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Technical Assistance - NCLB in the EUR/NAT Regions

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



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

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

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

In 2014, ICAO organized its first ICAO Council Off-Site Strategy session with the purpose to determine how ICAO could better communicate with and assist its Member States. One of the major points covered during these meetings was the fact that there are still large discrepancies with respect to how some States implement ICAO Standards and Recommended Practices (SARPs).

It was resolved that ICAO should provide more direct assistance to developing countries by playing a more active coordination role between States and by helping to generate the political will needed for States to pool resources, participate in regional efforts, earmark voluntary funds and build capacity.

The "No Country Left Behind" (NCLB) initiative was created in the above context, launched on ICAO's 70th Anniversary on 7 December 2014 and endorsed by the ICAO Assembly (Resolution A39-23), in order to:

- Support UN 2030 Agenda for Sustainable Development;
- Reflect ICAO's mandate and operations;
- Serve all States and all ICAO Strategic Objectives;
- Focus on increased State implementation of ICAO policies, plans and SARPs, and enhanced ICAO support for States with prioritized needs; and
- Raise awareness on the importance and benefits of improved global air connectivity and aviation system access for sustainable growth, development and socio-economic prosperity (for example through the travel, trade, tourism and employment sectors).

Under ICAO's global initiative "No Country Left Behind" (NCLB) the ICAO EUR/NAT Office developed a Capacity Building Regional Programme to be implemented by means of Technical Assistance Projects, in accordance with the availability of funds and human resources.

A project management approach for the ongoing and new activities has been identified in the EUR/NAT Office as the optimum way "to do more with less". Therefore, our Technical Team was trained and certified in Programme Management principles and has been assigned to multidisciplinary project teams.

The EUR/NAT Office launched its NCLB programme with the following principles:

- Support States to resolve Significant Safety Concerns (SSCs), as a priority;
- Improve Effective Implementation (EI) level of ICAO Standards (priority: States with EI below 60%);
- Support States through regional implementation of ICAO Global Plans;
- Establish new Runway Safety Go-Teams; and
- Promote synergies, coordinate partnerships and resources mobilization (namely expanding the network of donors in the EUR/NAT area).

The EUR/NAT Office is now dealing with more than ten projects in its area of accreditation and has already achieved important outcomes (e.g. 3 SSCs were resolved out of the initial 4 SSCs, 5 Air Navigation Deficiencies were rectified in the AIS field out of the initial 9, 54 missions performed and 134 National Experts trained).

The NCLB initiative is now one of the pillars of the EUR/NAT Office working programme and we look forward improving and extending our technical assistance activities, in cooperation and coordination with our partners, in order to match the needs of our Member States.

THINK GLOBAL- ACT LOCAL



Sarantis Poulimenakos has an Air Traffic Management background with more than 25 years of operational experience at national and international level.

In 2005 he joined as Counselor of the Embassy/MFA, the Permanent Representation of GR to the EU in Brussels and was member of the Provisional Council of EUROCONTROL as well as Safety Commissioner /Safety Regulatory Committee. He joined ICAO in 2010 serving as Head of Project Development Unit/ Technical Cooperation Bureau/HQ, responsible for the development of technical cooperation and assistance projects for the 191 Member States of the Organization. Since 2015, he works for the ICAO EUR/NAT RO, where among other duties he is also the Programme Manager for the EUR/NAT Technical Assistance Programme.

“As we embark on this great collective journey, we pledge that no one will be left behind. Recognizing that the dignity of the human person is fundamental, we wish to see the goals and targets met for all nations and peoples and for all segments of society. And we will endeavour to reach the furthest behind first.” (UN 2030 Agenda for Sustainable Development, Extract from the Declaration of Heads of State and Government, High Representatives meeting at the United Nations Headquarters in New York from 25 to 27 September 2015).

To help navigate these changing times and ensure that parts of society are not left behind by the fast pace of technological development, in 2015, the world's governments, through the United Nations, agreed on the 2030 Agenda for Sustainable Development. This Agenda is framed by 17 overarching Sustainable Development Goals (SDGs), which aim to set priorities and stimulate action over the next fifteen years in areas of critical importance.

ICAO's five Strategic Objectives are strongly linked to 15 of the 17 United Nations Sustainable Development Goals (SDGs). ICAO is fully committed to work in close cooperation with States and other UN Bodies to support related targets, enhancing the efficacy of the UN systems' efforts towards the achievement of the 2030 SDGs whilst highlighting the unique and crucial contributions of the aviation sector.

The ICAO No Country Left Behind (NCLB) initiative was officially launched during the celebrations of ICAO's 70th Anniversary, on 7 December 2014. Consequently the ICAO European and North Atlantic (EUR/NAT) Office initiated an analysis concerning the potential modus operandi of the NCLB strategy within our Regions. At that point in time, there were four Significant Safety Concerns (SSC) within the EUR/NAT Regions and

at least ten States with an Effective Implementation (EI) level below the global average.

Based on the experience from ongoing activities at that time, the safety status within our Regions and the limited resources available, a project management approach for the ongoing and new activities was identified as the optimum way to do more with less. Accordingly, the **EUR/NAT Technical Assistance Programme (EUR/NAT TAP)** was established in 2015 to be implemented through a number of Technical Assistance projects, according to the availability of funds and human resources.

The EUR/NAT TAP has become an integrated component of the EUR/NAT work programme. The EUR/NAT personnel involved in the implementation of the EUR/NAT TAP received additional training on project management principles and procedures.

The EUR/NAT TAP is supporting the UN SDGs and all ICAO Strategic Objectives. The Programme is aligned with the ICAO Business Plan 2017 - 2019, the EUR/NAT Operational Plan, ICAO Global Plans, as required e.g. Global Air Navigation Plan (GANP), Global Aviation Safety Plan (GASP), and was endorsed by the 2017 Meeting of the Directors General of Civil Aviation of the ICAO European and North Atlantic Regions (EUR/NAT-DGCA/2017) held on 5 May 2017 in Paris.

The main objective of the EUR/NAT TAP is to provide enhanced support for States in the effective implementation of ICAO's policies, plans and SARPs, and in particular, the resolution of Significant Safety Concerns (SSCs), Significant Security Concerns (SSeCs) and other deficiencies. The programme is providing support in a coordinated and prioritised manner. Partnerships and resource mobilization from the

Region are important and also integrated parts of this Programme.

The following is **a comprehensive list of all EUR/NAT TAP projects implemented or being implemented since 2015:**

EUR/NAT AZE 16001. Status of implementation – Ongoing

This Technical Assistance project is supporting the State Civil Aviation Administration of the Republic of Azerbaijan (SCAA), to improve the overall level of EI. Implementation includes the coordination of post Corrective Action Plan (CAP) activities and carrying out dedicated capacity building activities by qualified technical staff, with the objective to achieve EI above 60% in the reference period (2016 - 2018). This project was supported by in-kind donations from Austria, Turkey, Israel and Ukraine. At the end of the first phase of the project, an ICAO Coordinated Validation Mission (ICVM) was conducted in Azerbaijan from 2 to 11 July 2018, resulting in an updated overall EI of 66.33 %, well above the targeted outcome. The project is expected to continue during 2019, according to the agreed Tailored Plan of Action (TPA).



EUR/NAT RWY Safety 16003 (extended 2018-2019). Status of implementation – Ongoing

This Technical Assistance project has so far supported six EUR States (Turkey, Israel, Montenegro, Kyrgyzstan, Tunisia and Malta) in the establishment and improvement of their State Runway Safety programmes and local Runway Safety Teams (RSTs). The project is supported by in-kind donations (release of experts) by Russian Federation, United States, EUROCONTROL, CANSO Europe, ACI Europe and IFALPA.



EUR/NAT KGZ 16004 Status of implementation – Ongoing

This Technical Assistance project is implemented in three phases providing support to the CAA of the Republic of Kyrgyzstan to develop and implement their Corrective Action Plan (CAP) rectifying an SSC in the short term, and in the longer-term, to further build its safety oversight capacity ensuring its sustainable development. The project was supported at various stages by contributions from Turkey and Ukraine.



Funding was provided through the ICAO SAFE Fund enabling the recruitment of two experts to provide OJT in the PEL/OPS and AIR areas. Additional financing was provided by ICAO through the Special Implementation Projects (SIP) funds and the regular budget to allow direct assistance by ICAO experts. It also enabled recruitment of a PEL/OPS expert to be deployed in Kyrgyzstan for two months to provide further help to enhance the CAA inspectorate procedures and guidance material, continue on-the-job training (OJT) during joint surveillance activities and share experience with the CAA inspectorate staff. The project is closely coordinated with EASA, encompassing joint training activities.

EUR/NAT 18001 AGA / Aerodrome certification. Status of implementation – Ongoing

This Technical Assistance project will offer support to 23 States in the EUR Region (Algeria, Tunisia, Morocco, Monaco, Andorra, Kazakhstan, Kyrgyzstan, Tajikistan, Uzbekistan, Turkmenistan, Belarus, Ukraine, Moldova, Georgia, Armenia, Azerbaijan, Russian Federation, Albania, Montenegro, The former Yugoslav Republic of Macedonia, Bosnia and Herzegovina, Serbia, and Croatia) to build the necessary capacity in the Aerodromes and Ground Aids (AGA) area/aerodrome certification through dedicated Workshops at the sub-regional level. The Workshops will play an instrumental role in complementing the existing efforts of the EUR States to rectify the findings in the AGA/aerodrome certification area and update the relevant corrective action plans, thus enhancing their oversight capacity. At the moment three workshops

have been planned: one in December 2018 in France, the second in Albania in January 2019 and the third in Ukraine in February 2019. This project is supported by contributions from France and ACI.

EUR/NAT ENV 17004 Status of implementation – Ongoing

This Technical Assistance project aims to support a State or a group of States, in the preparation and update of their Environmental Action Plan to ensure that all relevant Action Plans are coherent with the ICAO Guidance Document 9988 and the Resolution A39-2 adopted by the Assembly in October 2016. The implementation is through an Environment Officer from ICAO EUR/NAT Office and in-kind donations from Turkey and Portugal.



EUR/NAT UZB 19001 Status of implementation – Ongoing

The ICAO EUR/NAT Regional Office proposed a Tailored Plan of Action (TPA) to Uzbekistan, which was agreed and signed by the State in September 2018. The TPA specifies the activities to be undertaken by Uzbekistan in cooperation with ICAO and in the spirit of the No Country Left Behind initiative, with a view to increase the overall EI in order to achieve the EUR average of 74.91%. The TPA for the reference period (2019 - 2020) shall focus on the development of the CAP based on the remedial actions of high and other priorities as described in the ICAO Universal Safety Oversight Audit Programme (USOAP) audit report. The tools for the implementation of this TPA for Uzbekistan CAA (GOSAVIANADZOR) encompass the support from the ICAO EUR/NAT Regional Office, through the development and implementation of a Technical Assistance project and coordinated support from third parties such as States and International/Regional Organizations mostly through resource mobilization organized by the ICAO EUR/NAT Regional Office.

EUR/NAT TJK 17001 Status of implementation – Under development

This Technical Assistance project will focus on

supporting the Tajikistan CAA in the coordination of updates and implementation of the CAP. The project will also assist in the strengthening of safety oversight capabilities of the Tajikistan CAA through provision of theoretical and on-the-job training (OJT). The project's primary objective is to achieve EI above the global average in the reference period and will be implemented by EUR/NAT Technical Team and in-kind donations which are yet to be confirmed.

EUR/NAT UKR 19002 Status of implementation – Ongoing

The ICAO EUR/NAT Regional Office proposed a TPA to Ukraine which is expected to be agreed and signed by the State before the end of 2018. This TPA specifies the activities to be undertaken by Ukraine in cooperation with ICAO and in the spirit of the No Country Left Behind initiative, with a view of increasing the overall EI to achieve the EUR average of 74.91% by 2021 with the short-term target of above 60% by 2020. The tools for the implementation of this TPA for Ukraine will include the development and implementation of a Technical Assistance project (UKR 19002).

EUR/NAT KAZ 15601 Status of implementation – Completed

A EUR/NAT Technical Assistance Project was developed in cooperation with ANB/IMP/SAF, to support Kazakhstan, through the recruitment of two international experts to provide OJT in the OPS and AIR areas. This project contributed to the resolution of two SSCs (OPS and AIR). Funds came from both the Safe Fund and in-kind donations/experts from the region namely, Portugal and Ukraine.

EUR/NAT PANS-OPS 16002 Phase 1 & 2 - Completed

Dedicated missions to support nine EUR States included in the EUR List Of Air Navigation Deficiencies due to the identified lack of mechanism to ensure compliance with ICAO Annex 4 (Aeronautical Charts) and Doc 8168 (PANS-OPS) provisions (deficiency EUR-AIS 04).

At the end of Phase 1, five of the nine States have rectified their deficiencies and were removed from the EUR deficiencies list. The project was implemented by the EUR/NAT Technical Team with in-kind donations from Portugal. In Phase 2, sixteen PANS-OPS experts were trained in two dedicated Workshops held in Vienna and Paris in 2017. The project was implemented by the EUR/NAT Technical Team and in-kind donations from Austria and Portugal. A total of 106 PANS-OPS experts and safety oversight inspectors have been trained by this project.



EUR/NAT OJT 17002 Status of implementation - Completed

The objective of the project was to assist States, upon their request and according to the EUR/NAT resource availability, to enhance their oversight capacity, through capacity building activities and dedicated/ tailored-made OJT for national inspectors. It was implemented by the EUR/NAT Technical Team.

EUR/NAT AVSEC-KAZ 17005 Status of implementation - Completed

This Technical Assistance project provided short term support to the AVSEC sector of the CAC of the Republic of Kazakhstan by assessing the current AVSEC status and providing advisory assistance during the project duration. The project was implemented with the support of the AVSEC Officer from ICAO EUR/NAT Office and in-kind donations from Kazakhstan.

Within the area of accreditation of the EUR/NAT Regional Office, a number of regional aviation

organizations are actively providing support to the States, through technical assistance/cooperation activities. EASA is one of the major Technical Assistance providers in the Region. As resources are limited, optimum use and early coordination to avoid any undue duplication of efforts within the EUR Region are instrumental to the success of any Technical Assistance Programme. For this purpose, the ICAO EUR/NAT Regional Office and EASA are regularly coordinating to optimize their support to the States.

Establishing the ICAO EUR/NAT Technical Assistance Programme (TAP) back in 2015 required a strong commitment from the Senior Management and a dedicated team.

Four years later, there is only one SSC remaining in the Region out of the original four in 2015 and the regional EI % has increased to 74.91%, which is above the world average of 65.83%. USOAP results also show that 85.71% of the States in the EUR/NAT Regions have achieved the target of 60% EI in line with the Global Aviation Safety Plan (GASP).

Despite all the challenges, the ICAO EUR/NAT Office is committed to continuing the EUR/NAT NCLB Technical Assistance Programme to match the increasing demand for support from States and to further supporting the EUR/NAT States in their activities to achieve the objectives of a safe, secure, efficient and environmentally responsible civil aviation system.



EUR/NAT AZE 16001: THE ICAO EUR/NAT TECHNICAL ASSISTANCE PROJECT FOR AZERBAIJAN



Arif Mammadov Director of the State Civil Aviation Agency under the Ministry of Transport of the Republic of Azerbaijan. Since the beginning of his career, Mr. Mammadov has been highly involved in the civil aviation industry of Azerbaijan. Starting in 1979 as a Dispatcher, he worked his way up to become Vice-President. From 2008 to 2012, Mr. Mammadov was Director of the State Civil Aviation Administration of Azerbaijan. He resumed that function in 2016. During his career, Mr. Mammadov was awarded the Azerbaijan Government medal "Taraqqi", civil aviation anniversary medals and the Marks of Honor.

During the celebration of the 70 years anniversary of the ICAO EUR/NAT Office, the Regional Director of the ICAO Office Mr. Luis Fonseca de Almeida and the Director of State Civil Aviation Administration (SCAA), Republic of Azerbaijan, Mr. Arif Mammadov, signed a Technical Assistance agreement. This agreement commits both parties, (the ICAO EUR/NAT Office and Azerbaijan SCAA) to cooperate closely and coordinate all efforts and resources to enhance the ICAO SARPs implementation within the SCAA Azerbaijan, under the ICAO's initiative "No Country Left Behind" (NCLB) and the EUR/NAT Technical Assistance Program (TAP). The ICAO EUR/NAT Office has developed a Tailored Plan of Action (TPA) for Azerbaijan and a Technical Assistance Project (EUR NAT AZE 16001).



ICAO EUR/NAT Office, Paris, France, July 2016

The TPA specifies the activities to be undertaken by Azerbaijan in cooperation with the ICAO EUR/NAT is comprised of two phases: short term (2016-2017) and mid to long term (2018-2020). The objective is to increase the overall effective implementation (EI) above the global average, as a first step. And, then, the second phase of the plan would allow Azerbaijan to achieve and exceed the EUR/NAT regional average of EI (73%).

As part of the TPA, a dedicated Technical Assistance Project the EUR NAT AZE 16001 was developed and agreed with the State.

In the short term and with the support of the EUR NAT AZE 16001 project, Azerbaijan focused on the review of the Corrective Action Plans (CAP) based on the remedial actions of high and other priority as described in the ICAO USOAP audit report in the areas of Aerodromes and Ground Aids (AGA), aircraft accident and incident investigation (AIG), Air Navigation Services (ANS), Airworthiness of civil aircraft (AIR), Civil Aviation Organizational structure (ORG), Personnel Licencing activities (PEL), and Aircraft Operations (OPS). The project also provided

assistance and coordinated all efforts in capacity building by implementing an on-the-job training programme for government inspectors.

The required resources were provided by the ICAO EUR/NAT Office and through regional partnerships, and in-kind donations (release of experts) also coordinated by ICAO.

Within the framework of the EUR/NAT AZE 16001, 4 dedicated missions were organized for a total of 25 days, with the participation of ICAO EUR/NAT Regional Officers and 2 external experts from Israel and Ukraine (in-kind donation).

In addition to the above mentioned missions, specific on-the-job training (OJT) was provided to Azerbaijan national inspectors by Turkey and Georgia (as in-kind donors).

Azerbaijan is committed to the Technical Assistance agreement with ICAO and supported the ICAO missions by providing air tickets and accommodation. ICAO EUR/NAT Technical Assistance Programme and specifically the AZE 16001 Technical Assistance project was key in this process.

In addition, an ICAO Coordinated Validation Mission (ICVM) was conducted in Azerbaijan from 2 to 11 July 2018.

The objective of the ICVM was to assess and validate the status of the corrective actions or mitigating measures taken by Azerbaijan to address previously identified findings and recommendations. The ICVM reviewed and validated the status of Protocol Questions (PQs) previously identified within the USOAP cycle as “not satisfactory” based on progress made by Azerbaijan in resolving findings and recommendations and in implementing its CAPs.

The information collected and documented through the ICVM validated at ICAO Headquarters (HQ) and the status of Azerbaijan’s overall Effective Implementation (EI) was duly updated.

The results for Azerbaijan’s recent ICVM were very good and encouraging. The ICAO ICVM team noticed the progress in addressing 294 PQs in the areas of LEG, ORG, PEL, OPS, AIR and ANS. Following this review, the status of some PQs has changed: 180 PQs to “satisfactory” and 4 PQs to “not applicable”, resulting in an updated overall EI of 66.33 per cent, which is well above the ICAO global average EI.

Now Azerbaijan is fulfilling the relevant criteria and is eligible to be considered for the ICAO’s “Council President Certificate” under the NCLB initiative.



Baku, Azerbaijan, March 2018

Azerbaijan SCAA aims to improve its oversight system and further increase the competence and effectiveness level to obtain the Certificate.

The ICAO EUR/NAT Technical Assistance Programme and specifically the AZE 16001 Technical Assistance project was a key in this process.

Azerbaijan SCAA is grateful to ICAO EUR/NAT management and team of experts for their work and commitments. Our decision to work with ICAO EUR/NAT has proved de facto (by the ICVM results) that it was the right one. We chose our targets and wish to continue working with ICAO EUR/NAT TAP further.



Baku, Azerbaijan, July 2018

GEORGIA AND AZERBAIJAN - SOUTH TO SOUTH COOPERATION IN THE EUR/NAT REGION



Lado Kuljanishvili is Head of the Air Navigation Services Department in Civil Aviation Agency of Georgia. Since 2013 he leads a team responsible for regulation, certification, oversight and enforcement in ANS, including PANS/OPS and Charting. He started his professional career in 2006 as Air Traffic Controller in Georgian ANS provider. He moved to CAA in 2011 and since then mainly deals with change and improvement related projects.

Under the global “No Country Left Behind” (NCLB) initiative, the EUR/NAT Office of ICAO developed a regional capacity building programme (i.e. the EUR/NAT Technical Assistance Programme /TAP). Implementation of this programme is ensured by a series of technical assistance projects supported by available funds and human resources.

The central element of this programme is the resource mobilization which leads to the establishment of partnerships and cooperation between States at the regional level.

One of the ongoing Technical Assistance projects, namely EUR/NAT AZE 16001, is the support to Azerbaijan. The objective of the project is to improve the effective implementation of international standards and recommended practices by Azerbaijan and to reach at least the Global Average of effective implementation.

Several missions were coordinated and organized either hosting Azerbaijani colleagues in Tbilisi or visiting Baku to share the experience and hands-on practice. During the visits, counterparts gladly shared the views on the various technical topics

and discussed the most challenging elements of oversight.

Georgian experts contributed to the preparation of Azerbaijan for the ICAO ICVM by delivering on the job training for the State Civil Aviation Administration’s PANS/OPS and Charting inspectors – one of the specific expertise in the EUR/NAT geographical area.

It was an honor for Georgia to receive this invitation from Azerbaijan to participate in this capacity building activity which was eagerly and enthusiastically accepted. Georgian experts were glad to share the national practice of establishment and implementation of international standards.

This kind of cooperation should be considered as a good example of “South to South Cooperation (SSC)” in the Eastern Part of Europe. It paves the way to deeper relations between countries, especially between safety oversight inspectors and their partners in national ANS providers.

Georgia and Azerbaijan have been enjoying good cooperation in the civil aviation sector. This mutual cooperation fosters self-sustaining development, boosting stability in relations between the two countries.



ICAO EUR/NAT TECHNICAL ASSISTANCE PROGRAMME MISSION TO KAZAKHSTAN



Talgat Lastaev is working for the transport sector, since the beginning of his career.

He has a Master's Degree in political science from Sanford School of Public Policy, University of Duke. Mr. Lastaev also graduated as a transport engineer from National Aviation University (Kiev, Ukraine). From 2009 to 2017 Mr. Lastaev was a Deputy Chairman of the Civil Aviation Committee of the Ministry for Investments and Development of the Republic of Kazakhstan and was responsible for International Relations, Public Policy, Finance and Accounting, HR, Legal aspects and Economical Analysis areas. Since 2017 he is the Chairman of the Civil Aviation Committee of the Ministry for Investments and Development of the Republic of Kazakhstan.

Kazakhstan benefitted from an ICAO EUR/NAT technical assistance programme which was developed under the ICAO No Country Left Behind (NCLB) global initiative.

Indeed, a technical assistance mission was conducted in Kazakhstan from July to October 2015 in the frame of the ICAO EUR/NAT Technical Assistance project 15/601. This project was in addition to the on-going ICAO Technical Cooperation Bureau (TCB) cooperation project which took place in Kazakhstan. The purpose of both ICAO technical assistance and cooperation projects was to address two Significant Safety Concerns that were identified during the 2009 Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) audit, focusing mainly on the airworthiness (AIR) and flight operations (OPS) domains, and in particular, ensuring that certificates issued by the Kazakhstan Civil Aviation Authorities were in compliance with national regulations and ICAO provisions.

Under the ICAO EUR/NAT Technical Assistance Project 15/601, two instructors in flight operations and airworthiness fields provided on-the-job training to Kazakhstan Civil Aviation Authorities' inspectors on the Air Operators Certification. Overall, thirteen Air Operators were inspected and their relevant staff trained together with Kazakhstan Civil Aviation Authorities' inspectors. As a result of these projects, Kazakhstan received two ICAO Coordinated Validation Missions (ICVM) in 2014 and 2016 and thus successfully resolved the Significant Safety Concerns. The last ICVM, conducted from 29 March to 4 April 2016, showed an improvement of the effective implementation of ICAO Standards and Recommended Practices from 64% to 74%.

After that, in September 2016, a technical assessment of aviation safety in Kazakhstan was conducted by the European Commission with positive results. Systematic measures were

undertaken by the Kazakhstan Civil Aviation Authorities to strengthen the level of aviation safety in the country and were presented to the Air Safety Committee (ASC) to the European Commission (EC) on 8 December 2016. Following the EC Air Safety Committee recommendations, the Kazakhstan air carriers were removed from the European Commission air safety list.

Moreover, the ICAO EUR/NAT Office provided technical assistance to Kazakhstan under the EUR/NAT AVSEC-KAZ 17005 project during a preparation for an ICAO aviation security audit.

To that end, a technical assistance mission was carried out by the ICAO EUR/NAT Regional Aviation Security Officer, Ms. Cornelia Ludorf, from 23 to 27 October 2017.

During this mission, information as well as explanations were provided on the protocol questions of the Universal Security Audit Programme Continuous Monitoring Approach (USAP CMA) regarding quality control functions, security of aircraft on the ground and training of aviation security personnel. Under the same project, EUR/NAT AVSEC-KAZ 17005, the Kazakhstan Civil Aviation Authorities received recommendations for the further development of a risk assessment methodology in the field of aviation security, improvement of the quality control and implementation of ICAO SARPs in the organization of airport and aircraft security systems.

After this technical support, Kazakhstan successfully underwent the ICAO aviation security audit in November last year and demonstrated outstanding results (effective implementation of 83%) in implementation of the ICAO Aviation Security Standards and Recommended Practices in the aviation security sector.

PARTICIPATION OF ISRAEL IN ICAO EUR/NAT NCLB TECHNICAL ASSISTANCE PROGRAMME



Joel Feldschuh was appointed Director General of The Civil Aviation Authority of Israel (CAAI) in 2014.

Prior to his appointment as DG, Mr. Feldschuh served as CEO of several corporations in various fields of operation, including El Al Israel Airlines Ltd.

Mr. Feldschuh's focus as DG of the CAAI is on the support and promotion of Israeli aviation on both the national and international levels while maintaining a high level of safety, and on the strengthening of the CAAI's relations with the international aviation community.

Israel joined ICAO in 1949, 5 years after the inception of the organization and only one year after its birth as a nation. Aviation has always been a crucial and strategic lifeline to our country, and a major international gateway for people and goods.

The last decade has seen a significant growth in the international air traffic to and from Israel, reaching almost twice the global average growth in the last 5 years since the signing of the open skies agreement between Israel and Europe.

Maintaining safety of our air transport system in conjunction with such intense growth and rapid changes in the aviation industry is our primary goal.

These advancements, however, could not have occurred without first strengthening the foundations of our aviation oversight system. Over the last decade, Israel has achieved significant goals in the establishment of a robust regulatory framework based on ICAO Standards and Recommended Practices.

The Civil Aviation Authority of Israel's (CAAI) efforts were recognized by the International community and resulted in two main achievements. The first was Israel's restoration back to FAA Category 1 in 2012 – a result of an intense process accompanied by our colleagues from the FAA who provided the CAAI with vital assistance. The second major achievement was a successful USOAP-CMA ICVM conducted in 2014 which enabled the CAAI to present its progress with respect to all technical areas. The CAAI would also like to credit the invaluable aid and good will of our European colleagues who supported our efforts with tremendous assistance in a variety of technical areas.

Encouraged by these achievements, the CAAI was eager to share its practices, experience and important lessons learned with other States. Over the last year, the State of Israel has had the honor of participating in the framework of the ICAO EUR/NAT NCLB Technical Assistance Programme in two different technical assistance activities.

The first activity took place in Azerbaijan. The goal of this activity was to provide the State Civil Authority of Azerbaijan (SCAA) with technical assistance during the preparations of its staff for the upcoming ICVM. In order to support this activity, Israel seconded an Aerodromes expert to the ICAO EUR/NAT technical assistance team's mission in Azerbaijan. During that mission, the CAAI's expert had the opportunity to share with our colleagues from the SCAA our best practices and important lessons learned from our last ICVM and our recent aerodrome certification and surveillance activities.

The second activity took place in ICAO SAM Office in Lima last July, in which we delivered a workshop titled: "The road to a competent functioning CAA" to all ICAO SAM Office accredited States. This workshop was prepared and conducted by CAAI senior management personnel who were at the forefront of our restructuring processes during the last decade.

The main goal of the workshop was to develop participants' knowledge of how to lead an effective, high-standard and sustainable restructuring process that will create a sound basis for an effective aviation safety oversight system.

In the framework of the workshop we had the opportunity to share with our colleagues our practical experience gained during our reform of the

safety oversight system in Israel, focusing on those issues that are most challenging for small CAAs, which are often subject to budget constraints and limited availability of technical experts.

The workshop was structured in accordance with the ICAO Annex 19 approach for establishing an effective safety oversight system, and focused on the eight critical elements forming the essential components of a State safety oversight system – a conceptual framework which Israel has found very advantageous and used as a “compass” for its own re-structuring process.

The CAAI’s insight from this unique activity is that inter-regional cooperation activities have their own exclusive value for both parties. Besides the natural opportunity for stock-taking and distillation of insights in preparation for the workshop, our management team returned with further insights inspired by exposure to other regional and national

mechanisms. Thus, in our view, this type of activity should be encouraged by the aviation community, to the benefit of all.

Finally, Israel would like take this opportunity to thank the President of ICAO Council as well as the Secretary General and the management of the EUR/NAT Office in their leading role for the realization of the NCLB initiative and their constant support to States across the world. Israel is always keen to share its experience and practices as well as learn from others.



A CONTRIBUTION FOR “ICAO NO COUNTRY LEFT BEHIND” INITIATIVE (NCLB) FROM THE COMMUNITY OF LUSOPHONE AVIATION AUTHORITIES “CAACL”



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

In October 2010, the 37th ICAO Assembly Resolution on environmental and climate change invited the Member States to submit their national Action Plan to reduce international civil aviation CO₂ emissions. Following this invitation, in 2013 and 2016, the Assembly decided to encourage ICAO Member States who hadn't done so to submit their Plan or to update those submitted in 2012 and 2015, and cooperate with other States, for their Plan submission in 2018.

The Community of Lusophone Aviation Authorities “CAACL”

Based on a common language, historical and cultural similarities, the Civil Aviation Authorities of Angola, Brazil, Cape Verde, Guinea-Bissau, Mozambique, Portugal, S. Tome e Principe and East Timor, established in 2007, the “Community of Lusophone Aviation Authorities, hereinafter designated as “CAACL”. They were later joined, in 2015 by Equatorial Guinea.

The CAACL Project on States Action Plan

Action Plans are practical means for States to communicate to ICAO information on their activities to address CO₂ emissions. Many of the ICAO Member States wanted to take action, but some were not sure how.

ICAO has therefore put in place an integrated strategy to support the States willing to take action. This included

developing and promoting guidance, technical material, and offering capacity building to facilitate the development of State Action Plans on CO₂ emissions reduction activities. In 2017, Portugal and Cape Verde created a CAACL Working Group (WG), with the aim to establish an aviation environmental framework for emissions monitoring at the State level to identify, evaluate and implement mitigation measures, in order to submit the respective environmental Action Plan to ICAO.

For this purpose, with ICAO EUR/NAT Regional Office support, CAA representatives (CAACL and environmental Focal Points) from Brazil, Cape Verde, Mozambique, Portugal and an expert on Environment from ICAO EUR/NAT and WACAF Regions, joined for a first meeting, hosted by Cape Verde from 27 February to 2 March 2018.

Cape Verde and Mozambique stakeholders from aviation and environment sectors also attended the meeting and gave a great contribution to the positive results achieved.

The ICAO SARPs as Guidelines for CAACL Cooperation projects

Since the establishment of CAACL, the cooperation between its members has been focused in all five strategic areas of ICAO and several activities have taken place,

namely, on job training, capacity building, training courses, and assistance on projects in different areas, such as, air transport, airport certification and more recently environment, under the scope of the “No Country Left Behind” (NCLB) initiative.

Underlying the strategic objectives of ICAO, technical assistance is of utmost importance to ensure a proper level of competencies of civil aviation authorities. The “No Country Left Behind” campaign highlights ICAO’s efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs).



Portugal and the other CAACL Members States, through their respective Civil Aviation Authorities, are actively involved in giving the Portuguese language the role it deserves in contributing for NCLB, as well as for the sustainability of the international civil aviation sector, namely in the African region.

The Portuguese language is the fourth most spoken language in the world (Source: <http://www.instituto-camoes.pt/en/>)

About 261 million people (3,8%), located in five continents (Africa, America, Asia, Europe and Oceania), communicate in Portuguese.



CAACL

Comunidade das Autoridades
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EUR/NAT TECHNICAL ASSISTANCE PROJECT IN KYRGYZSTAN



Akyshev Kurmanbek, Director of the CAA since 2016, devoted his life to aviation, working in the aviation field for almost 40 years. His previous appointments include chief and board member of JCS Manas international airport. Akyshev K. has graduated from Riga Civil Aviation Flight Technical school and Diplomatic Academy of the Ministry of Foreign Affairs of Kyrgyz Republic.

Through this article, the Civil Aviation Agency of Kyrgyzstan wishes to strengthen ties with all its civil aviation partners, including international and regional organizations.

Developed within the framework of the ICAO "No Country Left Behind" (NCLB) initiative, the EUR/NAT Regional Technical Assistance Programme (EUR/NAT TAP) KGZ 16004 Phase II

Project was successfully completed in Kyrgyzstan.

KGZ 16004 Phase II of this Project helped Kyrgyzstan resolve significant safety concerns (SSC) related to the training and qualifications of Civil Aviation Agency aircraft operator inspectorate staff in the Aircraft Operations (OPS) area, which had been identified during the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Audit.

It also supported the necessary capacity building in the areas of Personnel Licensing (PEL) and Airworthiness of civil aircraft (AIR) through the resolution of findings identified during the audit.

Overall, with the support of ICAO Experts in the frame of this Assistance Project, all insufficiencies of the civil aviation system in Kyrgyzstan were identified. The ICAO OPS, PEL and AIR Experts outlined the work to be completed from mid-May till mid-July 2018 and where further work was required to rectify deficiencies in these areas in their draft report at the

conclusion of the KGZ 16004 Phase II Project.

Phase III of the Project has been developed to continue these activities. An ICAO Expert is supporting this project with a mission from beginning November to 26 December 2018 to work on the documentation, followed by on-the-job training (OJT) for OPS and PEL inspectors.

Kyrgyzstan, thanks to the close cooperation of the ICAO Regional Office through the EUR/NAT Project 16004, has developed a mid and long term action plan (2018-2022) that sets forth the following milestones and deliverables:

- Actively continue implementation of the Corrective Action Plan in all areas influencing flight safety;
- Resolve SSC and top-priority deficiencies; and
- Achieve relevant capacity within the Civil Aviation Agency.



ICAO EUR/NAT Office, Paris, France, July 2018

AUSTRIAN CONTRIBUTION TO TECHNICAL ASSISTANCE PROGRAMMES

 **Federal Ministry
Republic of Austria**
Transport, Innovation
and Technology



Austria since several years successfully supports and contributes to Technical Assistance Programmes. Austria actively engages in different initiatives, programmes and projects on assistance and capacity building.

The Austrian Ministry for Transport, Innovation and Technology offered its expertise in Twinning programmes and internships, the TAIX programme, in several SAFA-Exchange programmes and in Security trainings over the past years. For example, Austria has almost 10 years of experience in SAFA-Exchange and On-the-job training with several beneficiary States. Austria conducted a two-years Twinning programme

with Georgia from 2015-2017. Furthermore, Austria engaged in a fellowship programme for government officials in 2016.

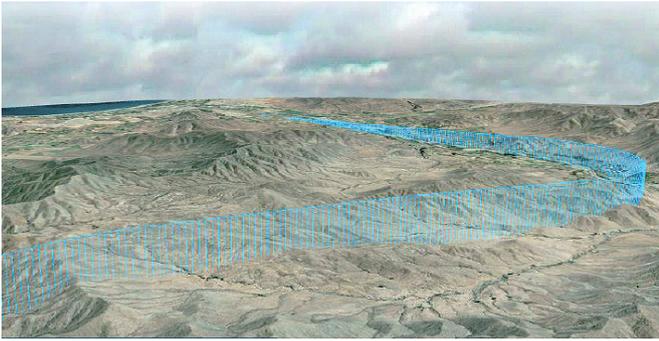
A major part of the technical assistance programmes are realized in fruitful cooperation between the Austrian Civil Aviation Authority and Austro Control as Air Navigation Service Provider or its Agency as project partners.

Last year Austria contributed to the ICAO No Country Left Behind (NCLB) initiative. This initiative, in our point of view, excellently highlights ICAO's efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs). The main goal of this work, as stated by ICAO, is to help ensure that SARP implementation is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport¹. To this goal Austria seeks to contribute with its technical assistance support.

¹ <https://www.icao.int/about-icao/NCLB/Pages/default.aspx>



Innsbruck, Austria



Curved High Precision Approach

Therefore, Austria in 2017 supported the ICAO NCLB PANS-OPS Oversight Project for the improvement of oversight in States. In July 2017 a three-day workshop was organized and took place in the Ministry for Transport, Innovation and Technology in Vienna. Austria gave input and insight in the civil aviation oversight in Austria in the field of PANS-OPS. It has been an expert exchange and knowledge sharing with the beneficiaries and participants from Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russia, Ukraine and Uzbekistan. Austria also supported a further respective three-day workshop in October 2017 in Paris for participants of Algeria, Morocco and Tunisia.

In our experience the contribution to technical assistance programmes, of course, has benefits for the receiving States but also for the offering States by intensive experience sharing, exchange of knowledge and personal exchange with other countries. Due to the success and positive feedback to the conducted workshops further activities are planned in the future.

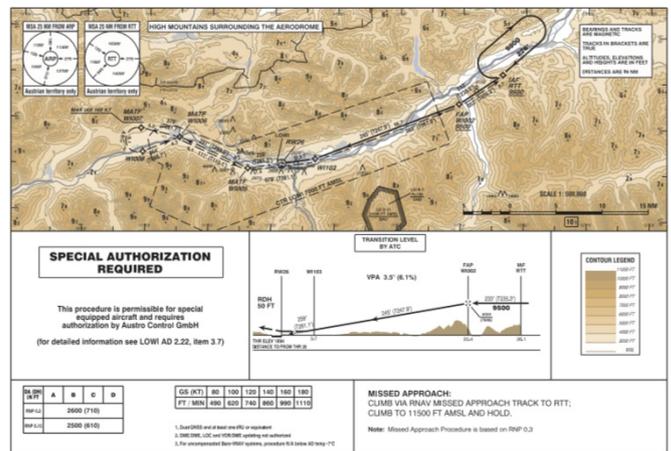
A detailed description and experience report on the workshop in 2017 has been provided by the project partner Austro Control to give a deeper insight.

ICAO activities in cooperation between the Austrian Ministry for Transport, Innovation and Technologie and Austro Control

In the context of ICAO's No Country Left Behind initiative, and through the initiation and coordination by Austria's National Supervisory Authority (NSA - led by Dr. Franz Nirschl and supported by Mr. Alfred Gulder), the Austrian ANSP Austro Control provided a two-day training about PBN oversight to CAA personnel from the following countries: Azerbaijan, Belarus, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Russia, Ukraine and Uzbekistan.

The training course, which was held in summer 2017, focused primarily on PBN concepts, nomenclature and

procedure types, as well as the regulatory framework for PBN operation. It was held by the head of Austro Control's Instrument Flight Procedure Design (IFP) department, Dr. Daniel Schaad, and Ilkka Laine, who works as a senior certifying expert for simulators and aviation training organizations (ATOs) at Austro Control's regulatory body AOT. The curriculum was very well received by the participants as it provided a solid background in PBN, and interactively included various concepts of PBN oversight as practiced by different States. Moreover, the instructors made sure that they captured a variety of individual knowledge levels in PBN and brought the whole group to an even level to make the training course worthwhile for everyone. Finally, the inclusion of concrete examples from Austria's award-winning oversight system gave a best practice reference for other States to follow.



Required Navigation Performance, Innsbruck, Austria

It shall be stressed that apart from PBN training in the oversight domain, Austro Control offers a proven and highly regarded portfolio of PBN related products ranging from procedure design and validation to training and implementation, as well as conceptual and project-related consultancy in PBN roll-out and individual airspace optimization.

Austro Controls IFP experience

The product portfolio of the Austro Control Instrument Flight Procedures (IFP) Team ranges from approved conventional approaches to complex satellite-based procedures which will allow even a further improvement of approach minima using a SBAS or GBAS Augmentation. Due to the terrain critical location of Austria Austro Control has been able to gather considerable knowhow especially in the field of RNP Approaches. The experts of Austro Control rank among the pioneers of the so called RNP Authorization Required (AR) Approaches which have already been

launched at Innsbruck Airport in 2005 thus initiating the age of curved high precision approaches.

In line with numerous projects in Austria and abroad the IFP Team is supporting the implementation of the most up to date approach procedures for both scheduled and charter air traffic as well as all involved aircraft with their respective NAV equipment. Also, at smaller airports with less NAV infrastructure and in order to enhance the safety of General Aviation the Austro Control IFP Team may implement state-of-the-art SBAS approaches which are highly esteemed due to their high procedure precision (incl. vertical guidance) despite of the relatively low requirements concerning the aircraft equipment - which considerably contributes to the accessibility of smaller airports and to flight safety in general.

By close interchange between Air Traffic Controllers and all relevant divisions of flight safety the IFP Team of Austro Control today has gained a systemic view of Air Traffic Management and thus can offer you customized and individually optimized IFP design solutions. Please take advantage of our expertise!

Austro Controls IFP Portfolio:

- IFP Training/Workshops
- Conventional Approach Procedures (NDB, VOR, ILS)
- LNAV Approaches
- Barometric LNAV/VNAV Approaches
- APV SBAS Approaches
- RNP Authorization Required Approaches
- GBAS Approaches
- Complex RNP/Conventional Merge Procedures
- Point in Space (PinS) Procedures for Helicopter Operations
- SID/STAR Design (RNAV and conventional)
- RNAV Transition Design
- Procedures for Optimized Airspace Usage
- Procedures in Difficult Terrain

The benefits of advanced procedure design are:

- Cost Savings by Increase of Approach Capacity
- Reduction of Noise Emission
- Improved Accessibility of International and Regional Airports
- Customized Procedures for each User of Airspace
- Upgrading of Airports without NAV Infrastructure by GNSS Procedures
- Greater Autonomy due to lower Approach Minima
- Higher Availability of Procedures



Vienna, Austria, July 2017

ICAO AND EASA WORKING TOGETHER TO STRENGTHEN AVIATION SAFETY



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.

International cooperation in civil aviation is essential to ensure network safety and development of globally agreed standards. The EU is actively engaged in strengthening aviation safety at European and international level, notably through its work with the International Civil Aviation Organization (ICAO) and technical assistance and cooperation initiatives. The EU considers it to be the joint responsibility of the global aviation community to support States in establishing sustainable safety oversight systems in compliance with international standards. The European Union Aviation Safety Agency (EASA), the centrepiece of the EU's strategy for aviation safety, is engaged in a number of international technical assistance and cooperation initiatives aimed at promoting aviation safety globally and regionally.

The complexity of technical support programs in civil aviation requires well-functioning cooperation and coordination with European institutions and international organizations. ICAO belongs to the agency's important partners and respective coordination meetings between the EASA and the ICAO EUR/NAT office are held regularly to optimize the use of resources.

With reference to countries of the ICAO EUR/NAT regions, EASA is engaged in EU funded technical assistance and support programmes for the Western Balkans and Turkey, as well as for the countries of the Eastern Partnership region (Armenia, Azerbaijan, Belarus, Georgia, the Republic of Moldova and Ukraine) and the Central Asian region (Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan).

The Instrument for Pre-accession Assistance (IPA) refers to the Western Balkans and Turkey and is the means by which the EU supports civil aviation reforms in the EU candidate

or potential candidate countries with financial and technical help. For the countries of the Eastern Partnership and the Central Asian region (EaP/CA) technical assistance in the area of civil aviation follows the European Neighborhood Instrument (EPI). EASA is the main implementing body of the action but the security component of the EaP/CA project is implemented by the European Civil Aviation Conference.

All EU-funded EASA technical assistance projects in these regions aim to support the sustainable development of civil aviation and civil aviation administrative systems of the beneficiaries, harmonise regulations and work practices to comply with the international aviation standards and – for the Western Balkans as well as the Eastern Partnership countries – support the implementation of the Common Aviation Area Agreements being negotiated or concluded and aiming at integrating these countries in the EU aviation safety system through trainings, peer-to-peer support, workshops, on-site support and on-the-job training.

In addition, EASA established specific coordination platforms: the Pan-European Partnership Platform (PANEP) that serves as a forum to ensure the uninterrupted involvement of the European non-EASA Member States in developing and implementing common safety regulatory standards and procedures. This EASA platform was created in 2010 to ensure a proper pan-European dimension and to avoid any gaps in the co-operation with the European non-EU members on safety related matters.. Another EASA initiative aiming at a broader international exchange on aviation safety developments is the International Cooperation Forum, founded in 2008 and open for participation to all ICAO Member States

Furthermore, ICAO EUR/NAT takes part in the agency's project events, such as to the EaP/CA Project Steering Committee's held in Chisinau in 2016, in Kiev in 2017 and in Astana in 2018 as well as to the EASA Project Technical Board meetings.

EASA has been a member of the ICAO Aviation Safety Implementation Assistance Partnership (ASIAP) since its creation in 2015, which serves as a framework for coordinated efforts that contribute to the provision of assistance to States.

The combined cooperation of ICAO EUR/NAT and EASA, in the frame of the ICAO EUR/NAT Technical Assistance Programme is essential in the support of the capacity building technical assistance activities and in strengthening aviation safety at European and international level.

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ICAO AND EUROCONTROL COOPERATION ON RUNWAY SAFETY IMPROVEMENT



Alexander Krastev started his career in aviation in 1988 as an air traffic controller. He moved to ATM expert and operations management positions before joining the EUROCONTROL Agency in 2004. As a member the NM Safety unit team, Alexander provides safety support to the Network Manager and the European ANSPs by developing safety cases for implementation of new operational systems, changes to procedures or to airspace organisation. Alexander is heavily involved in EUROCONTROL operational safety improvement activities and has been nominated as Agency runway safety coordinator in 2018.

Since the Linate accident in 2001 EUROCONTROL has been working with ICAO and other partner organisations to reduce the safety risk caused by runway incursions and runway excursions. As an active member of the Runway Safety Action Plan Working Group (RSAP-WG) EUROCONTROL contributed

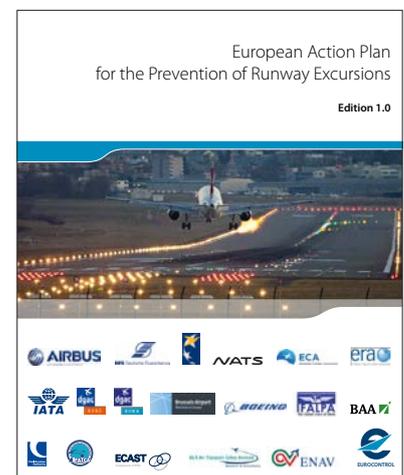
to the development of the Global Runway Safety Action Plan (GRSAP) launched by ICAO in November 2017. One of the achievements of this fruitful partnership is the high level of consistency between the GRSAP and the European action plans for the prevention of runway excursions and runway incursions (EAPPRE and EAPPRI). The action plans promote uniform and consistent application of ICAO provisions and of EU provisions adopted by means of implementing rules. Both plans, developed under the leadership of EUROCONTROL, put a strong emphasis on the Runway Safety Teams (RST) as key elements of the national and aerodrome runway safety programmes.

At European level, the ICAO-EUROCONTROL partnership materialises through the support to the EUR/NAT Technical Assistance programme, and in particular through our active involvement in the EUR/NAT Runway Safety 16003 activity. Recognising that runway safety cannot be improved by working in silos, EUROCONTROL participates in the Runway Safety Go-Team missions organised by the ICAO Paris Office. This is done through the provision of ATM operational expertise. As member of the Go-Team, the EUROCONTROL runway safety coordinator takes the lead in the ATM area during

the visits to the aerodrome control tower and in the drafting of the recommendations for improvement of airside safety. He also supports his Go-team colleagues in the identification of improvements to runway and taxiway lighting systems which could prevent runway incursions or excursions.

In the presentations delivered to the members of the aerodrome RST, the EUROCONTROL Go-Team member promotes the implementation of EAPPRE and EAPPRI and the industry best practices that reduce the likelihood of occurrence of runway safety events. Most of these best practices are described in the action plans or in the appended guidance material.

These efforts are fully in line with our objective to promote the implementation of EAPPRI and EAPPRE by the aerodrome safety stakeholders and thus contribute to the mitigation of the runway collision risk in the European region. We, at EUROCONTROL Network Manager Safety unit, are convinced that the cooperation with ICAO EUR/NAT Office and the support to the ICAO RS Go-Team, is a practical and efficient approach to achieving the desired safety improvement at European airports.



IATA'S INTEREST IN ICAO RUNWAY SAFETY GO-TEAMS



Ton van der Veldt holds a MSc degree from the Technical University of Delft in the Netherlands. After almost 10 years with Fokker Aircraft Industry, where he worked at the interface between aircraft undercarriage loadings and runway pavement design, he was appointed as Manager Flight Operations at KLM Royal Dutch Airlines. Then, Ton joined IATA as Assistant Director Safety and Flight Operations – European Region, in Brussels.

Runway safety has become a significant area of interest for the industry due to the frequency of accidents in the runway environment; these include runway excursions, runway collisions, undershoot/overshoots, tail strikes and hard landing events. Over recent years IATA runway incursion statistics based on pilot air safety reports revealed an average of one runway incursion report per day in Europe.

On a regular basis IATA's Safety and Flight Operations Office – European Region is contributing to ICAO's Runway Safety Go-Teams by sharing its expertise in this domain with airports and local Air Navigation Service Providers (ANSPs). The aim is to raise awareness on reducing the risk of runway incursions through promoting an integrated approach between the Safety Management Systems of mainly three relevant stakeholders operating at the airport, i.e. the home based airline(s), the airport and the services provided by the Control Tower. The different parties collaborate within the Local Runway Safety Teams (LRST) and the aim is to proactively identify conditions that could lead to potential runway incursions. Sharing experience

and safety information retrieved from voluntary safety reports and based on a just culture is vital in order to identify and react to safety concerns. Mitigating measures recommended by the LRST should be implemented and published to increase awareness, whilst it is equally important to monitor their effectiveness.

It has been further recognized that harmonization of procedures and practices at the global level is a necessity to ensure safe runway operations.

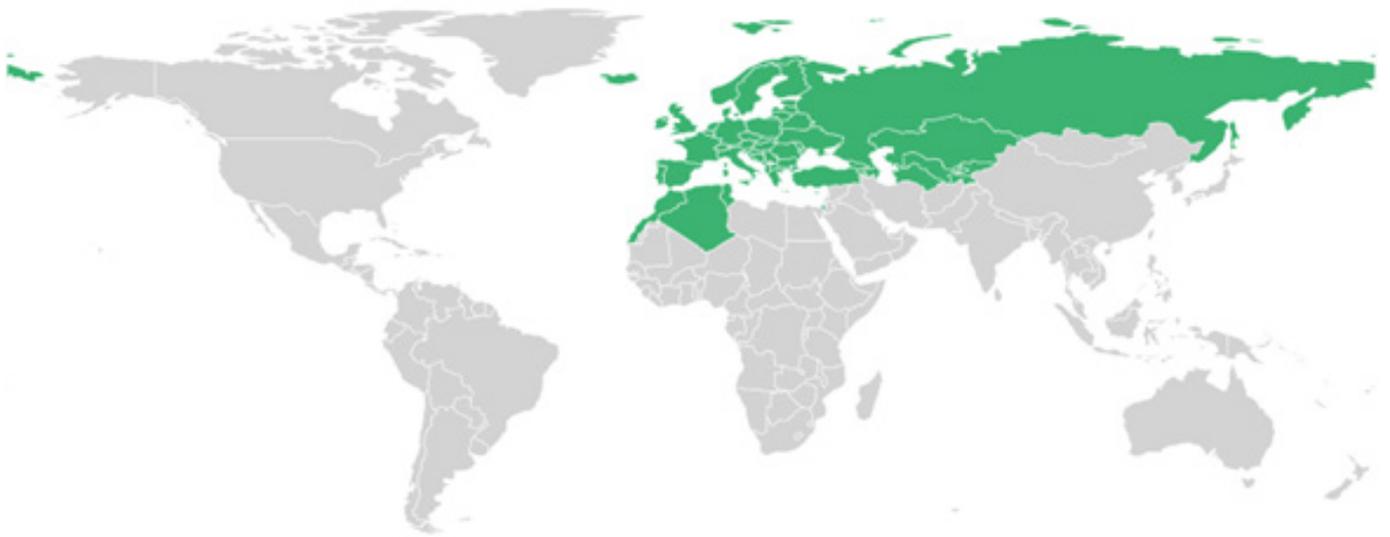
LRST's are most effective when they are sponsored by the National Aviation Authorities.

The 3rd edition of the European Action Plan for the Prevention of Runway Incursion (EAPPRI) contains a chapter that is fully dedicated to recommendations and best practices seen from an Aircraft Operator's perspective which emphasize the pre-taxi and taxi phase of flight as being extremely critical and is promoting the "sterile cockpit" procedure, i.e. using "all four eyes" during taxi with no distractions allowed from cabin crew and/or the tower, unless for safety reasons.

Best practices should be promoted and with its international expertise IATA is best placed to join ICAO's Runway Safety Go Teams.



Updates from the ICAO EUR/NAT Office



TWENTY-EIGHTH MEETING OF THE METEOROLOGY GROUP (METG/28)

The Twenty-eighth Meeting of the Meteorology Group (METG/28) of the European Air Navigation Planning Group (EANPG) was held at the ICAO EUR/NAT Office, Paris, France from 18 to 21 September 2018. The Meeting was attended by a total of one-hundred and one (101) participants from thirty-nine (39) States, and five (5) International Organizations.

The meeting reviewed the implementation of Aviation System Block Upgrade (ASBU) Block 0 – AMET which indicated approximately 90% implementation in the EUR Region. This reflects measuring implementation of the following ASBU B0 – AMET elements:

- Secure Aviation Data Information Service (SADIS),
- Volcanic Ash Advisories (VAA) and volcanic ash advisories in graphic form (VAG) from the respective Volcanic Ash Advisory Centres (VAACs),
- Volcano Observatory Notice for Aviation (VONA) from the respective Volcano Observatories (VO),
- Quality Management System (QMS) for MET,
- draft METAR (aerodrome routine meteorological reports) availability,
- draft TAF (aerodrome forecast) availability,
- draft METAR timeliness,
- draft TAF timeliness,
- draft SIGMET (information issued by a meteorological watch office concerning the occurrence or expected occurrence of specified en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations) availability and
- draft SIGMET format.

To continue efforts in implementation of ASBU Block 0 – AMET, relevant guidance material is updated annually such as the EUR SIGMET and AIRMET Guide (EUR Doc 014) and the EUR OPMET Data Management Handbook (EUR Doc 018). In addition, METG/28 agreed that ICAO and some States provide assistance to States in need of implementing special air-report dissemination.

The meeting also addressed implementation of ASBU Block 1 – AMET and in particular the implementation of ICAO Meteorological Information Exchange Model (IWXXM). Some OPMET is distributed in IWXXM format for 9 States (including those with translation services by Regional OPMET Centres) and full implementation is expected by November 2020 in accordance with Amendment 78 to Annex 3. To support this effort, the Guidelines for the Implementation of OPMET data exchange using IWXXM in the EUR Region (EUR Doc 033) is updated annually to take into account global developments related to IWXXM. Implementation of IWXXM is one of the prerequisites for System Wide Information Management (SWIM).



EUR/NAT Office, Paris, France, September 2018

EUR/NAT GLOBAL AVIATION SECURITY PLAN IMPLEMENTATION OF THE ROADMAP



GASEP Conference, Portugal, Lisbon, May 2018

In the wake of the decision of the ICAO 39th Assembly to take the global ICAO work on aviation security to the next level, the Global Aviation Security Plan (GASeP) was developed and approved by the Council of ICAO in November 2017.

Following the approval, a series of regional conferences was conducted to raise awareness and develop regional roadmaps tailored to the needs of each ICAO Region.

The Regional Conference for the EUR/NAT Regions was convened on 29 to 31 May 2018 in Lisbon, Portugal; constituting the major aviation security meeting of the year for the entire Region. 218 participants representing States, various Regional Organizations and the Industry, attended the event.

The conference was opened with speeches by the ICAO Secretary General, Dr. Fang Liu, the Minister for Planning and Infrastructure of Portugal, Mr. Pedro Marques, the Chairman of the Portuguese Civil Aviation Authority, Mr. Luis Ribeiro, the Chairman of the ICAO Unlawful Interference Committee, Ambassador Philippe Bertoux and the Regional Director, European and North Atlantic Office, Mr. Luis Fonseca de Almeida. The three day event was chaired by the EUR/NAT AVSEC Group (ENAVSECG) Chairpersons team, each day by one of the three chairpersons.

The Conference encompassed a whole range of topics related to the GASeP such as the aviation security outcomes of the 39th session of the ICAO Assembly and the global priorities set for the triennium which were developed taking into consideration the current picture of aviation security globally, including new

and emerging threats, the rapid growth of passenger traffic and the objectives outlined in the UN Security Resolution 2309 (2016). Aviation security challenges in the region and regional initiatives to strengthen the aviation security system were discussed. The Conference aimed at raising awareness among the Aviation Security Community for the strategic way forward driven by the GASeP and by the respective regional roadmap developed, discussed and finally agreed upon.

The GASeP highlights five key priorities, namely¹ :

- Enhance risk awareness and response;
- Develop security culture and human capability;
- Improve technological resources and foster innovation;
- Improve oversight and quality assurance;
- Increase cooperation and support.

Participants shared views on the existing aviation security challenges in the EUR/NAT Regions, initiatives to meet those challenges and how to successfully improve aviation security in the entire Region.

The third and last day of the Conference was solely dedicated to the discussion and approval of the Regional Roadmap which shall now serve as the guideline for States, Organizations, industry and ICAO for the effective and efficient implementation of the GASeP in the EUR/NAT Regions. Two documents were jointly endorsed, the EUR/NAT Regional Roadmap and the Conference Declaration which are both available on the ICAO EUR/NAT official website² in the ICAO languages spoken in the Region, namely, English, French, Spanish, Arabic and Russian.

The Roadmap was created as a “living” document aligned with the GASeP. It will serve as the basis for the work to be conducted by all stakeholders in a coordinated and cooperative manner. The preamble of the document clearly identifies the leading role of the ICAO EUR/NAT Regional Office through ENAVSECG in coordinating the efforts of all players in cooperation with regional groups.

The Regional Roadmap also reflects the specific situation in the EUR/NAT Regions, taking into account its diversity and complexity with regard to the geographical dimension and the political structure.

¹ For more information on the 5 key priorities, please see the GASeP <https://www.icao.int/EURNAT/Pages/GASEP.aspx>

² <https://www.icao.int/EURNAT/Pages/GASEP.aspx>

In addition, the Conference Declaration underlined the commitment of all entities to implement the Regional Roadmap. It reaffirms as well the need to enhance the effective implementation of ICAO Standards and Recommended Practices to address global aviation security matters from a regional perspective and to commit to working together towards the common goal of achieving the five key priority outcomes indicated in the GASeP and the regional roadmap in compliance with UN Security resolution 2309 (2016).

One of the next steps to be undertaken is to further define the role of ENAVSECG. The ENAVSECG should serve as a coordination platform to develop effective, efficient and flexible mechanisms to implement all priority actions and achieve fulfilment of the priority outcomes. States, Regional Organizations and industry are welcome to propose initiatives and tools for a harmonized, coordinated and cooperative implementation of the priority actions during the next meeting of the ENAVSECG to be conducted from 04 to 06 June 2019. To date, a working paper proposing a concrete initiative on coordination and monitoring of capacity building activities via ENAVSECG has already been developed by three States and will be presented at the High Level Conference on Aviation Security scheduled for 29-30 November 2018 in Montreal, Canada.

The annual regional Seminar for Eastern Europe, Central Asia and Balkan States conducted from 12 to 14 September 2018 in Skopje, the FYROM, would need to be highlighted as well.

The objective of this regional seminar was to work with participating States to support them in identifying the concrete actions needed to achieve the objectives of the GASeP.

A number of States presented their approach and efforts undertaken towards the development of national initiatives and plans to implement the Regional Roadmap.

Furthermore, a full day of the seminar was dedicated to new ICAO guidance documents on Landside Security; Chemical, Biological and Radiological Incidents; Recognition of Equivalence of Security Measures, and Quality Control.

Another upcoming event to be noted is the 5th regional meeting of Directors of the ICAO Aviation Security Training Centres (ASTCs) to be held from 12 to 13 March 2019, at the ICAO EUR/NAT Regional Office in Paris, France. One of the priority topics to be discussed will be the involvement and contribution of ASTCs in the implementation of the Regional Roadmap for the trainings.

In view of the above, it is clear that States and stakeholders in the ICAO EUR/NAT Regions fully support the Regional Roadmap and work towards its implementation. For example, States have started to develop national roadmaps, launch initiatives on how to achieve a harmonized and coordinated regional system for capacity building and make proposals to enhance cooperation between States and stakeholders, etc.. The purpose of these activities is to reinforce coordination, avoid duplication, evaluate needs, and recognize the capability and capacity of contributions available from States and stakeholders in the Region and to help those ones in need. Although it is still a long way to go to achieve all priority outcomes and the aspirational targets set for the entire Region in the scope of the Roadmap, the first steps taken are in the right direction.



GASEP Conference, Portugal, Lisbon, May 2018

ICAO AVSEC/FAL SEMINAR

The ICAO AVSEC/FAL seminar for the Eastern Part of the EUR/NAT Regions was held from 12 to 14 September 2018 in Skopje, The former Yugoslav Republic of Macedonia (FYROM), kindly hosted by the civil aviation authority. The seminar discussions were facilitated by Mrs. Cornelia Ludorf, ICAO Regional Officer, Aviation Security and Facilitation (AVSEC/FAL), assisted by Mr. Florin Hungerbuehler (Switzerland), Vice-Chairman of the ICAO EUR/NAT AVSEC Group (ENAVSECG).

The AVSEC/FAL seminar-East is a practical seminar which was established in 2013 and is conducted in English and Russian languages with simultaneous interpretation. Its aim is to work every year on the newest AVSEC/FAL requirements (e.g. developments of Annex 17 and Annex 9 (security related provisions) as well as guidance material (Doc 8973)) with a specific view on implementation.

This year, several new or amended chapters of ICAO Doc 8973 and Amendment 16 to Annex 17 were in focus as well as the understanding and implementation of the GAsEP, particularly the regional EUR/NAT GAsEP roadmap. A visit to Skopje airport, specifically to those points of interest for AVSEC (screening areas etc.) complemented the event.

39 participants from 12 States in Eastern Europe, Central Asia and the Balkans participated actively; discussing and exchanging views and best practices on a variety of topics, such as the review of the implementation of landside security (the main topic at last year's seminar), a discussion on the risk assessment methodology, the new or updated guidance material on chemical, biological and radiological (CBR) threats, awareness and emergency response, one-stop security and quality control. An overview of the upcoming new requirements in Amendment 16 to Annex 17 as well as an outlook on possible topics for Amendment 17 to Annex 17 were also included on the agenda.

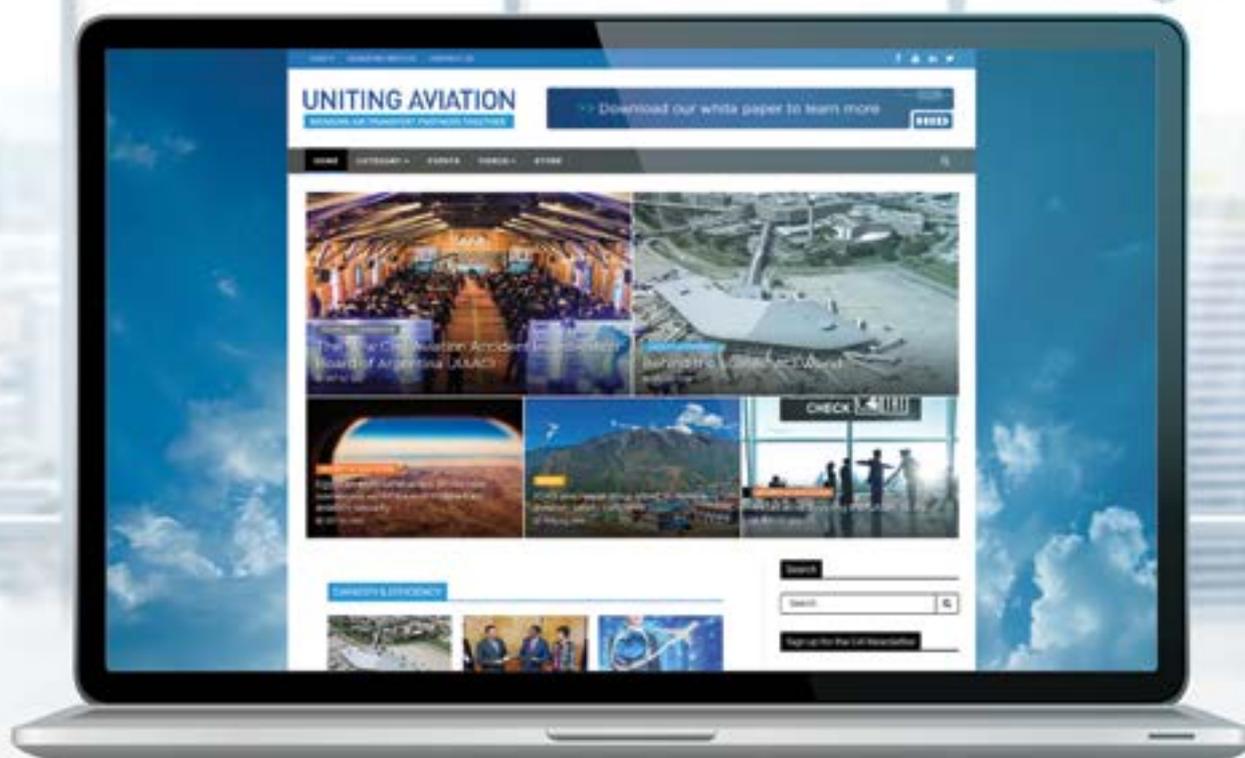
This was the 6th AVSEC/FAL-East seminar and, as usual, it has fostered and improved coordination and cooperation on AVSEC/FAL matters between EUR/NAT States and ICAO. The seminar participants expressed their appreciation and support to the continuation of this seminar. The ICAO EUR/NAT Office extends its gratitude to all who hosted the 6 seminars until now, namely Uzbekistan, Kazakhstan, Belarus, Georgia, Ukraine and FYROM for their excellent assistance as host States. We look forward to continuing our work in 2019 and to further excellent cooperation.



Skopje, The former Yugoslav Republic of Macedonia, September 2018

UNITING AVIATION

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ICAO



ICAO CORSIA – THE EMISSIONS MONITORING PLAN



The CORSIA has been adopted as complementary to the broader package of measures to help ICAO achieve its aspirational goal of carbon-neutral growth from 2020 onwards. CORSIA relies on the use of emissions units from the carbon market to offset the amount of CO₂ emissions that cannot be reduced through the use of technological and operational improvements, as well as sustainable aviation fuels.

According to paragraph 20 of the ICAO Assembly Resolution A39-3, all “ States whose aircraft operator undertakes international flights need to develop a monitoring, reporting and verification (MRV) system for CO₂ emissions from international flights starting from 1 January 2019” .

The requirement to monitor, report and verify CO₂ emissions from international aviation is independent from the offsetting requirement.

The approach for CORSIA is based on comparing the total CO₂ emissions for a year (from 2021 onwards) against a baseline level of CO₂ emissions, which is defined as the average of CO₂ emissions from international aviation covered by the CORSIA for the years 2019 and 2020 (CORSIA Baseline). In the following years, any international aviation CO₂ emissions covered by the CORSIA that exceed the baseline level represent the sector’s offsetting requirements for that year. The sectoral offsetting requirements are shared among aircraft operators participating in the CORSIA based on the sectoral growth factor and the individual CO₂ emissions of the operators.

It is important to note that all States whose aeroplane operator undertakes international flights need to develop a monitoring, reporting and verification (MRV) system for CO₂ emissions from international flights starting from 1 January 2019.

Emissions Monitoring Plan

Emissions Monitoring Plan (EMP) is a collaborative tool between the State and the aeroplane operator that identifies the most appropriate means and methods for CO₂ emissions monitoring on an operator-specific basis,

and facilitates the reporting of required information to the State.

The aeroplane operator shall submit an EMP to the State to which it is attributed for review and approval.

The State and aeroplane operator should maintain clear and open communications during the development of the plan. Working collaboratively during CORSIA preparation and implementation reduces potential errors and increases effectivity.

An Emissions Monitoring Plan has four components:

- Aeroplane operator identification;
- Fleet and operations data;
- Methods and means of calculating emissions from international flights; and
- Data management, data flow and control.

A template of an Emissions Monitoring Plan (from aeroplane operator to State) is provided in Appendix 1 of the Environmental Technical Manual (Doc 9501), Volume IV – Procedures for demonstrating compliance with the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

The Environmental Technical Manual (Doc 9501) and the EMP template are both available on the ICAO website: <https://www.icao.int/environmental-protection/CORSIA/Pages/Templates.aspx>.

In general, an Emissions Monitoring Plan should reflect the current status of an aeroplane operator’s operations. An operator is required to resubmit the Plan for review and approval by the State if a “material change” is made to the information contained within the Plan.

Examples of a material change include:

An Emissions Monitoring Plan has four components:

- A change to the information presented in the Plan that would affect the status or eligibility of an aeroplane operator for an option under the emissions monitoring requirements;
- A change that would otherwise affect the decision by the State with regards to whether the aeroplane operator’s approach to monitoring conforms with the requirements; or
- A change in the identifying information for attributing the aeroplane operator to a State, or a change in the means for having international flights attributed to the operator.

Process and schedule for the development review and approval of an EMP

PREPARATION AND SUBMISSION

- An aeroplane operator submits an Emission Monitoring Plan for consultation and review by States to which it is attributed
- **Mandatory timeframe – submit by 28 February 2019**

REVIEW AND APPROVAL

- The State reviews and approves the Emissions Monitoring Plan *
- **Mandatory timeframe - submit by 30 April 2019**

REVISIONS AND UPDATES

- An aeroplane operator resubmits the Emissions Monitoring Plan for review and approval by the State if a material change is made to the information contained within the Emissions Monitoring Plan
- For example, a change to the information that would affect:
 - the status or eligibility for an option under the emissions monitoring requirements;
 - the approach to monitoring; or
 - the State's oversight (e.g. change in corporate name/ address).

* Note: If the aeroplane operator's Emissions Monitoring Plan is not fully aligned with the Emissions Monitoring Plan requirements in the CORSIA SARPs, the State shall collaborate with the aeroplane operator to resolve the outstanding issues.

More information on CORSIA is available at : <https://www.icao.int/environmental-protection/CORSIA/Pages/default.aspx>



VOLCANIC ASH PREPAREDNESS FOR 2018/2019 IN THE EUR/NAT REGIONS

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

The objectives of these exercises are to improve the response to volcanic eruptions and volcanic ash contamination by the relevant national supervisory authorities, service providers (ATS, AIS, ATFM, MET) and airspace users as well as improve the common VACP for the EUR and NAT Regions (EUR Doc 019, NAT Doc 006, Part II). The Network Manager of EUROCONTROL plays an active role in VOLCEX in exercising and evaluating the crisis coordination between various stakeholders through the EACCC (European Aviation Crisis Coordination Cell) and the AOCCC (Aircraft Operator Crisis Coordination Cell). The Main ATM Centre in Moscow plays an active role in VOLKAM in coordinating with ANSPs and operators on accepting re-routes into Russian Federation airspace based on exercise contingency routes and operators' needs.

VOLCEX18

VOLCEX18 will take place on 28 November 2018 from 0800 to 1600 UTC. VOLCEX18 will simulate a volcano eruption of Öraefajökull in Iceland which will produce a simulated volcanic ash cloud that will impact most of the ICAO EUR Region as well as the ICAO NAT Region west to the Canadian Flight Information Regions (FIRs). To prepare for VOLCEX18, the VOLCEX18 Preparatory



Workshop was held at the ICAO EUR/NAT Office, Paris, France from 6 to 7 September 2018. The Workshop was attended by a total of 45 participants from 18 States, 6 airlines and 4 International Organizations.

The objectives of the workshop were to review the Volcanic Ash Contingency Plan (VACP) for the EUR/NAT Regions with an emphasis on the use of Danger Area, NOTAM and SIGMET and to review the draft VOLCEX18 Exercise Directives. States planned to align their practices on the issuance of Danger Area, NOTAM and SIGMET with the VACP in the EUR/NAT Regions and for those States concerned, consider ceasing the closure of airspace for medium- and/or high-contamination volcanic ash.



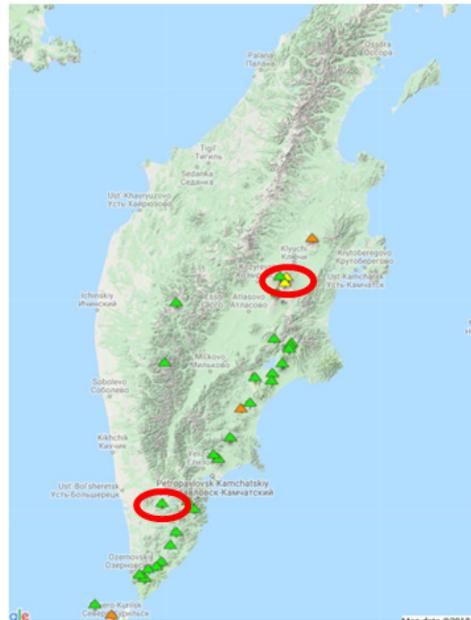
EUR/NAT Office, Paris, France, September 2018

VOLKAM19

VOLKAM19 will take place from 2200 UTC on 18 April 2019 to 0200 UTC on 19 April 2019. VOLKAM19 will simulate a volcano eruption of Opala in Kamchatka, Russian Federation which will produce a simulated volcanic ash cloud that will impact trans-east, northern Pacific (NOPAC) and Pacific Organised Track System (PACOTS) routes. VOLKAM19 will simulate a second volcano eruption of Ushkovsky in Kamchatka, Russian Federation which will produce a simulated volcanic ash cloud that will impact trans-east routes. ANSPs from the Russian Federation, Japan, United States and Canada as well as airlines are expected to participate in VOLKAM19.

Details of VOLKAM19 were planned at the Thirteenth Meeting of the Volcanic Ash Exercises Steering Group for the (far) Eastern part of the EUR Region (EUR (EAST) VOLCEX/SG/13) was held from 7 to 9 August 2018 in Magadan, Russian Federation with 28 participants from Japan, Russian Federation, United States, IATA and one airline and ICAO.

The objectives developed were mainly based on issues identified in the last exercise. One main objective will be to demonstrate tactical re-routes using available methods including Dynamic Airborne Reroute Procedure (DARP)-like test using Controller Pilot Data Link Communications (CPDLC) and communicating this information between Area Control Centres (ACCs) Magadan and Anchorage via Air Traffic Service (ATS) Interfacility Data Communication (AIDC) and between ACCs Anchorage and Edmonton via AIDC as well as between ACCs Magadan and Khabarovsk via On-Line Data Interchange (OLDI). In addition, more details on demonstrating Air Traffic Flow Management measures in certain sectors of Magadan FIR and Anchorage Oceanic FIR were added to the draft



VOLKAM19 Exercise Directive. This exercise will assist in real-time events by reducing the workload of operators and air traffic services.

The ICAO EUR/NAT Regional Office thanks and encourages stakeholders in participating in volcanic ash exercises that better prepare stakeholders for a real volcanic ash event



Magadan, Russian Federation, August 2018

NEXT CAPSCA EUR MEETING TO BE HOSTED BY FINLAND

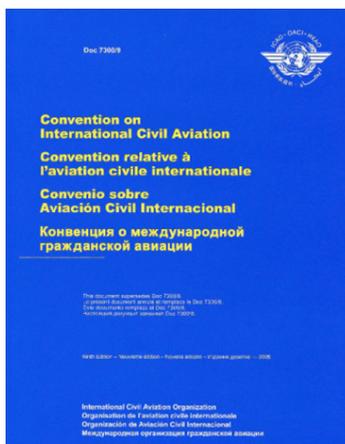


Director General of Civil Aviation , Mr. Pekka Henttu stated that “ Finland is committed to support ICAO’s global Programmes and their European implementation activities. In that sense, Finland has accepted to host the next ICAO Pan European CAPSCA meeting (CAPSCA EUR 07, Helsinki, 10-12/04/2019), organized in cooperation with WHO Europe. This year’s meeting will be dedicated to Disinfection/Disinsection of aircrafts.”

In 2006, the International Civil Aviation Organization established a global programme, the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation, ICAO CAPSCA, to develop harmonized, multi-sector guidance to States, International Organizations and commercial enterprises involved in aviation.

Working closely with several other UN agencies, especially the World Health Organization, and trade associations such as the International Air Transport Association (IATA) and Airports Council International (ACI), the CAPSCA programme facilitates effective management of public health emergencies and potential emergencies in the aviation sector. CAPSCA aims to improve the response to public health threats by assisting States, airports and airlines to improve their preparedness and crisis management capacities. The initial focus was only on communicable diseases, however the scope has been expanded to include other public health emergencies, such as radiation, chemical events, environmental disasters, etc.

The overall objective is to assist States with the implementation of the relevant ICAO Standards and Recommended Practices (SARPs) and WHO International Health Regulations (IHR). Furthermore, ICAO additionally takes into account the impact on the public end-user and the crew, through occupational exposure, of such health emergencies, whilst ensuring the safe and orderly development of civil aviation.



Article 14, International Convention on Civil Aviation :

“Each contracting State agrees to take effective measures to prevent the spread by means of air navigation of cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other communicable diseases as the contracting States shall from time to time decide to designate...”

FIRST MEETING OF THE EUR SWIM PROJECT TEAM



The First Meeting of the European System Wide Information Management (SWIM) Project Team (EUR SWIM PT/1) was held at EUROCONTROL Headquarters, Brussels, Belgium on 27 September 2018. The meeting was attended by 53 participants from 24 States, 5 International Organizations and 2 Industries. The SWIM PT was established by the European Air Navigation Planning Group (EANPG) combined with the European Regional Aviation Safety Group (RASG-EUR) to coordinate and pursue the planning and implementation of SWIM in the ICAO European Region in line with the Global Air Navigation Plan (GANP) and other relevant global provisions.

The objective of the meeting was to finalize the draft Terms of Reference (TORs) and develop a draft work programme for consideration by the European Air Navigation Planning Group Programme Coordinating Group (EANPG COG) combined with the European Regional Aviation Safety Group Coordination Group (RCOG).

The draft TORs address the need to take into consideration global, inter-regional and regional developments as well as consider best practices and initiatives in SWIM implementation. The TORs also include:

- develop and maintain the EUR SWIM implementation roadmap considering the GANP and global SWIM provisions;
- identify SWIM prerequisites and monitor the status of SWIM implementation in the EUR Region;
- ensure the implementation is coherent in the EUR Region and liaise with relevant regional contributory bodies involved in SWIM planning and implementation;
- identify and review issues, challenges and risks in SWIM implementation in the EUR Region, and recommend necessary actions; and
- identify assistance needs including training, implementation support, etc. and recommend, where possible, guidance and training material and appropriate assistance.

PANS-AIM EUR/MID WORKSHOP

The Interregional EUR/MID Workshop on PANS-AIM was successfully held at the ICAO EUR/NAT Office, Paris, France from 10 to 12 July 2018. The Workshop was attended by a total of one hundred and one (101) participants from forty one (41) States from EUR/NAT and MID Regions and nine (9) Organizations/Industries.

The objectives of the Workshop were to introduce the new Procedures for Air Navigation Services – Aeronautical Information Management (PANS-AIM, Doc 10066) and latest Amendments to Annex 15, address associated

challenges as well as sharing best practices for a timely implementation of the new provisions, including the implementation of datasets. In addition, the Workshop agreed on a number of recommendations at the global, regional and national levels.

The Workshop material, including the presentations and the summary/conclusions are available on the ICAO website at: <https://www.icao.int/EURNAT/Pages/Other-Meetings.aspx>



ICAO EUR/NAT Office, Paris, France, July 2018



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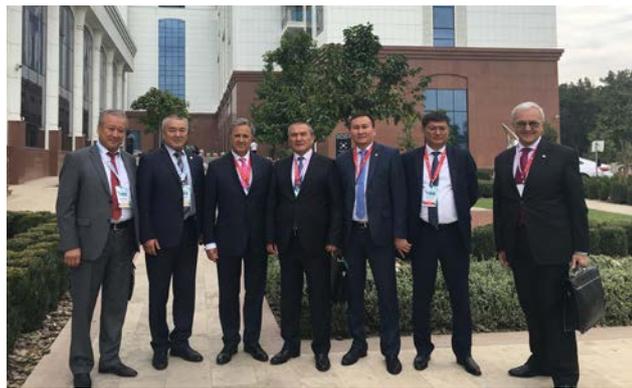
STATES CORNER



Director General of Civil Aviation of The Kingdom of Morocco, Mr. Zakaria Belghazi and Regional Director ICAO EUR/NAT



ICAO Secretary General Dr. Fang Liu and Regional Director ICAO EUR/NAT, at the GASEP Conference, Lisbon, Portugal



Mr. Zamirbek Kazakbaevich AIDAROV – Minister of Transport and Roads of Kyrgyzstan; Mr. Kurmanbek Toktogulovich AKYSHEV – Director Civil Aviation Agency Kyrgyzstan, Regional Director ICAO EUR/NAT and other officials from Kyrgyzstan



Mr. Volodymyr Isayenko – Rector of the University, Professor Galyna Suslova – Director of the ICAO Training Institute in Kiev, Mr. Oleksandr Bilchuk – Director General Civil Aviation Administration of Ukraine and Regional Director ICAO EUR/NAT, Kiev, Ukraine



Award from Flight Safety Foundation Mediterranean (FSF-MED), Brussels, Belgium



Regional Director ICAO MID Mohamed Rahma, Regional Director ICAO EUR/NAT, and Deputy Regional Director ICAO MID Mohamed Smaoui, Cairo, Egypt

UPCOMING EVENTS AND MEETINGS

The First ICAO EUR Environment Task Force meeting (ICAO EUR ENV)

04-05 December 2018

Baku, Azerbaijan

The objectives of the first meeting of the Environment Task Force is to focus on sharing information on the latest developments at ICAO on environment and provide support and develop environment capacity building activities for the EUR/NAT States.

ACAO/ICAO ASBU Symposium for EUR/NAT and MID Regions

10-13 December 2018

Marrakech, Morocco

The objective of the Symposium is to raise awareness on the latest global air navigation developments, including the outcome of the 13th Air Navigation Conference, review the status of implementation of the ASBU Modules and address associated challenges based on lessons learned and best practices.

Training course on ICAO International Air Law

21-25 January 2019

ICAO EUR/NAT Office, Paris, France

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

North Atlantic (NAT) 2030 Vision Workshop

29-30 January 2019

ICAO EUR/NAT Office, Paris, France

As per the outcomes of the Fifty-Fourth Meeting of the ICAO North Atlantic Systems Planning Group, the ICAO Regional Director, Europe and North Atlantic is convening a workshop to discuss and identify the NAT 2030 Vision high-level principles, goals and objectives.

Performance Based Navigation Workshop

4- 8 February 2019

ICAO EUR/NAT Office, Paris, France

The main objective of this workshop is to improve understanding of the tasks required at each stage of the PBN operational approvals process, and the roles and responsibilities of each stakeholder. The workshop will define the roles of flight operations and airworthiness personnel in the PBN operational approvals assessment process.

EUR/NAT-DGCA/2019

19-20 March 2019

ICAO EUR/NAT Office, Paris, France

This meeting is a unique opportunity to discuss all subjects pertaining to any aspect of civil aviation in the EUR/NAT Regions. A report on the ICAO EUR/NAT operating plans for the current 2017-2019 triennium will be presented as well as the objectives of the office with regards to the 2020-2022 triennium operating plans. This meeting will be also used to assist EUR/NAT States in their preparations for the next ICAO Assembly Session.

SAVE THE DATE

2019 Events on the horizon

ICAO TRIP Regional Seminar	Cotonou, Benin	12-14 February 2019
EUR/NAT - DGCA/2019	Paris, France	19-20 March 2019
ICAO/ACI Symposium on Implementation of the New Global Reporting Format for Runway Surface Condition (GRF2019)	Montréal, ICAO HQ	26-28 March 2019
Fourth ICAO Air Transport Symposium (IATS/4)	HQ / Region (TBD)	7-8 May 2019
Environmental Symposium	Montréal, ICAO HQ	14-16 May 2019
ICAO EURNAT Aviation Security Group (ENAVSEC)	Paris, France (TBC)	4-6 June 2019
Fifteenth Symposium and Exhibition on the Traveller Identification Programme (TRIP/15), MRTDs, Biometrics and Border Security	Montréal, ICAO HQ	25-27 June 2019
ICAO Global Aviation Security Symposium (AVSEC2019)	Montréal, ICAO HQ	3-6 September 2019
Fifth ICAO World Aviation Forum (IWAF 2019)	Montréal, ICAO HQ	17-19 September 2019
40th Session of the Assembly	Montréal, ICAO HQ	24 September - 4 October 2019
Cyber Security & Resilience Seminar	Cairo, Egypt	8-10 October 2019
APANPIRG/30 - 30th Asia and the Pacific Air Navigation Planning and Implementation Group	Bangkok	4-6 November 2019
RASG-APAC/9 - 9th Regional Aviation Safety Group – Asia and the Pacific Region	Bangkok	7-8 November 2019
Third UAS DRONE ENABLE Symposium (UAS2019)	Montréal, ICAO HQ	December 2019
Tenth ICAO ATFM Global Symposium (ATFMS/10)	Region (TBD)	Q4
Next Generation of Aviation Professionals (NGAP) Summit	Region (TBD)	Q4
Global Aviation Training and TRAINAIR PLUS Symposium	Region (TBD)	2019

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

* All event dates are subject to change

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

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European and North Atlantic (EUR/NAT) Office**



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