audit Programme (USOAP) for the EUR/NAT Regions to provide States with updated information on the USOAP CMA, and hands-on training on the latest CMA online framework (OLF) tools.

ICAO AVSEC/FAL Seminar for the Eastern part of the ICAO EUR Region

12-14 September 2018

Skopje, The former Yugoslav Republic of
Macedonia

The yearly seminar supports States in the Eastern part of the EUR region in implementing Annex 17 and Annex 9 requirements. States in the East host this seminar on a rotation basis and will be held this year in Skopje. This seminar will be conducted in English and Russian and aims to foster networking and cooperation in the region, discussions related to amendment 16 of Annex 17, the GASeP as well as the EUR/NAT roadmap.

For a full list of upcoming events visit: [icao.int/meetings](https://www.icao.int/meetings)

SAVE THE DATE

2018 Events on the horizon

| | | |
|---|-------------------------|----------------------|
| ICAO ENAVSECG/7 / GASeP implementation Conference | Lisbone, Portugal | 29-31 May 2018 |
| ICAO Traveller Identification Program (TRIP) Seminar | Brasília, Brazil | 3-5 June 2018 |
| NAT SPG/54 | Paris, France | 25-28 June 2018 |
| Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) Seminar | Montréal, ICAO HQ | 2-3 July 2018 |
| PANS AIM workshop EUR NAT and MID | Paris, France | 10-12 July 2018 |
| Seminar on Space Weather and ICAO weather information exchange model (IWXXM) | Panamá, Panamá | 16-20 July 2018 |
| ICAO Global Aviation Gender Summit | Cape Town, South Africa | 8-10 August 2018 |
| 2nd Air Cargo Development Forum | Zhengzhou, China | 5-7 September 2018 |
| 3rd ICAO Remotely Piloted Aircraft Systems Symposium (RPAS/3) | Chengdu, China | 10-12 September 2018 |
| 2nd Drone Enable Industry Symposium (UAS/2) | Chengdu, China | 13-14 September 2018 |
| USOAP - CMA Regional workshop | Paris, France | 11-13 September 2018 |
| Airport Planning Seminar SAM Region | Lima, Peru | 12-14 September 2018 |
| AVSEC FAL Seminar | Macedonia (FYROM) | 12-14 September 2018 |
| Fourth ICAO World Aviation Forum (IWAFF/4) | Fortaleza, Brazil | 17-19 September 2018 |
| Twentieth Second Workshop Meeting on the ICAO SAM implementation Meeting | Lima, Peru | 19-23 September 2018 |
| 13th ICAO Air Navigation Conference (AN-Conf/13) | Montréal, ICAO HQ | 9-19 October 2018 |
| 14th ICAO Traveller Identification Program Symposium (TRIP/14) | Montréal, ICAO HQ | 23-25 October 2018 |
| Green Airports Seminar | Lima, Peru | 4-8 November 2018 |
| Joint Mediterranean AVSEC Seminar 2018 | Cairo, Egypt | 13-15 November 2018 |
| Air Navigation Procedure for Aeronautical Information Management Seminar (PANS/AIM) | Lima, Peru | 14-16 November 2018 |
| GUYANA /CARICOM /AU/ICAO Air Transport Meeting | Georgetown, Guyana | 21-23 November 2018 |
| 2nd ICAO Global Aviation Security Symposium (AVSEC/2) | Montréal, ICAO HQ | 26-30 November 2018 |
| EASPG | Paris, France | 26-30 November 2018 |
| ICAO Traveller Identification Program (TRIP) Seminar | Benin, Africa | 28-30 November 2018 |
| RAAC - 16 – Extraordinary Meeting | Lima, Peru | 6-7 December 2018 |
| 3rd ICAO Next Generation of Aviation Professionals (NGAP/3) | Shenzhen, China | 12-14 December 2018 |

* All event dates are subject to change

For more information regarding sponsorships and exhibitions, please contact mcr@icao.int

**International Civil Aviation Organization (ICAO)
European and North Atlantic (EUR/NAT) Office**



ICAO

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