



ICAO

EUR NAT

NEWSLETTER

No. 2

October 2017

EUR/NAT Regional Cooperation

With contributions from:
European Commission
Eurocontrol
European Aviation Safety Agency
European Civil Aviation Conference
Interstate Aviation Committee

Updates from the ICAO EUR/NAT Office

Newsletter available on the ICAO EUR/NAT website: <http://www.icao.int/EURNAT/Documents/Newsletters/>

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REGIONAL COOPERATION



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

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

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

Global and regional partnership and cooperation are the building blocks of the global aviation system that allow us to achieve in an efficient manner the goals of the Chicago Convention and the objectives set by the UN Sustainable Development Goals, the *Global Aviation Safety Plan (GASP)*, the *Global Air Navigation Plan (GANP)* and the ICAO Assembly Resolutions. **Partnership and cooperation are instrumental towards an optimal and effective use of our scarce resources and necessary to avoid duplications and gaps.**

The ICAO European (EUR) Region has a very complex environment where many actors are involved in various fields of civil aviation and with overlapping activities/areas, having different roles and responsibilities and sometimes having competing goals and interests. It is fundamental to have a clear understanding and agreement of these roles and responsibilities to help improve cooperation and avoid duplication.

In recent years, the role of the EUR/NAT Office has evolved. The scope of its work currently includes, together with air navigation and aviation safety, aviation security, environment and air transport activities. This evolution towards addressing the civil aviation system in the European and North Atlantic regions as a whole has included, in recent years, numerous No Country Left Behind (NCLB) related activities. This extended scope of the activities covered by the EUR/NAT Office is responding to the ICAO Assembly Resolutions and Council Decisions directing ICAO to increase efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this work is to help ensure that SARPs implementation is better harmonized globally so

that all States have access to the significant socio-economic benefits of safe and reliable air transport.

The ICAO EUR/NAT Office conducted the first meeting of the EUR/NAT Directors General of Civil Aviation. This meeting was held in Paris on 5 May 2017. It provided high level visibility and sought for a commitment towards the implementation of the ICAO EUR/NAT work programme. It also exposed the full scope of the EUR/NAT Office activities, while raising the awareness on current and future priorities as well as the related challenges.

The ICAO EUR/NAT Office has a long history of successful cooperation with international and regional organizations. The European Commission (EC), the European Aviation Safety Agency (EASA), EUROCONTROL and the European Civil Aviation Conference (ECAC), together with Airport Council International (ACI), Civil Air Navigation Services Organization (CANSO), the International Air Transport Association (IATA), the International Federation of Air Line Pilots' Associations (IFALPA) and the International Federation of Air Traffic Controllers' Association (IFATCA), to name few, are active partners, participating and contributing to the ICAO EUR/NAT meetings and activities, both at the strategic and technical levels. The spectrum of cooperation is very large and is done in the spirit of avoiding duplication of efforts and towards an optimization of the available resources.

Examples of successful cooperation are numerous including, inter-alia, the annual EUR Safety Reports, monitoring and reporting the progress of GANP/ASBU implementation, implementation of air navigation performance framework, the

regional PBN implementation programme, etc. A special mention goes to Eurocontrol which is actively involved in all the activities listed above and continuously provides ICAO with valuable tools and expertise in various fields that is made available to all EUR States (e.g. radio frequency management, route development, PBN, civil-military coordination, crisis management etc.).

You may recall as well the close cooperation between ICAO, EC and ECAC on issues related to aviation security and environment. Here I could mention the successful “Joint Mediterranean seminar on Aviation Security and Facilitation”, conducted biannually and organized by the ICAO EUR/NAT Office.

Environment is one area where we could increase cooperation and create partnerships. The recent EUR/NAT DGCA meeting tasked the ICAO EUR/NAT to regionally coordinate the implementation of several ICAO Assembly Resolutions on Environment and we are seeking further cooperation with European institutions and organizations to implement them while avoiding duplication of efforts.

I would like to see strengthened cooperation amongst us in all areas of common interests.

Concerning the new ICAO initiative NCLB, the ICAO EUR/NAT has established a regional NCLB programme that includes a number of projects. Currently the main objective of these on-going projects is to assist States in the GASP implementation by strengthening their safety oversight system, improving the level of effective implementation of ICAO provisions and supporting their efforts to resolve Significant Safety Concerns (SSCs) brought to light through ICAO’s safety oversight audits. The recipients of this programme are mainly States in the Eastern part of the ICAO EUR Region, but we are currently extending the geographical scope to include other States from Europe and North Africa. We already have the chance to be actively supported in our efforts by several States, such as Austria, France and Turkey and we are seeking to extend further this cooperation and support with other States and all regional partners in the framework of the NCLB programme.

ICAO held the Second Global Aviation Cooperation Symposium – “Managing Change: Building a safe, secure, and sustainable aviation community” in Athens, Greece from 11 to 13 October 2017. This event offered an excellent opportunity to discuss further partnership opportunities with all States and regional organizations.

As mentioned earlier, we need to have a clear picture and a common understanding of the role and responsibilities of ICAO as a global organization with a global mandate, and the role and responsibilities of regional organizations, with their own mandate and objectives. At the end of the day, despite divergences and sometimes competing interests we share a common goal: cooperation to ensure a full interoperability and global harmonization of the civil aviation system in a safe, secure and responsible manner.

Recently, ICAO and EASA teamed together and agreed to increase cooperation on matters of mutual interest. ICAO EUR/NAT Office and EASA agreed to combine their efforts in developing a Regional Safety Plan to cover the whole geographical scope of the ICAO EUR Region, based on Chapter 4 of the *European Plan for Aviation Safety*. This document will reflect the RASG-EUR safety targets and will be a rolling plan linked to current and future versions of the *ICAO Global Aviation Safety Plan*. This initiative was presented to the Coordination Group of the RASG (5-6 October 2017) together with a first draft of the proposed *Regional Safety Plan*. The intention is to have a final version of it approved by RASG-EUR by correspondence before the end of the year or very early next year.

The *EUR/NAT Newsletter* is a new initiative of the ICAO Paris Office, to promote its activities and ensure better visibility of its role and achievements. The first issue of this Newsletter was released on the occasion of the first EUR/NAT DGCA meeting (Paris, 5 May 2017). This second issue is dedicated to regional cooperation.



COOPERATION IN AVIATION: THE KEY TO OUR SUSTAINABLE FUTURE



Dr. Olumuyiwa Benard Aliu is the fifth and current President of the ICAO Council. Having initially assumed the position on 1 January 2014, he was re-elected by acclamation on 21 November 2016.

From January 2005 to December 2013, Dr. Aliu was the Representative of Nigeria on the ICAO Council. He served as the governing body's First Vice-President and as Chairman of both its Technical Co-operation and Finance Committees. He also served as Chairman of the ICAO Council Working Group on Governance and Efficiency (WGGE) and as Chairperson of the Steering Committee of the ICAO Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan).

Ten million jobs. Almost four billion passengers. And contributions to global GDP in the range of 725 billion dollars. Those were the figures for aviation in 2016, and yet we're anticipating global traffic volumes to double by 2032. Needless to say, the crucial socioeconomic developmental opportunities this growth presents for all States are almost boundless, provided we can realize the very achievable and imperative goal of managing it safely, efficiently and sustainably.

As an aviation community, we already have the tools to do so. **We are conscious that the sustainable growth of the global aviation network is predicated on continued and enhanced ICAO compliance.** We have the global strategies, plans, programmes and agreements in place to not only realize this compliance, but also to ensure that new, performance-based Standards and Recommended Practices (SARPs) are continuously developed to address emerging challenges within our network. And at the most fundamental level, we can count on an exemplary spirit of cooperation and collaboration.

It's hard to overestimate the importance of cooperation to the success and safety of our network. From the cockpit to the ICAO Council Chamber, everything we do depends on our collaborative focus on our operations and on the mutually beneficial outcomes that result from them. Our partnerships obviously encompass State governments and civil aviation authorities, but also other intergovernmental bodies at the global and regional levels. These

partners play a crucial role in the pooling and optimization of limited resources and in the generation of the political momentum needed to ensure that aviation and air connectivity receive the prioritization they richly deserve within national and local economic development strategies. Of course, this is also a key focus for ICAO.

The ICAO Regional Offices play a pivotal role in coordinating and enhancing this cooperation and are our front desks to the States.

Especially with respect to our No Country Left Behind initiative, our Regional Offices are crucial to how we target and succeed with local assistance and capacity-building and ultimately the realization of our global objectives. Key to facilitating our continuous consultation with States and ensuring that everything we do is attuned to regional realities, our Regional Offices are also increasingly being given additional responsibilities as greater attention is now being placed on implementation of global plans.

ICAO's European and North Atlantic Region (EUR/NAT) is no exception here, especially given its geographical scope – from Greenland to Kamchatka – and the vast diversity among the States accredited to our Paris office. **This diversity is reflected in the sustainability challenges across the EUR/NAT region, which are by no means limited to the vital need to achieve progress on environmental issues, but also in safety, security and efficiency.**

A statistic that may surprise some in this regard is that while the region accounts for just under 25 per cent of worldwide traffic, 32 per cent of the global accident

total occurs here. **Fortunately, this region is blessed with an equally rich diversity of regional organizations, each with its own area of expertise.** These are vital to our efforts to attain uniformity across all areas of aviation sustainability, which is why, for example, ICAO with the European Aviation Safety Agency (EASA) and Interstate Aviation Committee (IAC) have been reviewing strategies to empower and strengthen existing regional mechanisms. In turn, **ICAO's Regional Office ensures that regional approaches are informed by global realities and roadmaps.**

As we continue to confront our significant but surmountable challenges, growth in traffic must be matched by growth in capacity. This calls for investment in infrastructure and human resources and the optimization of airspace use, and for continued leadership on carbon emissions. On this point, let me commend the fact that all ECAC and EU States have already committed to participate in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation from its earliest pilot phase.

It is also essential in this regard that we respond rapidly and effectively to emerging security threats. This will henceforth be achieved most notably through our upcoming Global Aviation Security Plan (GASeP), and through the continued enhancement and implementation of the ICAO Traveller Identification Programme, or 'TRIP' strategy. The effectiveness of this latter ICAO programme has been recognized in United Nations (UN) Security Council (SC) Resolutions 2178 and 2309.

Emerging issues such as cybersecurity and traffic management for unmanned aircraft in national airspace, the integration of larger remotely-piloted aircraft systems (RPAS) operations through amendments to 18 of our Convention's 19 Annexes, and facilitating the incredible innovations now being made in the areas of commercial space and suborbital operations will also be high on our to-do list and benefit from similar levels of coordination and cooperation with many private and public sector entities.

I am confident that we can surmount these and other challenges of this scale because our global aviation community has repeatedly demonstrated that it has the ability to do so throughout its storied history. ICAO has been developing our own capacities to better support you in these endeavours, and I encourage all members of the aviation community to join us as we step up our efforts to ensure that everyone can benefit fully from aviation's remarkable and truly global connectivity and reach.

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THE COOPERATION BETWEEN THE EUROPEAN COMMISSION AND ICAO: A STRONG PARTNERSHIP



Mr. Henrik Hololei has been the Director-General for Mobility and Transport at the European Commission since 2015. Formerly, he was Deputy Secretary-General of the European Commission (2013-2015), Head of Cabinet of Commission Vice-President Siim Kallas (2004-2013) and held various senior positions in the Estonian Government Office (including Minister of Economic Affairs).

For me it has always been absolutely essential to actively engage with ICAO and to build a strong and solid partnership between the EU and ICAO. Aviation is a global industry and Europe is committed to supporting the development of a global air transport system that is safe, secure, efficient, economically viable and environmentally sound. In order to achieve this, international cooperation is the key and ICAO the partner with whom to pursue this around the globe.

ICAO, under the leadership of its President Dr. Olumuyiwa Benard Aliu and Secretary General Dr. Fang Liu, plays a vital role in the development of a safe, secure and sustainable international civil aviation and interoperable air transport systems.

The European Commission has enjoyed a long-standing cooperation with ICAO in many areas. Let me firstly underline the active European contribution to the development of international standards. Over the last decades, Europe has supported ICAO in the adoption of a strong set of global rules, notably in the area of safety and air navigation. Europe has also been very proactive in ensuring that aviation contributes to the fight against climate change, notably through the landmark agreement reached at the last ICAO Assembly on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA) and through the adoption of a new aircraft CO₂ emission certification standard. We want aviation to continue its predicted growth and to attract more people to flying but for that we need sustainability as only this gives us the licence to grow.

Secondly, let me mention that we have cooperated closely with ICAO in addressing the challenge of keeping global aviation secure, a challenge that is today perhaps more important than ever before. The European Commission is actively engaging in the development, revision and implementation of the Global ICAO Plans: *the Global Air Navigation Plan (GANP)* in particular through the technological pillar of the EU Single European Sky (SESAR), the *Global Aviation Safety Plan (GASP)* and the *Global Aviation Security Plan (GASeP)*. For us this is a very high priority.

In addition to that, we carry out many capacity-building and cooperation activities in the international framework. Over the past years, the European Commission has developed an active strategy, with the support of its European Aviation Safety Agency (EASA), in the area of technical assistance which covers all aviation areas (economic regulation, safety, security, air navigation and environment). These projects contribute to the achievement of the ICAO No Country Left Behind Initiative and support the realisation of the United Nations Sustainable Development Goals. With this strategy it aims to support States, inside and outside Europe, in developing safe, secure and reliable air transport which brings economic benefits whilst having a limited impact on the environment. Supporting the No Country Left Behind initiative is an absolute must for us and we strongly support this.

This strong cooperation is also illustrated with the opening of a Representation of the European Union to ICAO in 2007 and the

conclusion of a Memorandum of Cooperation (MoC) between the EU and ICAO in 2011. This MoC strengthens our cooperation with ICAO, notably on safety, security, air traffic management and environmental protection. It establishes a permanent framework for enhancing our partnership with relations and supports arrangements to offer expertise and resources to ICAO, such as the three European experts who are currently seconded to the ICAO Secretariat. The Commission also supports the proper implementation of ICAO Standards in the European Region. The ICAO Regional Safety Management Symposium that is co-hosted by the Commission and the Estonian Presidency of the EU this October is a good example of our actions.

The above mentioned activities of cooperation make up only part of the wide ranging support mechanisms and the resources mobilized by all the members of the European Union to provide technical assistance and cooperation, both bilaterally as well as on a regional level, to ICAO, in the interest of the international aviation community.

Over the past decades, the European Union's competence in the field of air transport has expanded significantly and led to a unique example of a regional system. European aviation rules are largely implementing international standards developed by ICAO. The oversight, notably performed by EASA in a number of domains, greatly contributes to the success of the ICAO's Universal Safety Oversight Audit Programme (USOAP) in the European Region. The Single European Aviation Market, which is celebrating its 25th anniversary, has generated considerable benefits for people, regions and businesses. To allow the European aviation sector to remain competitive and reap the benefits of a fast-changing and developing global economy, the European Commission adopted an Aviation Strategy

for Europe in December 2015 that sets the direction and framework for the coming years. The European regional cooperation, in which the European Commission has a central role, broadly contributes to achieving ICAO's objectives in the European region. ICAO Regional Offices are equally essential in the realisation of these objectives all around the world.

Regional cooperation is a strong driver for enhancing compliance with international standards and contributes to the development of a safe, secure, efficient, economically viable and environmentally sound global aviation system. It is essential that the regional cooperation and the specificities of regional systems such as the EU are fully embedded and recognised in the international framework. The European Commission welcomes the Resolution adopted by the 39th ICAO Assembly in that sense.

Looking at current and future development of aviation, it is obvious that there are vast challenges to overcome. To name just a few – the significant growth forecast, security threats (including cyber security), big data opportunities, the emergence of drones, ATM modernisation – the task ahead of us is important. The concepts of mobility and connectivity are evolving. Digitalisation fosters the emergence of new business models and so does the overall technological development.

Cooperation at a global level will be more than ever fundamental for the development of global interoperable solutions based on common standards. I commit for the European Commission to remain a reliable partner to ICAO in order to address current and future challenges and to continue supporting the development in all ICAO States of an air transport system that is safe, secure, efficient, economically viable and environmentally sound.



A TRUE PARTNERSHIP



Mr. Frank Brenner has been the Director General of EUROCONTROL since 1 January 2013. EUROCONTROL (an inter-governmental organization with 41 Member States and 2 Comprehensive Agreement States) is concerned with all aspects of Air Traffic Management in Europe and, in particular, it operates as Network Manager for the more than 10 million flights a year over Europe.

Before joining EUROCONTROL, Frank Brenner held a number of posts at DFS, Deutsche Flugsicherung in Langen, Germany.

EUROCONTROL has a long history of cooperation with ICAO; the first agreement between the two organizations was signed in 1965. This cooperation has continued on activities spanning many groups, events and services, both globally and regionally.

At a global level, we work closely with our colleagues from the European Union, ECAC and Member States to ensure that Europe has a single clear voice at ICAO. EUROCONTROL participates in many ICAO panels and groups and is widely recognised for its neutral, cross-border and deep technical knowledge of ATM.

This knowledge comes both from our operational roles (as Network Manager and as the operator of the Maastricht Upper Area Control Centre) and also from our extensive work on the future of ATM, ranging from long-term research to being a founding member of, and major contributor to, the SESAR Joint Undertaking.

EUROCONTROL regularly seconded officials to ICAO in Montreal to assist in the Air Navigation Bureau as well as to attend Air Navigation Commission sessions. We have also seconded officials to ICAO EUR/NAT in Paris, which we see as a vital part of our collaboration with ICAO.

This is because it is at the regional level that a great deal of practical work is achieved, focusing on the future of ATM in Europe and bridging the gap between the *Global Air Navigation Plan* and action at the European or national level. For example, the *European Single Sky Implementation Plan* (ESSIP), published by EUROCONTROL, looks in detail at how the GANP Aviation System Block Upgrades (ASBUs) are linked to the ESSIP objectives, so that implementation of the ASBUs can be monitored without duplicating effort.

We live in a continent with many countries but a single airspace. It is essential that we coordinate our ATM across Europe, including both EU and non-EU States, all within the context of the *Global Air Navigation Plan* and the Single Europe Sky. As a result, we work closely with ICAO EUR/NAT, and in particular with the European Air Navigation Planning Group (EANPG), with notable contributions in the areas of AIM/SWIM, network operations, CNS, airports, safety and security.

To look at one current example out of many, earlier this year, ICAO, EASA and EUROCONTROL jointly hosted a Final Approach Operations Symposium at our Brussels site. This included sessions on the introduction of recent ICAO changes for Final Approaches, procedure design, validation and ATM aspects, airborne and airport aspects on the transition to final approach and Performance-Based Aerodrome Operations.

Such events are particularly valuable for their focus on how all the different players in aviation can work together to improve performance and on the practical steps that need to be taken in order to achieve concrete results.

Of course, we need to recognise that with multiple overlapping organizations there is the potential for duplication, which is not only wasteful but also confusing for everyone. However, we can work to address this and a good example is in an area related to the Symposium. In September this year the ICAO EUR Performance Based Navigation Task Force and the EUROCONTROL Navigation Steering Group held a combined meeting, again hosted at EUROCONTROL. This meeting jointly considered a range of topics, including the follow-up from the Symposium. The joint approach is more efficient for everyone concerned and means that better use is made of resources and

sharing of information.

There are many other examples of how EUROCONTROL cooperates with ICAO. Our status as a civil-military organization means that we have particular expertise in the flexible use of airspace and we are working to see how other regions of the world could benefit from Europe's experience. In particular, we have worked with ICAO on its guidance material on this subject.

We also support ICAO in its 'No Country Left Behind' initiative, focusing on aeronautical information in the AFI region. It is part of EUROCONTROL's outward facing approach that has also included sharing our experience of regional cooperation with, for example, South East Asia. We also share real time operational data (or are setting up mechanisms to do so) with other countries: the USA, the UAE and Brazil. This is all part of the journey towards the ICAO Global Flow Management concept.

Events in one area can have a very widespread impact, as was demonstrated during the volcanic ash crisis in 2010. That led to the setting up of the European Aviation Crisis Coordination Cell – another

example of how ICAO EUR/NAT works closely with the Network Manager. ICAO EUR/NAT regularly participates in crisis exercises so that we all can be better prepared for the next event, whatever it may be.

Europe is facing real challenges as traffic is now at record levels. In July and August this year, for the first time ever, the network handled more than a million flights each month. This level of demand has significant implications for our joint efforts to achieve the Single European Sky targets.

It is only by working together that we can improve performance. EUROCONTROL and ICAO EUR/NAT are both important in making that happen.



EASA AND ITS ROLE AS REGIONAL SAFETY OVERSIGHT ORGANISATION



Mr. Patrick Ky became Executive Director of the European Aviation Safety Agency (EASA) on 1 September 2013. His mission will be to further consolidate the role and responsibilities of the Agency to become a worldwide reference in aviation and to make the European aviation regulatory system a fully consistent, efficient and reliable framework.

Have you heard of the Forum on Regional Safety Oversight Organizations (RSOOs) held in 2017? ICAO and the European Aviation Safety Agency (EASA) jointly organized this Forum in March 2017 in Swaziland to discuss how regional cooperation can be enhanced for ensuring effective and efficient safety oversight and which benefit regional cooperation mechanisms can bring to States. The Forum succeeded very well and achieved a high attention not only by the States' representatives but also by the industry and other interested organizations. As its outcome a proposed Global Strategy and Action Plan was supported for the improvement of RSOOs and the establishment of a Global System for the Provision of Safety Oversight. These actions form an important part of ICAO's effort to develop aviation safety oversight, which is very necessary in order to be able to respond to the new challenges emerging in the changing aviation environment.

The strategy and action plan for the improvement of RSOOs, and the establishment of a global system for the provision of safety oversight represents the outcome of discussions at the Forum on potential solutions to many of the challenges faced by RSOOs, foremost of which is the need to ensure their sustainable funding and adequate empowerment, with respect to the tasks and functions they carry out for their members. **The strategy and action plan seeks to put in place solutions that will enhance the effectiveness of the existing RSOOs, as well as better align them with the global and regional programmes of ICAO.**

At the same time, there is a need for safety oversight to meet the challenges posed by growing

air traffic, which is expected to double over the next fifteen years, and changing aircraft ownership, registration and user business models. To this end, the Forum discussions agreed on the need to complement the current prevailing concept of national and regional-based safety oversight systems with a globally based system that would be composed of a range of safety oversight providers, including the RSOOs. RSOOs will be recognized as an integral part of a global aviation safety oversight system led by ICAO, within the framework of the *Global Aviation Safety Plan (GASP)*, and maintaining the States' obligations and responsibilities for safety oversight under the Convention on International Civil Aviation.

Improving the performance of RSOOs also entails strengthening cooperation and information sharing between RSOOs. For this reason, it was proposed to establish an RSOO Cooperative Platform coordinated by ICAO. The objectives of this Platform are to facilitate inter-RSOO communication and to become an information hub and competence centre by facilitating the exchange of information and sharing of best practices.

Since the Forum, ICAO has initiated several actions to implement its new RSOO strategy. Firstly, an evaluation of RSOOs. A questionnaire was sent to 16 RSOOs to collect information on their scope, governance, funding and activities.

Secondly, ICAO has initiated a study on the proposed global aviation safety oversight system supported by a Study Group to discuss and advise on an enhanced oversight system which would include some

form of recognition and oversight of RSOOs and also oversight of the service providers. ICAO will report on first results during SANIS in December 2017.

Thirdly, ICAO is developing guidance and a mechanism to share safety inspector resources that will dovetail with the RSOO strategy.

Perhaps you are still wondering about the benefits of an RSOO compared to the default system in which each State takes care of its own ICAO responsibilities independently? Let's look at an obvious example of regional cooperation in Europe. EASA is the RSOO for Europe. It exists since 2003 and has 32 European Member States.

In some areas EASA has an exclusive competences; for example the type certification of aircraft. This means that an aircraft is only certified by EASA instead of 32 authorities and that the type certificate is recognised in all Member States without any additional conditions. This is a great efficiency gain – not only for the national authorities but also manufacturers which have a “one-stop shop” for all design related and type certification issues.

In other areas, EASA has a shared competence with its Member States. For example, EASA prepares common rules in the area of air operations.

EASA is also reaching out to the ICAO European and North Atlantic Office, and discussions are underway on how the *European Aviation Safety Plan* produced by EASA could form a basis for the ICAO Regional Safety Plan and how this joint approach could help Member States to elaborate and establish their State Safety Plans.

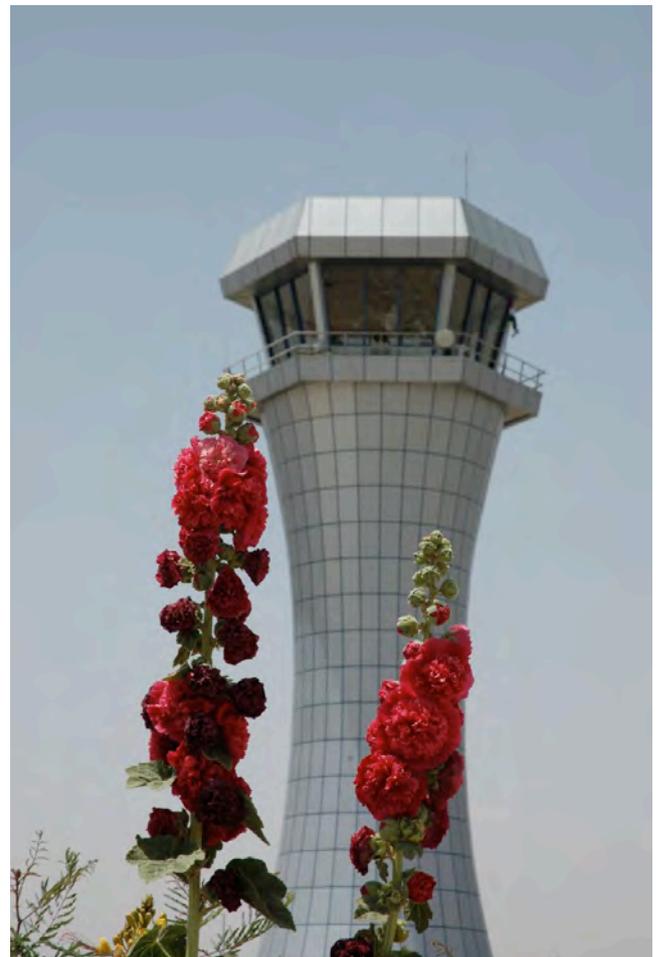
Similar collaboration is naturally established with industry and other relevant professional organizations.

EASA is one RSOO model, benefitting in particular from the European integration process. The EASA model may not fit all regions and there are certainly RSOOs in other regions which bring great value to their Member States by applying a different approach and exercising different competencies.

With this experience, EASA is supporting ICAO in the implementation of the Global Strategy and Action Plan for RSOOs. EASA is providing resources to ICAO, and is in particular supporting the set-up of the RSOO Cooperative Platform. With this Platform bringing RSOOs together to exchange best practices,

share information and collaborate on common work, EASA is keen to share its experience, to learn from others and to see other RSOOs growing in a similar way, adapted to their region. This is why EASA is also supporting RSOOs worldwide through technical assistance projects.

In line with the ICAO strategy, EASA is convinced that regional cooperation is an appropriate and beneficial mechanism to act on today's challenges so that we all can assure a safe aviation system.



ECAC AND THE ICAO EUR/NAT OFFICE: UNITING EUROPEAN AVIATION



Mr. Salvatore Sciacchitano was appointed ECAC Executive Secretary on 1 December 2010. Prior to this he held senior positions in the Italian Civil Aviation Administration including as Deputy Director General of the Italian Civil Aviation Authority (ENAC) from 1999 to 2010, and as Director General of RAI, the former Italian Airworthiness Authority, from 1996 to 1999.

He was also member of the Management Board of EASA and Vice President of the Provisional Council of EUROCONTROL.

Only a few days ago, from 31 August to 2 September, Directors General of the European Civil Aviation Conference (ECAC) held in Reykjavik their annual Special meeting hosted by an ECAC Member State. On this occasion, ICAO Secretary General Dr. Fang Liu reiterated the critical role played by regional organizations in the progress of global aviation under the umbrella of ICAO. "Regional meetings such as this one are critical to maintaining the cooperation and coordination which has been the hallmark of air transport progress since the dawn of civil aviation" she stated in her keynote address.

A common history

ECAC has indeed been privileged to welcome the President of the Council of ICAO at meetings such as the Triennial Session, and the Secretary General has regularly addressed Directors General at their annual Special meeting, in addition to actively contributing to various ECAC events, like the recent ECAC/EU Dialogue with the air transport industry held in June. This open channel of communication between the ICAO President and Secretary General and ECAC Directors General has enabled many fruitful discussions on the challenges facing our sector.

The creation of ECAC and its 60-year history are themselves closely intertwined with that of ICAO. In fact, ICAO played a crucial role in the establishment of ECAC. ICAO promoted its creation in 1955 and adopted an Assembly Resolution in 1956 with the objective of supporting ECAC, including through the provision of secretariat services. This relationship has been strengthened over the years at both global and regional level.

Variety of roles, convergence of objectives

While pursuing the same objectives for a safe, secure and sustainable air transport system, the role of the regional organizations, such as ECAC and its 'sister organisations (the Arab Civil Aviation Commission, the African Civil Aviation Commission and the Latin American Civil Aviation Commission), is different from that played by ICAO Regional Offices such as the EUR/NAT Office. ECAC reflects the specific needs and ambitions expressed by its 44 European Member States, whereas the ICAO EUR/NAT Office pursues the regional implementation of ICAO's objectives that are defined globally.

Hence, ECAC has its own work programme. Of course, it is aligned with the main streams of ICAO's strategic objectives. However, it is based on the needs of its Member States that, on a number of issues, reach beyond the objectives of ICAO, which must take into consideration the challenges and requirements at the global level.

Nevertheless, the several cooperation arrangements signed between our two organizations over the years confirm the convergence of our aims. In particular, the Memorandum of Cooperation signed by the Secretary General of ICAO and the President of ECAC in 2010 should be mentioned as it demonstrates ICAO and ECAC's commitment to strengthen their relationship in the field of safety, security and the environment for the benefit of international civil aviation.

Cooperation between ECAC and ICAO EUR/NAT Office

Beyond the administrative arrangements, which also include 'hosting' ECAC in the EUR/NAT premises, the Executive Secretary of ECAC and the Director of the EUR/NAT Office signed a Cooperation Arrangement in 2012 to support the implementation of the objectives of the Memorandum of Cooperation signed in 2010. Some of the measures foreseen in order to achieve the objectives of these agreements encompass regular dialogue, consultation and information sharing, joint capacity-building initiatives and participation in reciprocal meetings.

For instance, it has become customary to invite the EUR/NAT Regional Director to present the latest developments taking place in the ICAO EUR region at meetings of ECAC Directors General. This contribution allows for discussion on the initiatives taken by both organizations, with the aim of complementing one another and avoiding overlaps.

In 2014 and 2016, ECAC and the EUR/NAT Office joined forces to organize two security seminars for the Mediterranean States, in Paris, and a third joint edition will be organized in the near future.

At the expert level, EUR/NAT security experts are

regularly invited to attend the ECAC Security Forum. On a reciprocal basis, ECAC security experts are invited to AVSEC events organised by EUR/NAT. Additionally, the EU project ECAC is implementing in partnership with EASA that aims at upgrading the safety and security standards in the Eastern Partnership countries and Central Asia (i.e. involving some non-ECAC countries that are part of the EUR/NAT region) offers the opportunity for similar cooperation through the participation of EUR/NAT experts in some of the workshops organised by ECAC. Finally, a closer relationship has been established recently involving an exchange of information on health matters. I refer to the ECAC workshop on health matters in civil aviation to be held in Barcelona in October that will offer the opportunity to exchange and share knowledge and good practice on ICAO's Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA), thanks to the participation of an expert from the ICAO EUR/NAT Office.

These examples demonstrate how a close cooperation between a regional organization such as ECAC, and an ICAO Regional Office such as the EUR/NAT Office, when rooted in reciprocity and complementarity, has the potential to bring all of us closer to our common goals and vision: a safe, secure, sustainable and prosperous civil aviation system.



RESULTS OF A QUARTER OF A CENTURY OF SUCCESSFUL REGIONAL COOPERATION



Dr. Tatiana Anodina, President of the Interstate Council on Aviation and Use of Airspace, Chairperson of the Interstate Aviation Committee.

Doctor of technical sciences, professor, academician, Honorary Professor of the Moscow State University named after M.V. Lomonosov, honoured worker of science, State prizes winner, holder of the highest orders and medals of many states. In 1997 she was awarded the Gold Medal and the highest international prize of ICAO in the field of aviation and airspace – the Edward Warner Award, as a world-known scientist and prominent research worker.

She is the initiator of signing the Interstate Agreement on Civil Aviation and Use of Airspace in 1991 and also the initiator of establishing an independent aircraft accident investigation system and the international system of certification of aircraft and aerodromes.

Realizing their responsibility to the world aviation community and guided by the principles of the Chicago Convention on International Civil Aviation, 12 newly independent States of the former Soviet Union – one of the largest regions of the world, signed the Interstate Agreement on Civil Aviation and Use of Airspace and its interstate entities – the Interstate Council on Aviation and Use of Airspace, as its highest body and the Interstate Aviation Committee (IAC) as the executive body of the Interstate Council – were established and have been successfully functioning during all these years.

Over the years, we have been able to establish and implement the effective and balanced mechanism of the global and regional cooperation in the field of civil aviation and aviation industry which served as a model for similar organizations in other regions of the world with which we have successful cooperation.

The Interstate Council and IAC are closely associated with paramount international decisions taken within ICAO, including:

- implementation of efficient regional cooperation between neighboring countries;
- implementation of the independent aircraft accident investigation principle based on

advanced technologies;

- organization of international industry cooperation between aviation equipment designers and manufacturers not only in our region, but with the EC countries, American continent, China, India, Israel, etc;

- our regional anti-terrorism program has been highly evaluated by ICAO as one of the best in the world;

- international flight safety promotion oversight program has been successfully implemented;

Lastly, the ICAO FANS concept based on the global satellite navigation system GPS-GLONASS has been widely implemented.

For her eminent contribution into implementation of the international program as well as for civil use of the GLONASS System, as the major GNSS component, the President of the Interstate Council, Chairperson of IAC Dr. Tatiana Anodina received, as scientist and researcher, on behalf of 190 States the highest ICAO award – the Edward Warner Award.

During its close cooperation with the major aviation equipment manufacturers, the IAC Aviation Register certified over 150 types of aircraft and engines.



Baku, Azerbaijan,

35th Session of the Interstate Council on Aviation and Use of Airspace

102 international aerodromes and 550 types of air navigation systems certified by IAC have contributed to the creation of a new quality international air transportation network.

IAC as an international independent body, registered in this status at ICAO, has conducted over 750 air accident investigations, including major fatal accidents in 76 countries of the world. Not one IAC investigation report has been challenged in judicial order.

Together with our colleagues from the International Transport Safety Association (ITSA), which comprises 17 independent investigation bodies in the world, including those of USA, Canada, UK, Netherlands, France, Japan, Australia, etc., which member we have been for 20 years, we do our best to preserve society's confidence in air transportation.

We constantly inform our colleagues, as well as make public the information about air accident investigations in order to develop joint recommendations of global character, aimed at improvement of flight safety in international civil aviation. These recommendations are always forwarded to ICAO.

ICAO's assistance is of great importance in ensuring flight safety and aviation experts training is provided on the basis of ICAO-IAC Project. Being one of the first projects in 2000 within the technical cooperation of COSCAP it is nowadays, according to the President of the Council, the most impressive example of long-term cooperation in flight safety. Within the Project over 9000 experts in flight safety and 14 operational regulations sets on flight safety for aviation authorities and airlines have been developed.

Recently our project actively joined ICAO EUR/NAT Office activities for Eastern European countries as well.

Practical cooperation in the field of assistance to the States within the framework of "continuous monitoring" (USOAP) is expanding. This assistance was very effective in Azerbaijan, Armenia, Kazakhstan, Kyrgyzstan, Russian Federation, etc.

Regional cooperation as the basis of our activity has become the significant topic within the framework of ICAO international activity as well.

Within the framework of activities on development of Standards and Recommended Practices as well as on the sidelines of conferences and forums held by ICAO there are increasing calls for enhanced regional cooperation in order to mobilize resources and achieve priority tasks in the field of flight safety. The positive results of establishment of regional accident investigation organizations (RAIO), as well as regional safety oversight organizations (RSOO) in Central and Latin America, African continent contribute to it.

Taking into consideration the experience of effective regional cooperation, IAC has submitted its initiatives aimed at the upgrading of flight safety of international civil aviation. Among them are the following:

- Measures aimed at the prevention of destruction or damage of civil aircraft, vital facilities of civil aviation infrastructure, as a result of military activities, in particular in the areas of existing and potential conflicts;

- Conducting of independent international investigation of air accidents causing major human losses and affecting interests of many States by international teams under the auspices of ICAO or international regional organizations, in order to increase trust in the results of the investigation by international community;

- Continuation by ICAO development of common (model) international standards for airworthiness of aviation equipment with the subsequent implementation of them in ICAO Member States, etc;

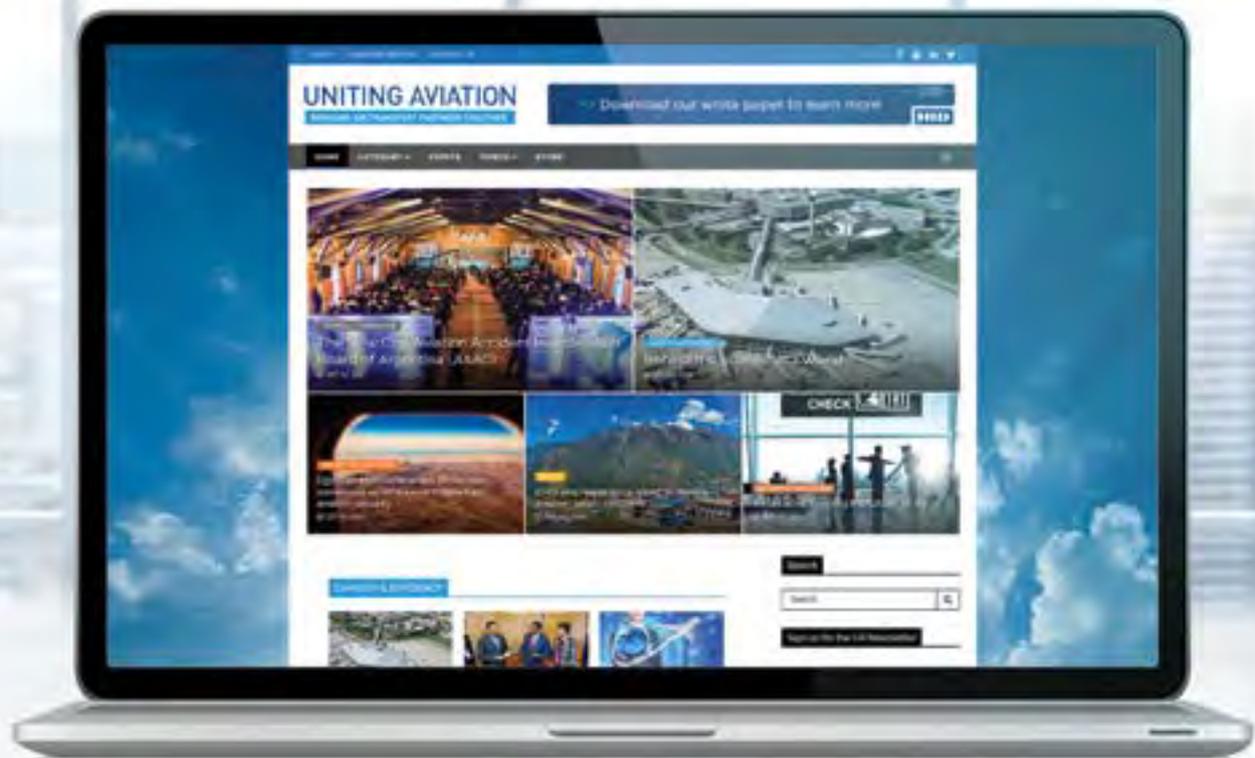
We fully support the ICAO "No Country Left Behind" campaign. This principle along with the ICAO strategy "Uniting Aviation" is the basis for our work within the international community.

Today the Interstate Council and IAC cooperate on the basis of international agreements including within the framework of full-scale agreements in the field of airworthiness and flight safety with India, Canada, China, USA, and agreements with Asian-Pacific Region countries, Africa, Middle East and Latin America, international organizations, ICAO, IATA, EASA, COCESNA, IFALPA, ITSA, CIS, EurAsEC, etc. There are in total 75 States and 19 international organizations.

Taking this opportunity, the Interstate Aviation Council and the IAC would like to thank honored President of ICAO Council and ICAO Secretary General as well as the management of the ICAO European and North Atlantic Office for their constant assistance and support.

UNITING AVIATION

This year we launched **UnitingAviation.com**, an online, community-driven magazine that brings new aviation partners together and highlights the collaboration of existing ones.



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NORTH ATLANTIC SYSTEMS PLANNING GROUP: NAT SPG

The North Atlantic is the busiest oceanic airspace in terms of air traffic in the world. The North Atlantic Systems Planning Group was created in 1965 by the Council of ICAO. The NAT SPG aims to achieve the highest level of safety performance and meet regional safety objectives in line with national and international standards, the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP).



The ICAO North Atlantic (NAT) Region continues to make excellent progress in the implementation of the *ICAO Global Aviation Safety and Air Navigation Plans*, as was concluded by the Fifty-Third Meeting of the North Atlantic Systems Planning Group (NAT SPG/53). Representatives from Canada, Denmark, France, Iceland, Ireland, Norway, Portugal, the United Kingdom and the United States, industry stakeholders, and international and regional organizations met in Paris, France, from 26 to 29 June 2017 to review its work programme to ensure that the North Atlantic aviation system continues to meet airspace users' needs safely whilst taking into account changing traffic characteristics, technological advances and updated traffic forecasts.

For more information on the *ICAO Global Aviation Safety Plan* and *Air Navigation Plan*, please check the ICAO website at: www.icao.int/eurnat

Based on fleet analysis and business plans developed by the ICAO NAT SPG working groups, the annual near-term (2017-2021) air traffic growth in the NAT Region is projected to be around 5.3%. The following contributory factors were highlighted:

- Rapid growth by some operators, such as Norwegian, Icelandair, RyanAir, and WOW;
- Large orders by Middle East carriers;
- Long-Range capabilities of

737-MAX, 321-LRs, and 787s; and

- Growth by legacy carriers expected to increase significantly based on orders of A350s, A330s, B787s, A380s, and B777s.

Over the next 20 years, the NAT air traffic growth is projected to be about 3.6% annually.

Supported by the facilitation and coordination activities of the ICAO EUR/NAT Office, the NAT Region continues to make good progress towards the implementation of new operational enhancements and technological innovations to further improve safety, increase airspace capacity and reduce the environmental impact of civil aviation. These initiatives are supported by positive business and solid safety cases that demonstrate clear benefits for airspace users.

This NAT SPG meeting was marked by significant breakthroughs to enable the implementation of further improvements. One of them is the NAT plan to implement Space-Based Automatic Dependent Surveillance-Broadcast (SB

ADS-B). The Space-Based ADS-B Business Case Assessment (BCA), developed by the NAT EFFG, based on the current NAT SB ADS-B Concept of Operations, indicates that implementation of reduced oceanic separation standards in conjunction with unrestricted climbs and speed changes, would present a positive business case over the time span from 2019 to 2033. Furthermore, potential benefits in terms of significant reduction in tactical conflicts gained through SB ADS-B implementation warrant further investigation.

The NAT Region, in coordination with the Asia Pacific (APAC) Region, is also moving towards the full implementation of performance-based reduced lateral and longitudinal separation by the end of March 2018. These separation minima are currently in the trial phase. It is expected that full implementation will increase capacity and optimise trajectories resulting in reduced fuel consumption and CO₂ emissions that would help to minimize the environmental impact of civil aviation.



Paris, France, June 2017

CIVIL AVIATION AND UAS - RPAS - DRONES

The developments in unmanned aviation have evolved at a far greater speed than those for manned aviation and the assumption that UAS (Unmanned Aircraft Systems) or RPAS (Remotely Piloted Aircraft Systems) or “Drones” are only operated in segregated airspace have been overly conservative. The diversity of these new airspace users can range from small mobile phone controlled systems up to commercially used systems with dimensions similar to that of a current commercial transport aircraft. The rapid evolution of the market, the fast developing technologies, the huge amount of systems that are already in operation today and the innovative UAS applications/services have also created some challenges that require an adaptation of the existing framework.

As a consequence of the dynamic developments, ICAO set up an Unmanned Aircraft Systems Study Group (UASSG) in 2007, which brought together experts from its Member States, stakeholder groups and industry, to discuss the impact of RPAS on aviation regulation. The Study Group developed guidance material which was published in an **Unmanned Aircraft Systems (UAS) ICAO Circular 328** in 2011. In November 2014, in response to the rapid developments in RPAS technology, the UASSG was elevated to the status of a Panel, and it aims to publish, by 2018, Standards and Recommended Practices (SARPs) on unmanned aircraft including guidance on airworthiness, operations and pilot licensing. These SARPs will help to facilitate the safe, secure and efficient integration of RPAS into non-segregated airspace and aerodromes, while ensuring that the safety levels for manned aviation are not compromised. In addition, an **ICAO UAS toolkit** has been developed by ICAO which should

assist States in the development of national regulations, thus enabling domestic operations. The ICAO UAS Toolkit serves as a guide to assist States with development of UAS operational guidance, regulations, and enable operations in a safe manner.

A dedicated RPAS Symposium for the ICAO EUR/NAT Region was held in Stockholm in May 2016 to raise the awareness of all involved aviation stakeholders on how to operate drones safely.

In response to the unpredicted commercial market growth from the small RPAS sector, several activities were launched in 2017 to support the management of drone operations below 500 ft above the ground with the RPAS in visual contact of the operator. ICAO hosted a combined RPAS/ Drone Enable Symposium from 19 to 23 September 2017 in Montreal, which addressed the collaborative activities to enable the safe operations of RPAS, the necessity for a comprehensive and harmonized regulatory framework for RPAS operations, the developments leading to the new Remote Pilot Licence (RPL), the competency-based training and licensing aspects as well as the effects of RPAS on the aviation system as a whole. This part of the Symposium was then followed by the “UAS 2017 Drone Enable” Symposium, where key aviation stakeholders shared their research, best practices and lessons learnt related to unmanned aircraft system traffic management systems (UTM).

The new approach for UAS defined a common framework with core boundaries for global harmonization of the UAS traffic management (UTM) environment. Key supporting functions, such as a registration system,

including the development of an ICAO Global Drone Registry, the ability to remotely identify and track unmanned aircraft (UA), communications systems and geofencing-like systems, are expected to be included in these new developments.

The ICAO EUR/NAT Office continues to support the current activities that identify how the existing rules need to evolve so that the entrance of the RPAS and UAS community into the civil aviation system can be further facilitated.



For more information on all these activities in ICAO's work on Remotely Piloted Aircraft please consult the following websites:
<https://www.icao.int/Meetings/Remotetech/>
<https://www4.icao.int/uastoolkit/home/about>
<https://www.icao.int/Meetings/Remotetech/>
<https://www.icao.int/Meetings/UAS2017/>
<https://www.icao.int/Meetings/RPAS17/>

ENVIRONMENT AND THE EUR/NAT REGION FOCUS ON ICAO STATE ACTION PLAN INITIATIVE



For the past seven years, ICAO has been working on a comprehensive strategy to strengthen national capacities on environment protection and, specifically, to reduce the impact of international aviation

on climate change. This includes developing and promoting guidance, technical material and tools as well as offering capacity-building training to facilitate the development of State Action Plans on CO₂ emissions reduction activities.

Since the 37th Session of the ICAO Assembly in 2010, ICAO has been encouraging its Member States to voluntarily develop and submit their action plans for emissions reduction from international aviation. By October 2016, 94 ICAO Member States, representing more than 88% of global international air traffic, had prepared and submitted action plans to ICAO. In the light of the success of this initiative, the 39th Session of the Assembly in 2016 decided to encourage the ICAO Member States to submit their action plans, to update those submitted in 2012 and 2015, to share their content on the ICAO public website and to cooperate with other States for their submission in June 2018.

ICAO provides assistance to States in relation to aviation and its impact on the environment on a regular basis under its work programme. This includes the organization of meetings at ICAO Headquarters and the Regional Offices; correspondence with States on specific environmental questions; publication of documents, such as the **ICAO Environmental Reports** or technical documentation, including the **ICAO guidance material on the development of States Action Plan (ICAO Doc 9988)**; and the development and dissemination of tools to assist States in accounting for aviation-related CO₂ emissions. These tools support the calculation of CO₂ emissions from air travel **ICAO**

Carbon Emissions Calculator, the estimation of fuel and CO₂ emissions savings from operational measures **ICAO Fuel Savings Estimation Tool (IFSET)** and the estimation of benefits expected from the mitigation measures selected in the action plan, **Environment Benefits Tool (EBT)**.

Since 2010, 43 ICAO Member States from the EUR/NAT Region have developed and submitted their Action Plans to ICAO and 14 Action Plans were updated in 2015 and 2016.

The 39th Session of the Assembly recognized ICAO's tremendous progress from 2010 and reaffirmed the collective aspirational goals that were established by the ICAO Assembly at that time. It agreed on a comprehensive strategy to progress all elements of its "basket of measures", namely: technology; alternative fuels; operations; market-based measures; and regulatory measures. It also invited the States that chose to prepare or update their action plans to submit these to ICAO preferably by the end of June 2018, so that ICAO can continue to compile the quantified information in relation to achieving the global aspirational goals. The action plans should include information on the basket of measures considered by States, reflecting respective national capacities and circumstances, quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket, and information on any specific assistance needs.

Following up on the requests received from some States, the ICAO EUR/NAT Regional Office has decided to reinforce its capacity building activities on environment. After the last seminar on State action plans held in the EUR/NAT Region in April 2017, further support has been provided to States in the Region to develop and update their action plans, consistent with ICAO guidance material (Doc 9988), for submission by the end of June 2018.

Key elements of STATE ACTION PLAN on CO₂ emissions reduction

Contact Information – Focal Point responsible for compilation and submission of the plan to ICAO

Baseline scenario – Situation when no action is taken to reduce CO₂ emissions from international aviation

Mitigation measures – Measures selected to reduce CO₂ emissions from international aviation

Expected Results – Quantification of the expected benefits from the implementation of the mitigation measures selected

Assistance needs – specific needs for the implementation of future actions should be described

ICAO Environmental Tools are available on : <https://www.icao.int/environmental-protection/Pages/Tools.aspx>

ICAO EUR/NAT NO COUNTRY LEFT BEHIND PROGRAMME GAINS MOMENTUM



The ICAO EUR/NAT Regional Office carried out four specific No Country Left Behind (NCLB) related projects aimed at improving safety of civil aviation in the Region.

The first event, jointly organized by ICAO, IATA, the United States Federal Aviation Administration (FAA) and the Turkish Directorate General of Civil Aviation, was a Runway Safety Go Team visit to Kyrgyzstan in August 2017. The objective of this collaborative event (ICAO EUR/NAT NCLB Project 16003), was to help Kyrgyzstan improve their runway safety records and assist them in establishing and implementing a runway safety programme and runway safety teams. Runway safety is one of the priority areas as identified by the *ICAO Global Aviation Safety Plan (GASP)*. A training workshop and practical exercises were carried out and resulted in a number of recommendations for further implementation. The event was attended by representatives of the civil aviation administration, air navigation service provider, aerodromes and aircraft operators.



Vienna, Austria, July 2017

The second event in August 2017 was a joint workshop organised by ICAO and Austria (Ministry of Transport and AustroControl) in the framework of the ICAO EUR/NAT NCLB project 16002 to help several EUR States strengthen their civil aviation safety oversight capabilities in the areas of *Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168)* and aeronautical charts oversight. The workshop was attended by safety oversight inspectorate personnel from Azerbaijan, Belarus, Georgia, Moldova, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Turkmenistan, Ukraine and Uzbekistan. The participants benefited from experience and best practices shared by their colleagues from Austria and ICAO that will also

assist in further implementation of Performance-Based Navigation (PBN), one of ICAO's Global Air Navigation Plan (GANP) priorities.

Also in August 2017, a special assistance mission to Kyrgyzstan was conducted in order to support their efforts in the resolution of the Significant Safety Concern (SSC) identified within the framework of the ICAO Universal Safety Oversight Audit Programme (USOAP). In the true spirit of the NCLB campaign, ICAO was supported in this mission by flight operations inspectors from the Turkish Directorate General of Civil Aviation (DGCA). ICAO and Turkish DGCA experts were able to provide guidance and on-the-job training to the inspectorate staff of the Civil Aviation Agency (CAA) of Kyrgyzstan in the areas of Air Operator's Certification and issuing special authorizations, specifically for low visibility operations and transportation of dangerous goods by air. The activity was executed within the framework of the ICAO EUR/NAT NCLB project 16004 signed between the ICAO EUR/NAT Office and the Kyrgyzstan CAA.



Bishkek, Kyrgyzstan, August 2017

The fourth event was a workshop for the State safety oversight authorities of Algeria, Morocco and Tunisia, held in the ICAO EUR/NAT Office in Paris from 10 to 12 October 2017.

The objective of the workshop was to assist the States in enhancing their safety oversight capacity in the areas of *Procedures for Air Navigation Services – Aircraft Operations* (PANS-OPS, Doc 8168) and aeronautical charts. Austria and Portugal supported the ICAO EUR/NAT Office in this effort by providing two experts to share their experience and best practices. The workshop will contribute to the improvement of safety records and the level of effective implementation of ICAO provisions by the participating States.



Paris, France, October 2017

WORKSHOP ON COMPETENCY-BASED TRAINING FOR AIR TRAFFIC CONTROLLERS AND ENGINEERING PERSONNEL

The ICAO EUR/NAT Office, in cooperation with Eurocontrol, the United States Federal Aviation Administration (FAA), the International Federation of Air Traffic Controllers' Associations (IFATCA) and the International Federation of Air Traffic Safety Electronics Associations (IFATSEA), held a workshop, hosted by the Eurocontrol Institute of Air Navigation Services (IANS) in Luxembourg, on Competency-based Training for Air Traffic Controllers and Engineering Personnel from 10 to 12 October 2017.

The objective of the workshop was to provide guidance for the implementation of Competency-based Training and Assessment for Air Traffic Services Engineering Personnel and Air Traffic Controllers as outlined in the amended *ICAO Procedures for Air Navigation Services – Training Document* (PANS-TRG, Doc 9868) and associated Training Manuals.

The workshop contributed to the achievement of the ICAO Next Generation of Aviation Professionals (NGAP) objectives and was attended by about 80 participants from the ICAO EUR Region representing air navigation service providers, training organizations and State safety oversight authorities. The workshop provided them with knowledge on how to implement and conduct oversight of competency-based training in their organizations and States.



Luxembourg, Luxembourg, October 2017

For more information, please refer to the ICAO website <https://www.icao.int/safety>

VOLCANIC ASH EXERCISE IN KAMCHATKA, RUSSIAN FEDERATION – VOLKAM17

The European Air Navigation Planning Group (EANPG) Programme Coordinating Group (COG) established the Volcanic Ash Exercises Steering Group for the (far) Eastern part of the EUR Region in 2010 in order to increase awareness and initiate volcanic ash exercises with impact scenarios on trans-east, trans-polar and cross-polar routes. Since then, five volcanic ash exercises have been conducted by this steering group from 2013 to 2017. Further below is a description of the most recent exercise called VOLKAM17 which was conducted from 20 to 21 April 2017.

VOLKAM17 simulated an eruption of the volcano Koshelev in Kamchatka, Russian Federation, that produced an ash cloud impacting the Northern Pacific (NOPAC) and trans-east routes as well as the Pacific Organized Track System (PACOTS). This exercise allowed civil aviation authorities, air navigation service providers and airspace users to practice their response to a volcanic eruption.

The associated VOLKAM17 Debrief Meeting that took place in Paris on 11 May 2017 resulted in several recommendations for real and/or simulated volcanic ash events.



Kamchatka, Russian Federation, August 2017

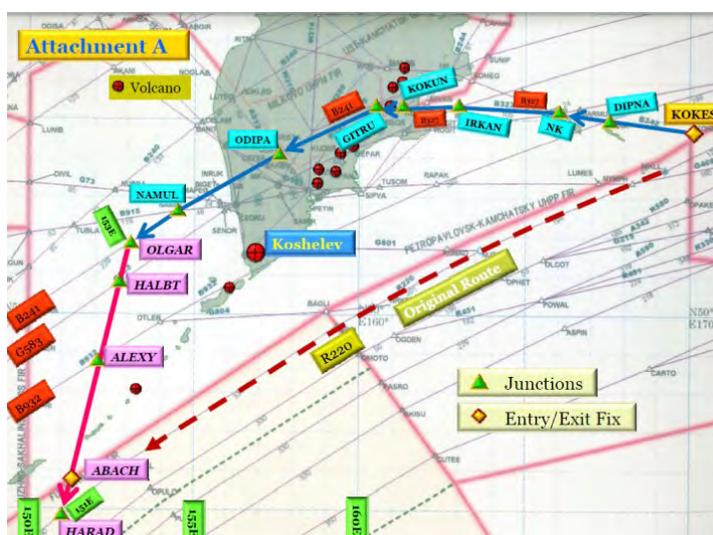
For the latter, simulating a more complicated scenario, such as two eruptions at the same time that would impact various route structures in the far eastern Russian Federation and Northern Pacific, was recommended.

With new participation from Canada, contingency routes will be coordinated between Edmonton, Anchorage and Magadan in order to alleviate congestion in the Anchorage Oceanic Airspace. In addition, Magadan, Petropavlovsk-Kamchatsky and Fukuoka Area Control Centres will work on finalizing a contingency agreement that will provide operators contingency route options in real-time events. This information

will be promulgated by Notice to Airmen (NOTAM) when a volcanic ash event occurs.

A generic VOLKAM email address for real-time events will also be considered for sharing information on re-routes in order to increase situational awareness amongst stakeholders. A campaign to increase airline participation will allow testing of air traffic flow management procedures due to capacity constraints in Kamchatka Area 1 and Kamchatka Area 2 in the Magadan Flight Information Region. The Debrief Meeting also recommended practicing aircraft diversions since this occurs in real volcanic ash events. The use of Dynamic Airborne Reroute Procedures (DARP) for contingency events will be explored by the air navigation service providers and operators in order to have a harmonized approach in managing revised flight plans accessible by all relevant Area Control Centres.

These recommendations were considered in the VOLKAM18 Exercise Directive. Details of VOLKAM18 were developed during the VOLKAM18 Planning Meeting that took place from 7 to 9 August 2017 in Petropavlovsk-Kamchatsky, Kamchatka, Russian Federation.



Contingency route option used in VOLKAM17

ICAO PREPARATION FOR THE ITU WORLD RADIOCOMMUNICATION CONFERENCE 2019

Representatives from three ICAO Regions, Europe, Middle East and North Atlantic, met for a preparatory workshop in the ICAO EUR/NAT Regional Office in Paris, to discuss joint plans on how to present and defend the current and future civil aviation needs at the upcoming World Radiocommunication Conference planned for 2019 (ITU WRC-2019). The discussions were based on the ICAO position for ITU WRC-2019, approved by the ICAO Council following a global consultation with all ICAO States.

The Workshop highlighted that air transport plays a major role in driving sustainable economic and social development in the world. The safety of air operations is dependent on the availability of reliable communication and navigation services. Current and future communications, navigation and surveillance/air traffic management (CNS/ATM) systems are highly dependent upon the availability of sufficient, suitably protected radio spectrum that can support the high integrity and availability requirements

The International Telecommunication Union (ITU) World Radiocommunication Conference (WRC) is a global mechanism for regulating the allocation of the scarce radio frequency resource to various users. The Conferences are held every three to four years to review, and if necessary, revise the Radio Regulations, the international treaty governing the use of the radio-frequency spectrum and the geostationary-satellite and non-geostationary-satellite orbits.

associated with aeronautical safety systems. Spectrum requirements for current and future aeronautical communications, navigation and surveillance systems are specified in the ICAO Spectrum Strategy and included in the *ICAO Global Air Navigation Plan*.

The continuous increase in air traffic movements as well as the additional requirement for accommodating new and emerging applications such as Remotely Piloted Aircraft Systems is placing an increased demand on both the aviation regulatory and air traffic management mechanisms. As a result, the airspace is becoming more complex and the demand for frequency assignments (and consequential spectrum allocations) is increasing. While

some of this demand can be met through improved spectral efficiency of existing radio systems in frequency bands currently allocated to aeronautical services, it is inevitable that these frequency bands may need to be increased or additional aviation spectrum allocations may need to be agreed upon to meet this demand.

It is crucial that ICAO Member States support the ICAO ITU WRC-2019 Position in their national and regional preparatory meetings and at the ITU Conference.

For more information on the *ICAO Global Air Navigation Plan* please check the ICAO website at: www.icao.int/eurnat



REGIONAL AND INTER-REGIONAL COOPERATION IN THE FIELD OF AVIATION SECURITY

The EUR/NAT Aviation Security (AVSEC) Group (ENAVSECG) is the overarching regional aviation security meeting which is held once a year and connects States, regional organizations, as well as industry, in order to foster a better understanding and harmonized implementation of ICAO Annex 17 and Annex 9 (security relevant provisions) in the entire European and North Atlantic Region. The 6th ENAVSECG meeting was held from 4 to 6 July 2017. Around 80 participants from several States, organizations and industry attended the meeting; establishing new ties, renewing existing ones, discussing technical issues, sharing expertise and building a network of AVSEC experts.

The idea of cooperation and jointly fighting terrorism in the civil aviation sector, however, cannot and does not end at this point. Therefore, the ICAO EUR/NAT Office invited the Regional AVSEC Officers from two neighboring ICAO Regional Offices, Middle East (MID) and Western and Central Africa (WACAF), Mr. Luay Ishaquat and Mr. Alassane Dolo, to share the challenges and results of their

Countering terrorism in civil aviation is of utmost importance, as many recent sad events, such as the Metrojet incident and the Brussels and Istanbul airport attacks, have once again demonstrated. Terrorism is not a national or regional phenomenon – it is a global one. Therefore, to build effective and efficient aviation security (AVSEC) systems, it is unavoidable and imperative to coordinate and cooperate within a region, beyond regions, and organizations. In doing so, we should bear in mind the global joint goal which is to safeguard international civil aviation against acts of unlawful interference. Terrorism is not a national or regional phenomenon, it is international.

AVSEC work with ENAVSECG and to be part of discussions. Meeting the two Regional Officers and learning more about AVSEC in other parts of the world was highly welcomed by the participants at the ENAVSECG meeting.

Over the past few years, the EUR/NAT, MID and WACAF Regional Offices of ICAO, as well as the European Civil Aviation Conference (ECAC), have gained experience in working together. The ICAO EUR/NAT Office hosted two joint AVSEC seminars for States around the Mediterranean Sea and their closest neighbours in 2014 and 2016. These seminars were excellent examples of cooperation beyond regional “borders” and regional interests. In order to

extend their positive impact, a “Joint Mediterranean No 3” seminar in 2018 is currently being discussed.

Cooperation and coordination between the ICAO Regional Officers for Aviation Security and Facilitation are very good. Through sharing information, discussing topics and helping each other, excellent bonds have been established, but there is room for improvement in order to transfer this type of informal ad hoc cooperation into our official meetings and events. The above mentioned examples have been a success and shall guide us further into a cooperative future.



Paris, France, July 2017

WORKSHOP ON SIGMET COORDINATION FOR PT/EAST STATES

SIGMET (Significant Meteorological Information) – Information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather phenomena which may affect the safety of aircraft operations.

Providing hazardous weather information for en-route flights in the form of SIGMET is the responsibility of a Meteorological Watch Office that serves a Flight Information Region (FIR). Hazardous weather (e.g. severe turbulence) often crosses FIR boundaries. Harmonized information in this regard is desired by the airline operators in order to assist in tactical decision making and flight planning. To assist in providing harmonized information on hazardous weather, the European Air Navigation Planning Group (EANPG) requested ICAO and the Russian Federation to coordinate and conduct a Workshop on SIGMET coordination for the PT/EAST (Project Team on Implementing MET Services in the Eastern Part of the EUR Region including Central Asia) States that include: Armenia, Azerbaijan, Belarus, Georgia, Kazakhstan, Republic of Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

The Workshop on SIGMET Coordination for PT/EAST States was held in Minsk, Belarus on 14 June 2017. This event was hosted by the Center of Hydrometeorology and Control of Radioactive Contamination and Environmental Monitoring

of Belarus (Hydromet) and Aviation Department Director, Ministry of Transportation and Communication of Belarus. Sixty-six participants from 10 States (Armenia, Austria, Azerbaijan, Belarus, Germany, Georgia, Kazakhstan, Kyrgyzstan, Russian Federation and Ukraine) and ICAO participated in the workshop. This began with a review of ICAO's regional guidance material (*EUR SIGMET and AIRMET Guide – EUR Doc 014*) on SIGMET coordination. In addition, the workshop was provided with information on the progress of the development of a graphical tool by the Russian Federation to assist in harmonizing the geographical extent of SIGMET at the FIR boundaries.

SIGMET coordination between the Russian Federation and its adjacent States will expand from the current coordination with Belarus to Azerbaijan, Georgia, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan. Significant SIGMET coordination has already begun amongst some of these neighbouring States (e.g. Georgia and Azerbaijan). Furthermore, Belarus is planning

to coordinate on the issuance of SIGMET with Lithuania, Poland and Ukraine.

Experience on SIGMET coordination thus far has raised many issues that can yield different results when issuing SIGMET. Specifically, differences in radar coverage from FIR to FIR, referencing different numerical weather models, different web platforms in viewing SIGMET and varied human resources available at Meteorological Watch Offices, all of which can contribute in producing different outcomes when issuing SIGMET. These differences may at least in part be overcome by sharing the various sources of information used in issuing SIGMET and utilizing a common web platform for the visualization of SIGMET.

Thus the workshop agreed that coordination on harmonizing the issuance of SIGMET at FIR boundaries was a worthwhile endeavor since both the operators and the service providers benefit from consensus derived information on weather hazards for international civil aviation.



Minsk, Belarus, June 2017

ICAO METEOROLOGICAL INFORMATION EXCHANGE MODEL (IWXXM) IMPLEMENTATION WORKSHOP

Weather information used in international air navigation is currently exchanged as products directly used by airline operators (e.g. dispatch, pilot).

In the future, this same weather information will be exchanged using the ICAO Meteorological Information Exchange Model (IWXXM), which includes extensible markup language (XML)/geography markup language (GML), that is intended to be ingested by software to produce tailored information according to each airline operator's needs.

To facilitate this shift in providing weather information for international air navigation, many products listed in the Chicago Convention Annex 3, Meteorological Service for International Air Navigation, will need to be exchanged using ICAO IWXXM by November 2020.

To support States in the EUR/NAT Region in their implementation

of this transition, a number of activities are taking place.

An ICAO Meteorological Information Exchange Model (IWXXM) Implementation Workshop was held at the ICAO EUR/NAT Regional Office in Paris from 17 to 18 May 2017.

The workshop was attended by a total of 56 participants from 23 States, 2 industry stakeholders and 2 international organizations (World Meteorological Organization and ICAO).

The workshop achieved the following:

- States and industry exchanged information on the implementation of IWXXM in the EUR Region;
- Developed a list of outstanding IWXXM implementation issues to be addressed in the upcoming months/years by the experts of the Meteorology Panel (METP) Working Group on Meteorological Information Exchange (WG-MIE);
- Developed a roadmap for the update of various supporting documents;
- Agreed to provide updates on IWXXM implementation in the EUR Region;
- Agreed to provide a summary of the IWXXM implementation in the EUR Region to the Inter-regional APAC/EUR/MID Seminar on 'service improvement through integration of AIM, MET and ATM information' held at Eurocontrol from 2 to 4 October 2017; and
- Agreed to conduct another IWXXM implementation workshop at the end of 2018.



Paris, France, May 2017

WORKSHOP ON IMPLEMENTING ICAO METEOROLOGICAL PROVISIONS IN THE MAGHREB STATES

The Workshop on Implementing ICAO Meteorological Provisions in the Maghreb States (Algeria, Morocco and Tunisia) was held in Marrakech, Morocco from 11 to 12 April 2017.

This was a European Air Navigation Planning Group (EANPG) initiative to expose the Maghreb States to provisions on meteorology as well as related regional practices such as exchanging weather information for aviation and routine volcanic ash exercises in the EUR Region.

This event was organized by the General Directorate of Civil Aviation of Morocco, National Office of Airports and the National Meteorological Direction of Morocco in coordination with ICAO and the Chair of the Data Management Group from Météo France. Fourteen participants from 4 States (Algeria, France, Morocco and Tunisia) and ICAO participated in the workshop.

The main outcomes of the workshop included:

- Continue efforts on making available special air-reports used in airline operators' Safety Risk Assessments;
- Participate in the next volcanic ash exercise in the ICAO EUR/NAT Regions;
- Develop coordination procedures amongst Maghreb States (and possibly other adjacent States) on issuing hazardous weather information for en-route flights based on current guidance material in ICAO EUR Document 014 (*EUR SIGMET and AIRMET Guide*);
- Continue developing their implementation plan to exchange weather information for aviation using the ICAO Meteorological Information Exchange Model (IWXXM);
- And to continue to participate in EANPG activities.



Participants in front of the new terminal building in Marrakech, Morocco, April 2017

STATES' CORNER

ICAO's special commendation to Prof. Galyna Suslova, ICAO Training Institute Director, for her tremendous work and tireless dedication and commitment in the field of aviation security.



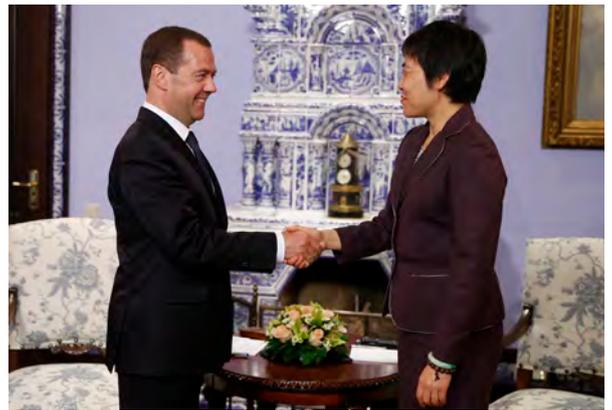
ICAO Secretary General Dr Fang Liu; Prime Minister of Kazakhstan Mr. B. Sagintayev



President of the ICAO Council, Dr. Olumuyiwa Benard Aliu; Prime Minister Georgia, H. E. Mr. Giorgi Kvirikashvili; Regional Director ICAO EUR/NAT, Mr. Luis Fonseca de Almeida; Director Civil Aviation Authority of Georgia, Mr. Guram Jalaghonia; and Senior Government Officials.



Prime Minister of Russian Federation, Mr. Dmitry Medvedev; ICAO Secretary General Dr. Fang Liu



20th Anniversary of BHDCA
BiH Directorate of Civil Aviation,
Mr. Djordje Ratkovica



Regional Director ICAO EUR/NAT; ICAO Council President, Dr. Olumuyiwa Benard Aliu; President of the former Yugoslav Republic of Macedonia, Dr. Gjorgie Ivanov; and Mr. Goran Jandreoski, Director of the General Civil Aviation Agency



Prime Minister of the Kyrgyz Republic, Mr. Sapar Isakov; Regional Director ICAO EUR/NAT; President of the ICAO Council; Minister of Transport and Roads, Mr. Jamshitbek Kalilov



UPCOMING EVENTS AND MEETINGS

51st MEETING OF THE NORTH ATLANTIC IMPLEMENTATION MANAGEMENT GROUP

13-16 November 2017

Santa Maria, Portugal



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NAT IMG/51

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 REGIONAL FACILITATION (FAL) IMPLEMENTATION SEMINAR

21-24 November 2017

ICAO EUR/NAT Office, Paris, France



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FAL

The main objective of the FAL Seminar is to update States on developments in ICAO's FAL Programme, with a particular focus on compliance/implementation issues related to Annex 9 - Facilitation to the Chicago Convention, the Electronic Filing of Differences (EFOD) System, the development of a National Air Transport Facilitation Programme as well as the establishment of a National Air Transport Facilitation Committee and respective airport Facilitation committees.

17th MEETING OF THE NORTH ATLANTIC SAFETY OVERSIGHT GROUP

27 November - 01 December 2017

Dublin, Ireland



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NAT SOG/17

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.

5TH MEETING OF THE NORTH ATLANTIC PROCEDURES AND OPERATIONS GROUP

19-23 March 2018

Santa Maria, Portugal



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NAT POG/5

The North Atlantic Procedures and Operations Group (NAT POG) develops proposals for new and amended procedures supporting air navigation services provision and aircraft operations in the ICAO NAT Region. This function is carried out under the direction, and to support the work programme, of the North Atlantic Implementation Management Group (NAT IMG).

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



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