



European and North  
Atlantic Office

RASG-EUR/05

## **SUMMARY OF DISCUSSIONS OF THE EUROPEAN REGIONAL AVIATION SAFETY GROUP (RASG-EUR) FIFTH MEETING**

*(Paris, France, 3-4 November 2016)*

### **1. Introduction**

1.1 The fifth meeting of the European Regional Aviation Safety Group (RASG-EUR/05) was held in the European and North Atlantic Office of ICAO (EUR/NAT) in Paris, France, from 3 to 4 November 2016.

1.2 Mr Gerold Reichle, Director General of Civil Aviation and Aerospace, Germany, chaired the meeting. Mr Luis Fonseca de Almeida, Regional Director, ICAO European and North Atlantic Office served as Secretary. He was assisted by Mr. George Firican, Mr. Arkadii Merkulov, Mr Celso Figueiredo, Mr Elkhan Nahmadov, Mr Sarantis Poulimenakos, Mrs. Leyla Suleymanova from the ICAO EUR/NAT Office and Mr. Michiel Vreedenburgh from ICAO Headquarters. The meeting was conducted in English and Russian.

1.3 69 participants attended the meeting from 28 States and 11 international/regional organizations. The list of participants is contained in **Appendix I**.

### **2. Adoption of the agenda**

2.1 The following agenda was adopted:

**Agenda Item 1:** Welcome, introduction, approval of agenda and schedule, administration of the RASG-EUR

**Agenda Item 2:** Elections for the RASG-EUR Chairman and the RASG-EUR vice-Chairmen positions

**Agenda Item 3:** ICAO updates

**Agenda Item 4:** IE-REST outcomes

- a) SEIs related to pilot training
- b) SEIs related to runway safety
- c) SEIs related to Flight Data Analysis (FDA) Programmes
- d) SEIs related to taxonomy and occurrence reporting/safety data analysis
- e) Activities related to the improvement of safety for helicopter operations;
- f) Activities related to the improvement in the area of safety oversight for Air Navigation Services;
- g) Activities related to the prevention of Controlled Flight into Terrain (CFIT).

**Agenda Item 5:** RASG-EUR Pan-Regional Work Programme

- a) Proposed Future Working Arrangements in the ICAO EUR Region
- b) Safety targets for the ICAO EUR Region
- c) Annual safety report for the ICAO EUR Region
- d) Annex 19 roll-out; Monitoring of SSP and SMS implementation
- e) Coordination with the EANPG

**Agenda Item 6:** Updates from RASG-EUR Members and Partners (States and International/Regional Organizations) on significant events since RASG-EUR/04

**Agenda Item 7:** Any other business and next RASG-EUR meeting.

### **3. Welcome, introduction, approval of agenda and schedule, administrative issues**

3.1 The meeting approved the agenda proposed by the ICAO Secretariat. The list of documentation of the meeting is in **Appendix J**.

### **4. Elections for the RASG-EUR Chairman and the RASG-EUR vice-Chairmen positions**

4.1 The RASG-EUR recalled that the current appointment terms for RASG-EUR Chairman and Vice-Chairmen expired and therefore new elections were required.

4.2 Mr Luis Fonseca de Almeida (RASG-EUR Secretary) informed the RASG-EUR that the only nomination received for RASG-EUR Chairman was from Germany. Mr Gerold Reichle, Director General of Civil Aviation and Aerospace, was proposed to be re-elected as RASG-EUR Chairman.

4.3 RASG-EUR was also informed that for the available three positons of Vice-Chairmen the following nominations were received from the States:

- a) Mr. Valery Okulov, Deputy Minister of Transport of Russian Federation;
- b) Mr. Pekka Henttu, Director General, Finnish Transport Safety Agency; and
- c) Mr. Haydar Yalcin, Deputy Director General, Directorate General of Civil Aviation, Turkey.

4.4 During the follow-up discussions the RASG-EUR/05 approved the election of the 4 candidates for the Chairman and Vice-Chairmen positions as listed above.

### **5. ICAO updates**

#### *Global Aviation Safety update*

5.1 Mr. Michiel Vreedenburgh (ICAO) presented the global update on developments in the area of aviation safety. The following main topics were covered:

- a) 2017-2019 edition of Global Aviation Safety Plan (GASP) and the supporting Roadmap;
- b) Overview of global and regional safety performance indicators and USOAP audit results, including regional success stories on resolution of significant safety concerns (SSCs);
- c) Overview of ICAO global implementation support programs;
- d) Amendment 1 to Annex 19 and safety management implementation campaign, including the upcoming Safety management for practitioners course in Paris co-sponsored by Boeing and Airbus; and
- e) Update on ICAO Runway Safety Programme implementation.

5.2 The RASG-EUR noted the expectation that in the future the RASG-EUR should:

- a) actively participate in development of global safety targets for next versions of GASP as well as safety related standards and recommended practices (SARPs) and guidance material;
- b) ensure development and alignment of regional safety targets with global ones;
- c) facilitate harmonization and closure of gaps in the safety related developments of States in the region, including creation of a regional mechanism to cope with individual State's challenges;

- d) coordinate with other RASGs to ensure alignment and avoid duplication; and
- e) incorporate emerging safety issues into its work program.

**RASG-EUR Conclusions - Follow-Up and ANC Review Of the RASG-EUR report**

5.3 Mr. Arkadii Merkulov (ICAO) presented the update on the status of implementation of the actions agreed at the RASG-EUR/04 meeting as indicated in **Appendix K** to this report. In particular it was highlighted that 2 actions are still in the process of being implemented and require specific attention of RASG-EUR (04/06 SSP gap analysis on the ICAO ISTARS SPACE website and 04/10 development of a regional mechanism for sharing resources among States to provide safety implementation assistance to States with relatively low EI on and high safety risk).

5.4 The RASG-EUR also noted the outcomes of the Air Navigation Commission (ANC) review of the report of RASG-EUR/04 meeting which generated no actions by the ANC. The RASG-EUR noted the comment that future reports should be more structured so as to identify required ANC actions in support of RASG-EUR work program.

**Update on USOAP CMA**

5.5 Mr. Michiel Vreedenburgh (ICAO) presented an update on the activities and results of the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) with particular focus on the EUR/NAT States.

5.6 Of particular interest for RASG-EUR it was noted that:

- a) Amended SSP-related PQs were planned to be published by ICAO in July 2017 reflecting Amendment 1 of Annex 19 and the 4th edition of the SMM;
- b) Selected States would be asked by ICAO with a view to performing audits including the amended SSP-related PQs in 2018 and 2019 on a voluntary but non-confidential basis;
- c) ICAO would be planning to start in 2020 performing audits using the amended SSP-related PQs on the States which will meet the criteria to be established by ICAO, in line with the Global Aviation Safety Plan (GASP);
- d) Completed report on the activities conducted under USOAP CMA over a three-year period since the launch of the CMA on 1 January 2013 until 31 December 2015 was made available on the ICAO public website and on the OLF providing statistical data and highlighting a number of challenges which States continued to face;
- e) Several USOAP CMA audits and ICVMs were performed or scheduled from 2015 until 2017 in the EUR/NAT area;
- f) The areas with the lowest level of EI were found to be Aircraft Accident and Incident Investigation (AIG) and Aerodrome and Ground Aids (AGA), and the Critical Elements (CE) with the lowest level of EI were CE-4 (Qualified technical personnel) and CE-8 (Resolution of Safety Issues); and that
- g) For many EUR/NAT States CAPs are still showing in the OLF as “not started” and PQ self-assessment analysis still showing limited progress.

5.7 The RASG-EUR was informed that ICAO would continue to monitor States' activities through the OLF, prioritizing activities based on risk factors and indicators, based on data available online. The data would be used to determine appropriate monitoring and assistance activities for each State and assigning resources where required. The States were encouraged to update on the OLF the information contained in the State Aviation Activity Questionnaire (SAAQ), the content of the CAPs, the progress in the implementation of the CAPs and the PQs self-assessment.

5.8 To facilitate adequate collection of data by ICAO and in order to foster States to meet the objectives outlined in the 2017-2019 Global Aviation Safety Plan and improve safety oversight capacities the RASG-EUR endorsed the following conclusion:

**RASG-EUR Conclusion 05/01 – ICAO USOAP CMA Implementation**

That by 31 December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR will issue a State letter urging States to fulfil their obligations under the USOAP CMA Memorandum of Understanding (MOU) and to take actions as needed to provide up-to-date information on their safety oversight systems, with particular attention to:

- a) States with an SSC, focusing on implementing sustainable corrective actions to resolve the SSC with a high priority;
- b) updating the content and implementation progress of their CAPs on the OLF;
- c) completing the self-assessment of the PQs on the OLF;
- d) requesting assistance from the ICAO Regional Office, if required; and
- e) informing the ICAO Regional Office once significant updates have been made on the OLF.

*Update on Safety Management Implementation*

5.9 Mr. Michiel Vreedenburgh (ICAO) informed that subsequent to the adoption of Amendment 1 to Annex 19, ICAO has identified the following tasks to enhance the support for the implementation of State safety programmes (SSPs) and safety management systems (SMS):

- a) a revision to the Safety Management Manual (SMM) (Doc 9859);
- b) the development of an enhanced ICAO Safety Management website with examples to complement the SMM;
- c) an amendment to the USOAP SSP-related protocol questions;
- d) an update to the ICAO Safety Management Standardized Training Programme; and
- e) an update to the iSTARS SSP Gap Analysis tool and a new SMS Gap Analysis tool.

5.10 In addition ICAO would develop a series of promotional videos, deliver three regional symposia, followed by regional safety management workshops. The update and inclusion of the amended SSP-related protocol questions in the scope of USOAP activities have also been agreed based on the implementation support plans outlined above.

5.11 The RASG-EUR recalled that the first amendment to Annex 19 — Safety Management was adopted by the ICAO Council on 2 March 2016 and became effective on 11 July 2016 with an applicability date of 7 November 2019. State letter AN 8/3.1-16/16, dated 4 April 2016 provided the contents of the amendment. It is was also noted that the applicability for the existing safety management provisions as originally introduced continue to apply; the new applicability date only relates to the changes introduced with Annex 19, Amendment 1.

5.12 The RASG-EUR was informed about the expected publication in July 2017 of the fourth edition of the Safety Management Manual (SMM) (Doc 9859), including a streamlined version of the document complemented by an enhanced ICAO safety management website. The manual would include guidance material to address the full range of subjects covered by Annex 19, Amendment 1, and risk-based approaches to managing safety as discussed during the HLSC 2015. A draft Table of Contents accompanied by explanatory notes was presented as indicated in **APPENDIX A** to this report. The RASG-EUR noted the request for States to provide to ICAO comments on topics to be included and/or modified in the Table of Contents.

5.13 The Safety Oversight Manual (Doc 9734), Part A — The Establishment and Management of a State's Safety Oversight System and Part B — The Establishment and Management of a Regional Safety Oversight Organization were also expected to be updated in the same timeframe.

5.14 The RASG-EUR noted that the ICAO safety management website (<http://www.icao.int/Safety/SafetyManagement>) would include the examples currently found in the SMM, to provide a mechanism for the sharing of best practices and to support the provision of multiple examples. This would emphasize the need for an SSP or an SMS to be tailored to the specific needs of each State and service provider. States, regional and international organizations, and service providers would be invited to share their examples. The launch of the website was announced to be planned for July 2017 along with the availability of an update to the ICAO SSP Gap Analysis tool on iSTARS (<https://portal.icao.int/space/Pages/SSP-Gap-Analysis.aspx>) to reflect Amendment 1 to Annex 19, and the development of a new SMS Gap Analysis tool.

5.15 The RASG-EUR was informed of the ICAO Safety Management Training Programme, including:

- a) Online Safety Management Training Course, beneficial for those who work for a State regulatory body involved in the planning, development, and implementation of SSP, and for staff who work for an aviation service provider involved in the planning, development, and implementation of SMS (<http://store1.icao.int/index.php/safety-management-training-tic-course-part-1-html.html>); and
- b) Safety Management for Practitioners Course aiming to provide regulatory and service provider staff involved in the implementation of SSP and SMS with an understanding of operational safety management processes and practical examples.

5.16 It was noted that the ICAO Global Aviation Training Office is accepting nominations for instructors (based on qualification and experience requirements listed in **Appendix L** to this report) and requests for the delivery of the Safety Management for Practitioners Course through the ICAO Regional Offices.

5.17 The RASG-EUR was informed that the new SSP-related Universal Safety Oversight Audit Programme (USOAP) protocol questions (PQs), initially published in November 2014, are expected to be amended in July 2017. It was noted that States with a USOAP effective implementation above 60 per cent would be called to perform a self-assessment using the SSP-related PQs after performing the SSP gap analysis indicated above as a means to progress SSP implementation.

5.18 The commencement of monitoring activities using the SSP-related PQs was initially postponed until January 2018, electronic bulletin (EB) 2015/56, dated 4 December 2015 and EB 2015/55, dated 19 November 2015 refer. However, after the adoption of Annex 19, this was revised to include only selected States on a voluntary but non-confidential basis. Beginning in January 2020, the threshold for the applicability of the SSP-related PQs will be based on 2020-2022 GASP objectives (ref. EB 2016/63 dated 1 November 2016).

5.19 The RASG-EUR noted that in order to support achievement of objectives outlined in the Doc 10004, *2017-2019 Global Aviation Safety Plan* a strategy has been developed by ICAO to include development of additional guidance material, tools, delivery of training and implementation of a mechanism to share experiences. The commencement of USOAP activities to include SSP-related protocols has also been planned taking into consideration the availability of this additional support.

5.20 Taking into consideration the above and in order to facilitate achievement of the objectives outlined in the Doc 10004, *2017-2019 Global Aviation Safety Plan* the RASG-EUR endorsed the following conclusion:

### **RASG-EUR Conclusion 05/02 – Safety Management Implementation**

That by 31 December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR will issue a State letter urging ICAO EUR/NAT States of accreditation to:

- a) continue the implementation of SSP and report on progress using the SSP Gap Analysis Tool on iSTARS and completing the USOAP SSP related PQ self-assessments on the online framework (OLF);

- b) identify any additional areas of clarification needed or additional subjects that need to be covered in the fourth edition of the SMM;
- c) inform ICAO of any additional activities which could be provided to support States with the implementation of SSP; and
- d) support ICAO in the implementation of the established Safety Management Programme (Ref. SL AN 8/3-16/89).

#### *Update on safety outcomes of A39*

5.21 Mr. Michiel Vreedenburgh (ICAO) briefed the RASG-EUR/05 on the safety related outcomes of the 39th Session of the ICAO Assembly. The thirty-ninth Session of the ICAO Assembly benefitted from the participation of more than 2,200 delegates from 185 Member States, non-Member States and 56 observer delegations.

5.22 In particular RASG-EUR noted that the Assembly recognised the first group of Council President Certificates for safety audit performance improvement which were presented during the opening ceremonies to 14 selected States (Austria, Botswana, Cameroon, Ecuador, El Salvador, Israel, Italy, Lao People's Democratic Republic, Latvia, Madagascar, Mali, Niger, San Marino, United Arab Emirates). The awards supported the No Country Left Behind (NCLB) initiative.

#### *Regional Aviation Safety Group (RASG) Guidelines*

5.23 Mr. Michiel Vreedenburgh (ICAO) briefed the RASG-EUR/05 on a recently developed ICAO Regional Aviation Safety Groups (RASGs) Guidelines document. The document was developed to provide consistency in RASG working methodologies and assists in the alignment of objectives, prioritization and harmonization of activities and outputs, and defines the level of Secretariat support. The guidelines document has been formulated in a generalized manner to allow for harmonization of regional differences and to address the particular circumstances of each RASG while meeting the overall ICAO GASP objectives. Another objective of the RASG Guidelines was to reinforce RASGs' role in harmonizing regional implementation of safety initiatives and to encourage the sharing of knowledge, experience and expertise, lessons learned, best practices and different approaches to harmonization.

5.24 Particular attention in the document described above was drawn to the part covering the guidance approved by the Air Navigation Commission on the format and content for RASG meeting reports. It was noted that this report should be prepared taking into account this guidance.

#### *Update on other RASGs*

5.25 Mr. Michiel Vreedenburgh (ICAO) presented the RASG-EUR/05 with information on RASG activities in other regions. It was also noted that the additional information on RASGs including meeting reports, annual safety reports, procedural handbooks and safety advisories, can be found on the ICAO Secure Portal <http://portallogin.icao.int> (under PIRG-RASG-TRACK group).

5.26 The RASG-EUR recognized that information on the activities of other RASGs can be used in its own work to avoid duplication and also noted that information on the work of RASG-EUR should be made available to the general public through the ICAO EUR/NAT public web page. The information made available was proposed to include all RASG-EUR outputs including the content of information and working papers. During follow-up discussions it was agreed that such an information disclosure proposal could be a subject for review at the following RASG-EUR meeting.

#### *ICAO EUR/NAT technical Assistance projects*

5.27 Mr. Sarantis Poulimenakos (ICAO) presented information on technical assistance activities run by ICAO EUR/NAT Regional Office. In particular, regional technical assistance projects (run in cooperation

with RASG-EUR members and partners) for Kazakhstan, Azerbaijan, Kyrgyzstan, as well as in the areas of PANS OPS design and oversight and runway safety improvements. The RASG-EUR also noted the proposal to organize a Pan European donors meeting to support the above mentioned activities in the first half of 2017 with the support of ICAO Headquarters.

## 6. Activities of the ICAO EUR Regional Expert Safety Team (IE-REST)

### SEIs related to pilot training

6.1 The RASG-EUR noted that Mr Savva Faradzhev (Russian Federation) was elected as IE-PTG rapporteur.

6.2 Mr. Arkadii Merkulov (ICAO) on behalf of Mr Savva Faradzhev (IE-PTG rapporteur) presented information on the progress of implementing Safety Enhancement Initiatives (SEIs), Detailed Implementation Plans (DIPs) and Outputs related to pilot training, namely: to the implementation of Multi Crew Pilot licences (MPL) and to the implementation of Evidence Based Training (EBT).

6.3 The RASG-EUR noted that despite holding several workshops, letters circulated in regards to the implementation of MPL there was no further progress demonstrated in implementation. It was recognized that MPL implementation required change in the training culture through Competency Based Training (CBT) and EBT approaches.

6.4 With this in mind, the RASG-EUR stressed the importance of the successful implementation of the second SEI related to EBT implementation. Overall the RASG-EUR noted good progress in this regard, in particular that:

- a) the pilot EBT implementation project in IE-REST geographical area was progressing at the Air Astana (Kazakhstan);
- b) EBT was also planned to be introduced to a group of companies Volga-Dnepr (Russia); and
- c) EBT elements were already found to exist in the airlines of the region as the result of evolution of the basic training.

6.5 Based on information provided RASG-EUR reviewed the proposed changes to the SEIs and in order to facilitate the implementation of IE-PTG SEIs endorsed the following decision:

### **RASG-EUR Decision 05/01 – Approval of Changes to IE-PTG SEIs**

That the RASG-EUR approves the changes to IE-PTG SEIs related to:

- a) the MPL implementation as indicated in **Appendix M** to this report; and
- b) the EBT implementation as indicated in **Appendix N** to this report.

6.6 The RASG-EUR was also presented with a proposal to create a new SEI related to reducing LOC-I accidents. It was noted with thanks that the Russian Civil Aviation Authority (FATA) volunteered to be Champion organization for the SEI.

6.7 Based on the information provided RASG-EUR reviewed the proposed new SEI, DIPs and Outputs and in order to reduce the risk of Loss of Control Inflight (LOC-I) accidents endorsed the following decision:

### **RASG-EUR Decision 05/02 – Approval of IE-PTG SEIs for LOC-I risk reduction**

That:

- a) The RASG-EUR adopt Safety Enhancement Initiatives (SEIs), Detailed Implementation Plans (DIPs) and Outputs related to the reduction of the risk of Loss of Control Inflight (LOC-I) accidents as indicated in **Appendix O**; and
- b) The IE-REST, through the RCOG, report to each RASG-EUR meeting on the progress of this SEI, DIPs and Outputs.

*SEIs related to runway safety*

6.8 Mr. Arkadii Merkulov (ICAO) on behalf of Mr Viacheslav Agafonov (IE-RSG rapporteur) presented the RASG-EUR/05 with a progress report on the implementation of Safety Enhancement Initiatives (SEIs), Detailed Implementation Plans (DIPs) and Outputs related to runway safety, namely: to the enhancement of air operators' Standard Operating Procedures (SOPs) for approach and landing and to the establishment and operation of Runway Safety Teams (RSTs). The recent developments were as follows:

- a) "Globas" and "UTair" in assistance with Russian CAA and Aeroflot developed SOP guidance material in Russian;
- b) RF Air Transport Agency (FATA) recommended Air operators to review all training and checking guidance materials to ensure proper emphasis on adherence to SOPs in all training and checking events and in normal line operations;
- c) Three meetings were held in Moscow between four air operators and Boeing to discuss contributing factors related to runway excursions in the region, and mitigation strategies;
- d) There was a workshop on 05.05.2015 in Cherepovets led by the Russian CAA and Pulkovo airport with a presentation that highlighted the implementation of the airport's SMS and RST;
- e) SMS/RWY Safety Seminar was held on 19-20 July 2016 in Moscow, Russia. The Seminar was organized with the support of IE-RSG members as well as ICAO, IAC, FAA, Rosaviatsia (FATA), Aeroflot and Airbus. The Seminar was attended by over 180 representatives of CAAs and airports of Armenia, the Republic of Belarus, Republic of Kazakhstan, Kyrgyz Republic and Russian Federation. The conference participants were informed about the content and purpose of the guidelines designed by the IE-RSG; and
- f) Preparatory process was made to conduct ICAO Regional Runway Safety Go-team missions to BEN GURION (LLBG) - Tel Aviv, Israel and ESENBOGA (LTAC) – Ankara, Turkey

6.9 Based on the information provided RASG-EUR reviewed the proposed changes to the SEIs and in order to facilitate implementation of IE-RSG SEIs endorsed the following decision:

**RASG-EUR Decision 05/03 – Approval of changes to IE-RSG SEIs**

That the RASG-EUR approves the changes to IE-RSG SEIs related to:

- a) the development of guidance material for ensuring robust standard operating procedures related to approach and landing as indicated in **Appendix P** to this report; and
- b) the development of guidance material for the formation of Runway Safety Teams (RST) as indicated in **Appendix Q** to this report.

6.10 During the follow-up discussion the RASG-EUR noted the proposal from Netherlands, CANSO and ICAO Secretariat to incorporate work on possible usage of flight data analysis to improve runway safety performance as well as other technological achievements, including ones being discussed at EANPG currently (for example, work on facilitation of stabilized approaches and enhancing situational awareness performed in Paris CDG Airport).

6.11 The RASG-EUR also noted the proposal from Montenegro to host one of the runway safety go-teams in 2017 at aerodrome Podgorica (LYPG).

*SEIs related to Flight Data Analysis (FDA) Programmes*

6.12 Mr. Iouri Tchekanov (IE-FDG rapporteur) briefed the RASG-EUR/05 on the progress in implementing two IE-FDG SEIs, related respectively to the enhancement of air operators' flight data analysis (FDA) programmes, and to the establishment of FDA Forums in each State, including the following developments:

- a) Air Astana FDA programme is developed and implemented by the operator;
- b) Air Astana FDAP, published at the secured IE-REST pages of ICAO Web site as a guidance material in English and Russian;
- c) Several FDA workshops have been organised with operators in the region;
- d) Second FDA seminar & workshop took place in Moscow in April 2016;
- e) "Guidance for NAA of setting up a National FDM forum" developed by EAFDM was translated into Russian and published at the secured IE-REST pages of ICAO Web site; and
- f) CAA of Moldova started pilot project on creation of National FDA forum and plans to official lunch it with the first meeting in September 2016.

6.13 The RASG-EUR noted good progress in implementation of SEI FDG/01 related to the implementation of operators' safety management system and FDA programmes as well as the following conclusions and steps agreed by IE-REST/08 with respect to SEI FDG/01:

- a) The FDA workshops & seminars held in the CIS region revealed lack of updated regulatory framework properly implementing ICAO recommendations (Doc 9859; Doc 10000 and others). FDA data was found to be used in Airlines' safety management processes to evaluate pilot's individual performance rather than to reveal and address the overall system safety concerns;
- b) IE-REST tasked the IE-FDG rapporteur with assistance of ICAO Secretariat to organise next FDA Seminar in Autumn 2017 back to back with IE-REST/10 meeting;
- c) The above mentioned FDA Seminar should be focused on FDA/SMS activity oversight by the regulators including relevant interface with air operators with involvement of an EAFDM expert; and
- d) IE-REST tasked the IE-FDG rapporteur with assistance of ICAO Secretariat to present proposed changes to the SEI for RCOG/06 review and further endorsement by RASG-EUR/05.

6.14 The RASG-EUR reviewed the proposal in respect to modification and implementation of SEI FDG/01 and in order to ensure continuous improvement and delivery of relevant results under implementation of SEI FDG/01 related to the development of FDAP endorsed the following decision:

**RASG-EUR Decision 05/04 – Approval of change to DIP of SEI FDG/01 related to the development of FDAP**

That, the RASG-EUR approves changes to the text of SEI FDG/01 as indicated in **Appendix R** to this report.

6.15 The RASG-EUR reviewed the proposal of the IE-FDG rapporteur on necessary action from States to facilitate implementation of SEI FDG/01 and in order to facilitate development of relevant FDA/SMS regulatory documentation in CIS region properly reflecting ICAO recommendations endorsed the following conclusion:

**RASG-EUR Conclusion 05/03 – Regulatory framework for enabling and oversight of FDAP**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR will issue a State letter urging ICAO EUR/NAT States of accreditation to update their regulatory documentation in respect to FDA/SMS oversight of air operators.

6.16 Regarding the implementation of SEI FDG/02 related to implementation of national FDA oversight & setting up national FDA forums the RASG-EUR noted some progress and involvement from champion organization as well as the following tasks set by IE-REST/08:

- a) to support formal opening of the National FDM forum in the Republic of Moldova by the end of 2016 by sending experts or participation; and
- b) to request through ICAO Secretariat and RCOG for EAFDM experts assistance in the work of this pilot implementation project as an advisor.
- c) the IE-FDG rapporteur with assistance of ICAO Secretariat to present proposed changes to the SEI for RCOG/06 review and further endorsement by RASG-EUR/05.

6.17 The RASG\_EUR have reviewed the proposal proposed in respect to modification and implementation of SEI FDG/02 and in order to ensure continuous improvement and delivery of relevant results under implementation of SEI FDG/02 endorsed the following decision:

**RASG-EUR Decision 05/05 – Approval of change to DIP of SEI FDG/02**

That, the RASG-EUR approves changes to the text of SEI FDG/02 as indicated in **Appendix S** to this report.

6.18 During the follow-up discussion the RASG-EUR concurred that lack of FDA experts in CAA in the IE-REST region could slow down or stop the implementation of guidance material by the States. It was found to be also partly cultural aspect requiring efforts and training to be changed. Hence in order to increase the number of FDA/SMS experts within regulators' organisations the RASG-EUR endorsed the following conclusion:

**RASG-EUR Conclusion 05/04 – Enhancing the expertise of inspectorate staff responsible for approval and oversight of FDAP of Air operators**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR will issue a State letter urging ICAO EUR/NAT States of accreditation to:

- a) nominate experts within Civil Aviation Authorities responsible for approval and oversight of FDAP; and
- b) ensure participation of the nominated experts in the training to be organized by IE-FDG in the area of expertise.

6.19 The RASG-EUR noted the commitment of the Netherlands to go ahead with implementation of the FDM national forum as one of pilot projects under the SEIs discussed.

**SEIs related to taxonomy and occurrence reporting/safety data analysis**

6.20 Mr. Sergey Zayko (IE-TSG rapporteur) briefed the RASG-EUR/05 on the progress in implementing two IE-TSG SEIs, related respectively to the implementation of ADREP/ECCAIRS compatible taxonomies and databases, and to the implementation of effective mandatory and voluntary safety occurrence reporting systems.

6.21 Regarding the implementation of SEI TSG/01 related to the implementation of ADREP/ECCAIRS compatible taxonomies and databases the RASG-EUR noted the following tasks agreed by RCOG and IE-REST:

- a) **RCOG task 06/07:** to request through ICAO Secretariat and RASG-EUR from applicable Civil Aviation Authorities of the States in the IE-REST geographical area needing the ECCAIRS operating in the Russian language for more support to continuously update the translated taxonomy and to ensure timely training of staff involved;
- b) **RCOG task 06/08:** IAC with assistance of ICAO secretariat and possible support from EASA within framework of Eastern Partnership / Central Asia project to prepare a one-day ECCAIRS awareness workshop within the framework of the next IE-REST meeting; and
- c) IE-REST would review possibilities to nominate one representative to participate as an Observer at ECCAIRS Steering Committee Meetings.

6.22 The RASG-EUR noted a proposal for RASG-EUR Member States for additional participants in the beta-testing implementation of the Regulatory Framework on Occurrence Reporting Guidance Material.

6.23 The RASG-EUR reviewed the proposed changes to SEIs related to taxonomy and occurrence reporting/safety data and in order to facilitate implementation process of the relevant SEIs endorsed the following decision:

#### **RASG-EUR Decision 05/06 – Approval of changes to SEIs related to the work of IE-TSG**

That the RASG-EUR approves the changes to SEIs related to the work of IE-TSG, in particular:

- a) SEI related to the implementation of ADREP/ECCAIRS compatible taxonomies and databases as indicated in Attachment XX (**Appendix T** to this report); and
- b) SEI related to the implementation of effective mandatory and voluntary safety occurrence reporting systems, as indicated in Attachment XX (**Appendix U** to this report).

#### Activities related to the improvement of safety for helicopter operations

6.24 The RASG-EUR recalled its decision on creation of the IE-REST helicopter operations safety team (IE-HOST). The RASG-EUR noted the election of Mr Denis Pridannikov (ICAA Aviasafety) as IE-HOST rapporteur.

6.25 Mr. Alexander Tarasov (ICAA Aviasafety) on behalf of Mr Denis Pridannikov (IE-HOST rapporteur) informed the RASG-EUR/05 on the current activities of the helicopter operations safety team which resulted in a draft proposal for Safety Enhancement Initiative (as indicated in **Appendix V** to this report). The RASG-EUR agreed in principal with the selected priority. However it confirmed that further work is required to improve definition of the SEI.

6.26 The RASG-EUR was briefed about attempts to establish coordination of the IE-HOST activities with the European Helicopter Safety Team (EHEST) and International Helicopter Safety Team (IHST). The RASG-EUR noted the concern of those groups about possible duplication of activities and suggested that close coordination and participation of experts from the above groups to the work of IE-HOST could address the concern raised. The RASG-EUR noted that the ICAO Secretariat was tasked by IE-REST to further facilitate coordination with the above mentioned groups and agreed to support the action.

#### Activities related to the improvement in the area of safety oversight for Air Navigation Services

6.27 The RASG-EUR noted the information about creation of the ad-hoc group reporting to IE-REST tasked to develop SEIs in the area of ANS safety oversight (IE-ANS SO) and that Mr Dmitry Kosolapov (IATA) was elected as IE-ANS SO rapporteur. It was also noted that ICAO Secretariat issued a State Letter calling RASG-EUR members and partners to nominate experts to contribute to the work of IE-ANS SO. The residual team of experts was reported to IE-ANS SO rapporteur.

6.28 Mr. Dragos Munteanu (IATA) on behalf of Mr Dmitry Kosolapov (IE-ANS SO rapporteur) presented the first outcomes of the work of the group. It was noted that the results of the USOAP data analysis report for 12 States in IE-REST geographical area based on the Integrated Safety Trend Analysis and Reporting System (iSTARS3.0) data. Analysis indicated critical element CE-4 (Technical personnel qualification and training) as the most problematic in the group of States. 7 States from 12 demonstrated CE-4 at one of the lowest implementation level in ANS varying from 5 to 57%. However, 3 States showed rather good results (64-84%).

6.29 The RASG-EUR noted that the IE-ANS SO was tasked by IE-REST to perform study of the reasons for low CE-4 implementation (particular PQs) as well as the positive experience of 3 States showing good results. The results of the study would be used to develop the ANS SEI in the area of Technical personnel qualification and training to be presented to IE-REST/09 meeting. To enable the task to be performed the RASG-EUR endorsed the following RASG-EUR Conclusion:

**RASG-EUR Conclusion 05/05 – Release of USOAP data on findings in the area of ANS to the IE ANS-SO**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR will issue a State letter to member States from IE-REST geographical area requesting non-objection to provide the IE-ANS SO with the information on individual State's findings in ANS area for CE-4 for further analysis and development of SEI.

*RASG-EUR Procedural Handbook*

6.30 The RASG-EUR recalled that its Procedural Handbook adopted by the RASG-EUR/02, constitutes a living document and that it should be amended to reflect changes affecting the RASG-EUR.

6.31 The RASG-EUR reviewed the proposal to update the RASG-EUR Procedural Handbook to reflect the creation of the IE REST ANS Safety Oversight group" (IE-ANS SO) and endorsed the following RASG-EUR Decision:

**RASG-EUR Decision 05/07 – Approval of the fifth edition of the RASG-EUR Procedural Handbook**

That the RASG-EUR:

- a) Approves the changes to the RASG-EUR Procedural Handbook as indicated in **APPENDIX B**; and
- b) Requests ICAO Secretariat to publish the fifth edition of the RASG-EUR Procedural Handbook at the ICAO EUR/NAT webpages for public access.

*RASG-EUR Safety Advisories*

6.32 The RASG-EUR noted that implementation of SEI IE-REST/RSG/01 resulted in the development by IE-REST Runway Safety Group (IE-RSG) of the guidance for Air Operators on development of SOPs aiming to improve runway safety.

6.33 The RASG-EUR noted that guidance material was reviewed by IE-REST and RCOG and was recommended for publication as RASG-EUR Safety Advisory 01. Hence to facilitate usage of best practices aiming to improve runway safety the RASG-EUR endorsed the following conclusion:

**RASG-EUR Conclusion 05/06 – Publication of RASG-EUR Safety Advisory on development of Air Operator Standard Operating Procedures (SOPs) to improve runway safety**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic on behalf of RASG-EUR:

- a) publish RASG-EUR Safety Advisory 01 as indicated in the *APPENDIX C* for public access at the ICAO EUR/NAT web pages;
- b) investigates possibilities to enable translation of the document into English language; and
- c) issues a State letter urging States to consider implementation of the developed best practices.

6.34 In relation to implementation of SEI IE-REST/IE-FDG/01 the RASG-EUR noted the development of the guidance material by IE-REST Flight Data Analysis and Air Operator Safety Management System Group (IE-FDG). Specifically the development by the air operator from Kazakhstan (Air Astana) of Flight Data Analysis Programme (FDAP) that could be used as a sample by other Air Operators in the region.

6.35 The RASG-EUR noted that guidance material was reviewed by IE-REST and RCOG and was recommended for publication as RASG-EUR Safety Advisory 02. Hence to facilitate usage of best practices aiming to implement ICAO standards and recommended practices for implementation of Flight Data Analysis Programs as integral part of Safety Management Systems (SMS) for Air Operators the RASG-EUR endorsed the following conclusion:

**RASG-EUR Conclusion 05/07 – Publication of RASG-EUR Safety Advisory on Flight Data Analysis Programmes (FDAPs)**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic on behalf of RASG-EUR:

- a) publishes RASG-EUR Safety Advisory 02 as indicated in the *APPENDIX D* for public access at the ICAO EUR/NAT web pages;
- b) issues a State letter urging States to consider implementation of the developed best practices.

6.36 In relation to implementation of SEI IE-REST/TS/02 the RASG-EUR noted that the “Guidance material: Regulatory Framework on Occurrence Reporting” was developed by IE-REST Taxonomy and Safety Data Analysis Group (IE-TSG). The work was championed by Georgian CAA.

6.37 The RASG-EUR noted that guidance material was reviewed by IE-REST and RCOG and was recommended for publication as RASG-EUR Safety Advisory 03. Hence to facilitate implementation of mandatory and voluntary safety reporting within States as one of the key elements of State Safety Program endorsed the following conclusion:

**RASG-EUR Conclusion 05/08 – Publication of RASG-EUR Safety Advisory on Regulatory Framework on Occurrence Reporting**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic on behalf of RASG-EUR:

- a) publishes RASG-EUR Safety Advisory 03 as indicated in the *APPENDIX E* for public access at the ICAO EUR/NAT web pages;
- b) issues a State letter urging States to consider implementation of the developed best practices.

6.38 The RASG-EUR noted that in relation to implementation of IE-REST/IE-FDG/02 IE-REST Flight Data Analysis and Air Operator Safety Management System Group (IE-FDG) recommended to utilize the already developed guidance material by the European Authorities Coordination Group on Flight Data Monitoring (EAFDM). In particular it was found useful to promote amongst States “Guidance for National Aviation Authorities: Setting up a national Flight Data Monitoring forum” and “Good Practice on the oversight of FDM programmes”.

6.39 The RASG-EUR also noted that to facilitate implementation in IE-REST geographical area the IE-FDG have prepared the translation of the above mentioned materials into Russian. Based on preliminary

RCOG review and to facilitate sharing of best practices in the area of State safety oversight over flight data analysis program implementation by Air Operators as integral part of SMS approval process the RASG-EUR endorsed the following conclusion:

**RASG-EUR Conclusion 05/09 – Publication of RASG-EUR Safety Advisories on safety oversight in the area of Flight Data Analysis**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic on behalf of RASG-EUR:

- a) publishes RASG-EUR Safety Advisories 04 and 05 as indicated respectively in the *APPENDIX F* and *APPENDIX G* for public access at the ICAO EUR/NAT web pages; and
- b) issues a State letter urging States to consider implementation of the developed best practices.

## 7. RASG-EUR Pan-Regional Work Programme

### Proposed Future Working Arrangements in the ICAO EUR Region

7.1 Mr. George Firican (ICAO) on behalf of Mr Phil Roberts (EANPG Chairman) presented a proposal to consolidate and streamline the EANPG and RASG-EUR working structures in order to optimise the use of resources at the regional level targeted for the achievement of the ICAO GANP and GASP objectives. The RASG-EUR also reflected upon other ICAO priorities associated with security and environment.

7.2 The RASG-EUR recalled that Planning and Implementation Regional Groups (PIRGs) had been established by the Council and were focused on regional air navigation planning and implementation and safety related aspects. The PIRGs met on a regular basis at a frequency to respond to the needs of their work programmes. The work of PIRGs was mainly related to the regional implementation of the Global Air Navigation Plan (GANP).

7.3 The RASG-EUR also recalled that as the regional mechanisms (such as PIRGs, COSCAPs, RSOOs, DGCA meetings) had been considered by the Council not sufficient in addressing and harmonizing regional flight operations safety issues, a relatively new follow-up body was created to monitor progress, coordinate actions among States and make recommendations to ICAO to facilitate and coordinate the implementation of the Global Aviation Safety Plan (GASP). Consistent, but parallel to the Planning and Implementation Regional Group (PIRG) mechanism, the Council during the fourth meeting of its 190th Session, approved the establishment of five Regional Aviation Safety Groups (RASGs) covering all of the regions of the world.

7.4 The Council called upon the Secretariat to ensure proper coordination between Regional Aviation Safety Groups and Planning and Implementation Groups in order to avoid any duplication of efforts. The Council emphasized that if any issue concerning flight safety was brought to the attention of a PIRG, it should liaise with the RASG to resolve it. At that time it was envisaged that at some point, both of these groups could be consolidated in the future.

7.5 The RASG-EUR noted that, at the global level, most of the PIRG and RASG meetings were not held simultaneously, requiring two different meetings with associated costs to host and attend. In addition, the air navigation experts and the operational experts did not necessarily participate at the same time. Although there was a coordination process put in place between the PIRG and RASG in each region and at the global level (global PIRG and RASG coordination meetings should take place approximately every two years), since safety issues should be component of any operation discussions, it was not possible to define a clear distinction between air navigation and aviation safety aspects.

7.6 The RASG-EUR recalled that apart from EANPG and RASG-EUR the oldest working arrangement in EUR/NAT region was the North Atlantic Systems Planning Group (NAT SPG) established in 1965. NAT SPG was considered to be the only integrated planning group, covering both areas of activities as a “classic” PIRG and as a RASG, and addressing as well economic, financial and traffic forecast aspects

7.7 The Secretariat informed the RASG-EUR that the NAT SPG was responsible for the identification, development and coordinated implementation of safe and efficient programmes supporting the aviation system within the ICAO NAT Region. The NAT SPG was committed to developing, implementing, maintaining and constantly improving strategies and processes to ensure that all aviation activities would take place under a balanced allocation of organizational resources. The NAT SPG aimed to achieve an efficient, secure, economically sustainable and environmentally responsible civil aviation environment, with the highest level of safety performance and meeting regional and global objectives, in line with national and international standards, the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP).

7.8 In comparison with the NAT Region the same goals and objectives had been reached, or aimed at, through the EANPG and the RASG-EUR. A similar situation was present in the other ICAO regions. Under such arrangements, the PIRG meetings and RASG meetings generated a double amount of work (preparation, holding, report writing etc. including review by the Secretariat for onwards transmission to the ANC and Council), additional coordination and harmonisation activities, without any guarantee of avoiding the duplication of efforts or identification of gaps and producing competing requirements, most of the time, for the same resources within a State.

7.9 The RASG-EUR also noted that based on inputs received from the Air Navigation Commission (ANC) following the review of PIRG/RASG reports, some of the PIRGs and RASGs had been requested to establish additional coordination groups between each other. It would require even more effort in an environment where resources were becoming scarcer every day.

7.10 The RASG-EUR was presented with a first draft of an integrated regional aviation group structure, incorporating the current PIRG and RASG responsibilities (eventually following the model established by NAT SPG) as a solution to avoid compartmentalisation, increase efficiency, optimise the use of the scarce resources and prevent duplications and gaps. Such methodology should enable achieving better and measureable results, facilitate standardized reporting and monitoring. It was the feeling of the Secretariat that the aviation community would be better served by an integrated PIRG/RASG approach to address the civil aviation system as a whole.

7.11 The above described proposal was discussed during the Sixty-Fifth Meeting of the EANPG Programme Coordinating Group (COG/65) held in Prague, from 30 May to 3 June 2016. The discussions determined that it was necessary to consider the activities performed in 4 groupings:

- a) Level 0 - DGCA level.
- b) Level 1 - Aviation System Planning Group level (EANPG and RASG-EUR).
- c) Level 2 - Co-ordinating Group and RASG Co-ordinating Group (COG and R-COG) level.
- d) Level 3 - Subject matter team level (eg, IE-REST or FMG or METG).

7.12 Level 0: The COG noted the arrangements that take place in other Regions and the peculiarities that existed in certain parts of the world due to the nature of the political background, geography and technical capability. The COG noted in particular the conclusions of the 53rd meeting of the DGCAs in the Asia and Pacific Regions and the comments made by the Air Navigation Commission (ANC AN198-5) regarding the participation of DGCAs in the Regional Planning and implementation process. It was recognised that in the EUR Region the level of engagement in the PIRG and RASG process was not producing the desired outcomes with regard to commitment to implementation activities. As a consequence the COG proposed a routine co-ordination meeting of DGCAs that would align with the Planning cycle of ICAO HQ with regard to major events such as the Assembly, Air Navigation or Safety Conferences. This recommendation aligns with those in other Regions and attracted considerable support during the 70th Anniversary meeting in Paris in July 2016.

7.13 Level 1: Although the PIRG and the RASG have different origins and differing states of maturity, there was the potential for some overlap in the performance of their respective functions as envisaged by the

Council. Notwithstanding considerable effort to delineate who has responsibility for what, in a number of Regions it was clear that safety was inherent to some degree in all planning and implementation activities and, as a consequence, no matter how good the co-ordination, some overlap was inevitable. Moreover, the Secretariat in the Regional Office were required to service 2 meetings, sometimes attended by the same representatives from States and this resulted in, not inconsiderable duplication of effort. This would enable resources to be re-directed under the No Country Left Behind Strategy. The view in the EUR Region was that the PIRG and the RASG could be combined to form an effective EUR Region Aviation Systems Planning Group (SPG) along the lines of the model deployed in the North Atlantic Region and that this would enable greater synergy between the GASP and the GANP.

7.14 Level 2: In the EUR region both the PIRG and the RASG relied upon their respective co-ordinating groups (COG and R-COG) to maintain the momentum of the business of the parent group between plenary sessions. This had proved to be highly effective in the COG over many years and, more latterly, in a similar manner in the R-COG. There was a view that in support of a conjoined Aviation Systems Planning Group, it was relatively straightforward for the time being to continue with the COG and R-COG current arrangements (i.e. management of implementation and aviation safety, respectively).

7.15 Level 3: Over time, a sub-set of complex working arrangements have evolved to cover the full range of technical disciplines addressed by the EANPG. This covers the entire spectrum of activities from frequency co-ordination to meteorology, route development, ANS performance, message handling, search and rescue and language proficiency. In addition the RASG-EUR has created a separate sub-structure to address its requirements including the creation of the IE-REST referred to above. There needs to be a streamlining of these activities in order to avoid duplication and maximise the value of the output, while at the same time reducing the support required by the Secretariat such that they can be deployed on higher priority issues such as the No Country Left Behind initiative. No detailed work has, as yet, been done on the Level 3 activities, but it is clear that these could be re-assigned along a number of different thematic or functional lines. More work is required to better understand what might happen at Level 3, although the critical importance of having the appropriate technical expertise related to the subject matter is fully recognised.

7.16 The proposal was also discussed during sixth meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/06) held at the premises of the ICAO EUR/NAT Office in Paris, France, from 15 to 16 September 2016. The RCOG/06 exchanged views on the proposal and agreed on the following:

- a) Generally the idea of decreasing the number of meetings and optimization of resources is supported;
- b) However, the concern was raised that such unification can result in bigger number for experts present in the room and longer duration of meeting;
- c) It is found essential that the priority of safety in the activities on the newly created group should not be diminished by other responsibilities; and
- d) Special arrangement should be put in place to ensure broad participation from the region and the appropriate level of experts.

7.17 Later this initiative was presented to the Third PIRGs-RASGS Global Coordination Meeting (5 October 2016, Montreal, Canada) and received a good feed-back from the President of the Council and several ICAO Regional Offices. Although it was recognised that one size would not fit all, the EUR region was encouraged to further explore this avenue and report back.

7.18 This streamlined the discussion during the Sixty-Sixth Meeting of the EANPG Programme Coordinating Group (COG/66) held in Paris, from 10 to 13 October 2016. The COG/66 recognised that more work was required to better understand what could happen at Level 3, but it was acknowledged that the current activities could be either maintained with some changes or re-assigned along a number of different of

thematic or functional lines. The critical importance of having the appropriate technical expertise related to the subject matter was fully recognised.

7.19 The COG/66 agreed that further exploration would be required by the Secretariat in close cooperation with the existing Chairs of the groups in order to progress the work and provide for a better picture at the future meetings

7.20 The RASG-EUR noted that resources were finite both within States and also within the Secretariat and, as such, the optimum arrangements were required to deliver the necessary outcomes. Nevertheless, new and novel solutions had to be found to address the shortfall in resources in the ICAO Secretariat and to make the arrangements optimum from the point of view of States within a Region. This would also facilitate greater alignment between the implementation of the GASP and the GANP and ensure that finite resources can be deployed in the most efficient manner in direct pursuit of the No Country Left Behind strategy.

7.21 The creation of the RASGs has been done at the direction of the Council and, as such, any change would have to be approved by the Council. Equally, it was the Council that had directed States to create an improved co-ordination mechanism between the PIRGs and the RASGs and this proposal would meet that objective.

7.22 Based on the discussion listed above the following way forward was proposed to RASG-EUR/05:

- a) Level 0: First DGCAs coordinating meeting is proposed to be held back-to-back with one of existing DGCA meetings of European Civil Aviation Conference (ECAC) incorporating the broader ICAO EUR DGCAs participation;
- b) Level 1: It is proposed to prepare, combine and organize the first EASPG in the autumn of 2017 as substitute to the EANPG/59 and RASG-EUR/06 meetings:
  - i) To support the above, all safety related issues are proposed to be combined in one day and ½ - 2 days of the meeting, with a broader participation of combined EANPG/RASG-EUR members, observers and partners (technical/safety committee meeting). Another 2 days should to be devoted to the air navigation planning and implementation activities with limited participation as per current EANPG structure (members and observers only) (executive/operational committee meeting). Each member, observer and partner should decide individually on the main representative and composition of delegation to the combined EASPG meeting;
  - ii) Current Chairmen of RASG-EUR and EANPG should co-chair the first EASPG meeting with follow-up chairing model to be agreed at the meeting;
  - iii) Combining the meetings and the allocated budgets it will allow to provide interpretation in French and increase participation of French speaking countries. It is proposed to host EASPG meeting in three working languages; English, Russian and French;
- c) Level 2: It is suggested to organize first coordinated EANPG COG / RCOG meeting(s) the day following the first EASPG meeting;
- d) Level 3 structure should be kept until the first EASPG meeting where the revised working model should be presented and a transition period be approved. The aim is to move the current activities covered by the contributory bodies towards a project management (project teams) and performance based model so that potentially only COG and RCOG (and/or very few other contributory bodies) will remain as permanently established structures.

7.23 The RASG-EUR reviewed the proposal. During the discussions the following points were clarified and positions announced:

- a) The proposed way forward presented a stepped approach through a series of consecutive trials;

- b) Although not all ICAO regions were aligned with the proposal, some regions did support the idea and welcomed ICAO EUR region to be pioneering in this trial implementation project with understanding that each ICAO region is unique and could require separate attitude;
- c) The general need for ICAO EUR Region of the level 0 DGCA meeting was confirmed and agreed to be implemented in cooperation with European Civil Aviation Conference (ECAC) with invitation of chief executives of international and regional public organisations or their organs such as EASA, EC, EUROCONTROL, IAC, etc;
- d) The scope of the work of the joint activity could be further improved to include security and environment issues;
- e) The current structure of contributory bodies at level 2 and 3 should remain unchanged until proper discussions would be held at relevant levels involving existent chairpersons and experts of the bodies; and
- f) There was general support for the approach;

7.24 Finally the RASG-EUR endorsed the following conclusion

#### **RASG-EUR Conclusion 05/10- Proposed new EUR Regional Group Working Structure**

The RASG-EUR:

- a) continues coordination with the EANPG to review the proposal on establishing the EASPG in the future and based on the outcome addresses the ICAO Council through the Air Navigation Commission on that;
- b) agrees, in principle, on the proposed transition approach as specified in para 7.22 and tasks RCOG with support of ICAO Secretariat to work in cooperation with the EANPG COG on preparation in 2017 of a combined EANPG and RASG-EUR meeting modelling possible future EASPG arrangements; and
- c) tasks ICAO Secretariat to present in 2017 the proposed new working arrangements for the comments and endorsement by the Air Navigation Commission and ICAO Council through the RASG-EUR report review mechanism.

#### Safety targets for the ICAO EUR Region

7.25 The RASG-EUR recalled that at its third meeting it adopted the priority safety targets and associated metrics for the ICAO EUR Region.

7.26 The RASG-EUR reviewed the to-date values demonstrating that most targets can be reached.

7.27 However some targets were identified as concerns. In particular:

- a) ST3 current figures for 2016 were slightly below target level;
- b) ST4 could not be met as listed since after 2014 there were new Significant Safety Concerns (SSCs) and not all SSCs were resolved to-date;
- c) ST5 was also seen as impossible to be delivered at the time specified since less than 30% of States in the Region indicated that they have implementation plan defined and none reported that SSP was implemented;
- d) Finally data for ST6 also showed that additional efforts should be made to ensure that all accidents as reported to ICAO be investigated.

7.28 The RASG-EUR noted that following modifications to safety targets were discussed and proposed by RCOG:

- a) To reduce the scope of the safety target 6 to accidents investigation only as no validated data was available for investigation of serious incidents for the whole RASG-EUR area
- b) To change the definition of metric in ST1 to capture data for only aircraft of a maximum certificated mass of over 5700 kg in scheduled operations;
- c) Separate subcategory for ST1 should be introduced to include metric for aircraft of a maximum certificated mass of over 27000 kg in scheduled operations;
- d) Possibility to increase scope of ST1 target to include helicopter operations and non-scheduled and private aircraft operations should be reviewed;
- e) ST4 safety target should be modified to include the timeframe for resolution of SSCs by States;
- f) Possibility to increase scope of ST6 to include data for opening investigation, publishing of interim and final reports should be reviewed; and
- g) Target date for ST5 should be revised as soon as relevant update is given to GASP.

7.29 Some changes to STs were already proposed for the review of RASG-EUR and to ensure measurability of safety metrics to enable monitoring of required progress the RASG-EUR endorsed the following decision:

#### **RASG-EUR Decision 05/08– Review of RASG-EUR safety targets and associated metrics**

That the RASG-EUR:

- a) modifies the priority safety targets and associated metrics as indicated contained in **Appendix W**; and
- b) tasks RCOG to create a task force to review the list of regional safety metrics, identify new safety targets (as the current ones contain deadlines set for 2017) aligned with the Safety Performance Indicators proposed in the GASP 2017-2019, and present these to the next RASG-EUR meeting in 2017.

7.30 The RASG-EUR noted that ICAO EUR/NAT office had plan to run a regional assistance project for Kyrgyzstan in the area of SSC resolution and calls for participation of all interested parties/stakeholders.

7.31 Also RASG-EUR received information that ICAO Safety Management Systems for Practitioners (SMxP) course will be held in Paris, France, 21 - 25 November 2016.

#### *Annual safety report for the ICAO EUR Region*

7.32 The RASG-EUR recalled that the RCOG reporting ad-hoc group (R-REP) was established to work on issues related to the development of annual safety reports for the ICAO EUR Region. Eurocontrol volunteered to designate one of its experts to act as R-REP Rapporteur

7.33 Mr. Arkadii Merkulov (ICAO) on behalf of Mr Marc Deboeck (R-REP rapporteur) presented the draft RASG-EUR annual safety report for 2015.

7.34 The RASG-EUR noted with thanks the States and organizations who contributed significantly to the report preparations: EUROCONTROL, IATA, CANSO Europe, France, Interstate Aviation Committee and Airbus.

7.35 The RASG-EUR noted that RCOG reviewed the draft report, made comments and proposed suggestions that improved the final version. However RASG-EUR also noted that some proposals suggesting to clarify the structure of the report or requesting more detailed analysis could not be possible to be taken into account for this particular edition due to time limitations and additional resources required.

7.36 The revised version of the draft report was reviewed by RASG-EUR. Subject to resolution of some editorial comments the RASG-EUR endorsed the following conclusion aimed to promote the safety activities of RASG-EUR:

**RASG-EUR Conclusion 05/11 – Publication of RASG-EUR annual safety report for 2015**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR publishes the RASG-EUR Annual Safety Report for 2015 for public access at the ICAO EUR/NAT webpages as indicated in the **APPENDIX H**:

Coordination with the EANPG

7.37 Mr. George FIRICAN (ICAO Secretariat) on behalf of Mr. Phil Roberts (EANPG chairmen) presented the information on safety related activities monitored by EANPG.

7.38 The RASG-EUR noted the information about experience of France with an Area Proximity Warning (APW) system alerting air traffic controllers when an aircraft on final approach entered areas of defined dimensions above the nominal ILS glideslope. This system was implemented at Paris CDG airport in March 2015.

7.39 The RASG-EUR noted the major outcomes of the Baltic Sea Project Team (BSPT) established by EANPG in May 2015, including establishment of effective cooperation network in the area, publication of the “Interim Guidance Material on Civil-Military Cooperation in Air Traffic Management” (EUR Doc 032) available at the following link: <http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> (EUR documents) and release of ICAO EUR OPS-Bulletin 2015 002 <http://www.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx> (EUR documents -> EUR OPS bulletins).

7.40 The RASG-EUR noted the appreciation expressed by Finland on the positive outcomes of the BSPT and request to reinstate the relevant activities in order to evaluate the progress made and record lessons learned. The RASG-EUR agreed to monitor the outcome of such post-implementation review whilst EANPG would agree to perform such work.

7.41 The RASG-EUR noted the activities of Language Proficiency Requirements Implementation (LPRI) Task Force (TF), established under EANPG, major outcomes of the first Interregional English Language Proficiency Workshop (IELP) held in Kuwait from 9 to 11 November 2015 and specifically EANPG conclusion encouraging Member States to endorse pilot and air traffic controller licenses, based on ICAO recognized tests, make use of the ICAO Aviation Language Test Service (AELTS) to verify language testing instruments and inviting COG LPRI TF to support and organize, under the ICAO IHELP programme, similar interregional events.

7.42 The RASG-EUR noted the work being done in developing the RVSM Post-Implementation Guidance Material, resulted in publication of “Guidance Material for the Continued Monitoring of the European RVSM Airspace” (EUR Doc 034).

7.43 The RASG-EUR noted that EUR RMA published the first EUR RMA bulletin of non-approved aircraft operating in EUR RVSM airspace on 20 July 2016. The information was published on the EUROCONTROL One Sky Team portal. To access this information the users were required to register. The first bulletin included 2 categories of aircraft: those which had been confirmed as operating without a valid approval, and those which had not been reported as approved and for which no confirmation of status had been received from the State concerned following a requests issued by the RMA.

7.44 A total of 23 aircraft, confirmed as operating in RVSM airspace without an approval, had been posted on the bulletin and another 10 aircraft had been included, as the State concerned had not provided any response to the requests issued by the RMA for confirmation of approval status. Of the 33 aircraft listed, 21 were civilian operated and 12 State aircraft. More than half of the aircraft listed on the bulletin continued to

operate in RVSM airspace. However the EUR RMA was not aware of any action by any State of approval, State in whose airspace the aircraft operate, or ATC unit, taking any appropriate action with these aircraft.

7.45 Also no State has registered through the EUROCONTROL OST portal to access the bulletin on the EUR RMA site. 3 States have nominated official Points of Contact; however these have yet to register through the OST portal. Hence to minimize possible risk of airborne collision the RASG-EUR endorsed the following conclusion:

**RASG-EUR Conclusion 05/12 – Usage of EUR RMA bulletin for RVSM non-approved aircraft**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR and in coordination with EANPG, will issue a State letter inviting member States:

- a) to nominate RVSM Points of Contact for them to be registered at EUROCONTROL One Sky Team portal; and
- b) in regard to non-approved aircraft identified in the EUR RMA bulletin for RVSM take actions to get relevant aircraft approved or banned from operations in RVSM airspace.

7.46 The RASG-EUR noted the publication of RVSM Safety Monitoring Reports for 2014 from both RMAs and information about preparation of such report for 2015. In particular it was noted that the level of overall and technical collision risk for both RMAs in the previous year corresponded to the established target values and that, the flight safety level for the ICAO EUR Region met the requirements of ICAO, and all four objectives of the Safety Policy had been achieved in 2014 and were expected to be achieved in 2015.

7.47 The RASG-EUR was informed about developments in the list of Air Navigation Deficiencies established by EANPG in order to motivate States to improve safety barriers and increase efficiency of air navigation service provision in EUR/NAT region.

7.48 The RASG-EUR reviewed the current list and noted that during its 58<sup>th</sup> meeting EANPG would review the proposal to include in the list deficiencies related to eTOD Area 1 (obstacles only) and Area 4 (terrain and Obstacles).

7.49 In order to improve safety the RASG-EUR agreed to join efforts with EANPG to support States in resolution of the deficiencies from the list. Hence the following RASG-EUR conclusion was endorsed:

**RASG-EUR Conclusion 05/13 – Resolution of Air Navigation Deficiencies**

That by 31 of December 2016 the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR and in coordination with EANPG, will issue a State letter inviting member States:

- a) to foster activities aiming to resolve safety-related Air Navigation Deficiencies; and
- b) to review possibilities of assistance from other States and RASG-EUR partners in resolution of Air Navigation Deficiencies in the region.

## **8. Updates from RASG-EUR Members and Partners**

8.1 Mr. Fredrik Kampfe (EASA) presented the update on EASA's activity in 2015 and 2016 in the fields of aviation safety rulemaking, international cooperation and other major issues.

8.2 In regards to rulemaking, the RASG-EUR noted the work done in ATCO and Aircrew licensing, Crew Resource Management as well as new proposed rules, in particular in the areas of extension of EASA's competencies, remotely piloted aircraft systems (RPAS), general aviation, prevention of LOC-I, training of pilots and performance-based navigation (PBN).

8.3 The RASG-EUR noted:

- a) the activities that followed the tragic loss of 4U9525;
- b) EASA work on third country operators approval (TCO);
- c) new EASA advisory structure and a new programming approach integrating the European Plan for Aviation Safety (EPAS) and the Rulemaking Programme (RMP);
- d) work of EASA in area of conflict zones;
- e) information on EASA virtual academy; and
- f) international cooperation activities (including technical cooperation and working arrangements).

8.4 Mr. Krzysztof Kedzierski (EASA) presented a general information about participation of a number of states from the ICAO EUR region in the work of EASA. The RASG-EUR recalled the creation of EASA Pan-European (PANEP) platform after the Joint Aviation Authorities (JAA) ceased to exist.

8.5 The RASG-EUR noted with thanks explanation of Working Arrangements between EASA and PANEP Partners, forms of participation and information on past and current technical cooperation projects:

Project name	Time period	Beneficiaries
CARDS	2007-2008	Western Balkan states and Turkey
IPA I	2010-2012	Western Balkan states and Turkey
IPA II	2012-2014	Western Balkan states and Turkey
TRACECA/EASA	2012-2015	Armenia, Azerbaijan, Georgia, Moldova, Ukraine (also Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan), Turkey (indirect beneficiary)
IPA 3	2015-2017	Western Balkan states and Turkey
EASA Eastern Partnership/Central Asia	2016-2020	Armenia, Azerbaijan, Georgia, Moldova, Ukraine (also Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan)

8.6 The RASG-EUR noted with thanks the presentation done by Mr. Aleksandr Plentsov (ICAA AVIASAFETY) containing an overview of the work being done in the area of LOC-I accidents prevention. In particularly RASG-EUR noted the proposal to modify primary flight display of the aircraft to include visualization of spatial orientation of the aircraft. The RASG-EUR called for further review of the proposals through active participation of experts of ICAA AVIASAFETY in the work of IE-REST pilot training group as well as in the work of global groups on LOC-I prevention.

## 9. Any other business and next RASG-EUR meeting

9.1 As concurred during discussions on the proposed future arrangements (para 7.22b) refers to) in the ICAO EUR Region RASG-EUR agreed to have its sixth meeting combined with 59<sup>th</sup> meeting of EANPG in ICAO EUR/NAT office in Paris, France during the week October 30 – November 03, 2017. It would be a two-days meeting combined with two days selected out of EANPG five days program. The exact dates would be communicated by ICAO Secretariat after coordination with EANPG.

---

*The following Appendixes are provided with this working paper in separate files:*

<b><i>APPENDIX A in a separate document:</i></b>	Draft table of contents for the 4 <sup>th</sup> edition of SMM (Doc 9859).
<b><i>APPENDIX B in a separate document:</i></b>	Fifth edition of the RASG-EUR Procedural Handbook
<b><i>APPENDIX C in a separate document:</i></b>	RASG-EUR Safety Advisory 01 (Russian only).
<b><i>APPENDIX D in a separate document:</i></b>	RASG-EUR Safety Advisory 02.
<b><i>APPENDIX E in a separate document:</i></b>	RASG-EUR Safety Advisory 03.
<b><i>APPENDIX F in a separate document:</i></b>	RASG-EUR Safety Advisory 04.
<b><i>APPENDIX G in a separate document:</i></b>	RASG-EUR Safety Advisory 05.
<b><i>APPENDIX H in a separate document:</i></b>	RASG-EUR Annual Safety Report for 2015 (English only)

## Appendix I - LIST OF PARTICIPANTS

*(Paragraph 1.3 refers)*

<b>AZERBAIJAN</b>	Dan STRATAN	Luis SAVIO DOS SANTOS
Hajiaga ALIYEV		
Adil MAHMUDOV		
Alexander TELEGIN		
<b>BELARUS</b>		
Yury KASTSIUKEVICH		
<b>BELGIUM</b>		
Danny KLEIJKENS		
<b>BULGARIA</b>		
Plamen HRISTOV		
<b>CZECH REPUBLIC</b>		
Vladimir NEKVASIL		
<b>FINLAND</b>		
Pekka HENTTU		
<b>FRANCE</b>		
Carole LENCK		
Pascale ROBERT		
<b>GEORGIA</b>		
Levan KARANADZE		
<b>GERMANY</b>		
Gerold REICHLE		
<b>GREECE</b>		
Georgios SOURVANOS		
<b>HUNGARY</b>		
Istvan MUDRA		
<b>ISRAEL</b>		
Ron BENTON		
<b>ITALY</b>		
Giuseppe Daniele CARRABBA		
Rosario CONCILIO		
<b>KAZAKHSTAN</b>		
Igor PETYASHIN		
<b>MONTENEGRO</b>		
Mileta NIKOLIC		
Veselin POPOVIC		
<b>NETHERLANDS</b>		
Jos WILBRINK		
<b>REPUBLIC OF MOLDOVA</b>		
<b>ROMANIA</b>		
Andrei FILIPOIU		
<b>RUSSIAN FEDERATION</b>		
Boris ALYAKRITSKY		
<b>SERBIA</b>		
Marina MILINKOVIC-MEDIC		
<b>SLOVAKIA</b>		
Michael HYSEK		
<b>SLOVENIA</b>		
Natasa BESTER		
Melita PRISTOV		
<b>SPAIN</b>		
Samuel Otto SANCHEZ SERRANO		
<b>SWEDEN</b>		
Anne-Marie RAGNARSSON		
<b>TURKEY</b>		
Haydar YALCIN		
Suha SENOL		
Ismail GOK		
<b>UKRAINE</b>		
Oleksandr KATRYCH		
Sergii LOBODA		
<b>UNITED KINGDOM</b>		
Karen BOLTON		
Mark CHESNEY		
Sarah HILL		
Paul SMALE		
<b>USA</b>		
Andrew McKEE		
Ian ROSS		
Sharon YUN		
<b>ACI EUROPE</b>		
Olivier SCIARA		
<b>AIRBUS</b>		
Yannick MALINGE		
Andre POUTREL		
Iouri TCHEKANOV		
<b>EMBRAER</b>		

**APPENDIX J — LIST OF DOCUMENTS***(Paragraph 3.1 refers)*

<b>WP</b>	<b>AI</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
WP01	1	Draft agenda	ICAO Secretariat
WP02	4F	Updates to the RASG-EUR procedural handbook (to include IE-ANS SO)	ICAO Secretariat
WP03	5e	Outcome of the EANPG57	ICAO Secretariat
WP04	5a	Restructuring of RASG-EUR	ICAO Secretariat
WP05	5c	Annual Safety Report ICAO EUR (2015)	RREP Rapporteur ICAO Secretariat
WP06	3	RASG-EUR Conclusions - Follow-Up and ANC Review Of the RASG-EUR report	ICAO Secretariat
WP07	4	Publications of RASG-EUR safety advisories ATT A: RASG-EUR Safety Advisory 01 (Russian only). ATT B : RASG-EUR Safety Advisory 02 (English and Russian). ATT C : RASG-EUR Safety Advisory 03 (English and Russian). ATT D : RASG-EUR Safety Advisory 04 (English and Russian). ATT E : RASG-EUR Safety Advisory 05 (English and Russian).	ICAO Secretariat
WP08	5b	RASG EUR Regional Safety Priorities and targets: implementation progress and status	ICAO Secretariat
WP09	4a	IE-PTG update	IE-PTG Rapporteur
WP10	4b	IE-RSG update	IE-RSG Rapporteur
WP11	4c	IE-FDG update	IE-FDG Rapporteur
WP12	4d	IE-TSG update	IE-TSG Rapporteur
WP13	4f	IE ANS SO update (RCOG06 WP10+RCOG06 SOD)	ICAO Secretariat
WP14	4a	SEI related to Pilot Training (LOC-I)	IE-PTG Rapporteur
WP15	3	ICAO update on Safety Management Implementation	ICAO Secretariat
WP16	3	ICAO update on USOAP CMA	ICAO Secretariat
<b>IP</b>	<b>AI</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP01	1	Tentative schedule	ICAO Secretariat
IP02	1	List of documents	ICAO Secretariat
IP03	4e	IE-HOST update	IE-HOST Rapporteur ICAA Aviasafety
IP04	3	ICAO Regional Aviation Safety Group (RASG) Guidelines	ICAO Secretariat
IP05	3	Update on other RASGs	ICAO Secretariat
IP06	3	ICAO update on SAF outcome of A39	ICAO Secretariat
IP07	6	Update on EASA activities since RASG-EUR/04	EASA
IP08	6	Participation of PANEP partners in the work of EASA	EASA
<b>PPT</b>	<b>AI</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
PPT01	6	Loss of spatial orientation pilot in flight	ICAA Aviasafety
PPT02	3	Global Aviation Safety Update	ICAO Secretariat
PPT03	3	ICAO EURNAT technical Assistance projects	ICAO Secretariat
PPT04	6	In support of IP07 (EASA update)	EASA
PPT05	6	In support of IP08 (PANEP)	EASA
PPT06	6	Eurocontrol Voluntary ATM Incident Reporting (EVAIR) activities	Eurocontrol

**APPENDIX K — PROGRESS REPORT ON IMPLEMENTATION OF CONCLUSIONS OF RASG/04***(Paragraph 5.3 refers)*

Action No. SoD Ref	Title of Action	Text of Action	Responsibility	Deliverable	Reporting/ Completion date	Status	Progress report
4/01 Paragraph 5.3	IE-REST ad-hoc groups activities	<p>a) IE-REST Groups to use to the maximum extent possible the available guidance material and best practices;</p> <p>b) States (regulators and industry) and regional organizations in the RASG-EUR area to provide experts to contribute to the work of the groups, as failure to obtain more resources to work on the SEIs would jeopardize their effective implementation</p>	IE-REST  States and IO	<ul style="list-style-type: none"> <li>• Progress of Safety Enhancement Initiatives;</li> <li>• Establishment of Local Runway Safety Teams;</li> </ul>	31 <sup>st</sup> December 2016	Completed	<p>Available guidance material is fully used by IE-REST groups States and Regional Organizations provided additional expert support to work of the group.</p> <p>However the acquired input is found insufficient and there is a call for better participation</p>
04/02 Paragraph 5.4	Creation of a Helicopter Safety Team (IE-HOST) reporting to IE-REST	<p>a) The RASG/04 approved the creation of a Helicopter Safety Team (IE-HOST) reporting to IE-REST;</p> <p>b) ICAA to develop and propose to the IE-REST/05 detailed terms of reference (TORs) for the IE-HOST, following the model used in all IE-REST ad-hoc groups' TORs.</p>	IE-REST  ICAA		Next IE-REST (May 2015)	Completed	<p>IE-HOST ToR were developed and included in the RASG-EUR Procedural Handbook. IE-HOST was created and started to work.</p>
04/03 Paragraph 6.4	Agreement on the template/format of the EUR Safety Report and	RASG-EUR Members and Partners to review the proposed template and to make comments, if any, as soon as possible to the ICAO EUR/NAT Office and the R-REP Rapporteur	RASG EUR and RREP	Approved EUR regional safety report template	End of April 2015	Completed	The format of the RASG-EUR annual safety report was agreed

Action No. SoD Ref	Title of Action	Text of Action	Responsibility	Deliverable	Reporting/ Completion date	Status	Progress report
04/04 Paragraph 6.5	Publication of the first EUR regional safety report by end May 2015	RCOG to review and approve on behalf of RASG EUR this first report before its publication.	RREP RCOG	availability of EUR regional report by May 2015	End of May 2015	Completed	RASG-EUR annual safety report for 2014 published at the ICAO EUR/NAT webpages
04/05 Paragraph 6.5	Rescheduling of the RASG EUR meetings to fit with the timeline of the EUR annual safety report review and approval	As of 2016, the RASG-EUR meeting would be planned and held later in the year, so as to enable the RASG-EUR plenary meeting to review and approve its annual safety report	RASG EUR and ICAO Secretariat (ICAO EUR/NAT)	RASG EUR meetings to approve EUR annual Safety Report	RASG EUR/05 (October 2015)	Completed	RASG-EUR/05 meeting schedules 3-4 November 2016
04/06 Paragraph 6.9	SSP gap analysis on the ICAO ISTARS SPACE website	All States which had not started the SSP gap analysis on the ICAO ISTARS SPACE website to do so as, soon as possible and in any case by end 2015	States	SSP Gap analysis on the ICAO ISTARS SPACE website complete	Before the end 2015	In progress	Only 68.75% of RASG-EUR member states with EI > 60% started SSP gap analysis on the ICAO ISTARS SPACE (only 58.93% of all 56 States)
04/07 Paragraph 6.9	Avoid duplication of work for EASA States in regard to information provision in the SSP gap analysis on the ICAO ISTARS SPACE website	Invite EASA, with the support of one or more EASA States, to work closely with ICAO in order to find means to avoid duplication of work for EASA States if possible, considering that all RASG-EUR States are to use the ICAO SSP gap analysis tool, in line with the agreed RASG-EUR priority safety targets	RASG EUR EASA States	Streamlining of work and elimination existing and potential duplication of activities	As soon as possible Report progress to the RCOG	Completed	Duplication of work was avoided
04/08 Paragraph 6.10	Support to the RVSM and RMA related actions of the EANPG	Full support of the action taken by EANPG with respect to the RVSM and RMA related activities and invited States (regulators and industry) to facilitate the implementation of the related EAPNG actions	RASG EUR jointly with the EANPG	Implementation of the RVSM and RMA related activities that require States (regulators and industry) to facilitate this implementation	As soon as possible Report progress to the RCOG	Completed	Required support to RVSM and RMA related actions of the EANPG was provided

Action No. SoD Ref	Title of Action	Text of Action	Responsibility	Deliverable	Reporting/ Completion date	Status	Progress report
04/09 Paragraph 6.12	Support to the EANPG Conclusion 56/03 - Safety concerns regarding operations involving civil and military aircraft over the High Seas	Full support of the action taken by EANPG with respect to EANPG conclusion 56/03 (That, noting the growing safety concern regarding events involving civil and military aircraft over the High Seas, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, encourage States and International Organizations concerned to take action, in accordance with EANPG Conclusion 51/03, to review and enhance at national and international level their civil/military arrangements and coordination procedures involving all State authorities concerned, with a view to reducing the risk of serious incidents or accidents)	RASG EUR jointly with the EANPG	Appropriate civil/military arrangements and coordination procedures put in place to reduce the likelihood of serious incidents or accidents involving civil and military aircraft over the High Seas	As soon as possible Report progress to the RCOG	Completed	Full support to action taken by EANPG with respect to EANPG conclusion 56/03 was provided

Action No. SoD Ref	Title of Action	Text of Action	Responsibility	Deliverable	Reporting/ Completion date	Status	Progress report
04/10 Paragraph 7.2	Development of a regional mechanism for sharing resources among States to provide safety implementation assistance to States with relatively low EI on and high safety risk	To develop options for a regional mechanism for sharing resources among States and coordinating support contributions from partners, to provide collaborative direct safety implementation assistance to States in the EUR Region with relatively low Effective Implementation and high safety risk	ICAO RASG-EUR States partners	Regional mechanism for sharing resources among States to provide assistance	As soon as possible Report progress to RASG-EUR/05	In progress	<p>9.2 At RCOG/05 it was proposed that EASA and other RASG-EUR members and partners are requested to:</p> <ul style="list-style-type: none"> <li>a) enhance information sharing before commencement of any targeted technical assistance;</li> <li>b) take into account the existing SEIs while developing safety related technical assistance;</li> <li>c) use the RCOG forum for discussion and/or definition of safety priorities' related actions; and</li> <li>d) coordinate activities.</li> </ul>

**APPENDIX L — INSTRUCTOR QUALIFICATION PROCESS FOR THE SAFETY MANAGEMENT FOR PRACTITIONERS COURSE**

*(Paragraph 5.16 refers)*

1. Instructors who wish to qualify for the Safety Management for Practitioners (SMxP) Course will follow and complete the ICAO procedure to become a qualified instructor. This procedure establishes criteria for the selection, evaluation, and continuous monitoring of ICAO-qualified instructors for the delivery of ICAO training courses, summarized as follows:

- the applicant must complete an online application via the ICAO Global Aviation Training (GAT) website at <http://apps.icao.int/gatapps/instructorApp>; and
- ICAO evaluates the need for instructors in the specific region where the instructor is located. Should there be a need and the online application be approved, the applicant shall comply with both the ICAO general criteria and the specific qualifications required for the SMxP. For ease of reference, the following is a summary on the general requirements to become a qualified instructor, according to the document "*Procedure to Become an ICAO-Qualified Instructor*". The applicant must have:
  - successfully completed the SMxP Course or a similar course addressing the same objectives and scope;
  - successfully completed the ICAO Training Instructors Course (TIC) or any similar Instructional Techniques course that leads to the achievement of the performance criteria contained in the [ICAO Instructor Competency Framework](#);
  - experience as a Subject Matter Expert in the desired field of instruction;
  - at least 3 years of active experience at the operational level in the subject to be taught with ICAO, a Civil Aviation Authority, an air operator, aerodrome operator, air navigation service provider or a similar aviation-related organization;
  - extensive knowledge of the Convention on International Civil Aviation (Chicago Convention), ICAO Standards and Recommended Practices (SARPs), and guidance material related to the desired field of instruction; and
  - excellent reading, writing, communication skills in any ICAO language used for the delivery of the specific course (Arabic, Chinese, English, French, Russian, or Spanish).

2. The specific requirements to become an instructor of the SMxP Course are as follows:

**Essential qualifications and experience:**

- a first-level university degree in science, engineering, or a related field. Technical qualification in aviation, such as a commercial pilot license, may be accepted in lieu of a university degree;
- at least 3 years total operational experience at any of the following service providers: aircraft operator, approved maintenance organization, aerodrome operator or air traffic services provider, in addition to at least 2 years' experience directly involved in the implementation and/or operation of the Safety Management System (SMS)/State Safety Programme (SSP) at a State, regional organization, international organization or service provider level;
- knowledge of ICAO Annex 19 – *Safety Management*, SARPs, and the ICAO *Safety Management Manual (SMM)* (Doc 9859);
- effective presentation skills, instruction and facilitation skills, and the ability to work in a multicultural environment, including the appreciation of and sensitivity to cultural differences; and
- experience with Microsoft Office (Word and PowerPoint).

**Desirable qualifications and experience:**

- experience working in an international environment;
- awareness of ongoing developments in safety management; and
- experience as an instructor on a full- or part-time basis.

3.1           Upon compliance of the above established requirements and approval of the application by the Instructor Evaluation Team (IET), the applicant must successfully undergo a Train-the-Trainer course and an On-the-Job Training.

3.2           Once these stages are completed, the applicant will become a qualified instructor and her/his name will be listed and selected from the ICAO roster of instructors located in the TRAINAIR PLUS Electronic Management System (TPeMS).

**APPENDIX M — UPDATED DIP AND OUTPUTS FOR THE SEI RELATED TO THE IMPLEMENTATION OF MULTI-CREW PILOT LICENSES (MPL)**

(Paragraph 6.5 refers)

**Safety Enhancement (IE-REST/PT/01)**

<b>Safety Enhancement Action:</b>	In order to improve training capacity in the IE-REST geographical area and to ensure that ab-initio pilots receive an appropriate cursus to perform safely, effectively and efficiently in multicrew flight environment hence reducing the overall number of accidents, the IE-REST will support the development of multi-crew pilot license (MPL) ab-initio training in its geographical area in addition to the existing systems.	
<b>Statement of Work:</b>	IATA will translate into Russian and distribute in English and Russian guidance material and best practices for MPL implementation. Regulators, Air Operator and Training Organizations will review the material as well as results of actual MPL implementations in other states and endeavour to launch MPL implementation projects in relevant States with the support of IATA and other IE-REST members.	
<b>Champion Organization</b>	IATA	
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input type="checkbox"/> International Industry Associations <input type="checkbox"/> Aerodrome Operators <input type="checkbox"/> Research Organizations <input checked="" type="checkbox"/> Training Organizations	<input type="checkbox"/> Aircraft Maintenance Organizations <input type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	1 FTE from IATA to support pilot project implementation. Representatives from Regulators, Air operators, Training Organizations, Design/Production Organizations, and International Industry Associations to work as project team members for necessary legislative changes, development of relevant training programmes, ensuring availability of necessary information (including procedures), training facilities and candidates for pilot training.	
<b>Financial Resources:</b>	To be defined within the scope of the selected projects	
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• <i>ICAO Next Generation of Aviation Professionals</i></li> <li>• <i>IATA Training and Qualification Initiatives</i></li> <li>• <i>International Pilot Training Consortium (IPTC)</i></li> </ul>	
<b>Performance Goal:</b>	<i>Enhance pilots' ability to perform their duties effectively in a multi-crew environment</i>	

<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li><i>Number of States in the IE-REST geographical area enabling and actually implementing MPL</i></li> <li><i>Number of MPL training programmes, pilot students and graduates</i></li> <li><i>Ratio of MPL pilots compared to CPL released per State per year</i></li> <li><i>Number of authority inspectors trained and qualified to oversee competency-based training programmes such as MPL</i></li> <li><i>Overall assessment during flight operations of MPL graduates compared to pilots passing through current training system (CPL + IR +type rating + in-company familiarization course)</i></li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li><i>Translation into Russian of guidance material and best practices for MPL implementation done by IATA</i></li> <li><i>MPL presentation/promotion activities (to air operators, training organizations and regulators)</i></li> <li><i>Selections of volunteered States (Regulators) and correspondent Air Operators and Training Organizations, forming of implementation project team</i></li> <li><i>Gap analysis of national legislation with further necessary corrections to enable MPL training</i></li> <li><i>Development of State tailored and Air Operator tailored MPL training program</i></li> <li><i>Resolution of necessary infrastructure issues and execution of necessary preparation steps – CAA inspector training, equipment with necessary flight simulator devices, selection and training of instructors, establishing the system of pilot candidate selection for MPL training</i></li> <li><i>Selection of candidates for training and actual launch of training</i></li> <li><i>Graduation of MPL pilots and further monitoring of their performance during work for the Air Operator</i></li> <li><i>Summarization of project implementation results and further promotion of MPL training for Operators in the State and for other State and industry stakeholders</i></li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li><i>Lack of support from regulators</i></li> <li><i>Lack of interest from operators</i></li> <li><i>Lack of interest from candidates to prefer MPL program instead of CPL</i></li> <li><i>Lack of qualified staff with regulators or training organizations capable to implement MPL</i></li> <li><i>Current legislation system not enabling MPL</i></li> <li><i>Existing training system supporting old traditional approach for pilot training hence lobbying not to implement MPL</i></li> <li><i>Lack of suitable course developers and CAA inspectors competent to oversee competency-based training programmes</i></li> <li><i>General fear for Air operators to change existing approach towards pilot training and absence of will to launch new initiatives</i></li> <li><i>Inability of training organizations to develop an MPL training programme using ISD (from scratch) and according to Annex 1, PANS-TRG and Doc 9841.</i></li> </ul>
<b>Detailed Implementation Plan Notes:</b>	
<b>CICTT Code:</b>	<i>ALL</i>
<b>Output 1:</b>	

<b>Description:</b>	2 MPL awareness workshops held for Regulators, Air Operators and Training Organizations held in Moscow, Russian Federation, and at another location in the IE-REST geographical area.
<b>Lead Organization</b>	IATA
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	18 months
<b>Target Completion Date:</b>	October 2015
<b>Resources:</b>	1 trainer from Operator or IATA plus 1 trainer from Regulator
<b>Resource Notes:</b>	FAA volunteered to help with presentation
<b>Actions:</b>	<p>Develop workshop material</p> <p>Announce and promote workshop</p> <p>Venue, logistics, participants, speakers</p> <p>Conduct the workshop</p> <p>Follow up with individual participants for launch of MPL implementation</p> <p>Identifying of trial project candidates</p>
<b>Progress report</b>	First MPL awareness workshops held for Regulators, Air Operators and Training Organizations held in Almaty, Kazakhstan, September 22, 2014. Detailed MPL implementation workshop is pending the confirmation of interest from States, Operators and Training Organization in IE-REST geographical area to participate in pilot implementation projects.
<b>Status</b>	Completed
<b>Changes required</b>	No changes are required
<b>Output 2:</b>	
<b>Description:</b>	Publication of guidance material and best practices for MPL implementation in Russian
<b>Lead Organization</b>	<i>IATA</i>
<b>Target Initiation Date:</b>	September 2015
<b>Time Line (milestones):</b>	21 months
<b>Target Completion Date:</b>	March 2016
<b>Resources:</b>	translator(s) + subject matter experts to verify the translation
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Identify and collect available guidance material and standards from ICAO, IATA, EASA, other available sources</li> <li>• Hire the translator, make the translation, verify the translation</li> <li>• Publish documents</li> </ul>

<b>Progress report</b>	IATA guidance material was made available in Russian.
<b>Status</b>	Completed
<b>Changes required</b>	No changes are required
<b>Output 3:</b>	
<b>Description:</b>	MPL implementation project in one of the IE-REST States
<b>Lead Organization</b>	Selected training organization or air operator with support of the relevant regulator
<b>Target Initiation Date:</b>	September 2018
<b>Time Line (milestones):</b>	5 years
<b>Target Completion Date:</b>	September 2023
<b>Resources:</b>	Internal staff or consultant, project financing
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Gap analysis of national legislation with further necessary corrections to enable MPL training</li> <li>• Development and approval of State tailored and Air Operator tailored MPL training program that did not evolve a conventional pilot training programme into an MPL programme</li> <li>• Resolution of necessary infrastructure issues and execution of necessary preparation steps – CAA inspector training, equipment with necessary flight simulator devices, selection and training of instructors, establishing the system of pilot candidate selection for MPL training</li> <li>• Selection of candidates for training and actual launch of training</li> <li>• Graduation of MPL pilots and further monitoring of their performance during work for the Air Operator</li> <li>• Summarization of project implementation results and further promotion of MPL training for Operators in the State and for other State and industry stakeholders</li> </ul>
<b>Progress report</b>	Looking for candidates from States, Operators and Training Organizations in IE-REST geographical area to launch MPL implementation pilot project.
<b>Status</b>	Not started
<b>Changes required</b>	Delay target initiation and completion dates after implementation of IE-REST/PT/02

**APPENDIX N — UPDATED DIP AND OUTPUTS FOR THE SEI RELATED TO THE IMPLEMENTATION OF EVIDENCE BASED TRAINING (EBT)**

(Paragraph 6.5 refers)

**Safety Enhancement (IE-REST/PT/02)**

<b>Safety Enhancement Action:</b>	In order to enable the implementation of more effective recurrent training of airline pilots while developing and evaluating identified competencies required to operate safely, effectively and efficiently in a commercial air transport environment whilst addressing the most relevant threats according to evidence collected in accidents, incidents, flight operations and training, the IE-REST will support implementation of evidence based training (EBT) in its geographical area.	
<b>Statement of Work:</b>	IATA will collect and translate or facilitate translation into Russian guidance material and best practices for EBT implementation (PANS-TRG, Chapter 5, DOC 9995, EBT Implementation guide). Regulators, Air Operator and Training Organizations will review the material as well as results of actual EBT implementations in other states and endeavour to launch EBT implementation projects in relevant states with support of IATA and other IE-REST members	
<b>Champion Organization</b>	IATA	
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input type="checkbox"/> International Industry Associations <input type="checkbox"/> Aerodrome Operators <input type="checkbox"/> Research Organizations <input checked="" type="checkbox"/> Training Organizations	<input type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	1 FTE from IATA to support pilot project implementation Representatives from Regulators, Air operators, Training Organizations, Air Navigation Service Provider (ANSPs), Aircraft Accident/Incident Investigation Authorities, Design/Production Organizations and International Industry Associations to work as project team members for necessary legislative changes, development of relevant training programs, ensuring availability of necessary information (including procedures), training facilities and candidates for pilot training	
<b>Financial Resources:</b>	To be defined within the scope of the selected projects	
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• <i>ICAO Next Generation of Aviation Professionals</i></li> <li>• <i>IATA Training and Qualification Initiatives</i></li> <li>• <i>International Pilot Training Consortium (IPTC)</i></li> <li>• <i>Alternative Training and Qualification Program (ATQP)</i></li> </ul>	
<b>Performance Goal:</b>	<i>Enhance pilots' ability to cope with emergency situation specific for this generation of aircraft</i>	
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• <i>Number of States in the IE-REST geographical area enabling and actually implementing EBT</i></li> </ul>	

	<ul style="list-style-type: none"> <li>• Number of pilots trained under the EBT concept during recurrent training</li> <li>• Number of trained and qualified inspectors to oversee competency-based training programme such as EBT</li> <li>• Overall assessment during flight operations of EBT trained pilots with recommendation for future improvement of EBT</li> <li>• Number operators having implemented EBT in their recurrent training programme</li> <li>• Number of operators having implemented an enhanced EBT training programme</li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• Collection and translation into Russian of guidance material and best practices for EBT implementation done by IATA with the help of other IE-REST members</li> <li>• EBT presentation/promotion activities (to air operators, training organizations and regulators)</li> <li>• Selections of volunteered States (Regulators) and correspondent Air Operators and Training Organizations, forming of implementation project team</li> <li>• Gap analysis of national legislation, existing training programs and infrastructure with further necessary corrections to enable EBT training</li> <li>• Actual EBT pilot training and further monitoring of their performance during work for the Air Operator</li> <li>• Summarization of project implementation results and further promotion of EBT training for operators in the State and for other State and industry stakeholders</li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>• Lack of support from regulators</li> <li>• Lack of interest from operators</li> <li>• Lack of qualified staff with regulators or training organizations or air operator capable to implement EBT, including trained and qualified inspectors to oversee competency-based training programme such as EBT</li> <li>• Current legislation system not enabling EBT</li> <li>• General fear for Air operators to change existing approach towards pilot training and absence of will to launch new initiatives</li> </ul>
<b>Detailed Implementation Plan Notes:</b>	
<b>CICTT Code:</b>	ALL
<b>Output 1:</b>	
<b>Description:</b>	Publication of guidance material and best practices for EBT implementation in Russian
<b>Lead Organization</b>	IATA
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	1 year
<b>Target Completion Date:</b>	September 2014
<b>Resources:</b>	translator(s) + subject matter experts to verify the translation
<b>Resource Notes:</b>	

<b>Actions:</b>	<ul style="list-style-type: none"> <li>Identify and collect available guidance material and standards from ICAO, IATA, EASA, other available sources</li> <li>Hire the translator, make the translation, verify the translation</li> <li>Publish documents</li> </ul>
<b>Progress report</b>	Available guidance material from ICAO and IATA is published in Russian language
<b>Status</b>	Completed
<b>Changes required</b>	No changes are required
<b>Output 2:</b>	
<b>Description:</b>	2 EBT awareness workshops held for Regulators, Air Operators and Training Organizations held in Moscow, Russian Federation, and at another location in the IE-REST geographical area.
<b>Lead Organization</b>	IATA
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	1 year
<b>Target Completion Date:</b>	October 2015
<b>Resources:</b>	1 trainer from Operator or IATA plus 1 trainer from Regulator
<b>Resource Notes:</b>	
<b>Actions:</b>	Develop workshop material Announce and promote workshop Venue, logistics, participants, speakers Conduct the workshop Follow up with individual participants for launch of EBT implementation Identifying of trial project candidates
<b>Progress report</b>	<ul style="list-style-type: none"> <li>First EBT awareness workshops for Regulators, Air Operators and Training Organizations took place in Almaty, Kazakhstan, September 23, 2014.</li> <li>Second EBT implementation workshop for Regulators, Air Operators and Training Organizations took place in Paris, France, October 20, 2015 adjacent to IE-REST/06.</li> </ul>
<b>Status</b>	Completed
<b>Changes required</b>	No changes are required

<b>Output 3:</b>	
<b>Description:</b>	EBT implementation project in one of the IE-REST States
<b>Lead Organization</b>	Air Astana and Civil Aviation Committee of Kazakhstan, other selected air operators with support of the relevant regulator
<b>Target Initiation Date:</b>	March 2015
<b>Time Line (milestones):</b>	3 years
<b>Target Completion Date:</b>	March 2018
<b>Resources:</b>	Internal staff or consultant, project financing
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Gap analysis of national legislation with further necessary corrections to enable EBT training</li> <li>• Gathering trial Air Operator's specific operational and safety data, development and approval of trial EBT training program</li> <li>• Resolution of necessary infrastructure issues</li> <li>• Selection of candidates for training</li> <li>• Conducting EBT recurrent training for pilots and further monitoring of their performance during work for the Air Operator</li> <li>• Summarization of project implementation results and further promotion of EBT training for operators in the State and for other States and industry stakeholders</li> </ul>
<b>Progress report</b>	Air Astana's pilot EBT implementation project is running. EBT was also planned to be introduced to a group of companies Volga-Dnepr (Russia).
<b>Status</b>	In progress
<b>Changes required</b>	No changes are required

**APPENDIX O — UPDATED DIP AND OUTPUTS FOR THE SEI RELATED TO REDUCING LOC-I ACCIDENTS**

(Paragraph 6.7 refers)

**Safety Enhancement (IE-REST/IE-PTG/03)**

<b>Safety Enhancement Action:</b>	- In order to reduce the risk of Loss of Control Inflight (LOC-I) accidents, the IE-REST should encourage all air operators in the region to utilize enhanced stall / upset prevention and recovery training as well as promote guidance material, in English and Russian, that outline adherence to both manufacturer and industry best practices related to stall prevention and recovery; - Additionally, air operators should promote, and regulators should encourage, pilot adherence to Standard Operating Procedures (SOPs), based on manufacturer guidance and industry best practices, in all phases of flight, including training SOP for airplane stall prevention and recovery.	
<b>Statement of Work:</b>	- With the assistance of a Champion Organization and other organizations, the IE-PTG (Pilot Training Group) will review, consolidate, translate and disseminate guidance material on industry best practices related to upset prevention and recovery to air operators within the IE-REST geographical area; - Champion Organisation with assistance of IE-REST should encourage the regulators in Region to evaluate and document the gaps or level of adoption related to enhanced stall recovery training guidance and industry best practices; - IE-REST should organize seminars and workshops on LOC-I and stall prevention/recovery issue. These could include representatives from the flight test community to sharing their stall phenomena knowledge or flight test experience (including contributing factors such as airplane configuration, high altitude stall, icing, failures, somatogravic illusion etc.) and effective upset and stall recovery training; - Air operators should review all training and checking guidance materials to ensure proper emphasis on adherence to SOPs in all training and checking events and in normal line operations.	
<b>Champion Organization</b>	Russian CAA (ROSAVIATSIYA)	
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input type="checkbox"/> Aerodrome Operators <input checked="" type="checkbox"/> Research Organizations <input checked="" type="checkbox"/> Training Organizations	<input type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input checked="" type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Air Navigation Service Provider <input checked="" type="checkbox"/> FSTD Design/Production Organizations
<b>Human Resources</b>	<ul style="list-style-type: none"> <li>• Personnel to translate, draft and review proposed Russian language guidance material</li> <li>• Personnel to review and update oversight guidance material as necessary</li> <li>• Air operator personnel to review and update manuals and training materials as necessary</li> </ul>	

Safety Enhancement (IE-REST/IE-PTG/03)	
<b>Financial Resources:</b>	<ul style="list-style-type: none"> <li>Representatives from flight test community to support seminars and round table discussion</li> <li>1/4 Full-Time Equivalent (FTE) x Number of Air Operators x Fleets affected x annual salary</li> <li>1/4 FTE x Number of Regulators x annual salary</li> <li>Funds for both English and Russian language versions of guidance material</li> <li>•</li> </ul>
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>ICAO (Manual on airplane upset prevention and recovery training, Doc 10011)</li> <li>IATA (Guidance Material and Best Practices for the Implementation of Upset Prevention and Recovery Training)</li> <li>FSF</li> <li>IFALPA (Loss of Control In-Flight, Doc 15POS19)</li> <li>FAA Advisory Circular 120-109, as amended</li> <li>EASA UPRT guidance, in development</li> </ul>
<b>Performance Goal:</b>	Overall reduction in number of accidents where the flight crew inability to prevent the airplane stall or recover the airplane from stall was identified as contributory factor
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>Number of countries in IE-REST geographical area whose regulators mandated upset and stall prevention and recovery training program</li> <li>Number of IE-REST organized seminars or workshops with air operators and regulators promoting stall prevention and recovery training</li> <li>Number of air operators which, voluntarily or required by their regulators, have adopted enhanced stall recovery training</li> </ul> <p>For operators utilizing flight data analysis (FDA) programs, a decline in:</p> <ul style="list-style-type: none"> <li>Low speed events, particularly in cruise flight at high altitude</li> <li>Excessive bank angle events</li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>Development of guidance materials in Russian and English by Champion Organization in cooperation with the IE-PTG, that incorporate industry best practices related to stall prevention and recovery</li> <li>National regulation gap identification and proposed correction mandating the airplane stall prevention and recovery training</li> <li>Regulator will establish routine reviews of the implementation level of relevant manufacturer and industry best practices related to stall prevention by individual air operators during normal operational oversight visits</li> <li>Organising the stall recovery training dedicated seminars and round table discussions</li> <li>Developing the standardized Standard Operation Procedures (SOP) related to airplane stall prevention and recovery</li> <li>Review of all manuals, training and guidance materials, and revision as necessary, by individual air operators to ensure compliance with manufacturer recommended operating practices related to stall prevention and recovery</li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>Lack of support from regulators,</li> <li>Current legislation not enabling deidentified flight data analysis</li> </ul>

Safety Enhancement (IE-REST/IE-PTG/03)	
	<ul style="list-style-type: none"> <li>• Lack of training personnel in commercial aviation organisations with experience in airplane stall phenomena and appropriate pilot training</li> <li>• Potential fear for airlines to change existing approach towards pilot training because of:             <ul style="list-style-type: none"> <li>- lack of personnel with appropriate knowledge and experience;</li> <li>- Concern regarding extra time and cost for crew training.</li> </ul> </li> <li>• Excessive reliance on automated FCS flight envelope protection</li> <li>• Lack of financial resources within air operators to develop, translate and distribute the desired guidance material</li> </ul>
<b>Detailed Implementation Plan Notes:</b>	<ul style="list-style-type: none"> <li>• Incorporate CAST SE 02, 12, 120, 192, 196, 197, 198, 199, 201, 207, 208, 209, 210, 211</li> </ul>
<b>CICTT Code:</b>	LOC-I
<b>Output 1:</b>	
<b>Description:</b>	The Champion Organization will undertake a review of existing Upset Prevention and Recovery/ Enhanced Stall Recovery guidance material to develop and distribute a Russian language Advisory Circular or other material as required,
<b>Lead Organization</b>	Russian CAA (ROSAVIATSIYA), TBC
<b>Target Initiation Date:</b>	January 2016
<b>Time Line (milestones):</b>	12 months
<b>Target Completion Date:</b>	<del>December 2016</del> March 2017
<b>Resources:</b>	1 FTE to translate and format existing English language material into Russian
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Review ICAO Doc 10011 Upset Prevention and Recovery Training (in Russian and English)</li> <li>• Review IATA Guidance Material and Best Practices for the Implementation of Upset Prevention and Recovery Training</li> <li>• Review FAA Advisory Circular 120-111, Upset Prevention and Recovery Training</li> <li>• Review FAA Advisory Circular 120-109, Stall and Stick Pusher Training</li> <li>• Review EASA Safety Information Bulletin SIB 2013-02 (Stall and Stick Pusher Training)</li> <li>• Review Enhanced Stall Recovery Procedure – Airframe manufacturers</li> </ul>

<b>Output 2:</b>	
<b>Description:</b>	The Champion Organization with IE-RFEST assistance will organise a set of relevant seminars and round-table meetings on LOC-I and Stall prevention/recovery issue inviting the reps from flight test community to share their stall phenomena knowledge, flight test experience (including contributing factors as airplane configuration, high altitude stall, icing, failures, somatogravic illusion etc) and effective upset and stall recovery training
<b>Lead Organization</b>	Russian CAA (ROSAVIATSIYA), TBC
<b>Target Initiation Date:</b>	February 2016
<b>Time Line (milestones):</b>	12 months
<b>Target Completion Date:</b>	March 2017
<b>Resources:</b>	TBD
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Initiate developing presentation on airplane upset and stall prevention/recovery theory, specifics, flight test experience and practice, Full Flight Simulator and training program update.</li> <li>• Develop the plan and schedule to organize seminars for operators and training organisations on airplane upset and stall prevention/recovery within 2016-2017 time period</li> </ul>
<b>Output 3:</b>	
<b>Description:</b>	The Champion Organization will develop and (with ICAO Europe office assistance) distribute among regulators within the IE-REST geographical area a questionnaire for identifying the national requirements and any inconsistency with international aviation organisation recommendation on airplane stall prevention and recovery training.
<b>Lead Organization</b>	Russian CAA (ROSAVIATSIYA), TBC with ICAO Europe support and assistance
<b>Target Initiation Date:</b>	January 2016
<b>Time Line (milestones):</b>	4 month
<b>Target Completion Date:</b>	April 2016
<b>Resources:</b>	TBD
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Develop the questionnaire and distribute it among the regulators within the IE-REST geographical area</li> <li>• Collect the feedbacks and provide the analysis</li> </ul>

<b>Output 4:</b>	
<b>Description:</b>	Based on manufacturers Enhance Stall Recovery Template (2012) and other sources, air operators under Champion organization leadership to develop and implement SOP for airplane approach to stall and full stall recovery applicable to their specific fleets
<b>Lead Organization</b>	Russian CAA (ROSAVIATSIYA), TBC
<b>Target Initiation Date:</b>	July 2016
<b>Time Line (milestones):</b>	12 months
<b>Target Completion Date:</b>	June 2017
<b>Resources:</b>	TBD
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"><li>• Establish a team from Air Operator pilot and test pilot for developing standardized SOP</li><li>• Develop the standardized SOP coordinated with Airplane Manufacturers and Air Operators</li></ul>
<b>Actions:</b>	

**APPENDIX P — UPDATED DIP AND OUTPUTS FOR A SEI RELATED TO RUNWAY SAFETY STANDARD OPERATING PROCEDURES PROMOTION**

(Paragraph 6.9 refers)

### **Safety Enhancement (IE-REST/RSG/01)**

<b>Safety Enhancement Action:</b>	<ul style="list-style-type: none"> <li>- In order to reduce runway excursions due to unstabilized approaches and long landings, the IE-REST should make available to air operators, and promote guidance material that outline adherence to industry best practices related to approach and landing safety.</li> <li>- Additionally, air operators should promote, and regulators should encourage, pilot adherence to approach and landing Standard Operating Procedures (SOPs) based on manufacturer guidance and industry best practices, including the go-around decision-making process.</li> </ul>	
<b>Statement of Work:</b>	<ul style="list-style-type: none"> <li>- With the assistance of a Globus and UTair, the IE-RSG have reviewed, consolidated guidance on industry best practices related to approach and landing safety to air operators within the IE-REST geographical area.</li> <li>- All air operators within the IE-REST geographical area should ensure their SOPs for approach and landing meet industry best practices and adhere to manufacturer operating requirements.</li> <li>- Air operators should review all training and checking guidance materials to ensure proper emphasis on adherence to SOPs in all training and checking events and in normal line operations.</li> <li>- Regulators should evaluate and document the level of adoption of both manufacturer guidance and industry best practices related to approach and landing during safety oversight activities.</li> </ul>	
<b>Champion Organization</b>	UTair	
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input type="checkbox"/> Aerodrome Operators <input type="checkbox"/> Research Organizations <input type="checkbox"/> Training Organizations <input type="checkbox"/> Air Navigation Service Provider	<input checked="" type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	<ul style="list-style-type: none"> <li>• Personnel to research, draft, review and translate proposed guidance material</li> <li>• Air operator training, international industry associations or flight operations personnel to review and update manuals and training materials as necessary</li> </ul>	
<b>Financial Resources:</b>	<ul style="list-style-type: none"> <li>• 1/4 Full-Time Equivalent (FTE) x Number of Air Operators x Fleets affected x annual salary</li> <li>• Funds for both English and Russian language versions of guidance material</li> </ul>	

<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• Flight Safety Foundation Approach and Landing Accident Reduction Tool Kit</li> <li>• European Action Plan for the Prevention of Runway Excursions (EAPPRE)</li> <li>• ECAST Runway Excursion Working Group</li> <li>• Eurocontrol SISG</li> <li>• Eurocontrol/Flight Safety Foundation “go-around safety forum” (21 June 2013)</li> <li>• ICAO Regional Runway Safety Seminar (06-07 November 2013)</li> <li>• ICAO/IATA Runway Risk Reduction Toolkit</li> </ul>
<b>Performance Goal:</b>	Reduction in runway excursion events where SOP non-compliance is a contributing factor.
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• Number of air operators which, voluntarily or required by their regulators, have reviewed their SOPs</li> <li>• Number of developed recommendations.</li> </ul> <p>For operators utilizing flight data analysis (FDA) programs, a decline in:</p> <ul style="list-style-type: none"> <li>• Long landing events in FDA in connection with control the passage of the runway threshold.</li> <li>• Unstable approach or landing events in FDA related to the long flare.</li> <li>• Unstable approach or landing events in FDA related to the short flare.</li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• Development of guidance materials in Russian and English by Champion Organization in cooperation with the IE-RSG, that incorporate industry best practices related to approach and landing safety.</li> <li>• Review of approach and landing SOPs by individual air operators and revision as necessary to ensure compliance with all current manufacturers recommended practices as well as overall industry best practices related to approach and landing.</li> <li>• Review of all manuals, training and guidance materials, and revision as necessary, by individual air operators to ensure compliance with manufacturer recommended operating practices related to approach and landing</li> <li>• Regulator will establish routine reviews of the implementation level of relevant manufacturer and industry best practices related to approach and landing by individual air operators during normal operational oversight visits</li> </ul>
<b>Potential Blockers:</b>	<p>Lack of support from air operators.</p> <p>Lack of financial resources within air operators to develop, translate and distribute the desired guidance material.</p>
<b>Detailed Implementation Plan Notes:</b>	Incorporates CAST SE 14,15 and16.
<b>CICTT Code:</b>	RE, USOS, ARC
<b>Output 1:</b>	
<b>Description:</b>	The Champion Organization will , with the support of the IE-RSG, publish and distribute guidance material containing information on industry best practices for SOPs related to approach and landing to commercial air operators within the IE-REST geographical area
<b>Lead Organization</b>	UTair
<b>Target Initiation Date:</b>	2014

<b>Time Line (milestones):</b>	1 year
<b>Target Completion Date:</b>	December 2015 (for the first approved version)
<b>Resources:</b>	Personnel to research , draft, review and translate proposed guidance material
<b>Resource Notes:</b>	Lack of a volunteer.
<b>Actions:</b>	Created a base concept on Russian and translation in English has started. Find resources and volunteers to do.
<b>Progress report:</b>	The relevant guidance material was developed
<b>Status:</b>	Completed
<b>Changes required:</b>	Not required
<b>Output 2:</b>	
<b>Description:</b>	Regulators will ensure that air operators within the IE-REST geographical area have reviewed flight and operations manuals to assess compliance with all manufacturers recommended practices related to approach and landing as well as for alignment with industry best practices related to approach and landing, as contained in the guidance material from Output 1.
<b>Lead Organization</b>	Regulators and air operators
<b>Target Initiation Date:</b>	March 2016
<b>Time Line (milestones):</b>	3 year to complete manual publication cycle and oversight review
<b>Target Completion Date:</b>	December 2018
<b>Resources:</b>	Specific fleet review of manufacturer's guidance should require limited resources.
<b>Resource Notes:</b>	Existing manual/training material review and update process should be utilized. Need help from the most advanced air operators in obtaining best practice.
<b>Actions:</b>	Organize the implementation.
<b>Progress report</b>	SMS/RWY Safety Seminar was held on 19-20 July 2016 in Moscow, Russia. The Seminar has been organized with the support of IE-RSG members as well as ICAO, IAC, FAA, Rosaviatsia (Russian CAA) and Airbus. The Seminar was attended by over 180 representatives of CAAs and airports of Armenia, the Republic of Belarus, Republic of Kazakhstan, Kyrgyz Republic and Russian Federation. The conference participants were informed about the content and purpose of the guidelines designed by the IE-RSG. RF Air Transport Agency (FATA) recommended Air operators to review all training and checking guidance materials to ensure proper emphasis on adherence to SOPs in all training and checking events and in normal line operations.
<b>Status</b>	In progress.
<b>Changes required</b>	Not required.
<b>Output 3:</b>	
<b>Description:</b>	All regulators within the IE-REST geographical area will emphasize and will ensure compliance operator's SOP with all manufacturers and regulators recommended practices related to approach and landing as well as for alignment with industry best practices related to approach and landing.
<b>Lead Organization</b>	Regulators

<b>Target Initiation Date:</b>	Upon completion of Output 2 by the air operator
<b>Time Line (milestones):</b>	3 years.
<b>Target Completion Date:</b>	December 2018
<b>Resources:</b>	
<b>Resource Notes:</b>	Nil.
<b>Actions:</b>	Organize the implementation.
<b>Progress report:</b>	The participants of IE-RSG reached an agreement on necessity to hold regular meetings with the regulators, operators and airplane manufacturers for raising and discussing the problems related to strict adherence to operational regulations and procedures.
<b>Status:</b>	In progress
<b>Changes required:</b>	Not required



**APPENDIX Q — UPDATED DIP AND OUTPUTS FOR A SEI RELATED TO RUNWAY SAFETY TEAM GUIDANCE AND IMPLEMENTATION**

(Paragraph 6.9 refers)

Safety Enhancement (IE-REST/RSG/02)		
<b>Safety Enhancement Action:</b>	In order to reduce the occurrence of runway excursions, runway incursions and other runway-safety related occurrences, the IE-RSG, with the support of regulators, air operators, aerodrome operators and air navigation service providers (ANSPs), should develop guidance material, training programs and action plans for Runway Safety Teams (RSTs) within the IE-REST geographical area. The IE-REST should form a Runway Safety Go-Team (small group of experts) in the region that could assist airports in the IE-REST geographical region with start-up of local runway safety teams (along with team already established at Sheremetyevo Moscow and Pulkovo St. Petersburg airports).	
<b>Statement of Work:</b>	The IE-RSG will collect, translate as needed and disseminate available specific guidance and training material from various organizations, including ICAO Eurocontrol, FAA, etc. as well as from other RASGs related to the development and operation of Runway Safety Teams (RSTs) in order to assist with the development of such teams at airports within the IE-REST geographical area. The IE-REST has created formation of the Runway Safety Go-Team (small group of experts) in the region that could assist airports, including ATC and ground operations, in the IE-REST geographical region with start-up of local runway safety teams.	
<b>Champion Organization</b>	UTair.	
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input checked="" type="checkbox"/> Aerodrome Operators <input type="checkbox"/> Research Organizations <input type="checkbox"/> Training Organizations <input checked="" type="checkbox"/> Air Navigation Service Provider	<input type="checkbox"/> Aircraft Maintenance Organizations <input type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	RST go-team already formatted in and 2 people are available with preliminary agreement in 90 days in advance.	
<b>Financial Resources:</b>	Support from UTair and Aeroflot.	

<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• ICAO Regional Runway Safety Seminars.</li> <li>• Publication of the ICAO “Runway Safety Team Handbook” (2013).</li> <li>• Eurocontrol SISG.</li> <li>• ECAST Runway Excursion Working Group.</li> </ul>
<b>Performance Goal:</b>	<ul style="list-style-type: none"> <li>• An improvement in overall runway safety at airports within the IE-REST geographical area.</li> </ul>
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• Number of local runway safety teams established in IE-REST geographical area.</li> <li>• Local safety initiatives initiated and closed as reported by regional runway safety teams.</li> <li>• Number of Regional Runway Safety support visits completed and/or established in IE-REST geographical area</li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• Publication in English and Russian of specific guidance material related to the development and operation of RSTs.</li> <li>• Establishment of an IE-REST Runway Safety Go-Team to support RST establishment in the IE-REST geographical region.</li> <li>• Identification of champions at each target airport to support team start-up.</li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>• Lack of regulatory basis for providers.</li> <li>• Lack of knowledge/best practice.</li> <li>• Lack of financial support for RST Go-Team visits.</li> <li>• Lack of guidance materials for RST Go-Team visits.</li> <li>• Lack of training support for RST Go-Team members.</li> <li>• Lack of funding for identified safety deficiency corrections at airports.</li> </ul>
<b>Detailed Implementation Plan Notes:</b>	Not available.
<b>CICTT Code:</b>	RE, ARC, USOS, RI, BIRD, ***
<b>Output 1:</b>	
<b>Description:</b>	Develop list of guidance material and action plans for Runway Safety Teams (RSTs) within the IE-REST geographical area.
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	1 year
<b>Target Completion Date:</b>	December 2017
<b>Resources:</b>	1/2 FTE to review and collate specific guidance material, 1 FTE to translate and validate translation Recourses required to create recommended implementations and to cooperate with Regulators and Air operators.
<b>Resource Notes:</b>	The IE-RSG will be seeking assistance and support from Eurocontrol for material development and from donor organizations for the translation
<b>Actions:</b>	Review and consolidate existing industry material on the development and function of runway safety teams
<b>Progress report:</b>	The Aeroflot' translation into Russian of the ICAO LRST Handbook on Runway Safety has been completed and uploaded on the ICAO EUR/NAT website. LRST methodology implemented in RF in 2014.

<b>Status:</b>	Completed
<b>Changes required:</b>	Not required
<b>Output 2:</b>	
<b>Description:</b>	IE-RSG will establish selection criteria based on relevant experience for membership and will thereafter charter a Runway Safety Go-Team (small group of experts) in the region that could assist airports in the IE-REST geographical region with support for local runway safety teams. The Runway Safety Go-Team will develop applicable working techniques and will facilitate implementation of established plan for visits in the region to assist airports with both guidance material as well as support for local runway safety teams.
<b>Target Initiation Date:</b>	Upon RASG-EUR approval (March 2014)
<b>Time Line (milestones):</b>	90 days
<b>Target Completion Date:</b>	March 2015
<b>Resources:</b>	Travel and support for the Runway Safety Go-Team to participate in regional runway safety events.
<b>Resource Notes:</b>	Lack of a volunteer and financial support.
<b>Actions:</b>	Organize the implementation.
<b>Progress report:</b>	Two airports were selected in IE-REST geographical area to conduct ICAO Regional Runway Safety Go-team missions in 2016: BEN GURION (LLBG) - Tel Aviv, Israel and ESENBOGA (LTAC) – Esenboga, Turkey
<b>Status:</b>	Completed
<b>Changes required:</b>	Not required
<b>Output 3:</b>	
<b>Description:</b>	IE-RSG, with input from the IE-REST will identify an initial list of candidate airports for 2014 in the IE-REST geographical region,
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	Ongoing
<b>Target Completion Date:</b>	December 2016
<b>Resources:</b>	Promotion of the Runway Safety Go-Team in regional airport publications. Travel and support for the Runway Safety Go-Team to participate in regional runway safety events
<b>Resource Notes:</b>	Lack of a volunteer and financial support.
<b>Actions:</b>	Participation in regional runway safety events or other venues to publicize the availability of runway safety materials and assistance.
<b>Progress report:</b>	Preparatory process was made to conduct ICAO Regional Runway Safety Go-team missions to BEN GURION (LLBG) - Tel Aviv, Israel and ESENBOGA (LTAC) – Esenboga, Turkey
<b>Status:</b>	In progress
<b>Changes required:</b>	It is necessary to provide training for Go Team members.

**APPENDIX R — UPDATED DIPS AND OUTPUTS RELATED TO THE IMPLEMENTATION OF OPERATORS' SAFETY MANAGEMENT SYSTEM AND FDA PROGRAMMES**

(Paragraph 6.14 refers)

Safety Enhancement (IE-REST/IE-FDG/01)	
<b>Safety Enhancement Action:</b>	In order to ensure air operators' adoption of industry best practices related to flight data analysis (FDA) and Safety Management System (SMS) implementation, the IE-FDG will make available to air operators, and promote adherence to guidance material (in English and Russian), that outlines industry best practises related to FDA programmes.
<b>Statement of Work:</b>	With the assistance of Champion organization, the IE-FDG will collect, analyze and develop guidance material for air operators, based on outcomes from the European Operators Flight Data Monitoring Forum (EOFDM), European Authorities coordination group on Flight Data Monitoring (EAFDM) and other relevant groups/organizations. Air operators in the IE-REST geographical area should review their FDA programmes and ensure alignment with industry best practices.
<b>Champion Organization</b>	Air Astana and Civil Aviation Committee (CAC) of Kazakhstan
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input type="checkbox"/> Aerodrome Operators <input checked="" type="checkbox"/> Research Organizations <input type="checkbox"/> Training Organizations <input checked="" type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input checked="" type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	Personnel to research and draft guidance material
<b>Financial Resources:</b>	To be defined within the scope of the selected projects (3000USD spent for ENG to RUS translation)
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• ICAO Doc10000</li> <li>• EAFDM document (DEVELOPING STANDARDISED FDM-BASED INDICATORS Version 1 December 2013),</li> <li>• EAFDM Guidance on FDA oversight.</li> <li>• UK CAA “Significant Seven” Task force document, UK CAA CAP 739 Flight Data Monitoring.</li> <li>• FAA Advisory Circulars 120-82 (FOQA)</li> <li>• European Operators Flight Data Monitoring –Working Group A &amp; B reports</li> <li>• CAAP SMS-4(0) Guidance on the establishment of a Flight Data Analysis Program (FDAP) – Safety Management Systems (SMS)</li> </ul>

<b>Safety Enhancement (IE-REST/IE-FDG/01)</b>	
<b>Performance Goal:</b>	<ul style="list-style-type: none"> <li>- Air operators will gain additional knowledge and experience about analysis techniques, data mining principles, data process schemes and safety performance monitoring, this contributing to enhancing the implementation of their Safety Management System (SMS), moving to more proactive and predictive approaches;</li> <li>- Regulators will receive additional safety data and information from air operators thanks to the implementation of FDA, this contributing to enhancing the implementation of the State Safety Programme (SSP).</li> </ul>
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• <i>Number of air operators in the IE-REST geographical area reporting to have implemented the guidance material developed by the IE-FDG</i></li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• Finalization and dissemination of the guidance material in English by the IE-REST</li> <li>• Translation, review and validation of the guidance material in Russian</li> <li>• Dissemination of the guidance material by appropriate organizations in the IE-REST geographical area,</li> <li>• Implementation of the guidance material by air operators, as applicable</li> <li>• Implementation of the guidance material by regulators, as applicable</li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>• <i>Lack of support from regulators</i></li> <li>• <i>Lack of interest from operators</i></li> <li>• <i>Imperfection of National legislation with regards to FDA data protection</i></li> <li>• <i>Existing FDA programs are focused on individuals but not on system safety improvements</i></li> <li>• <i>Lack of benchmarking and threshold adaptation for various types of airplanes and flight operations</i></li> <li>• <i>Lack of standardized FDA event definitions</i></li> </ul>
<b>Detailed Implementation Plan Notes:</b>	Air Astana FDA program is under internal assessment and amendments
<b>CICTT Code:</b>	ALL
<b>Output 1:</b>	
<b>Description:</b>	Development of guidance material in English and Russian, that outlines adherence to industry best practices related to FDA programmes.
<b>Lead Organization</b>	Air Astana
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	2 years
<b>Target Completion Date:</b>	April 2016

<b>Safety Enhancement (IE-REST/IE-FDG/01)</b>	
<b>Resources:</b>	
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Coordination with EOFDM (including participation in the EOFDM as observers)</li> <li>• Coordination with EAFDM (including participation in the EAFDM as observers)</li> <li>• Collection and analysis of material regarding industry best practises</li> <li>• Development of internal FDA program for Air Astana</li> <li>• Implementation and assessment of internal FDA program for Air Astana</li> <li>• Development of standardized FDAP in English and Translation to Russian</li> <li>• Publication of standardized FDAP in English and Russian on ICAO website.</li> </ul>
<b>Progress report</b>	<p>a) Previous FDG reporter has participated in third conference of EOFDM on 06 February <b>2014</b>, in Cologne. It was agreed that FDG reporter to join the EOFDM working group A as a member. Also EAFDM agreed that FDG group will use officially published documents in it work to avoid duplications.</p> <p>b) Relevant guidance material was selected and circulated within the FDG members</p> <p>c) Translation (draft) of selected documents into Russian completed.</p> <p>d) New members to FDG have joined the group following IE-REST (03) meeting at Moscow in April 2014.</p> <p>e) Additional guidance materials were identified and circulated within FDG members.</p> <p>f) Air Astana has developed the draft of FDAP, area of improvement were identified. It is now under review and corrections/amendments.</p> <p>g) Nowadays the Air Astana FDA program is developed and approved by National Aviation Authority.</p> <p>h) External assessment will be done by Third Country Operator (TCO) audit in October 2015.</p> <p>i) If basic compliance with local and international standards confirmed, Air Astana will continue with adopting best practices in FDA program.</p> <p>j) Final guidance material in English and Russian sent to ICAO EU and North Atlantic office in April 2016 and then published.</p>
<b>Status</b>	Completed
<b>Changes required</b>	None
<b>Output 2:</b>	
<b>Description:</b>	Organization of several seminars/workshops for air operators and regulators.
<b>Lead Organization</b>	AIRBUS in cooperation with IAC/MAK in the frame of ICAO Project ref. "COSCAP-CIS – RER/01/901"
<b>Target Initiation Date:</b>	The 1 <sup>st</sup> FDA Seminar took place in September 2014 in Moscow at IAC/MAK under COSCAP-CIS project with the support of Airbus.

<b>Safety Enhancement (IE-REST/IE-FDG/01)</b>	
<b>Time Line (milestones):</b>	3 years
<b>Target Completion Date:</b>	End 2017
<b>Resources:</b>	Organization of seminars and workshops
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Develop seminars and workshop material</li> <li>• Announce and promote workshop</li> <li>• Venue, logistics, participants, speakers</li> <li>• Conduct the seminar/workshop Follow up.</li> </ul>
<b>Progress report</b>	<p>a) The first FDA Seminar took place in Moscow, Russian Federation, from 16 to 18 September 2014.</p> <p>b) Several workshops organised with some Russian operators from 2014 to 2016.</p> <p>c) Second FDA seminar/workshop took place in Moscow, Russian Federation, from 12 to 13 April 2016.</p> <p>d) More workshops with the operators in the region are planned for 2016 &amp; 2017.</p>
Status	In progress
<b>Changes required</b>	Completion Date is proposed to be changed for End 2017 since the organisation of seminars & workshops is a continuous process.
<b>Output 3:</b>	
<b>Description:</b>	Implementation of Guidance materials by air operators and regulators in the IE-REST geographical area, including a pilot project with an air operator and its oversight authority
<b>Lead Organization</b>	Air Astana
<b>Target Initiation Date:</b>	September 2015
<b>Time Line (milestones):</b>	1 year
<b>Target Completion Date:</b>	September 2016
<b>Resources:</b>	TBA
<b>Resource Notes:</b>	TBA

Safety Enhancement (IE-REST/IE-FDG/01)	
<b>Actions:</b>	<ul style="list-style-type: none"><li>• Publication on ICAO web site</li><li>• Submission of guidance materials to regulators</li><li>• Regulators may consider to mandate some or all recommendations developed</li><li>• Air operators may consider to implement guidance materials on voluntary basis</li></ul>
<b>Progress report</b>	Air Astana has finalized implementation of their FDAP within their organization. No FDA qualified expert was found available at Kazakhstan safety oversight authority.
<b>Status</b>	In progress.
<b>Changes required</b>	It is proposed to increase the scope of the output for additional airlines to participate in the pilot project for implementation of standardized FDA programme within IEREST geographical area.

**APPENDIX S — UPDATED DIPS AND OUTPUTS RELATED TO THE IMPLEMENTATION OF NATIONAL FDA OVERSIGHT & SETTING UP NATIONAL FDA FORUMS IN EACH STATE**

(Paragraph 6.17 refers)

Safety Enhancement (IE-REST/IE-PTG/02)	
<b>Safety Enhancement Action:</b>	In order to improve and promote an open dialogue within the industry and between the industry and regulators regarding FDA implementation, the IE-FDG should make available guidance material intended for national regulators, in English and Russian, on establishing a national oversight & forum dedicated to FDA.
<b>Statement of Work:</b>	With the assistance of Champion organization, the IE-FDG will collect, analyze and develop guidance material for regulators within IEREST geographical area, using outcomes from the European Authorities Forum for Flight Data Monitoring (EAFDM) and other relevant groups/organizations, in order to dialogue within the industry and between the industry and regulators regarding FDA implementation. Regulators will set up a regular dialogue (through regular meetings or forums) with their national air operators regarding FDA programmes. Additionally, regulators and IATA should encourage air operators to participate in the IATA "FDX" programme. Regulators in the IE-REST geographical area should work closely with air operators under their oversight responsibility in order to develop means to use FDA to identify precursors of accidents and incidents, monitor operational safety issues and to assist in the regular reporting of standardized FDA events.
<b>Champion Organization</b>	CAAs of the Republic of Moldova
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input checked="" type="checkbox"/> Aerodrome Operators <input checked="" type="checkbox"/> Research Organizations <input type="checkbox"/> Training Organizations <input checked="" type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input checked="" type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input checked="" type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	Personnel to research and draft guidance material, experts from regulators and air operators including project manager to lead the meeting
<b>Financial Resources:</b>	Tbd - to include funds for both Russian and English versions of guidance material.
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• <i>EAFDM ToR</i></li> <li>• <i>EAFDM Guidance on FDA oversight.</i></li> <li>• <i>Guidance for NAA of setting up a National FDM forum</i></li> </ul>
<b>Performance Goal:</b>	<ul style="list-style-type: none"> <li>• Air operators will learn from each other about practices, challenges and solutions found to enhance the implementation of FDA programmes;</li> <li>• Regulators will enhance their capacity to support air operators to enhance the implementation of FDA programmes.</li> </ul>
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• Number of States in the IE-REST geographical area reporting to have implemented the guidance material developed by the IE-FDG</li> <li>• Number of States having established national forums for FDA</li> </ul>

Safety Enhancement (IE-REST/IE-PTG/02)	
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• Finalization and dissemination of the guidance material in English by the IE-REST</li> <li>• Translation, review and validation of the guidance material in Russian</li> <li>• Dissemination of the guidance material to regulators in the IE-REST geographical area,</li> <li>• Implementation of the guidance material by regulators</li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>• Lack of support from regulators</li> <li>• Lack of interest from air operators</li> </ul>
<b>Detailed Implementation Plan Notes:</b>	
<b>CICTT Code:</b>	<b>ALL</b>
<b>Output 1:</b>	
<b>Description:</b>	Developing the guidance material in English and Russian, regarding the implementation of National FDA oversight & establishment of a national FDA forum.
<b>Lead Organization</b>	<i>Air ASTANA and CAA Moldova</i>
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	
<b>Target Completion Date:</b>	31 December 2015
<b>Resources:</b>	EAFDM Docs translator(s) + subject matter experts to verify the translation
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>• Air ASTANA translated draft of “Guidance for NAA on the Oversight of FDAP”</li> <li>• CAA Moldova to verify and document at national level and submit the final version for publication on ICAO web site.</li> </ul>
<b>Progress report</b>	<ul style="list-style-type: none"> <li>• Air ASTANA has translated the draft of EAFDM Guidance on FDA oversight</li> <li>• CAA Moldova works on draft translation of its Implementation guide into Russian with publication planned at in December 2015 (TBA);</li> <li>• <i>IAC/MAK in the frame of ICAO Project ref. “COSCAP-CIS – RER/01/901”</i> has provided translation of the “Guidance for NAA of setting up a National FDM forum”</li> </ul>
<b>Status</b>	Completed
<b>Changes required</b>	none
<b>Output 2:</b>	
<b>Description:</b>	Pilot project in one of the IE-REST State

Safety Enhancement (IE-REST/IE-PTG/02)	
<b>Lead Organization</b>	CAA Moldova
<b>Target Initiation Date:</b>	October 2016
<b>Time Line (milestones):</b>	One year
<b>Target Completion Date:</b>	End 2017
<b>Resources:</b>	TBA
<b>Resource Notes:</b>	
<b>Actions:</b>	<ul style="list-style-type: none"> <li>- CAA of Moldova to formally open the National FDA forum</li> </ul>
<b>Progress report</b>	In May 2016 CAA of Moldova announced to the country operators the upcoming establishment a National FDA. Positive reaction from the operators.
<b>Status</b>	In Progress
<b>Changes required</b>	<ul style="list-style-type: none"> <li>- It is proposed to increase the scope of the output for additional CAAs to participate in the pilot project for implementation of National FDA.</li> </ul>

**APPENDIX T — UPDATED DIP AND OUTPUTS FOR A SEI RELATED TO THE IMPLEMENTATION OF ADREP/ECCAIRS COMPATIBLE TAXONOMIES AND DATABASES**

(Paragraph 6.23 refers)

<b>Safety Enhancement (IE-REST/TS/01)</b>	
<b>Safety Enhancement Action:</b>	The IE-REST will support the implementation of ADREP/ECCAIRS compatible databases in the IE-REST geographical area, in order to enhance the capability for performing safety data analysis and of exchanging safety data.
<b>Statement of Work:</b>	<ul style="list-style-type: none"> <li>- With the assistance of a Champion Organization and other organizations, the IE-TSG will identify issues (enablers/blockers) related to the implementation of ADREP/ECCAIRS compatible databases in the various States in the IE-REST geographical area;</li> <li>- The relevant State authorities in the IE-REST geographical area will identify relevant English-speaking staff (from the relevant State authorities but also, if possible, from major industry organizations, including air operators and ANSPs) to be trained to use ECCAIRS, and will ensure their effective training;</li> <li>- With the assistance of a Champion Organization and other organizations, the IE-TSG will translate ECCAIRS taxonomy in Russian language and related guidance material as needed;</li> <li>- The relevant State authorities within the IE-REST geographical area will take measures, including regulatory measures if needed, to ensure the implementation of ADREP/ECCAIRS compatible databases.</li> </ul>
<b>Champion Organization</b>	Interstate Aviation Committee (IAC), with support from ICAO, EU/JRC (tbc) and Eurocontrol
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input checked="" type="checkbox"/> Aerodrome Operators <input checked="" type="checkbox"/> Research Organizations <input checked="" type="checkbox"/> Training Organizations <input checked="" type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input checked="" type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input checked="" type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	TBD
<b>Financial Resources:</b>	TBD
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>ICAO SARPS and guidance material</li> <li>CAST/ICAO common taxonomy team (CICTT)</li> <li>ECCAIRS community</li> </ul>
<b>Performance Goal:</b>	Deploy and maintain ADREP/ECCAIRS compatible databases in all States in the IE-REST geographical area

<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• Number of States having adopted ADREP/ECCAIRS compatible taxonomies and databases ;</li> <li>• Number of States having experts appropriately qualified and trained to use ECCAIRS;</li> <li>• Number of States effectively maintaining ADREP/ECCAIRS compatible databases.</li> </ul>
Key Milestones:	<ul style="list-style-type: none"> <li>• Development of a report on the various issues (enablers/blockers) related to the implementation of ADREP/ECCAIRS compatible databases in the various States in the IE-REST geographical area;</li> <li>• Delivery of ECCAIRS training for the relevant staff;</li> <li>• Translation of the ECCAIRS taxonomy in Russian language and related guidance material as needed;</li> <li>• Deployment and maintenance, through all necessary measures, of ADREP/ECCAIRS compatible databases in each State in the IE-REST geographical area.</li> </ul>
Potential Blockers:	<ul style="list-style-type: none"> <li>• Lack of support from regulators;</li> <li>• Lack of financial resources.</li> </ul>
Detailed Implementation Plan Notes:	
CICTT Code:	ALL
Output 1:	
Description:	Development of a report on the various issues (enablers/blockers) related to the implementation of ADREP/ECCAIRS compatible databases in the various States in the IE-REST geographical area.
Lead organization:	IAC
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	December 2016.
Resources:	1 representative from the IAC, 1 representative from the CAA Russia
Resource Notes:	Need to be amended by representatives from states.
Actions:	The study is to be conducted and results presented.
Progress report:	Preliminary results of the study were presented at the IE-REST/04 at Almaty in September 2014. The research activity regarding the comparison of the ASOBP and ECCAIRS taxonomies has been completed and presented by the CAA of the Russian Federation
Status:	In progress
Changes required:	Shift the Target Completion Date.
Output 2:	
Description:	Selection and training of relevant English-speaking staff (from the relevant State authorities but also, if possible, from major industry organizations, including air operators and ANSPs) in the use of ECCAIRS.

Lead organization:	IAC
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	December 2017 <sup>6</sup>
Resources:	To be determined
Resource Notes:	
Actions:	
Progress report:	1- A dozen of experts from 4 IE-REST States (Azerbaijan, Georgia, Kyrgyzstan and the Republic of Moldova) received an ECCAIRS training provided in cooperation between TRACECA and ICAO. The training was organized in Tbilisi, Georgia, from 29 September to 8 October 2014. 2- Some IE-REST States are envisaging to request a cost-recoverable ECCAIRS course to ICAO.
Status:	In progress
Changes required:	Target completion is proposed to be amended.
Output 3:	
Description:	The translation of the ADREP taxonomy into Russian language.
Lead organization:	IAC
Target Initiation Date:	January 2015
Time Line (milestones):	
Target Completion Date:	December 2017
Resources:	1 volunteer from LLC GLOBUS (S7 Airlines) (Russia), 3 specialists from the IAC,
Resource Notes:	Need to be amended by aviation specialists for crosscheck and speeding up the progress.
Actions:	

Progress report:	<p>The translation of the most relevant keys is almost complete.</p> <p>The BEA and DGAC France assisted the group with the presentation and guidance material regarding the use of the ECCAIRS Taxonomy Designer (Translation Tool). The guidance material and experience of the BEA helped a lot in launching of the translation process and with the prioritization.</p> <p>The IAC contacted the ECCAIRS JRC support people and received the positive feedback as well as the ECCAIRS 5 Taxonomy Designer 2.5.1 software and the “Russian Translation Project” file.</p> <p>The ECCAIRS 5 was installed at the IAC server superseding the ECCAIRS 4 installation. The translation Tool was launched and the test of compatibility with the “Russian Project” was passed successfully.</p> <p>The key elements of the Translation Tool taxonomy, prioritized with the help of the BEA and group members, were exported to the Excel files and transferred for translators to parallel the process.</p> <p>The translated keys have been imported back to the Translation Tool. Nevertheless the process was interrupted due to the necessity to send the translated results back to the JRC for integration into the updated release of the ECCAIRS taxonomy for review. That will take some time and extended cross-check of the results can not take place before.</p> <p>The translation of Taxonomy Tables is being finalized and translation of the interface is underway.</p>
Status:	In progress
Changes required:	Shift the Target Completion Date

**APPENDIX U — UPDATED DIP AND OUTPUTS FOR A SEI RELATED TO THE IMPLEMENTATION OF EFFECTIVE MANDATORY AND VOLUNTARY SAFETY OCCURRENCE REPORTING SYSTEMS***(Paragraph 6.23 refers)*

<b>Safety Enhancement (IE-REST/TS/02)</b>	
<b>Safety Action:</b>	The IE-REST will support the establishment and implementation of effective mandatory and voluntary safety occurrence reporting systems within the States and the industry in the IE-REST geographical area.
<b>Statement of Work:</b>	<p>In order to establish the necessary foundations for the implementation of State Safety Programmes (SSP) and Safety Management Systems (SMS), respectively within the States and the industry in the IE-REST geographical area:</p> <ul style="list-style-type: none"><li>- With the assistance of a Champion Organization and other organizations, the IE-TSG will review, consolidate, disseminate guidance material, in English and Russian, regarding international provisions and best practices related to the establishment and implementation of mandatory and voluntary safety occurrence reporting systems within the States and the industry;</li><li>- The relevant State authorities within the IE-REST geographical area will take measures to ensure the effective implementation of mandatory and voluntary safety occurrence reporting systems as part of their SSP;</li><li>- Air operators, air navigation service providers, aerodrome operators, approved maintenance organizations and approved training organizations within the IE-REST geographical area will take measures to ensure the effective implementation of mandatory and voluntary safety occurrence reporting systems as part of their SMS.</li></ul>
<b>Champion Organization</b>	CAA of Georgia

<b>Implementers:</b>  (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input checked="" type="checkbox"/> Aerodrome Operators <input type="checkbox"/> Research Organizations <input checked="" type="checkbox"/> Training Organizations	<input checked="" type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input checked="" type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input checked="" type="checkbox"/> Air Navigation Service Provider <input type="checkbox"/> Other (specify)
<b>Human Resources</b>	CAA of Georgia	
<b>Financial Resources:</b>	TBD	
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• ICAO SARPS (in particular Annex 13 and Annex 19) and related guidance material (Doc 9859);</li> <li>• EU (Directive 2003/42/EC, EC No 1330/2007, EC No 1321/2007 and related);</li> <li>• EUROCONTROL (EVAIR);</li> <li>• ASRS and ASAP (United States). Advisory Circular 120-66B</li> </ul>	
<b>Performance Goal:</b>	To achieve a data-driven, risk based and result oriented safety management framework within the IE-REST geographical area.	
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>• Increased number and quality of reports submitted through mandatory reporting systems;</li> <li>• Relevant reports on no-reportable occurrence submitted through voluntary reporting systems.</li> </ul>	
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• Presentation of applicable international provisions and sharing of best practices;</li> <li>• Identification and acknowledgement of practical problems/issues by stakeholders (States and industry);</li> <li>• Development of the guidance material;</li> <li>• Pilot project to support implementation of the developed guidance material.</li> </ul>	
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>• Unclear/insufficient legislation;</li> <li>• Lack of support from regulators;</li> <li>• Legal, judicial and cultural issues.</li> </ul>	
<b>Detailed Implementation Plan Notes:</b>		

<b>CICTT Code:</b>	
<b>Output 1:</b>	
<b>Description:</b>	Organization of a series of workshops to present and discuss international provisions, best practices and practical challenges related to the establishment and implementation of mandatory and voluntary safety occurrence reporting systems within the States and the industry.
<b>Lead organization:</b>	CAA of Georgia
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	
<b>Target Completion Date:</b>	December 2017
<b>Resources:</b>	<i>To be determined – small team of instructors (including from ICAO, ICCAIA (TBC) Eurocontrol (TBC), and one State TBD) to be formed to develop and provide the training</i>
<b>Resource Notes:</b>	
<b>Actions:</b>	Develop training material for occurrence reporting. Review it within IE-Rest Geographical area and deliver to beneficial states.
<b>Progress report:</b>	The systemic issues related to the SEI 02 implementation were identified and ways of implementation were discussed during the IE-REST/03 in Moscow in April 2014 and during the IE-REST/04 at Almaty in September 2014. International provisions were presented by ICAO and examples of implementation were presented by several States. A discussion was launched and supported by operators and aviation administrations. A workshop on occurrence reporting is planned for the next IE-REST meeting.
<b>Status:</b>	In progress
<b>Changes required:</b>	Target Completion Date is proposed to be amended.
<b>Output 2:</b>	

<b>Description:</b>	Development and dissemination of guidance material, in English and Russian, regarding international provisions and best practices related to the establishment and implementation of mandatory and voluntary safety occurrence reporting systems within the States and the industry.
<b>Lead organization:</b>	CAA of Georgia
<b>Target Initiation Date:</b>	March 2014
<b>Time Line (milestones):</b>	
<b>Target Completion Date:</b>	December 2016
<b>Resources:</b>	To be determined
<b>Resource Notes:</b>	
<b>Actions:</b>	
<b>Progress report:</b>	PPT presentations is being prepared (with the support of the ICAO Secretariat and the CAA of Georgia) for a short guidance document highlighting basic principles governing mandatory and voluntary occurrence reporting. The Regulatory Framework on Occurrence Reporting Guidance Material has been developed by the Georgian CAA, and translated into Russian by the Bermuda Department of Civil Aviation; The Guidance Material has been uploaded to IE-REST portal for discussion and presented to IE-REST.
<b>Status:</b>	Completed
<b>Changes required:</b>	No changes required
<b>Output 3:</b>	
<b>Description:</b>	Pilot project with one State within the IE-REST geographical area and organizations within that State (air operators, air navigation service providers, aerodrome operators, approved maintenance organizations and/or approved training organizations), to support implementation of the developed guidance material.
<b>Lead organization:</b>	CAA of Georgia
<b>Target Initiation Date:</b>	January 2015
<b>Time Line (milestones):</b>	
<b>Target Completion Date:</b>	January 2018
<b>Resources:</b>	To be determined
<b>Resource Notes:</b>	
<b>Actions:</b>	Identify a State willing to analyse and implement occurrence reporting.

<b>Progress report:</b>	The CAA of Georgia has taken many actions to strengthen occurrence reporting within its State and has kept the IE-REST informed about its progress. The progress achieved by Georgia was reviewed by a mission conducted by the ICAO EUR/NAT Regional Office in December 2015, with the assistance of an expert from France, following which suggestions were made to Georgia on the way forward. A letter has been sent to the Member States of the Region proposing support in the implementation of the occurrence reporting systems in a volunteering State with use of the Regulatory Framework on Occurrence Reporting Guidance Material developed by the Georgian CAA. There has been no volunteering State for the time being.
<b>Status:</b>	In progress
<b>Changes required:</b>	No changes are required

**APPENDIX V — DRAFT SEI RELATED TO VORTEX RING STATE RECOVERY***(Paragraph 6.25 refers)***Safety Enhancement (IE-REST/HOST/01)**

<b>Safety Enhancement Action:</b>	Nearly every year accidents with helicopters occur due to their entering the vortex ring state. The reason is the lack of theoretical and practical skills of pilots, which leads to the inability to detect signs of entering the vortex ring state and to the absence of vortex ring state recovery skills. To mitigate aircraft accident risks of entering the vortex ring state IE-HOST will develop the Recommendations for pilot training, considering the best practices of the helicopter industry and will contribute to their adjunction into the courses in training centers for pilots as well as for operators.
<b>Statement of Work:</b>	<ul style="list-style-type: none"> <li>To study the theoretical and practical experiences of the pilots training pertaining to the vortex ring state in the states with a significant number of commercial helicopter operators;</li> <li>To conduct a research/practice conference on vortex ring problem with the representatives of educational establishments, operators, helicopter manufactures, research centers, considering opinions of its participants while developing the Recommendations for pilot training;</li> <li>To prepare the Draft of the Recommendations, distribute it among the stakeholders and consolidate their comments and suggestions.</li> <li>To prepare the final version of the Recommendations in both Russian and English languages, approve then in the aviation administrations of IE-HOST geographical area;</li> <li>To take necessary steps for adjunction of the Recommendations into the courses for pilots in training centers, operators, providing all the necessary assistance for their implementation Jointly with the administrations of IE-HOST geographical area.</li> </ul>
<b>Champion Organization</b>	TBD, to be further discussed by IE HOST
<b>Implementers:</b> (Select all that apply)	<input checked="" type="checkbox"/> Air Operators <input checked="" type="checkbox"/> International Industry Associations <input type="checkbox"/> Aerodrome Operators <input type="checkbox"/> Research Organizations <input checked="" type="checkbox"/> Training Organizations <input type="checkbox"/> Air Navigation Service Provider
	<input type="checkbox"/> Aircraft Maintenance Organizations <input checked="" type="checkbox"/> Design/Production Organizations <input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority <input type="checkbox"/> Aircraft Accident/Incident Investigation Authority <input type="checkbox"/> Other (specify) _____
<b>Human Resources</b>	<ul style="list-style-type: none"> <li>Personnel (Design/Production Organizations, Research University etc.) to research the topic and formation of proposals and approaches for guidance materials.</li> </ul>

	<ul style="list-style-type: none"> <li>• Test pilots of Design/Production Organizations and Regulatory/Safety Oversight Authority to check (in flight or expertly) proposals and approaches formed in guidance materials.</li> <li>• Air operator training or flight operations personnel to review and update manuals and training materials as necessary.</li> </ul>
<b>Financial Resources:</b>	TBD
<b>Relation to Current Aviation Community Initiatives:</b>	<ul style="list-style-type: none"> <li>• Federal Aviation Rules FAR-147 (Russian Federation)</li> <li>• FAA/EASA Advisory Circulars</li> </ul>
<b>Performance Goal:</b>	<ul style="list-style-type: none"> <li>• Analysis of the research of vortex ring problem in the international helicopter community</li> <li>• A decision based on ICAO initiative nomination for practical implementation of the requirements for helicopter safe operation when entering the vortex ring</li> </ul>
<b>Performance Indicators:</b>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>Key Milestones:</b>	<ul style="list-style-type: none"> <li>• English and Russian publications of specific materials related to the vortex ring state recovery (if necessary).</li> <li>• A report of IE-HOST containing the conclusion that includes the statement of the necessity to nominate ICAO initiative for practical implementation of the requirements for helicopter safe operation when entering the vortex ring</li> </ul>
<b>Potential Blockers:</b>	<ul style="list-style-type: none"> <li>• Lack of support from regulators</li> <li>• Lack of support from air operators</li> <li>• Lack of financial support</li> </ul>
<b>Detailed Implementation Plan Notes:</b>	
<b>CICTT Code:</b>	
<b>Output 1:</b>	
<b>Description:</b>	<p>The Champion Organization will perform analysis of the research of vortex ring problem in the international helicopter community within the IE-HOST geographical area.</p> <p>The Champion Organization will create conclusion that includes the statement of the necessity to nominate ICAO initiative for practical implementation of the requirements for helicopter safe operation when entering the vortex ring.</p> <p>This material will be reviewed by IE-HOST, after that it will be disseminated as needed.</p>
<b>Lead Organization</b>	TBD, to be further discussed by IE HOST
<b>Target Initiation Date:</b>	September, 2016
<b>Time Line (milestones):</b>	6 months
<b>Target Completion Date:</b>	February, 2016
<b>Resources:</b>	TBD
<b>Resource Notes:</b>	The IE-HOST will be seeking assistance and support from Russian helicopter industry, aviation authorities and university society.
<b>Actions:</b>	TBD

**APPENDIX W — PROPOSED MODIFICATION FOR SAFETY METRICS AND TARGETS**

(Paragraph 7.29 refers)

	<b>Metric</b>	<b>Target</b>
ST1 – Accident rate in commercial air transport	Moving five-year regional average accident rate ( <i>for aircraft of a maximum certificated mass of over 2250 5700 kg in scheduled operations</i> )  <i>Moving five-year regional average for absolute number of accidents (for aircraft of a maximum certificated mass of over 27000 kg in scheduled operations)</i>	Reduce by end 2017 compared with the average regional accident rate for the 2009-2013 period
ST2 – CAA resources	Yearly regional average EIs for PQs related to the financial and human resources of the CAAs	Increase by end 2017 compared with the average regional EI level for these PQs for 2013
ST3 – Certification, surveillance and resolution of safety concerns	Yearly regional average EIs for PQs related to CE-6, CE-7 and CE-8 in the PEL, OPS, AIR, ANS and AGA areas	Increase by end 2017 compared with the average regional EI level for these PQs for 2013
ST4 – SSC resolution	<del>Percentage of resolved SSCs in the Region / number of new SSCs</del>  1. Number of unresolved SSC in the Regions 2. Number of new SSCs not resolved within 2 years from publications in ICAO Electronic Bulletin	1. 0  2. 0
ST5 – SSP implementation	Yearly results from State's SSP gap analysis – using tool published by ICAO on the ISTARS SPACE website	All States to have implemented SSPs by end 2017 ( <i>as per information uploaded by States on ICAO ISTARS SPACE website, with the pre-requisite that the State should have an average EI above 60%</i> )
ST6 – Accident / serious incident investigations	Yearly regional rate of accidents and serious incidents, as reported to ICAO, in commercial air transport for which an investigation has been launched by the State of occurrence according, or delegated by that State to another State or to a Regional Accident Investigation Organisation	Improve by end 2017 compared with the regional rate for 2013

-----END-----