



#1 Supporting Aviation Restart & Recovery

This edition of the EUR/NAT Newsletter focuses on the main highlights of the Office's Work Programme for 2021. ICAO's priority is to support States and industry during the ongoing pandemic crisis, towards the restart and recovery of civil aviation. Recently, the ICAO Council adopted a new High-Level Cover Document (HLCD) of Phase III of the Council's Aviation Recovery Task Force (CART) with a Third Edition of Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD), which introduced additional recommendations and guidance in light of the latest developments of the COVID-19 crisis. This document also sets out a framework for the work of the EUR/NAT Office in 2021.

The ICAO EUR/NAT commenced 2021 with a number of events on the topic of COVID-19 vaccine transportation by air. A joint webinar with the Interstate Aviation Committee (IAC), supported as well by a number of international and regional organizations including WCO, UNECE, LACAC, IATA, GEA, and the industry, was held on 1-2 February 2021. The webinar brought together more than 100 participants from 30 States and enabled sharing of knowledge and experience in various domains of relevance to transport of vaccine, the economic aspects including the 7th freedom of traffic, digitalization of supply chain, operational safety, security and facilitation aspects, airspace and aeronautical publications related issues and mutual recognition of vaccine certificates.

The outcome of the webinar formed the basis for discussions at the EUR/NAT Directors General of Civil Aviation Authorities (DGCA/2021-1) meeting held on 24 February 2021. Mr. Luis Ribeiro, Director General of the Civil Aviation Authority of Portugal, who chaired the meeting, underlined the importance and timeliness of this meeting to support the global efforts on transportation of vaccines.



The ICAO Secretary General, Dr. Fang Liu, highlighted that adapting infrastructures, processes and resources was critical to be able to respond effectively to the huge global logistical challenges raised by the demand for global distribution of COVID-19 vaccines. Governments, supply chain partners, humanitarian organizations and pharmaceutical manufacturers must prepare themselves collaboratively for a widespread global coordinated response to distribute vaccines to where they are needed in a timely, safe and secure manner. All countries and territories will be impacted, either as a receiver or supplier of vaccines.

The ICAO EUR/NAT Acting Regional Director, Captain Denis Guindon, emphasized that proper coordination and collaboration amongst all involved entities, governments and industry stakeholders, was crucial to ensure that processes were in place for the transportation of vaccines by air and other modes of transport allowing an efficient and seamless transportation and delivery of COVID-19 vaccines from the production site to the receiver.

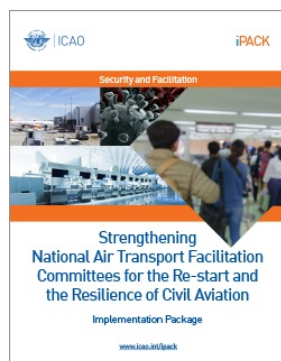
The meeting discussions were greatly enriched by presentations from the Ministry of Health and Civil Aviation Authority of Israel, the Federal Aviation Administration of the United



States, EASA, IATA and KLM, who shared their experiences and lessons learnt.

Following the success of these first events in 2021, our activities in the second quarter will concentrate on supporting the roll-out and implementation of the CART Phase III which introduces six new and two revised recommendations related to: a) extension of temporary alleviations through the new Targeted Exemptions system replacing the COVID-19 Contingency Related Differences (CCRD); b) implementation of Public Health Corridors (PHCs); c) safe, quick and efficient transport of vaccines by air; d) standardization of testing certificates for air travel; e) vaccination of crew and passengers; and f) communication and advocacy strategy.

To that end, several webinars, focused on the priorities of CART Phase III, will be organized in the coming weeks. Among them are a facilitation webinar on 20-23 April, discussion of the EUR Regional Expert Safety Group (RESG) on 15-16 April, a webinar on digitalization of air cargo documentation on 21 April and a number of CAPSCA meetings to promote the implementation of Public Health Corridors. These events will feed inputs into the discussions of the next EUR/NAT DGCA to be convened on 19 May 2021 that will review the progress of CART Phase III implementation, share lessons learnt and identify further regional actions. These discussions will contribute to the development of coordinated positions of the States and stakeholders in the EUR Region for the High-level Conference on COVID-19 (HLCC 2021 - One Vision for Air Transport Sustainability beyond the Global Pandemic) in October 2021.



Technical assistance to States is another important aspect of our work that will continue despite the challenges of mostly remaining in a virtual mode.

The focus this year will be the ICAO implementation packages (iPACKs). The first successful iPack implemented by the EUR/NAT Office was developed in Georgia in the area of aviation safety.

It will be followed by an iPACK on aviation security in Algeria, and two facilitation iPacks in Moldova and Belarus.

Other technical assistance for regional and national projects will include webinars on Runway Safety and Global Reporting Format (GRF).

In the following sections of this Newsletter, you will find more details about these events. And we continue to rely on the regional network of Aviation Security Training Centers, managed by the EUR/NAT Office, which will continue to deliver training tailored to the needs of States and changing priorities.

Working pillars at EUR/NAT

The EUR/NAT Office, in addition to the activities directly related to the implementation of CART recommendations, also continues with its regular work programme. The work programme of the main working pillars in the EUR/NAT, namely EASPG, NAT SPG and ENAVSECG, is being carried out successfully despite the current challenges.



EASPG - 01



NAT/SPG - 55



ENAVSECG - 07



EASPG Chairs
Mr. Levan KARANADZE (Georgia)
Mr. Alessandro GHILARI (Italy)
Mr. Luis RIBEIRO (Portugal)
Chair
Mr. Alexandr NERADKO (Russian Federation)



NAT/SPG Chairs
Mrs Hlin Holm (Iceland) Chair
Mr. Sean PATRICK (Ireland)
Mr. Tom Kirkhope (UK)



ENAVSECG Chairs
Ms. Inga Jgenti (Georgia)
Mr. Vladimir CHERTOK (Russian Federation)
Mr. Florin HUNGERBUHLER (Switzerland)

Finally, we will further strengthen and expand our communications and outreach. As you have noticed, we have changed the title of this regular publication to become a EUR/NAT Newsletter. We have also reduced the frequency of its publication, at the same time enriching its content. We consider this letter as another tool of supporting the implementation of one of the CART Phase III recommendations related to enhanced advocacy and communication. Your feedback is very much appreciated in order to continuously improve the quality of the Newsletter and tailor it to your expectations.

Aviation Security and Facilitation



One of the five priority actions of the Global Aviation Security Plan (GASeP) is to develop security culture and human capability whereby "... a strong security culture must be developed from the top management across and within every organization." By an ICAO Council decision, 2021 is the "Year of Security Culture (YOSC)".

Security Culture is the overarching theme in 2021 - reflected in the AVSEC/FAL work of the EUR/NAT Office. A specific page on our website: [Welcome to EURNAT Security Culture website](https://www.icao.int/EURNAT/SecurityCulture) (icao.int) was launched to raise awareness, inform about activities and linking the regional and global levels to States.



This topic is prominently placed on the regular EUR/NAT AVSEC/FAL work programme of meetings, seminars, training and assistance, and it will be one of the main subjects of the ECHO/03 (ENAVSECG sub-working group on coordinated capacity building) on 15-16 September 2021 and the ENAVSECG/09 (ICAO EUR/NAT Aviation Security Group) on 7-10 December 2021.

In addition, material for a specific Security Culture workshop has been developed and made available through the ASTC network.

Last but not least, in 2021 we will continue addressing the urgent need for more knowledge and support in implementing Annex 9 - Facilitation. The ongoing COVID-19 pandemic has exposed many weaknesses in this area that need to be tackled to better prepare for future contingencies and support the restart and recovery from the ongoing one.

A regional Facilitation Implementation Seminar, covering the latest amendments to Annex 9, focusing on API and PNR, discussing vaccine certificates and also the role of Annex 9 standards during the pandemic, will be conducted virtually on 20-23 April 2021 with simultaneous interpretation (English/Russian).



Aviation Safety

Safety remain the top priority for aviation especially in such challenging times.

The COVID-19 crisis introduced a significant change to the aviation landscape. Such change should be properly addressed through safety change management processes. This became one of the priorities of the work of ICAO in general, and of the ICAO EUR/NAT Office in particular.

In close cooperation with ICAO Headquarters and our member States we are working on the development and implementation of necessary risk mitigation actions enabling the maintenance of air operations under the new environment whilst not jeopardizing safety.

Careful implementation of alleviation procedures, preparations for return to normal operations, addressing new emerging risks such as usage of passenger aircraft as cargo, massive delivery of pharmaceutical products and vaccines and limitations imposed by COVID-19 quarantine measures, can be named among these regional actions.

Looking at the new risks, other known and existing risks should not be forgotten. Therefore, the task to support implementation of the Global Aviation Safety Plan (GASP) through the recently established European Regional Aviation Safety Plan (EUR RASP) remains a strategic regional safety priority.

The new reality required adaptation and further optimization of resources. We

are thus exploring new ways of delivering remote safety workshops and webinars and further enhancing our collaboration with other regional and international organizations, such as EASA, EUROCONTROL, IAC, and ECAC. Our work on ICAO Runway Safety go-teams is such an example in exploring the virtual possibilities.

Another example of agreements reached under the collaboration scheme was to launch a common Regional Expert Safety Group (RESG) covering all States in the EUR Region that was specifically tasked to support development, implementation, monitoring and reporting on the EUR RASP. An effective launch of the work of the RESG is important for 2021.

Finally, the work to support implementation by States of effective safety oversight systems is another pillar of regional safety activities.

Our regional officers continue the support of the USOAP CMA as experienced auditors, help the States on specific areas under the NCLB Technical Assistance Programme and support implementation of global iPACs.

The iPack is a self-contained Implementation Package to facilitate and guide Civil Aviation Authorities (CAAs) in the implementation of ICAO provisions.

Recent success of the iPACK on Aviation Safety Risk Management related to COVID-19 for CAAs in Georgia proves that even in the current challenging times we can find ways to assist States in need.



Air Navigation Capacity

Our work package in the Air Navigation domain will continue to be diverse and well developed, focusing on supporting the implementation of the Global Air Navigation Plan in the EUR and NAT Regions.

The COVID-19 crisis required urgent adaptation and implementation of airspace measures to adjust to the changing flows and fleets, provide optimum support to essential flights and delivery of vaccine.

We have also coordinated global and regional efforts to harmonise the aeronautical publications to mitigate potential confusion and enhance flight planning rules in support of the vaccines transportation.

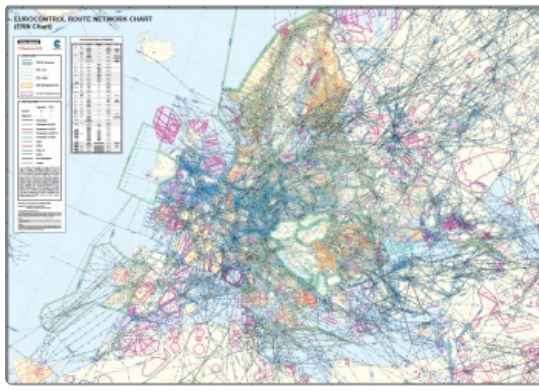
We will continue improvements of the regional airspace and ATS route structure in close cooperation with EUROCONTROL and with specific focus on the interface areas within the EUR States and between the adjacent ICAO Regions.

The Airbus "Fello Fly" flight trials in the NAT airspace, which are planned for the fourth quarter of 2021 with an Atlantic crossing, are validating automated formation flight operations for two civil aircraft in cruise flight which would allow significant fuel burn savings and associated CO2 emissions reduction without additional ground infrastructures or aircraft sensors. The trials are inspired by the V-shaped formations of migrating geese, who have naturally found a way to save energy whilst flying long distances.

The value is linked to the local fuel savings obtained for the follower aircraft while surfing the vortex of the lead aircraft. The principle relies on harvesting a part of the energy from the wake vortex generated by a leading aircraft, by actually surfing it. Whilst wake turbulence is commonly considered as a threat for commercial airplanes, this concept aims at taking benefit from the energy contained in trailing vortices, without compromising safety (which is paramount). Thus, positioning a trailing aircraft in a right way into the area where the vortex pushes air upward has the potential of fuel savings of over 10% for the trailing aircraft.

The COVID-19 crisis has also some positive results, such as stimulating the advance of technology, namely digitalization, use of automation and unmanned aviation. To that end, we acknowledge that the use of unmanned aviation will continue to expand.

ICAO has recently published new updates on RPAS operations and this subject will remain high on our agenda with a specific regional RPAS /UTM workshop with all involved stakeholders in the third quarter of 2021.



Global Reporting Format implementation

The Workshop on Implementation of the New Global Reporting Format for Runway Surface Conditions - ICAO EUR Region will be held virtually from 18 to 20 May 2021 from 1100 to 1400 UTC. Simultaneous interpretation will be provided from and into English and Russian languages.

This Workshop is necessary to support implementation of the new Global Reporting Format (GRF) for Runway Surface Conditions applicable 4 November 2021. The roll out of GRF is to address the top contributory factor to runway excursions: poor braking action.

The GRF is the new methodology for assessing and reporting runway surface conditions, which enables the harmonized assessment and reporting of runway surface conditions and a correspondingly improved flight crew assessment of take-off and landing performance. The implementation is expected to reduce the risk of runway excursions since the GRF improves the accuracy and timeliness of runway condition assessment and harmonizes this information globally.

GRF benefits include improved safety (better understanding of runway conditions, fewer runway excursions), improved efficiency (better situational awareness, better decision making, and fewer runway closures) and reduced environmental impact (fewer runway excursions, better traffic management and better management of de-icing products).

There are many aviation stakeholders impacted by the implementation of GRF including Airports, Airlines, Air Navigation Service Providers, Air Traffic Control, Aeronautical Information Service, Regulators, ICAO and International Organizations.

Aviation stakeholders are encouraged to participate in this workshop noting the invitation and draft agenda will be provided in the coming weeks. In the meantime, stakeholders are encouraged to visit the ICAO GRF website at <https://www.icao.int/safety/Pages/GRF.aspx> where material on previous workshops, training links, guidance on SNOWTAM, GRF implementation checklist and other relevant information may be accessed.

Volcanic Ash

More than 10 years have passed since the famous eruption of a volcano in Iceland that halted all European aviation for a few weeks. We have all together learnt a lot of lessons from that contingency that led to updates of ICAO provisions and realization of the need for continuous preparedness for such contingencies. The current COVID-19 crisis also teaches us many lessons that we need to analyse to better prepare for the future.

VOLCEX21 will simulate a continuous eruption of Eyjafjallajökull, Iceland on 16 November 2021 from 0800 to 1600 UTC. This simulated volcano eruption scenario will be based on the eruption of Eyjafjallajökull in April 2010 and impact the North Atlantic (Iceland and southeast), most of Europe as far east as the Russian Federation and as far south as the Mediterranean Sea.

Stakeholders (e.g. Regulators, Air Navigation Service Providers, Meteorological Watch Offices, NOTAM Offices, aircraft and aerodrome operators) directly and indirectly impacted by the simulated volcanic ash cloud are encouraged to participate in VOLCEX21 noting that anomalies to air traffic may occur around the simulated volcanic ash cloud.

In order to prepare for this exercise, States are encouraged to review their national policies and procedures to comply with the EUR/NAT Volcanic Ash Contingency Plan (<https://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx>). Furthermore, to assist in verifying compliance in this regard, a VOLCEX21 Preparatory Workshop will be held in October 2021 (dates and meeting mode to be determined). This workshop will review the EUR/NAT Volcanic Ash Contingency Plan in addition to the VOLCEX21 Exercise Directive.

Aviation Stakeholders are invited to participate in both activities in order to be well prepared for a real volcanic ash event.



Highlight on the ICAO State Action Plan to reduce CO2 emissions Initiative


Environment remains high on our agenda. In the context of restart and recovery of civil aviation post-COVID-19, it is important that our environmental objectives are fully addressed and that we seize this moment to build back better in terms of aviation sustainability.

The initiative developed by ICAO for its Member States to showcase their policies and measures to address CO2 emissions from international flights is the State Plan on Aviation CO2 Emissions Reduction. States that have decided to develop a State Action are invited to develop or update their State Action Plan by June 2021. Every three years before the Assembly year, ICAO Member States are invited to develop and submit their State Action Plan to ICAO, so that the Organization can compile and aggregate the quantified information in relation to achieving the global environmental goals and report it to the subsequent session of the Assembly.

ICAO Resolution A40-18, Climate Change, requested States to accelerate investments on research and development to bring to market more efficient technologies. States that have started to implement sustainable aviation innovation measures are invited to include these measures in their State Action Plan (SAP).

The ICAO EUR/NAT Office has created an ENV Task Force to better support its Member States to develop and update their SAP. The last meeting of the Task Force was held in January 2021 and the [presentations are available](#) on the ICAO website.

Individual assistance is provided as well to States or group of States to support the submission of their SAP by June 2021. Our Regional Officer continues to support the States Focal Points to finalize their SAP as well as to implement their mitigation measures.

Date of submission	SAP	
31 June 2021	Submit the SAP to ICAO using the APER website 	Quantified SAP (quantification of the expected results from the implementation of mitigation measures) Innovative mitigation measures (solar; alternative energy sources, wind, advanced concept, industrial waste gases, etc.)

States' Focal Points are invited to contact the ICAO EUR/NAT Office for further assistance on the State Action Plan initiative, on mitigation measures such as CORSIA, innovative mitigation measures, as well as measures described in the ICAO Basket of measures (ICAO Doc 9988).

More information on the SAP initiative : https://www.icao.int/environmental-protection/Pages/ClimateChange_ActionPlan.aspx



CAPSCA

CAPSCA is a network joining together experts from civil aviation and public health authorities. As such, it has proved to be indispensable throughout the COVID-19 crisis by ensuring efficient sharing of information and experience, as well as supporting the implementation of the CART guidance. This network is also key in the context of learning lessons and identifying improvements and ensuring preparedness for future contingencies.

We will continue our efforts through dedicated webinars, enhance cooperation and coordination with relevant regional organizations (e.g. WHO, EASA, IAC, etc.).

Our technical assistance package in this area includes:

- Train and make available a team of CAPSCA EUR Technical Advisors to support the States, as requested.
- Support States to implement Public Health Corridors (PHC) by providing the necessary tools and guidelines. Deliver the iPack for PHC in

- coordination with ICAO Headquarters and States.
- Respond to the requests from the EUR/NAT States and organize CAPSCA Technical Assistance Visits (virtual, and when feasible, physical) to verify compliance of the aviation sector with WHO International Health Regulations(IHR) and ICAO SARPS and guidelines.



Economic Development of Air Transport

In 2020, the ICAO EUR/NAT Office held discussions on financial sustainability of civil aviation authorities, acknowledging that inability to provide competitiveness within industry remuneration packages often lies in the heart of all other safety and security oversight weaknesses, such as adequate qualifications of inspectorate personnel, training, tools and facilities of CAAs.

The problem existed before the COVID-19 crisis, however its financial impact just made those vulnerabilities more salient. Through our discussions last year, we have agreed that it is important to continue sharing of experience in this area and ensure diversification of financing sources for CAAs. Benefits of collaborative arrangements through use of Regional Safety Oversight Organisations and pooling of inspectorate resources between CAAs have been highlighted as other important mechanisms to mitigate risks.

The EUR/NAT DGCA meeting agreed on an action plan for implementation in 2021, that inter alia includes a survey of EUR/NAT States. The results of this survey would be analyzed by ICAO for potential updates of ICAO global guidance material. Additional webinars will be organized in 2021 to continue sharing of best practices.

Among other activities in this strategic objective area, we can mention the following:

- financial forecasts for the NAT Region focusing on the impact of the COVID-19 crisis and for that purpose develop an ad hoc forecasting methodology.
- financial assessment for the development of a new Air Navigation Systems/ development of a new Height Monitoring System for the NAT Region.
- Webinars on the 7th freedom of air for cargo operations.

Useful links

More information on the ICAO EUR/NAT activities for 2021 is available on <https://www.icao.int/EURNAT/Pages/welcome.aspx>

Upcoming EUR/NAT event

ICAO EUR/NAT Webinar on “**Air Cargo Digitalization in COVID-19 Times: Multimodal Perspectives**” which will be held virtually on 21 April 2021 starting at 1.00 pm

The webinar is organized as part of a series of ICAO activities promoting the concept of air cargo digitalization and raising awareness among States’ civil aviation administrations, customs authorities, economic regulators, and industry stakeholders of the fundamental role of air cargo transportation system as part of the broader supply chain that will drive global economic recovery.

Please contact the ICAO EUR/NAT Office for more details at icaoeurnat@icao.int

Authors

This edition was developed by Technical Officers of the ICAO EUR/NAT Office.

The next EUR/NAT Newsletter will be issued in May 2021

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

3 bis villa Émile Bergerat, 92200 Neuilly-sur-Seine
Cedex, France

Phone: +33 1 46 41 85 85
Email: icaoeurnat@icao.int
Website: www.icao.int/EURNAT



