

EUR/NAT NEWSLETTER



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HEADLINES

REGIONAL DIRECTOR REMARKS

MESSAGE FROM THE SECRETARY GENERAL

EUR/NAT MAIN WORKING GROUPS ACTIVITIES

NCLB

ENVIRONMENT

CYBERSECURITY

VOLCANIC ASH

CAPSCA EUR

IN BRIEF

"Our goal with this publication is to provide information and updates on the most important aspects of ICAO's activities and in particular for our European and North Atlantic Regions. It is important for us to make you aware of the directions the regional civil aviation community is heading to."

Regional Director Remarks (page2)

European and North Atlantic
(EUR/NAT) Office of ICAO

REGIONAL DIRECTOR REMARKS



Luis Fonseca de Almeida
Regional Director
Europe and North Atlantic (EUR/NAT)

This is the first edition of the NEWSLETTER of the European and North Atlantic (EUR/NAT) Office, and I am very grateful to be able to take advantage of this opening message to pass along my regards and appreciation to all of our close colleagues and partners in the EUR/NAT community. Thank you for your valuable work and contributions.

Our goal with this publication is to provide information and updates on the most important aspects of ICAO's activities and in particular in the European and North Atlantic Regions. It is important for us to make you aware of the direction the regional civil aviation community is taking.

In the future, we would also like to invite all our stakeholders to contribute their ideas and perspectives to this NEWSLETTER, especially States, International and Regional Organizations, and the Industry. Your participation is not only welcome, but also essential for the continuity and success of this initiative.

The current business model of the EUR/NAT Office is fundamentally based on the following pillars, addressing the five strategic objectives of ICAO and fostering the continuous improvement of the level of implementation of the ICAO Standards and Recommended Practices (SARPs) by our Member States:

- a) Regular programme related activities, achieved mostly through the four established main groups and their working structure (contributory bodies):
 - The North Atlantic Systems Planning Group (NAT SPG);
 - The European Air Navigation Planning Group (EANPG);
 - The European Regional Aviation Safety Group (RASG EUR); and
 - The European and North Atlantic Aviation Security and Facilitation Group (ENAVSECG).
- b) ICAO No Country Left Behind (NCLB) related activities aimed at assisting

States in implementing ICAO SARPs. The main goal of this work is to help ensure that implementation of SARPs is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. The NCLB effort also promotes ICAO's work to resolve Significant Safety Concerns (SSCs) brought to light through our safety oversight audits, as well as other safety, security and emissions-related objectives.

- c) ICAO USOAP and USAP related activities, including the participation of EUR/NAT staff in audit and validation missions at regional and global levels.

Through these activities, we are convinced that we are making an important contribution in the EUR and NAT Regions regarding the implementation of the ICAO Global Air Navigation Plan, the Global Aviation Safety Plan, and our specific regional plans, as well as all the ICAO provisions with a special focus on those Standards related to aviation safety and security.

The EUR/NAT Office plays a unique and instrumental role to ensure the implementation of a harmonized and seamless aviation system across a significant area of the world, uniting States with different cultures, various levels of maturity and needs, and ensures the necessary bridges amongst several ICAO Regions.

The technical assistance that we are providing to our States is no less important, especially with respect to those displaying greater vulnerabilities.

Friends and colleagues, the role of the EUR/NAT Office has evolved and is becoming more extensive, relevant and complex. We need the collaboration and additional support of all our partners to meet the demands of our sector, and to navigate together along an efficient route.

With this new tool – the EUR/NAT NEWSLETTER – we believe that we can facilitate the achievement of our common goals.

As usual, everything is in our hands.

MESSAGE FROM THE SECRETARY GENERAL OF ICAO: DR. FANG LIU



Dr. Fang Liu
Secretary General
International Civil Aviation Organisation

It is my great honour to be able to contribute to this inaugural edition of the ICAO EUR/NAT Regional Office Newsletter.

My congratulations go out to Regional Director, Mr. Luis Fonseca de Almeida and his team for realizing this new and useful outreach tool for the EUR/NAT civil aviation communities, and it is ICAO's hope that in due course it will help you to celebrate one another's accomplishments and cooperate even more effectively on your extensive Regional goals.

The international aviation community has been very actively engaged on a number of important priorities of late, with notable progress continuing to be made in such areas as flight tracking procedures post MH-370, the safe integration of remotely-piloted and suborbital operations, and the role to be played by modernized infrastructure in our shared efforts to enhance airspace capacity and general operational efficiency.

Regrettably of late, increased terrorism in your Region has also led to a review and prioritization of landside security provisions, a topic which poses complex questions on how civilian and aviation security measures and responses should be aligned and enhanced. Cybersecurity preparedness also comes to mind in the security domain, as does the role for ICAO in helping States to determine a practical balance between how we restrict electronic devices in the cabin, and how we ensure the continued safe carriage of stowed lithium batteries.

Aviation's role in addressing the challenges of climate change have also seen tremendous new developments of late, including the landmark consensus ICAO has achieved on the Carbon Offsetting and Reduction Scheme for International Aviation

(CORSIA), and the new aircraft CO₂ emissions certification standard. EUR/NAT States have been instrumental to this progress, and we'll look forward to more support on the technical aspects to be addressed before CORSIA's pilot phase kicks off in 2021.

At the 39th Assembly last year, the revised Editions of the ICAO Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP) were fully endorsed. The GASP amendments will mainly result in greater prioritization on safety management system (SMS) implementation for operators, but it also includes safety performance indicators for your State Safety Programmes (SSPs), as well as a more defined course for us to follow toward predictive risk management. The new GANP meanwhile, includes a new Logical Architecture for Air Traffic Management, the ASBU Block 1 minimum path to global interoperability, and more detailed financial considerations linked to ASBU implementation.

The tremendous success of these Global Plans, as well as recent security incidents, led the Assembly to endorse calls for the development of a newly envisaged Global Aviation Security Plan (GASeP), as was an extensive Resolution on cybersecurity preparedness. These activities have accordingly been fast-tracked and the first draft of the GASeP will be ready at the end of May.

The 39th Assembly also called on ICAO to begin exploring the need for a new Global Air Transport Plan, while endorsing as well the finalization of ICAO's international liberalization agreements and several other priorities.

With respect to our shared objectives on aviation's environmental performance, I

am pleased that we continue to make progress with regards to aircraft noise, local air quality, air navigation efficiency, and on all elements in our basket of measures to reduce aviation emissions. I am also pleased of the Assembly's recognition of ICAO's continuing work on a new supersonic noise Standard for future aircraft, and our development of a new non-volatile Particulate Matter (nvPM) emissions Standard for all turbofan and turbojet aircraft.

As you are by now most certainly aware, ICAO has made a firm commitment to assist States under our 'No Country Left Behind' initiative, and the ICAO Secretariat is now implementing tailored Technical Assistance and Cooperation Programmes in specific States as a result.

Our Regional Offices are essential to this process, and in order to ensure a strengthened ICAO regional presence I added 15 new Regional Office posts globally in 2016, focused mainly on safety and security assistance for Member States. I have also assigned a regional affairs coordination function to the Strategic Planning, Coordination and Partnerships Office which ICAO has newly established. These efforts are already helping to optimize the synergies between our local Technical Assistance and Technical Cooperation efforts, and they have played a big part in how the role of our EUR/NAT Office has evolved of late to become more extensive and relevant.

In recent years, as the global economy has struggled and States have faced more pressing economic challenges than in past decades, we've been asking ourselves what more we can do at ICAO to help governments mitigate these downturns and optimize aviation's significant socio-economic benefits.

It is our Organization's strong conviction, in the era of 'Sustainable Development Agenda 2030' and the visionary UN Sustainable Development Goals adopted under it (UN SDGs), that the presence in States of safe, efficient, secure, economically viable and environmentally sound international air transport operations is more essential today than ever before.

ICAO-compliant air transport spurs enhanced tourism, expanded market and trade access for local businesses, increased consumer choice, more rapid humanitarian response in times of crisis, and many other benefits which arise due to increased local job creation and a more robust tax base.

These increases in connectivity subsequently spur additional aviation re-investment, creating a sustainable and very dynamic cycle of civil aviation and national development, and we should also take note that the 39th Assembly has now approved a Resolution which calls for States' participation in the SDGs.

Aviation can bring tremendous added benefits to the EUR and NAT Regions in the coming years. Above all this requires investments in aviation development in terms of modernized airport facilities and air navigation services, in order to ensure that future growth is managed safely, securely and efficiently, and similar commitments for your safety and security oversight functions are also essential.

ICAO and its EUR/NAT Regional Office look forward to working with you toward all of these objectives, and toward our more peaceful and prosperous future. I greatly look forward to that journey.

NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT SPG)



The last few years have seen continuous growth in traffic in the North Atlantic, the busiest oceanic airspace in the world. This has required the North Atlantic Systems Planning Group (NAT SPG, the first established – 1965 - Planning and Implementation Regional Group) together with States and air navigation service providers in the NAT Region to respond with innovation and adoption of various means of increasing airspace safety, capacity and efficiency, some of which are in the process of implementation while others are still being developed.

The main thrust has been in the area of data link, the adoption of which by aircraft operators has been expedited by the North Atlantic Data Link Mandate. This has seen a rapid rise in the proportion of aircraft equipped which has in turn allowed the gradual implementation of reduced separation minima while enhancing safety.

Another innovation, ADS-B, has also shown promise, initially only in those parts of the region where land masses allow line-of-sight implementation such as the Faeroe Island/Iceland/Greenland corridor. The effort to implement a space-based surveillance solution are however being watched with a great deal of interest.

The future combination of space-based ADS-B for surveillance and data link and satellite voice for communication promises to blur the lines between oceanic and continental air traffic management to the great benefit of aviation.

A key component of this vision for the future is the implementation of the Performance-Based Communications and Surveillance (PBCS) concept, an initiative which will require a totally new paradigm for global information sharing between air navigation service providers (ANSPs) and regulators to facilitate use of performance data to support operational approvals.

In the arena of contingency planning the NAT and EUR Regions have agreed on a common Volcanic Ash Contingency Plan (VACP) which redefines the roles of the various actors as required by the new approach to volcanic hazards adopted by ICAO with the publication in November 2014 of a revised PANS/ATM.

The next meeting of the North Atlantic Systems Planning Group (NAT SPG/53) will take place in ICAO Paris Office from 26 to 30 June 2017.

EUROPEAN AIR NAVIGATION PLANNING GROUP (EANPG)



of a sub-set of members of the EANPG and which meets on 2 other occasions during the year in order to continue the work of the parent body between plenary sessions. The Plenary is well attended and an effective formation for the delivery of high level air navigation and planning policy in the Region.

A recent review of the Regional arrangements has highlighted the necessity for greater efficiency both in terms of the use of the resources of the ICAO Regional Office Secretariat and the resources committed to the various co-ordinating groups that underpin both the EANPG and the Regional Aviation Safety Group (RASG-EUR). The review has highlighted the need for greater involvement of Directors General of Civil Aviation (DGCA's) in the high-level co-ordination of work in the Region in terms of Safety and Air Navigation & Planning and the need to eradicate any overlap or duplication of effort. Hence the proposals to involve DGCA's in high level meetings that fit within the schedule of significant meetings in ICAO HQ and to merge the work of the EANPG and the RASG-EUR into a single Aviation Systems Planning Group that will align with the structures in our neighbouring Region in the North Atlantic (NAT).

These proposals have been discussed recently with the members of the Air Navigation Commission (ANC) as part of their review of the reports of the Planning and Implementation Regional

Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). The ANC broadly supported the need for change and are watching the output of the EUR Region changes with interest. The aim is to run an initial joint meeting this autumn of the RASG and EANPG to test the new arrangements and to develop proposals for the supporting structures.

In the interim the EANPG and COG continue to progress issues of importance to the Region including, improvements to wake vortex separation criteria (in order to increase efficiency at our busier airports), provide access to portions of airspace that are cause difficulty to operators (such as High Seas portions of the Black Sea and some parts of the Baltic Sea) and to continue to roll-out improvements to air navigation efficiency and effectiveness through the roll-out of further ASBU modules and the delivery of a Performance Framework that can be used throughout the Region. Improvements are also sought to aeronautical information management and meteorological information through improved co-ordination and harmonisation.

The next meetings of the European Air Navigation Planning Group and the Regional Aviation Safety Group Europe will be organised as the first combined back-to-back EANPG/59 and RASG-EUR/06 meeting (30 October to 3 November 2017, Paris, France).



By the Chairman EANPG,
Phil Roberts
formerly of the UK Civil
Aviation Authority

The European Air Navigation Planning Group (EANPG) continues to perform effectively as the ICAO regional co-ordinating body for the 55 States in the ICAO European (EUR) Region and supported by the EUR/NAT Office. The Group currently meets in plenary session one per year in the autumn and is supported by its Co-ordinating Group (COG) which is made up



By the Chairman NAT SPG,
Ásgeir Pálsson
Director Air Navigation
Services, ISAVIA, Iceland



EUROPEAN REGIONAL AVIATION SAFETY GROUP (RASG-EUR)



Since the 37th Session of the ICAO Assembly (Montreal, 28 September to 8 October 2010) that adopted the Assembly Resolution A37-4, a high level State meeting held in the EUR/NAT Office on 16 May 2011 agreed to establish the European Regional Aviation Safety Group (RASG-EUR) and adopted its objectives, working methods, scope and structure.

The coordination with, and support from the various regional organizations was viewed as an important element and the means to achieve a harmonized and consistent approach to safety, safety management and to the implementation of the ICAO Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR) in the ICAO European Region. The RASG-EUR terms of reference highlight the need for avoidance of duplication of work and consider the sharing of information and experience between all stakeholders a key element of success for the RASG-EUR. The RASG-EUR spends a continuous effort to gather and capitalize on the knowledge and experience available within States and Industry to improve safety. Thus the participation is open to a broader community.

The ICAO EUR Regional Expert Safety Team (IE-REST) established by decision of the RASG-EUR/02 in February 2013 supports the development and implementation of safety enhancement initiatives (SEIs) and activities in the part of the ICAO EUR Region not covered by the regulatory framework of the EU/EASA regulatory framework.

In order to monitor the progress of safety improvement in the Region, RASG-EUR agreed in 2014 on six safety

targets and associated metrics. It is reassuring to see that one of the key safety performance indicators (accident rate) shows a declining trend over the last 5-year moving average and States are continuing to improve their effective implementation (EI) of ICAO Standards and Recommended Practices (SARPs). However, the improvement is not as significant as desired. We still have one State with a Significant Safety Concern (SSC) and the current level of State Safety Programme (SSP) implementation in the Region questions the regional capacity to meet the 2017 deadline. Unfortunately, we still have a limited number of States with an average EI below 60%. So there is no time for rest and the work of RASG-EUR has to be further enhanced and improved.

In order to improve the level of safety in the Region, the RASG-EUR working mechanisms propose safety enhancement initiatives addressing general precursors for all categories of accidents and specifically targeting the top killers in aviation:

- Runway Safety
- Loss of control in-flight (LOC-I)
- Controlled flight into terrain (CFIT)

The RASG-EUR annual safety reports are made available to the public, highlighting important areas for the safety improvement in the Region.

The next meetings of the European Air Navigation Planning Group and the Regional Aviation Safety Group Europe will be organised as the first combined back-to-back EANPG/59 and RASG-EUR/06 meeting (30 October to 3 November 2017, Paris, France).

EUR/NAT AVIATION SECURITY GROUP (ENAVSECG)



Co-Chairman
Arja Pulliainen
Finland



Co-Chairman
Vladimir Chertok
Russian Federation



Co-Chairman
Beken Seidakhmetov
Kazakhstan

In 2011 ICAO conducted several regional Aviation Security (AVSEC) conferences around the globe, including one for the European and North Atlantic Regions conducted 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...”**

Following the Moscow conference, the first EUR/NAT Aviation Security Group (ENAVSECG) meeting was conducted in July 2012. Meanwhile the ENAVSECG, a meeting addressed to all 56 States in the area of accreditation of the EUR/NAT Office, international organizations and industry, met five times providing fora unique, across the region aviation security forum. The ENAVSECG is guided by a team of chair persons representing States from across the ICAO European Region.

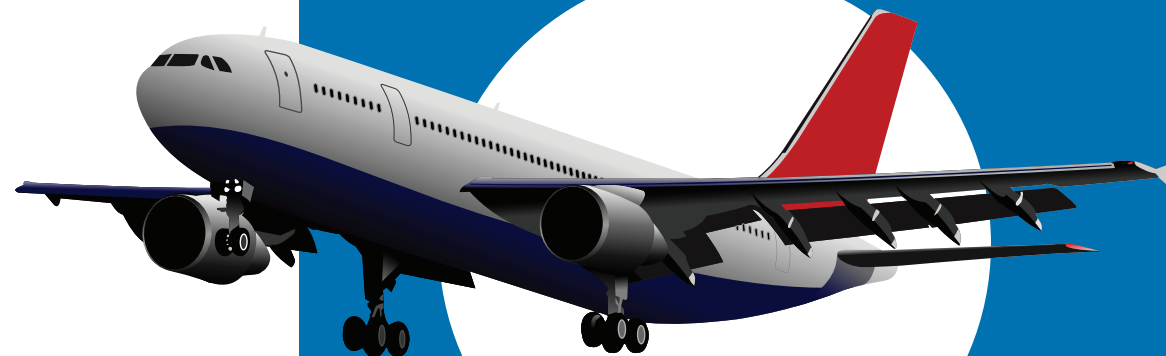
The ENAVSECG is the AVSEC meeting connecting the States of the whole Region, and plays an important role in these times of constant and increased threats to aviation. This mechanism is promoting a

better understanding amongst States in the Eastern and Western Europe, Central Asia and North Africa. It allows as well for a direct communication amongst States, international organizations and industry in the entire ICAO European Region allowing for better coordination and cooperation. It fosters a harmonised implementation of ICAO Annex 17 and ICAO Annex 9 security relevant Standards and Recommended Practices (SARPs) by all States.

The ENAVSECG addresses not only the “classical” AVSEC topics (e.g. airport security, cargo security etc.) but constitutes as well a platform to exchange information on capacity building and training initiatives and discuss, from an AVSEC perspective, new evolving cross-cutting topics such as cybersecurity, overflight of conflict zones, Remotely Piloted Aircraft Systems (RPAS). It offers to all participants an opportunity to share their innovative concepts and responses to their fast developing needs towards a smarter aviation security.

The ENAVSECG is growing and maturing year after year, fully understanding that aviation is global and effective aviation security needs to be globally connected.

The next ENAVSECG meeting (ENAVSECG/6) is scheduled for 4 to 6 July 2017.



Technical Team Activities



by **George Firican**,
Deputy Regional Director
and Technical Team Leader

The Technical Team of the EUR/NAT Office has the central role in implementing the ICAO work programme in the European and North Atlantic Regions, managing in an efficient and effective manner a large amount of work. The area of accreditation of the EUR/NAT Office covers 56 States (30% of the 191 ICAO Member States), speaking five of the six ICAO working languages and spread over a vast geographical area, from North Africa to the North Pole and from the West coast of the Pacific Rim to the West coast of the Atlantic (14 time zones). In addition to the vast geographical area, the EUR/NAT Office is faced with a wide variety of geopolitical and economical diversity, cultural differences and constant changing technical and operational challenges.

Composed of only ten Regional Officers (eight ICAO regular staff and two secondees), supported by a team of seven technical assistants and secretaries and led by the Deputy Regional Director, the Technical Team covers a wide range of key technical and operational activities, such as: conduct and support to meetings, assistance to States, development and maintenance of regional documents, support to the ICAO USOAP and USAP, CAPSCA and NCLB activities.

The team is responsible for the planning, conduct and follow-up activities of the four EUR/NAT Regional Groups (NAT SPG, EANPG, RASG-EUR and ENAVSECG) and their working structure. On average, the members of the Technical Team support and/or participate in over 150 meetings every year (ICAO meetings or other Stakeholders' meetings,

all combined). The ICAO meetings only are counting for 300 meeting-days per year and are attended by over 1200 delegates (over 4500 participant-days year round).

During 2016 the Technical Team staff executed over 160 missions (meetings attendance, workshops, USOAP and USAP related activities, missions to States etc.) counting for more than 500 man working days spent outside the office.

The Technical Team is constantly praised for its continuous high quality work and timely outputs to all Stakeholders, by permanent innovation and aiming at an optimal use of the scarce resources while enabling the continuous development of the ICAO regional activities. The Technical Team is faced with many challenges, of which the most important is probably getting an efficient balance between the ever increasing workload and the limited resources available. The scope of work has almost doubled over the last years, requiring constant adaptation and implementation of new working methods in order to be able to respond to the new tasks occurred from the evolving mandate of the EUR/NAT Office.

Examples of recent activities cover inter alia:

- ✓ increased involvement at the regional level in aviation security and facilitation;

- ✓ civil aviation related environmental issues;
- ✓ crisis areas resolution;
- ✓ regional reports (safety, ASBU implementation, air navigation performance framework);
- ✓ enhanced civil/military coordination;
- ✓ increased support to the regional search and rescue activities; and
- ✓ development and implementation of a significant number of technical assistance projects under the NCLB umbrella.

In order to be able to respond to all the challenges, we streamlined the EUR/NAT activities by applying a project management approach to most of our activities. The work is currently organized in the form of projects with clear deliverables, timelines and control of the project execution.

The Technical Team plays a critical role in ensuring that aviation system development plans within the European and North Atlantic Regions remain coherent and are compatible with those of the adjacent ICAO Regions and with the ICAO global plans and world-wide provisions. In doing that, an important aspect is assisting States in their planning and implementation efforts and paying due attention to the coordination and cooperation with other international and regional organisations to ensure that duplication of work does not occur.





NCLB TECHNICAL ASSISTANCE PROGRAMME

ICAO officially launched the No Country Left Behind (NCLB) initiative on 7 December 2014 at the 70th Anniversary of ICAO. NCLB aims to enhance States' air transport system and aligns with the United Nations' Agenda 2030 and its ambitious Global Goals for Sustainable Development (SDG).

The NCLB campaign highlights ICAO's existing and new efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The primary goal of this work is to ensure that SARPs implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of a safe and reliable air transport system.

The NCLB initiative also promotes ICAO's efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO's safety oversight audits as well as other safety, security and emissions-related objectives. ICAO is giving a new thrust towards that end, coordinating, facilitating and implementing comprehensive assistance programmes, in partnership with all stakeholders willing to help States enhancing their civil aviation systems and oversight capabilities.

In a nutshell, the NCLB Initiative:

- Supports UN 2030 Agenda for Sustainable Development;
- Reflects ICAO's mandate and operations;
- Is for ALL States and ALL Strategic Objectives;
- Focuses on increased State implementation of ICAO policies, plans, and SARPs and enhanced ICAO support for States with prioritized needs;

- Raises awareness on the importance and benefits of improved global air connectivity and aviation system access for sustainable growth, development and socio-economic prosperity – travel, trade, tourism, employment sectors;
- Is a prerequisite for safe, secure, efficient, economically viable and environmentally sound air transport system.

NCLB Objectives

- Provide enhanced support for States in the effective implementation of ICAO's policies, plans and SARPs in a more coordinated, comprehensive and harmonized manner;
- Promote the State's resolution of Significant Safety Concerns (SSCs) and Significant Security Concerns (SSeCs) and other deficiencies.



Under the global NCLB initiative, the EUR/NAT Office developed a regional capacity building programme implemented through a series of technical assistance

projects (EUR CBP-TA), according to the availability of funds and human resources. Currently, from a total of nine

technical assistance projects, eight of them are in various stages of development and implementation while one has already been concluded.



CAPSCA EUR

Public health events with the potential to impact the international civil aviation transport system have been occurring at a rate of approximately one occurrence every two to three years over the last fourteen years (SARS, H1N1/Swine flu and H5N1/Avian influenza, MERS, Ebola, and Zika just to name a few). It is likely that this rate will continue, or possibly increase, as passenger numbers grow and the world becomes more interconnected.

Coordinating the international aviation response to public health risks, such as pandemics, is a key role for ICAO. Using the ICAO global Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Programme, international, regional, national and local organizations are brought together

to combine efforts and develop a coordinated approach, both during preparedness and crisis periods.

The CAPSCA EUR Project is part of the ICAO CAPSCA global programme, coordinated by the EUR/NAT Office. The CAPSCA EUR network has been successfully established and is continuously expanding (CAPSCA EUR doubled the number of the participating States during the last two years). There is no membership fee or any associated cost to join and be a member of the CAPSCA EUR, which provides regional meetings, training events and upon request, assistance visits to international airports to strengthen public health

preparedness plans at global, regional and national levels.

The CAPSCA EUR meetings, jointly organized with the WHO Europe are attended by more than 100 aviation medicine and public health experts, every year. CAPSCA EUR meetings offer the unique opportunity to bring to the attention of the participants the importance of the joint efforts by States and International Organizations involved in the framework of the CAPSCA Programme to improve responses by the aviation sector to world public health events. Whether your interest concerns aviation regulation, public health, aircraft or airport operations, the CAPSCA program will address the issue according to ICAO

SARPs (Annexes 6, 9, 11 and 14), ICAO procedures (PANS/ATM) and WHO IHR.

CAPSCA EUR has also been mandated to develop the first aviation medicine ICAO Training Package (ITP) with the support of WHO and an ICAO Regional Training Centre of Excellence (RTCE) using the guidance provided by the Training Development Guide, Competency-based Training Methodology (ICAO Doc 9941). A standardized training package (Computer Based Training) is under final development and it is expected to be delivered at the end of July 2017 for the benefit of all CAPSCA technical advisors performing airport technical assessments.





ICAO Global Aviation Security Symposium #AVSEC2017

AVSEC Culture – Beyond the Standards
ICAO Headquarters, Montréal Canada, 12 - 14 September

The International Civil Aviation Organization (ICAO) will be holding its inaugural Global Aviation Security Symposium from 12 - 14 September at the ICAO Headquarters in Montréal, Canada. The three-day Symposium will bring together aviation security (AVSEC) professionals from around the globe to advance the cultivation of a new mindset towards aviation security, embracing it as a culture that goes beyond a set of standards. The event will strategically enhance international efforts to address the threat posed by terrorists targeting civil aviation by reinforcing, strengthening and promoting the international framework of aviation

security standards. Participants will benefit from an interactive exhibition showcasing the latest State and industry AVSEC technology and process innovations, along with dynamic learning workshops.

The Symposium will provide a valuable opportunity for networking and collaboration between States, ICAO, industry leaders, and representatives from different international and regional aviation organizations.

For more information, please visit our website www.icao.int/meetings/AVSEC



ICAO



ICAO CARBON OFFSETTING REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)

In October 2013, the 38th Session of the ICAO Assembly adopted Resolution A38-18, which resolved that ICAO and its Member States, with relevant organizations, would work together to strive to achieve a collective medium term global aspirational goal of keeping the global net CO₂ emissions from international aviation from 2020 at the same level (so-called “carbon neutral growth from 2020”).

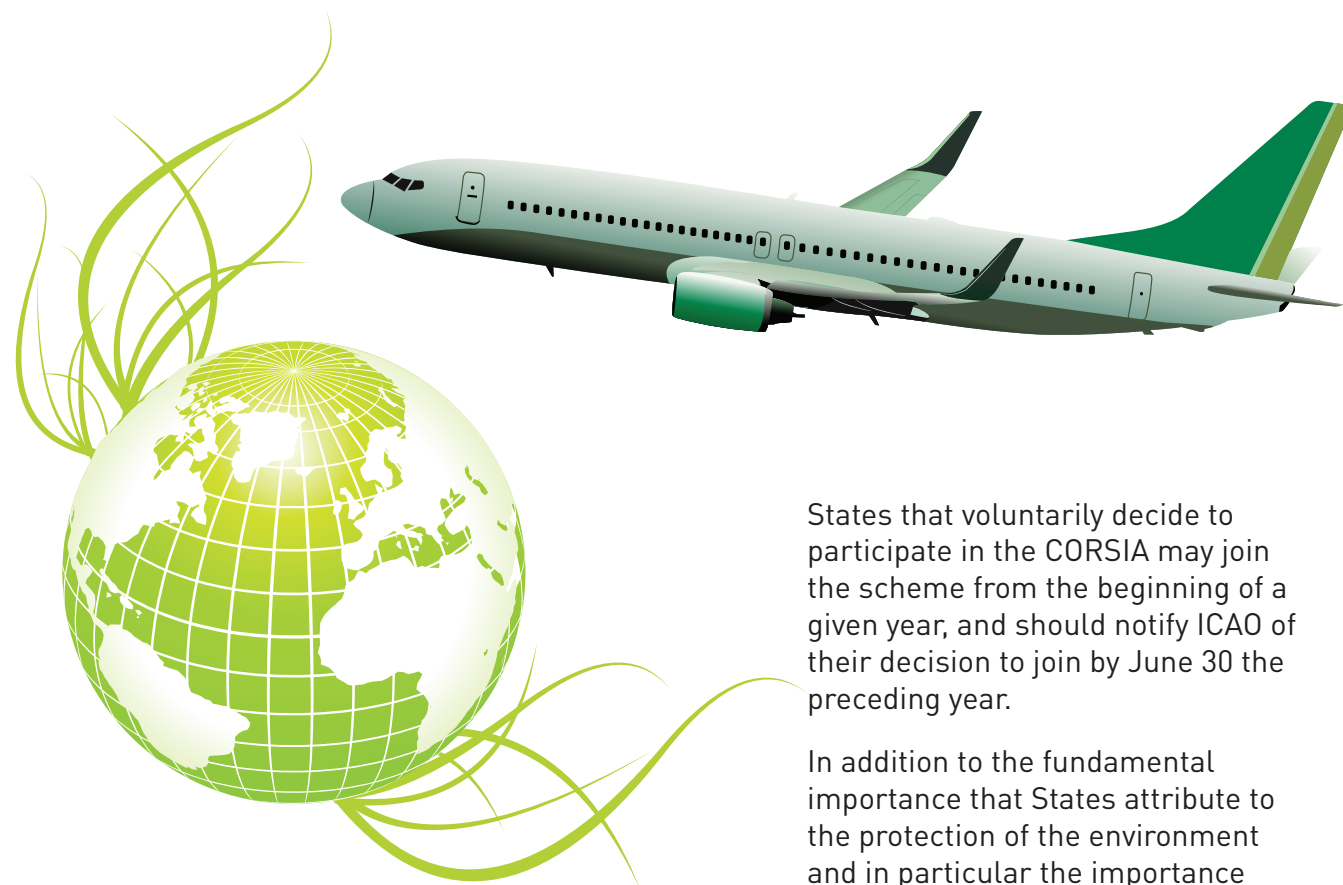
The Assembly also defined a basket of measures designed to help achieve ICAO’s global

aspirational goal. This basket includes aircraft technologies (such as lighter airframes, higher engine performance and new certification standards), operational improvements (e.g. improved ground operations and air traffic management), sustainable alternative fuels, and market-based measures (MBMs).

The aggregate environmental benefit achieved by non-MBM measures will be insufficient for the international aviation sector to reach its aspirational goal of carbon-neutral growth

from 2020. A global MBM scheme complements a broader package of measures to achieve the aspirational goal. This is a preferred approach than having a patchwork of regional and local measures that are not harmonized and could create inefficiencies in the system without any certainty of delivering environmental benefits.

The Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) was approved by the 39th session of the ICAO Assembly in October 2016.



As per the Assembly Resolution A39-3, the CORSIA is implemented in phases, starting with participation of States on a voluntary basis, followed by participation of all States except the exempted States, as follows:

- Pilot phase (from 2021 through 2023) and first phase (from 2024 through 2026) would apply to States that have volunteered to participate in the scheme; and
- Second phase (from 2027 through 2035) would apply to all States that have an individual share of international aviation activities in RTKs in year 2018 above 0.5 per cent of total RTKs or whose cumulative share in the list of States from the highest to the lowest amount of RTKs reaches 90 per cent of total RTKs, except Least Developed Countries (LDCs), Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs) unless they volunteer to participate in this phase.

States that voluntarily decide to participate in the CORSIA may join the scheme from the beginning of a given year, and should notify ICAO of their decision to join by June 30 the preceding year.

In addition to the fundamental importance that States attribute to the protection of the environment and in particular the importance of taking action to tackle climate change, there are 3 key reasons for joining CORSIA:

1. Climate change is a global problem, which requires global efforts. The CORSIA is a global scheme for the global international aviation industry. The more States join the CORSIA, the more emissions are covered by the scheme (higher environmental integrity is achieved). 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. States with particular interest in

eco-tourism would also benefit from greening their air transport connection.

2. States that voluntarily participate in the pilot phase of the CORSIA (from 2021 through 2023) and require assistance will be given priority in capacity building and assistance, with a view to enabling the smooth implementation of the CORSIA and also in the spirit of the "No Country Left Behind" initiative. Building upon the experience in previous capacity building and assistance initiatives, this can create further synergies for the improvement of the overall environmental performance in those States.

3. Assembly Resolution A39-3 requests the Council to promote the use of emissions units that benefit developing States. Participating in the CORSIA will increase the demand for the emissions units to be purchased by aircraft operators, thus increasing incentives to invest in emissions reduction projects in the participating States.

In addition, the two Resolutions A39-2 (Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change) and A39-3 (Consolidated statement

of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme), requested ICAO to further support States' capacity-building activities in the area of civil aviation related climate change.

As a follow-up of these resolutions, ICAO has organized five seminars on the ICAO States' Action Plan initiative and on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in all ICAO regions.

The objectives of these ICAO Regional Seminars were to:

- ✓ provide national action plan focal points and aviation industry stakeholders with practical input on the calculation of the CO₂ emissions baseline and other quantification aspects;
- ✓ share information on CORSIA's design elements and implementation aspects, including the work being undertaken on the development of Standards and Recommended Practices (SARPs) and guidance material for CORSIA implementation; and
- ✓ provide an opportunity for States to share their existing readiness to implement

CORSIA and conduct an assessment of assistance needs.

Prior to these events, State participants to the ICAO Regional Seminars have been encouraged to respond to a questionnaire related to the implementation of CORSIA. The responses to this questionnaire will be used to assess the level of States' experience and readiness in the monitoring, reporting and verification (MRV) of aviation CO₂ emissions, and better plan ICAO's capacity building assistance to States for the CORSIA implementation.

The CORSIA seminar for the European and North Atlantic Regions was organized in Bonn, Germany from 3 to 6 April 2017 with the support of the Government of Germany.

More than 120 participants representing Governments, Civil Aviation Authorities, Industry and civil society attended this seminar and participated in the several interactive sessions to better understand the different requirements of the CORSIA implementation.

More information on CORSIA
<http://www.icao.int/environmental-protection/Pages/market-based-measures.aspx>



CYBERSECURITY

In recent years the aviation community recognized more and more that the ever growing digitally networked aviation sector provides for unprecedented opportunities, but holds also a significant risk to civil aviation that may cause disruption, economic damage and even loss of lives.

In December 2014, as a response to the need to address cyber threats at the global level, ICAO partnered with the Airports Council International (ACI), the Civil Air Navigation Services Organization (CANSO), the International Air Transport Association (IATA), and the International Coordinating Council of Aerospace Industry Associations (ICCAIA) and developed and signed the "Industry High-level Group (IHLG) Civil Aviation Cybersecurity Action Plan".

This Plan establishes clear timeframes for the achievements of several goals and targets aiming at facilitating the development of a common understanding of cyber threats and risks, and mechanisms needed to promptly share and communicate related information between government and industry stakeholders. The work of the IHLG was without a doubt instrumental to the adoption of the ICAO 39th Assembly Resolution on Addressing Cybersecurity in Civil Aviation (A39-19) calling States and Industry (safety and security entities) to work together towards mitigating the threat posed by cyber-attacks and incidents, and to share relevant threat information.

As a follow-up of the 39th Assembly, several new projects (e.g. the task force "INNOVA") have been launched at the global level to explore the concept of secure information management exchange, with ICAO acting as a trust anchor.

The ICAO Cyber Summit and Exhibition – Making Sense of Cyber (4-6 April 2017, Dubai), a joint safety and security event, brought together States, industry, partners and other key players to address challenges to aviation resulting from cyber threats for the first time in a high-level strategic forum and discuss current and future cybersecurity issues.

It should be noted that an ICAO secure repository website (created in 2016) already consolidates all relevant publications on cybersecurity which are accessible for States and Stakeholders providing a good source of information.

The EUR/NAT Office contributes to the global ICAO efforts and plays an important role in liaising between ICAO Headquarters and all stakeholders in the Regions. The EUR/NAT Office is actively involved in the work of various regional groups and initiatives and offers, through the EUR/NAT AVSEC Group and the two PIRGs (EANPG and NAT SPG), platforms to address cybersecurity topics at the regional level. The European Air Navigation Planning Group (EANPG) developed a cybersecurity relevant document (the EUR Aeronautical Fixed Services Security Guidelines, EUR Doc 022).



Second Global Remotely Piloted Aircraft Systems Symposium (RPAS2017)

Licensing, training and operator responsibilities: Initial steps for RPAS/UAS entrance into the ATM environment

Montréal, Canada 19 - 21 September 2017

The International Civil Aviation Organization will be hosting the Second Global Remotely Piloted Aircraft Systems Symposium (RPAS2017) from 19-21 September at ICAO Headquarters in Montréal, Canada.

The Symposium will provide an international platform for licensing authorities, training facilities, regulators, and the industry to exchange ideas and share best practices for the further development of an RPAS regulatory framework. The Symposium will bring forth discussions on a range of topics, including: developments regarding the new Remote Pilot Licence (RPL), implementation of approved training

programmes, RPAS operations in the ATM environment (including safety risk management), the responsibilities of RPAS operators to conduct safe operations, and the impacts on human performance.

RPAS2017 will strive to provide a more detailed understanding of the ICAO provisions on remote pilot licensing and training. Additionally, it will be an opportunity for networking and collaboration between States, industry, and stakeholders in this rapidly developing field.

For more information, please visit our website www.icao.int/meetings/RPAS-Symposium



ICAO

SAFETY



VOLCANIC ASH PREPAREDNESS IN THE EUR AND NAT REGIONS



VOLCEX MEETING

VOLKAM MEETING



Following the decision of the European Air Navigation Planning Group (EANPG), Programme Coordinating Group (COG) and North Atlantic (NAT) Implementation Management Group (IMG), Volcanic Ash Exercises Steering Groups for the EUR and NAT Regions (VOLCEX/SG) and for the (far) Eastern part of the EUR Region (EUR (EAST) VOLCEX/SG) were 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 for the EUR and NAT Regions (EUR Doc 019, NAT Doc 006, Part II) which was recently updated (July 2016). Typically, one exercise called VOLCEX is planned and conducted by VOLCEX/SG each year and one exercise

called VOLKAM is planned and conducted by EUR (EAST) VOLCEX/SG.

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 (ATS, AIS, ATFM, MET) and airspace users, as well as improve the common volcanic ash contingency plan for the EUR and NAT Regions (EUR Doc 019, NAT Doc 006, Part II). The Network Manager of EUROCONTROL plays an active role in VOLCEX in exercising and evaluating the crisis coordination between various stakeholders through the EACCC (European Aviation Crisis Coordination Cell) and the AOCCC (Aircraft Operator Crisis Coordination Cell). The Main ATM Centre in Moscow plays an active role in VOLKAM in coordinating with ANSPs and operators on accepting re-routes into Russian Federation airspace based on exercise

contingency routes and operators' needs.

VOLKAM17 took place from 2200 UTC on 20 April 2017 to 0130 UTC on 21 April 2017. This exercise impacted trans-east, northern Pacific (NOPAC) and Pacific Organised Track System (PACOTS) routes. ANSPs from the Russian Federation, Japan, United States and Canada, as well as approximately a dozen airlines participated in this exercise.

VOLCEX17 will take place from 0800 to 1600 UTC on 29 and 30 November 2017 and will mainly impact the Mediterranean States. ANSPs from at least the Mediterranean States, EUROCONTROL, as well as 40 or more airlines are expected to participate in this exercise. For more information, you may access the ICAO Portal and groups EEVOLCEXSG and VOLCEXSG, respectively. Note that Exercise Directives that provide objectives and detailed steps of the exercise are typically posted one month prior to the exercise.



The 56th Meeting of the European Air Navigation Planning Group (Paris, 24-27 November 2014) agreed to increase its support to improve Search and Rescue (SAR) activities in the ICAO European Region through the creation of the ICAO EUR Search and Rescue Task Force (ICAO EUR SAR/TF). The main goal of the SAR/TF is to address, develop concepts and fill gaps in the SAR capabilities in the Region with the goal to improve the overall capability of the SAR system throughout the EUR Region.



The EUR/NAT Office is fully supporting the activities of the SAR Task Force. As part of its work programme, the second meeting of the EUR SAR/TF (Larnaca, Cyprus, 11 to 14 October 2016) organized, in addition to the regular two-day plenary meeting, a two-day Search and Rescue Exercise (SAREX) with the support of the Joint Rescue Coordination Center (JRCC) in Larnaca, Cyprus.

SEARCH AND RESCUE ACTIVITIES



This large scale multinational exercise, called "NEMESIS-2016," was attended by participants and representatives from 15 states and 4 International Organizations. The SAR/TF members had the opportunity to witness this exercise in real time and gain the experience that should be actively taken into account in future projects of the Task Force.

Recently, a Memorandum of Understanding (MoU) on Regional SAR cooperation of Western Balkan States was signed during a Regional SAR Conference hosted by the Civil Aviation Directorate (CAD) of the Republic of Serbia and supported by Eurocontrol and the EUR/NAT Office. ICAO reaffirmed its commitment to cooperate with the SAR Advisory Committee activities.

IWXXM implementation EUR/NAT



Amendment 77 to Annex 3, applicable on 10 November 2016, recommended the exchange of METAR and SPECI, TAF, SIGMET, AIRMET, Volcanic Ash Advisory (VAA) and Tropical Cyclone Advisory (TCA) using extensible markup language (XML)/geography markup language (GML). This is achieved by using the ICAO Meteorological Information Exchange Model (IWXXM).

This will become a requirement in Amendment 78 to Annex 3 (November 2018) noting the applicability of implementation is expected to be November 2020.

To assist States in implementation, the ICAO Meteorological Information Exchange Model (IWXXM) Workshop will be held at the EUR/NAT Office in Paris from 17 to 18 May 2017. The objectives of the workshop are to:

Inform States of available information to assist in implementation (e.g. ICAO Doc 033 – Guidelines for the implementation of OPMET

Data Exchange using IWXXM in the EUR Region, IWXXM 2.0 Release Candidate 1, as well as high level information on XML, GML);

Provide suggested steps on IWXXM implementation;

Provide experience and planning on bilateral testing;

Share and discuss implementation experience and their associated solutions; and

Develop regional implementation plan based on current status of implementation provided by the Regional OPMET Centres (ROC), Regional OPMET Data Banks (RODB), and National OPMET Centres (NOC).

The IWXXM implementation plan for the EUR/NAT Regions will be presented to the Inter-regional APAC/EUR/MID Seminar on service improvement through integration of AIM, MET and ATM information that will be held the week of 2 October 2017 at EUROCONTROL.

Administrative Activities of the EUR/NAT Office

by **Masha M. Meyer**,
Administrative Specialist

The Administration Unit plays a lead role in driving the efficient and effective management of the administrative aspects of the European and North Atlantic Office, Paris, with the ultimate aim to optimize the use of the scarce resources while enabling the continuous development of the ICAO regional functioning.

The eight General Services staff, led by the Administrative Specialist, work on a wide range of key administrative activities, such as human resources, finance/accounting, and the management of mission travel. The team is also responsible for managing the building, running conference services, as

well as providing information, communication and technology services.

The Administration Unit strives to provide high quality services to all its colleagues, and to the many delegates and officials visiting the EUR/NAT Office. Its work is instrumental to the successful conduct of everyday activities of the EUR/NAT Office, as well as the ones of the European Civil Aviation Conference (ECAC), hosted by ICAO in the same building. Currently, the Unit supports 44 ICAO staff members, of which 27 are employed at EUR/NAT, and 17 at ECAC. In addition, the EUR/NAT Office and ECAC host experts seconded by their national Government, as it is

currently the case for two experts from Turkey seconded to ICAO.

The Unit is faced with many challenges, of which striking an efficient balance between the increased workload and limited resources counts among the most demanding. The scope of work has changed over the years, requiring constant adaptation to respond to the new tasks related to the evolving mandate of the EUR/NAT Office. Two examples of significant administrative projects EUR/NAT set itself to implement in the future include the renovation of the building façade and other works and the modernization of the physical ICT network together with the relocation of the network servers/ICT equipment.

A view from the Turkish secondees

by **Osman Arikan and Ferhat Bicer**



In recent years, Turkey has carefully followed developments in the aviation sector with many aviation projects and investments and has carried out a sound cooperation with international civil aviation organizations, in particular with ICAO by providing secondees and experts to regional supporting projects and by implementing the ICAO SARPs.

All these improvements brought not only a substantial increase in the number of airports, passengers and air traffic in Turkey, but also the membership of Turkey to the ICAO Council.

As secondees from Turkey in the EUR/NAT Office, we have the opportunity to clearly understand the importance and responsibilities of ICAO in the international civil aviation field. We also found ICAO both providing all aviation partners the most effective ways to

increase safety, capacity and efficiency, and improving their awareness in various ways.

During our work in the EUR/NAT Office, we constantly witnessed ICAO's productive and effective collaboration with States, international organizations and the industry.

In the Paris Office of ICAO, in addition to having the privilege and pleasure of working within a team composed of several well qualified specialists in various areas of civil aviation coming from different countries and cultures, we have also been able to get the chance to look at the aviation issues from a larger perspective.

Ultimately, we would like to present our gratitude to DHMI (Turkish ANSP), SHGM (Turkish CAA) and ICAO for providing us with this great opportunity.



Elena GRACHEVA



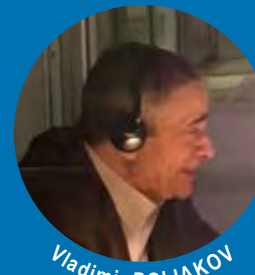
Tatiana PANACHEVNAYA



Tatiana ILYUSHINA-OLLIER



Leyla SULEYMANOVA



Vladimir POLIAKOV

What is it like to come to a meeting or a conference, an international one? In Paris? After one fought the way through budget restrictions, found a slot in one's workload and schedule. Into the meeting room you come and... The one and only common denominator is that all around you are professionals, but they speak different languages...

This is when an interpreter's typical working day begins. Being an interpreter is a demanding job; it takes skill, discipline and hard work. If you take your job seriously and if you are passionate about it, then dealing with difficult or emotional situations is a small price

to pay. You do your best to maintain professionalism, "keep calm and carry on".

Most of the meeting participants wouldn't know how we look but,

Being an interpreter

interestingly, they remember the voices: "the calm gentleman", "the other emotional lady" or "the speedy one" ... And a round of applause goes to good, proper Chairmanship, the one that truly understands just how much depends on the interpreters' team work, a Chair that structures discussions and keeps the speakers' pace in check.

Interpreters' job is one that offers a vast spectrum of truly interesting topics, but it is also highly stressful (some compare stress levels to ATCOs). So, to some extent, regular meetings on similar subjects and fairly stable "participation list" is comforting. Participants can put a face to the voice and we get to hear "thank you, job well done" and - equally important- we get to ask questions. We learn constantly and, dare I say, the world outside the booth realizes ours is hard work requires and true skill.

All this is to say that we are not outsiders, interpreters are part of the whole event and an integral part too.

UPCOMING EVENTS AND MEETINGS

ICAO EUR/NAT DIRECTORS GENERAL OF CIVIL AVIATION MEETING
5 May 2017 Paris, France
 ICAO EUR/NAT-DGCA/2017

The Directors General of Civil Aviation from the European and North Atlantic (EUR/NAT) Regions will meet to verify whether the strategic institutional inputs given at a State level were being adequately responded to and acted upon by the technical and operational working groups established by EUR/NAT Office. This meeting is a unique opportunity to discuss issues in an informal atmosphere and address any subject pertaining to various aspects of civil aviation. We hope also that this meeting will allow open and frank discussions, facilitate and foster bilateral and regional cooperation in areas of common interest.

50TH MEETING OF THE NORTH ATLANTIC IMPLEMENTATION MANAGEMENT GROUP
9-12 May 2017 Paris, France
 ICAO NAT IMG/50

The NAT IMG is responsible to the North Atlantic Systems Planning Group (NAT SPG) for the identification, development and coordinated implementation of safe and efficient programmes supporting the aviation system within the ICAO NAT Region. The NAT IMG is tasked to develop and manage the NAT Services Development Roadmap, in line with the Global Air Navigation Plan (GANP), Global Aviation Safety Plan (GASP) and Aviation System Block Upgrades (ASBU), including recommending implementation priorities and updating timetables and associated milestone.

ICAO METEOROLOGICAL INFORMATION EXCHANGE MODEL (IWXXM) WORKSHOP
17-18 May 2017 Paris, France
 ICAO IWXXM WORKSHOP

Amendment 77 to Annex 3, applicable 10 November 2016, recommended the exchange of METAR and SPECI, TAF, SIGMET, AIRMET, Volcanic Ash Advisory (VAA) and Tropical Cyclone Advisory (TCA) using extensible markup language (XML)/ geography markup language (GML). This is achieved by using the ICAO Meteorological Information Exchange Model (IWXXM). To assist States in implementation, an ICAO Meteorological Information Exchange Model (IWXXM) Workshop will be held at the EUR/NAT Office in Paris from 17 to 18 May 2017.

68TH MEETING OF THE EANPG PROGRAMME COORDINATING GROUP
22-25 May 2017 Budapest, Hungary
 ICAO COG/68

The EANPG Programme Coordinating Group (COG) was established to facilitate the on-going work undertaken within the EANPG framework, and to expedite follow-up work of the EANPG and its working groups between plenary meetings, taking into account the work undertaken by other bodies active in the air navigation field in the EUR Region as well as in adjacent Regions and to ensure that duplication of work does not occur

16TH MEETING OF THE NORTH ATLANTIC SAFETY OVERSIGHT GROUP
6-9 June 2017 Paris, France
 ICAO NAT SOG/16

The NAT SOG is responsible to the North Atlantic Systems Planning Group (NAT SPG) for the safety oversight in the NAT Region and the implementation of the Global Aviation Safety Plan (GASP). It supports the development of best practices in the management of safety in the NAT Region and keeps under review and, when appropriate, proposes revisions to the safety Key Performance Indicators (KPI) established for the NAT Region

53RD MEETING OF THE NORTH ATLANTIC SYSTEMS PLANNING GROUP
26-29 June 2017 Paris, France
 ICAO NAT SPG/53

The NAT SPG, established in 1965, as the first regional planning group, has the goal to continuously study, monitor and evaluate the Air Navigation system in the light of changing traffic characteristics, technological advances and constantly increasing traffic in the North Atlantic, the busiest oceanic airspace in the world. The NAT SPG gathers States, air navigation service providers and airspace users to respond with innovation and adoption of various means of increasing airspace safety, capacity and efficiency.

6TH MEETING OF THE EUR/NAT AVSEC GROUP
4-6 July 2017 Paris, France
 ICAO ENAVSECG/06

The ENAVSECG is the AVSEC meeting connecting the States of the whole EUR Region. This mechanism is promoting a better understanding amongst States in the Eastern and Western Europe, Central Asia and North Africa. It allows as well for a direct communication amongst States, international organizations and industry in the entire ICAO European Region allowing for better coordination and cooperation. It fosters a harmonised implementation of ICAO Annex 17 and Annex 9 security relevant Standards and Recommended Practices (SARPS) by all States.

33RD MEETING OF THE NAT ECONOMIC, FINANCIAL AND FORECAST GROUP
20-22 September 2017 Copenhagen, Denmark
 ICAO NAT EFFG/33

The NAT EFFG is responsible to the NAT SPG for providing economic, financial and traffic forecasting advice to the NAT SPG in order to ensure the cost-effective management of the aviation system within the ICAO NAT Region. It provides the NAT SPG with appropriate financial management expertise and advice in the areas of, inter alia, cost identification, cost allocation models, performance and productivity indicators, variance analyses and standardised financial reporting. In coordination with the NAT IMG, develop and/or assess business-case analysis of planned implementations proposed under the NAT SPG work programme.

INTER-REGIONAL SEMINAR ON "SERVICE IMPROVEMENT THROUGH INTEGRATION OF AIM, MET AND ATM INFORMATION SERVICES"
2-5 October 2017 Hosted by Eurocontrol, Brussels, Belgium
 ICAO APAC/EUR/MID SWIM

This seminar will review the implementation status of the ASBU Block 0 Modules of the PIA 2 (BO-DATM, BO-AMET and BO-FICE) and associated challenges/lessons learned and will stress on the pre-requisites for an efficient and timely planning for the implementation of the Block 1 Modules related to SWIM (B1-DATM, B1-AMET, B1-SWIM and B1-FICE). The seminar will also address the SWIM concept (infrastructure and AIRM, governance, information services etc) and is open to all States from APAC, EUR, MID and NAT Regions, FAA, international organisations and aviation industry.

Thirteenth Symposium and Exhibition
on ICAO Traveller Identification Programme

TRIP2017



SAVE THE DATE

Thirteenth Symposium and Exhibition on ICAO Traveller Identification Programme

Strengthening aviation security through
improved traveller identification

ICAO Headquarters, Montréal, Canada, 24 – 26 October 2017



ICAO

SECURITY & FACILITATION

70th Anniversary of the ICAO EUR/NAT Office



On 7th July 2016 top officials from the International Civil Aviation Organization, Civil Aviation Authorities from the European and North Atlantic Regions of ICAO as well as from primary aviation International Organizations gathered together to celebrate the 70th Anniversary of the ICAO European and North Atlantic Office.

The ceremony was attended by the President of the ICAO Council, Dr. Olumuyiwa Benard Aliu, and the Secretary General of ICAO, Dr. Fang Liu, whose presence highlighted the importance of the outcomes and the proposals put forward during the meeting.

Many speakers and participants highlighted the outstanding contributions from the ICAO Paris Office to the enhancement of Safety, Security and Efficiency, at the regional and global level. "I am grateful for the Paris Office significant effort under Mr. Almeida's leadership, to increase

its service commitment bringing greater value to the many States it is accredited to, and especially to those who particularly depend upon ICAO," said the President of the ICAO Council, Dr. Olumuyiwa Benard Aliu.

"I praise the pioneering role taken by the European and North Atlantic Office so far in proposing solutions even at a global level and I hope they will continue to do so in the future" said the Secretary General of ICAO, Dr. Fang Liu, at the ceremony.

During this event, which was chaired by Mr. Patrick Gandil, Director General of Civil Aviation of France, ICAO proposed new working methods, allowing, *inter alia*, the Directors General of Civil Aviation from the EUR and NAT Regions to meet regularly to verify whether the strategic institutional inputs given at a State level were being adequately reflected in the technical provisions. This new working method was welcomed by the audience.

At the proceedings of the morning session's celebration, which was reserved for the Directors General of Civil Aviation and top officials from the most prominent International Organizations, the Chairpersons of the four (4) major ICAO EUR/NAT working groups highlighted some of the greatest achievements over the last 70 years, accomplished thanks to the continuous support from the ICAO Paris Office.

The participants to the ceremony highlighted the high professionalism, pioneering contributions and support received from the ICAO EUR/NAT staff over the years. Both ICAO top officials and the other speakers present at the ceremony expressed their gratitude to France for hosting the ICAO Regional Office over the last 70 years and enabling this important and significant celebration.



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