



# # 1 Outcomes and Highlights

**From our Office to your Office, a very happy New Year and all the best for 2022.**

**As we observe signs of sectoral and societal recovery emerging all over the world, ICAO continues to provide support to its Member States towards the international air transport recovery and encourages States to reconnect more quickly to return to greater prosperity. The post-pandemic scenario requires all of us to think differently from the past, when the aviation sector was growing at quite a steady pace. Key elements are on innovation, strong regional cooperation mechanisms, and improving crisis coordination planning and preparedness.**

In 2021, the EUR/NAT Office continued to address COVID-19 induced safety risks, starting with a dedicated seminar on vaccine transportation covering multiple topics to include safety related aspects pertaining to the dangerous goods. A transition from COVID-19 related differences (CCRD) to Targeted Exemptions (TE) system and gradual removal of TEs to ensure return to normal operations was pursued.

Support was provided to the crisis management teams to tackle the airspace closures and other contingencies, e.g Kabul FIR. The regional crisis management framework review was initiated following the EUR/NAT DGCA discussions on the lessons learnt so far from the ongoing crisis.

Assistance to States was provided on implementation of the CART recommendations related to the 7th freedom for air cargo operations and digitalization of cargo documentation. To that end a regional webinar and coordination with relevant UN, regional (EU and Eurasian Economic Union) and industry (TIACA) organizations, as well as direct contacts with States to support pilot projects were conducted.

A Regional Facilitation Implementation Seminar with over 200 participants was conducted to support States in implementation of Annex 9 SARPs and the new developments/requirements in relation to COVID-19 (e.g. the global vaccination certificate and its integration in existing PKD structures).

EUR/NAT supported the implementation of airspace optimization projects and operational and technical enhancements which resulted in increased efficiency and environmental sustainability. Support was provided to the South Atlantic area to enhance harmonization and seamless operations between EUR, SAM, NAT and AFI.

The EUR/NAT AVSEC group's work focused on regional developments and exchange on issues such as cybersecurity, security culture, Unmanned Aircraft Systems, quality control developments as well as capacity building. Analysis of specific capacity building needs of the EUR/NAT States was done to map versus available regional capacity building resources and providing inputs to the global capacity building mapping tool. To mark the Year of Security Culture, a Regional Security Culture Seminar was conducted to support States in establishing Security Culture at national level. The regional ASTC network was supported and AVSEC training was conducted online and onsite with more than 100 experts trained.

The EUR/NAT Regional Office supported the implementation of environmental strategies not only in the EUR/NAT, but also assisted the WACAF and MID regions. In particular, four webinars on CORSIA were organized. Two Regional webinars were conducted on the State Action Plan (SAP) initiative, presenting relevant ICAO material and tools in January 2021 and June 2021. Training was provided for newly appointed SAP and CORSIA Focal Points on the SAP initiative, the ENV tools, CORSIA requirements and relevant tools. Three joint events were held with ACAO and ECAC on CORSIA and SAP. The second ICAO Assistance Project with EU funding was supported through the provision of presentations to the Regional seminar organized in September 2021. In addition, the Office organized a meeting for the MID Region in December 2021 on CORSIA where 8 States of the region participated.

A survey and other actions were carried out as a follow-up to the workshop on

sustainable funding of CAAs to share best practices and lessons learned, to identify common solutions and guidance.

**In 2022, the EURNAT Regional Office**, priority actions will focus on the support for the implementation of CART recommendations in all domains, in particular updates on targeted exemptions, implementation of national air transport facilitation committees, intra and inter-regional harmonisation of vaccine and testing certificates, digitalisation of air cargo documentation and 7th freedom for cargo flights. Further strengthening of the CAPSCA network to provide States with guidance and training on COVID-19 contingency planning related issues will also be pursued. Implementation of PHC through an iPACK will be further supported. Technical Assistance will focus on the implementation of CART and standardised iPACKs as well as other forms of tailored assistance and capacity building.

The implementation of GASP and GANP, as well as regional safety enhancement initiatives and air navigation plans, will continue with the main emphasis on runway safety, search and rescue improvements, aerodromes certification, cybersecurity, new entrants, regional aviation crisis preparedness and response mechanisms and their enhancements based on the lessons learnt. The support to States on implementation of AVSEC and FAL provisions as well as the GAsEP and regional roadmap, as reinforced by the CART recommendations, will be pursued through the regional ICAO groups, specific workshops, and training through the regional ASTC network. The Office will ensure support to the ASTC network management through evaluations and regular ASTCs directors' meetings.

Dissemination of information and support to States on Environment related topics, including CORSIA implementation, State Action Plans on CO2 reduction and other environmental related issues, will continue.

**This new edition focuses on the main outcomes of the Office's Work Programme for 2021, where ICAO's priority was to support States and industry during the ongoing pandemic crisis, towards the restart and recovery of civil aviation but as well as on the highlights of the Work Programme for 2022.**

**The Office will organize a series of events aimed at disseminating information to its Member States and aviation stakeholders as well as reinforcing coordination and continue the promotion of innovation.**



## SAFETY



The ICAO EUR/NAT Regional Office continued to address COVID-19 induced safety risks in 2021.

It started with a dedicated seminar on vaccine transportation covering multiple topics to include safety related aspects pertaining to dangerous goods. It continued with enabling smooth transition from COVID-19 related differences (CCRD) to [Targeted Exemptions \(TE\)](#) system and gradual removal of TEs to ensure return to normal operations.

Another milestone was pilot implementation of the Aviation Safety Risk Management related to COVID-19 iPACK for CAA in Georgia which laid the basis to cope with COVID-19 national safety risks and enabling the improvement of national State Safety Risk Management tools, in general, as an integral part of State Safety Programme. The application of project

management principals embraced in iPACK is seen as a good practice for State Safety Programme implementation or improvement in the States.



The [ICAO EUR 2020 Annual Safety Report \(EUR ASR 2020\)](#) was published in 2021 and provided an overview of the safety performance of the EUR Region towards the GASP goals and targets which underscored a continuous decreasing trend of accident rate, strengthening EUR States' safety oversight capabilities as well as implementing the air navigation and airport core infrastructure as our joint achievements.

At the same time, there is still room for improvement on the implementation of State Safety Programme (SSP) as well as the use of industry programmes.

The Regional Expert Safety Group (RESG) was established as a main safety branch of the European Aviation System Planning Group (EASPG) and produced the revised 2022-2024 version of the European Regional Aviation Safety Plan. Mechanism for future updates, monitoring and reporting on EUR RASP implementation will be among our main tasks in 2022.

Simultaneously, RESG continued its work on safety enhancement initiatives in the areas of pilot training and runway safety.

Competency-based training and assessment (CBTA) projects for Russia and Kazakhstan are successfully progressing and the combined experience with EASA, is a very good way forward to build on for further improvement in other States.

Runway Safety related risks (both traditional and COVID-19 introduced) were closely monitored and addressed during RESG meetings and through dedicated global and regional webinars. Given the COVID-19 restrictions our office participated in the development of remotely conducted ICAO Runway Safety Go-teams, that will be tested in 2022.

The evolution of ICAO USOAP programme was another headline for 2021. Introduction of the new version of protocol questions, evolution of SSP Implementation assessment, implementation of virtual validation activities were supported by the ICAO EUR/NAT staff. Two meetings and workshops were organized for European National Continuous Monitoring Coordinators in cooperation with ICAO Headquarters and EASA. ICAO EUR/NAT Regional Officers participated in several USOAP CMA virtual activities (ICVM for Iceland and Kazakhstan) as well as supported an on-site restart of USOAP programme.

The joint ICAO-Interstate Aviation Committee (IAC) regional project continued its successful operation throughout 2021 with the full support of ICAO EUR/NAT Office. In particular, an Aircraft Accident and Incident Investigation (AIG) workshop in April 2021 should be mentioned. All the activities were conducted in virtual mode, with the hope for a return to hybrid or normal working environment in 2022.

Overall, 2021 was another example of how cooperation played a key role in driving safety improvements through the current crisis. We would like to thank all our members States, regional and international partners: EASA, EUROCONTROL, IAC, IATA, IFALPA, ACI EUROPE, CANSO EUROPE, Airbus, Boeing and others who helped to make this a reality. Corresponding safety oversight improvements and removal of Republic of Moldova from EU Air Safety List in 2021 is one of many positive outcomes of such cooperation.

We have completed the development of the **NAT Vision 2030** which provides a pathway to prioritize and deliver a proportionate series of improvements, to enhance operational flexibility, resilience through the development of contingency procedures and improvements in communication performance. All of these has been achieved within the context of a developing cyber threat and enabled the optimal use of emerging technologies and techniques, as well as new entrants such as unmanned flight, supersonic or suborbital operations.

In 2022, the ICAO EUR/NAT office will continue its cooperation with States, Regional and International Organizations in order to minimize safety risks induced by the pandemic. In particular work on [Targeted Exemptions](#) for them to be used only in exceptional cases, with due risk mitigations and thereafter removed as soon as the situation is back to normal.

ICAO will continue focusing on the facilitation of EUR RASP implementation within States through the National Aviation Safety Plans. Specific workshops and targeted assistance are planned for States in 2022 coupled with monitoring mechanisms to be launched in cooperation with EASA and EUROCONTROL.

In the traditional safety areas, Runway Safety and Pilot training will continue as a priority. Several safety seminars and conferences are already planned for 2022. Other safety topics will be reviewed for focused implementation prioritization.

Finally, support to the USOAP CMA programme development, in particular the deployment of State Safety Programme Implementation Assessments (SSPIAs), will be another priority for 2022.

## GRF



**The ICAO EUR/NAT Regional Office placed emphasis on the implementation of the new Global Reporting Format (GRF) for runway surface conditions.**

GRF is the new ICAO 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.

This implementation is expected to reduce the risk of runway excursions.

To support this implementation, the ICAO EUR/NAT Regional Office conducted three virtual events in 2021. The first event, Webinar on Implementation of the New GRF for Runway Surface Conditions in the EUR Region, was held in English, French and Russian languages in May 2021. This event was attended by 504 participants, 35 States, 8 international organizations and 1 industry. The Webinar addressed questions raised on GRF implementation resulting in a summary of GRF clarification and mitigation of concerns by subject (e.g. runway condition report, SNOWTAM, airline operations, etc.).

Two more events were conducted for Kyrgyzstan in July 2021 and the Interstate Aviation Committee in November 2021 that reviewed various information on the [ICAO GRF website](#) to assist in GRF implementation. Topics included the history of GRF, updated ICAO provisions, training courses available, GRF implementation checklist, ATIS, means of disseminating runway condition report, global implementation map and a question and answer session. Interpretation was provided in English and Russian languages.



As of 13 January 2022, 93% of reporting States in the ICAO EUR/NAT Regions have implemented GRF and follow-up events may be needed as non-implementation in this regard is a safety issue. Follow-up events in 2022 will be determined based on States' needs and/or analysis of non-compliant SNOWTAM format with the new SNOWTAM format associated with GRF. Furthermore, feedback on implementation issues is expected to be considered at a global event in Q4 of 2022 in order to begin the process of fine tuning GRF provisions.

## ASBU REPORT



The 7th edition of ICAO/EUROCONTROL ASBU monitoring report was endorsed during the Third Meeting of the European Aviation System Planning Group (EASPG/3) in December 2021.

The EASPG highlighted the importance of this report as a key document in order to monitor and analyse the ASBU Block 0 and 1 implementation within the EUR Region. It includes the updated progress/status of implementation of ASBU Block 0 and 1 elements (reference period 2020) from fifty-three (53) out of the fifty-five (55) States within the ICAO EUR Region and relevant parts will also be integrated into the ICAO EUR eANP Vol III.

The report had been developed following the transition to the 6th edition of the ICAO Global Air Navigation Plan (GANP) and includes now information on seventy (70) out of eighty-seven (87) ASBU elements which had been proposed for monitoring within the ICAO EUR Region

The EUR ASBU Implementation Monitoring report was published on the ICAO European and North Atlantic Office and EUROCONTROL websites and can be downloaded via the following links:

[https://www.icao.int/EURNAT/Pages/Aviation-System-Block-Upgrade-\(ASBU\)-Implementation-Monitoring-Report-.aspx](https://www.icao.int/EURNAT/Pages/Aviation-System-Block-Upgrade-(ASBU)-Implementation-Monitoring-Report-.aspx)

<https://www.eurocontrol.int/publication/aviation-system-block-upgrade-asbu-implementation-monitoring-report-2020>

## VOLCEX 21





Olafur Sigurjónsson from Forsæti – 21 May 2011

We continue the regular regional volcanic ash exercises with the main objective to improve the response to volcanic eruptions and volcanic ash contamination by the relevant national supervisory authorities, service providers and airspace users in accordance to the Volcanic Ash Contingency Plan for the EUR and NAT Regions.

The most recent exercise conducted in November 2021 simulated a continuous eruption of Eyjafjallajökull, Iceland that produced a simulated volcanic ash cloud that impacted the North Atlantic, parts of Europe as far east as the Russian Federation and as far south as the Mediterranean Sea. The exercise allowed to validate the progress we made since the previous eruption of this volcano in 2010.

A debrief meeting in follow up to the exercise will take place in February 2022 in order to develop lessons learned and recommendations that can be considered in formulating objectives and the date(s) of the next exercise as well as the associated preparatory workshop if necessary.

It should be noted that volcanic ash exercises and regional contingency plan are important elements of the regional crisis management and preparedness system that also includes tackling with other airspace contingencies through crisis coordination cells and EACCC, nuclear events in coordination with IAEA, and public health events as part of the CAPSCA network.

## EUR OPS Bulletin 2021\_001

As a result of the work from a dedicated Project Team, the Third Meeting of the European Aviation System Planning Group (EASPG/3) in December 2021 approved the publication of a new EUR OPS Bulletin 2021\_001 on Loss of Communication Procedures.

The new OPS Bulletin was developed as regional guidance material in order to raise awareness on loss of communication procedures amongst flight crews, air traffic controllers and military personnel. The OPS Bulletin also highlights the importance to minimize the number and impact of such events and emphasizes on the timely actions that are required for the recovery of communication.

The [EUR OPS Bulletin 2021\\_001](#) was published on the ICAO European and North Atlantic Office website and can be downloaded.

## METG/31



The Thirty-First Meeting of the Meteorology Group (METG/31) of the European Region Aviation System Planning Group (EASPG) was held in September 2021.

The Meeting was attended by a total of 173 registered participants from 49 States, and 5 International Organizations.

Near full implementation of the ICAO Meteorological Information Exchange Model (IWXXM) has been achieved in the ICAO EUR Region in part due to the current translation services provided by the Regional OPMET Centres at no cost. This service may be extended for one more year due to the impacts of the pandemic on the Air Navigation Service Providers. Nevertheless, the implementation efforts have now shifted to assist States to implement IWXXM on their own and preferable at source. In addition, inter-regional exchange of OPMET data in IWXXM format will also become a priority during the next year.

The near full implementation of Regional OPMET Centre Moscow for 7 States in the Eastern part of the EUR Region has also been achieved this past year.

The METG will continue to focus on the implementation of IWXXM as well as update MET guidance material and where possible harmonize this guidance material with other regions. A high implementation level of ASBU threads and elements will assist MET Service Providers in being better prepared for the implementation of future provisions related to Amendment 81 to Annex 3 in 2023.

To achieve these goals, the following related meetings in 2022 are planned: DMG/35 from 15 to 17 March 2022; DMG/36 from 21 to 23 June 2022; and METG/32 from 20 to 23 September 2022.

## AVSEC

### ICAO Year of Security Culture

The ICAO Secretary General launched 2021 as the ICAO Year of Security Culture (YOSC) on 18 December 2020 during the Global Aviation Security Symposium to follow up on the request of the 40th ICAO Assembly for ICAO to develop



further tools to enhance security awareness and security culture.

At the regional level, ICAO EUR/NAT Office created a YOSC Regional Webpage where articles, guidance material, links to the Global ICAO YOSC webpage and other Security Culture tools can be found, including an article contributed by the chairpersons of the European and North Atlantic Aviation Security Group (ENAVSECG). The EUR/NAT Office conducted a region-wide virtual Security Culture Seminar for its 56 States, International and Regional Organizations as well as Industry from 30 June to 01 July 2021.

Approximately, 200 experts participated and contributed information on the ways to implement a robust and sustainable Security Culture. The recording and presentations are available on the ICAO regional website: [Regional Security Culture Seminar.](#)



## Aviation Security Training and capacity building

Nine ICAO-sponsored training courses (classroom and virtual), including newly developed Security Culture Workshop were conducted throughout 2021 in English, French and Russian languages by the regional ICAO Aviation Security Training Centres (ASTC). Two cost-recovery training courses were conducted upon request from Luxembourg to train the State's National Aviation Security Experts. ICAO AVSEC Implementation Packages (iPacks) were deployed in two EUR/NAT States.

## Regional Aviation Security meetings

The ninth meeting of the European and North Atlantic Aviation Security Group (ENAVSECG/09) took place virtually in December 2021 with the participation of 111 experts from States, international and regional organizations and ICAO ASTCs. The meeting deliberated on the ways to counter new and emerging threats by application of innovative techniques and technology such as Artificial Intelligence, Behavior Detection and One Stop Security screening; discussed Cybersecurity issues, coordination of Unmanned Aerial Systems (UAS) operations, the role of positive Security Culture and capacity building.



The third meeting of the ECHO initiative, the subgroup to ENAVSECG tasked to serve as an inclusive, impartial and collaborative region-wide mechanism for aligning capacity building efforts was held in October 2021. The meeting discussed the progress made in mapping capacity building activities and collecting information on States' AVSEC prevailing and COVID-19 recovery needs, brainstormed on the best way to link available capacity building activities with identified needs and generated proposals for further actions.

## Facilitation

The EUR/NAT Office in cooperation with ICAO Headquarters held a Facilitation Seminar in April 2021. More than 200 experts from States, International and Regional Organizations as well as industry took part in the event. The seminar covered various security-related facilitation areas such as electronic machine-readable travel documents (MRTDs), ICAO Public Key Directory and its Master List, as well as Passenger Data Exchange Systems - Advance Passenger Information (API)/Passenger Name Record (PNR) and Single Window concept for transferring data. Specific focus was given to visible digital seal (VDS) and its application for COVID-19 testing and vaccination certificates. Seminar material is available on ICAO regional website: [Regional Facilitation Seminar.](#) ICAO Facilitation Implementation Packages (iPacks) were deployed in two EUR/NAT States.

The EUR/NAT planning for 2022 includes the tenth ENAVSECG meeting (October/November), fourth and fifth ECHO initiative meetings (April and December), the Regional ICAO ASTC Directors meeting (September), 10 ICAO sponsored training courses at ICAO ASTCs ([ASTC Schedule](#)). Furthermore, requested tailor made cost-recovery training courses for several countries are planned as well as the re-evaluation of 6 ICAO ASTCs to confirm compliance with ICAO requirements.

The EUR/NAT Office is looking forward to the possibility of conducting its annual on-site Aviation Security Seminar for the States in Eastern Europe, Central Asia and Balkans in Latvia (May), which was cancelled in 2020 and 2021 due to the pandemic.

An ICAO Universal Aviation Security Audit Programme – Continuous Monitoring Approach (USAP-CMA) Seminar is scheduled to be conducted in coordination with ICAO Headquarters at the end of May/ beginning of June 2022.

Finally, a Regional Traveler Identification Programme (TRIP) seminar is planned to be conducted in coordination with ICAO Headquarters (more information on this event will be available on the ICAO website).

## ENVIRONMENT



In 2021, the ICAO EUR/NAT Office organized several events to support States for the development and update of the State Action Plans as well as for the implementation of CORSIA requirements and the related environment tools.

We further strengthened cooperation with regional organizations to facilitate capacity building activities and avoid duplication.

Several events were organized in coordination with ACAO for the North African EUR States and MID Region on Action Plan and implementation of CORSIA requirements. Two joint events were held with ECAC on State Action Plans and CORSIA to support European States. Furthermore, the ICAO EUR/NAT Office participated at several capacity building webinars organized by other organizations.

**As of today, 48 EUR/NAT States have already developed and submitted to ICAO their State Action Plan at least once; 28 States have updated their SAP in 2021 and submitted them using the APER website and 1 State has submitted its first State Action Plan.**

## CORSIA

We continued to work directly with States to support the CORSIA requirements implementation as there were several milestones to complete in 2021 such as informing ICAO on the voluntary participation to CORSIA prior to 30 June 2021; the submission of the CO2 emissions data for the year 2020 to ICAO through the Central CORSIA Registry (CCR) by 31 August 2021 as well as the submission of the list of aeroplanes operators and verification bodies by 30 November 2021. Support to States was provided by organizing video calls with groups of States as well as providing technical assistance directly to the States' Focal Points.

Under the ICAO ACT-CORSIA programme, buddy partnerships among States have been established across the Regions involving 4 donor States from the EUR/NAT Regions and 14 recipient States. During the ACT CORSIA phase 3, that started in April 2020 through 2021 focusing on the implementation of reporting and verification requirements, the EUR/NAT Office organized and supported several ACT CORSIA seminars and follow up coordination calls to train States from Central and Eastern Europe with the support of Germany and for the North African EUR States with the support of France.

**As of today, 50 States have provided their 2020 CO2 emissions data to ICAO using the CORSIA Central Registry and 48 States have provided their list of Aeroplane Operators for 2021.**

Environment will remain high on the priority list of 2022 with global events such as the High level meeting on the Long Term Aspirational Goal, or the 41st Assembly. A number of regional events, such as as the ICAO EUR/NAT Environment Task Force, ACT CORSIA webinars and environment workshops on CORSIA eligible fuels and emissions units are planned.

We will continue to strengthen our capacity building activities to further support the States and provide individual and tailored assistance.

The State Action Plan are a means for the ICAO Member States to establish a long-term strategy on climate change for the international aviation sector, involving all interested parties at national level. In conjunction with the current ICAO Stocktaking process, the States Focal Points are encouraged to include innovative mitigation measures showcasing the new activities undertaken in the States. States that did not update their State Action Plan in the current triennium or need support to develop their State Action Plan are invited to contact the Regional Office if support is needed.

With regard to CORSIA, our focus in 2022 is to provide training for Focal Points on CORSIA MRV implementation, in particular the submission of 2021 CO2 Emissions Reports as well as provide information on CORSIA eligible

fuels (CEF).

In 2022, in accordance with ICAO Annex 16 volume 4, States will have to continue monitoring, verifying and reporting the CO<sub>2</sub> emissions generated by the international flights to ICAO. However, the timeline is slightly modified compared to that of the previous years. In 2022, States are required to provide 2021 CO<sub>2</sub> emissions on States pairs (same as for 2019/2020), with new reporting requirements including: the provision of total 2021 emissions for each aeroplane operator; and the provision of two aggregated figures (one for State pairs subject to offsetting requirements, and a second one for State pairs not subject to offsetting requirements). In addition, States with aeroplane operators that use CEF and wish to claim associated emissions reductions, have to submit additional information on the CEF claimed.

### **CORSIA - Upcoming deadlines for 2022 as set by Appendix 1 of Annex IV**

<b>1 January 2022 to 30 April 2022</b>	Aeroplane operators to compile 2021 CO <sub>2</sub> emissions data to be verified by verification bodies
<b>30 April 2022</b>	Aeroplane operators and verification bodies to submit to States the verified Emissions Reports and associated Verification Reports for 2021 CO <sub>2</sub> emissions
<b>1 May 2022 to 31 July 2022</b>	States to conduct an order of magnitude check of the verified 2021 Emissions Reports, including any filling of data gaps in case of non-reporting by aeroplane operators.
<b>31 July 2022</b>	States to submit 2021 CO <sub>2</sub> emissions through the CCR
<b>31 October 2022</b>	ICAO document entitled “CORSIA Annual Sector’s Growth Factor (SGF)” to be available on the ICAO CORSIA website

## **CAPSCA: Managing a pandemic**



The current COVID-19 pandemic has proven to be far more than a health crisis; it has caused immense economic and social distress throughout the globe. While aviation is one of the most heavily affected sectors, global supply chains, essential flights, emergency and humanitarian responses and the swift vaccine distribution rely predominantly on air transport.

The Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) is an ICAO global Program established in 2006 with the unique mission to bridge the Aviation and the Public Health sectors for the preparedness planning, capacity building and response/crisis management during various public health events that affect the aviation sector.

Preparedness and management crisis of Public Health Events of International Concern (PHEIC) proved to be as important as Safety and Security for the sustainability of the global Air Transport sector. Coordination and harmonization of Public Health measures is instrumental. For that purpose ICAO CAPSCA works closely with World Health Organization, several UN Organizations, Public Health Authorities, Civil Aviation Authorities, and Industry.

The CAPSCA EUR programme has currently 44 Members States. Within the EUR/NAT regions the CAPSCA EUR established an extensive network of both CAA and PH experts from 44 States and Regional Organizations.

In 2021, the CAPSCA EUR programme delivered the following:

- Provided to this network official information, studies and updates on all COVID 19 issues
- Organized webinars for the implementation of ICAO CART recommendations, TOGD, Public Health Corridor guidance etc.
- Coordinated with EASA and Interstate Aviation Committee to harmonize the implementation of Public Health Measures in the Region
- Organized and participate regularly in coordination meetings with other regional Organizations
- Supported the launch of a PHC iPack for Armenia, Belarus and Kazakhstan, in partnership with IAC

The CAPSCA EUR Programme organized a joint interregional CAPSCA EUR/MID 09 meeting in December 2021 addressing 71 States with the participation of several key stakeholders from World Health Organization (WHO), Eur/EMRO, Airport Council International, European Union Aviation Safety Agency (EASA), Interstate Aviation Committee (IAC), Robert Koch Institute, ICCAIA, etc.

## **Sustainable funding of CAAs-COVID 19**



## Impact- The EUR/NAT survey

The EUR/NAT Regional Office initiated, long before the COVID-19 crisis, a dialogue with its 56 States of accreditation on the sustainable funding of Civil Aviation Authorities (CAAs) to enable them to perform and continue their oversight functions.

With the current COVID-19 crisis, the need to address this issue has been further amplified. The first report of the ICAO's Council Aviation Recovery Task Force (CART) included several recommendations, including Recommendation 10 that invited States to consider appropriate measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations for ICAO Member States during the COVID-19 pandemic. In 2021, the EUR/NAT Regional Office in close cooperation with ICAO HQ developed a dedicated survey to understand and analyze the funding structures and available resources for the Civil Aviation Authorities within the EUR/NAT Regions, taking into consideration the impact of the COVID-19 pandemic. Responses to the survey were compiled in a report that was presented to the joint 8th meeting of the two ICAO financial panels: the Airport Economic Panel (AEP) and the Air Navigation Services Economic Panel (ANSEP).

The results of the survey and of the joint panel meetings will be presented to the EUR/NAT States in 2022 along with a number of suggested actions.

## Useful links

More information on the ICAO EUR/NAT activities for 2022 is available on <https://www.icao.int/EURNAT/Pages/welcome.aspx>

## Upcoming ICAO EUR/NAT events

<https://www.icao.int/EURNAT/Pages/meetings.aspx>

Please contact the ICAO EUR/NAT Office for more details at [icaoeurnat@icao.int](mailto:icaoeurnat@icao.int)

## The next EUR/NAT Newsletter will be issued in April 2022

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