



REPORT OF

THE SIXTIETH MEETING OF

THE EUROPEAN AIR NAVIGATION PLANNING GROUP

Combined with

THE SEVENTH MEETING OF

THE EUROPEAN REGIONAL AVIATION SAFETY GROUP

(Paris, 26 – 30 November 2018)

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TABLE OF CONTENTS

1. INTRODUCTION	1
Place and duration.....	1
Attendance	1
Officers and Secretariat	1
Agenda and Documentation.....	1
2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS.....	3
2.1 ICAO DEVELOPMENTS	3
ICAO Update	3
Outcomes of the 13 th Air Navigation Conference (AN-Conf/13) and the EUR/NAT Work Programme	3
ICAO Training Activities	4
2.2 ICAO EUR/NAT NCLB TECHNICAL ASSISTANCE PROGRAMME	4
EUR/NAT Technical Assistance Programme	4
ICAO/IAC Project “Development of Operational Safety and Continuing Airworthiness” (COSCAP-CIS) RER/01/901	5
2.3 UPDATE FROM STATES AND INTERNATIONAL ORGANISATIONS	5
EASA and EUROCONTROL Activities Update.....	5
IFATCA Update	5
Update on ECCAIRS	6
3. REVIEW OF THE EANPG AND RASG FOLLOW-UP ACTIONS	6
3.1 UPDATE ON FOLLOW-UP ACTIONS TO EANPG/59 RASG-EUR/06 CONCLUSIONS AND DECISIONS	6
4. AVIATION SAFETY	6
4.1 REGIONAL AVIATION SAFETY PLAN	6
EUR Regional Aviation Safety Plan (RASP)	6
4.2 EUR ANNUAL SAFETY REPORT, GASP IMPLEMENTATION PROGRESS IN EUR, EUR SAFETY PERFORMANCE MONITORING AND TARGETS	7
Working Arrangements for the Development, Approval and Publication of RASG-EUR Annual Safety Reports.....	7
4.3 RASG-EUR SAFETY ENHANCEMENT INITIATIVES (SEI)	8
Runway Safety Go Teams Outcomes	8
Outcomes of the Twelve Meeting ICAO EUR Regional Expert Safety Team (IE-REST/12).....	9
RASG-EUR Accident Investigation and ECCAIRS User Workshop	10
Outcomes Joint ICAO-EASA Language Proficiency Requirements Implementation Task Force (LPRI TF)	11
4.4 REGIONAL MONITORING AGENCIES REPORTS	12
Results for the 2017 EUR RVSM Safety Monitoring Report	12
Appropriate State Actions with Non-Approved Aircraft Operating in RVSM Airspace “FlwUp EANPG59 RASG-EUR06 Conclusion 06”.....	12
RMA Bulletin Registration on EUROCONTROL One Sky Team Portal	13
4.5 AIR NAVIGATION DEFICIENCIES	14
IFALPA Annex 29.....	14
5. AIR NAVIGATION PLANNING AND IMPLEMENTATION	15
5.1 EUR GANP ASBU IMPLEMENTATION STATUS	15
ASBU Implementation Monitoring Report 2017.....	15
5.2 AIR TRAFFIC MANAGEMENT.....	16
Outcomes of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/28 and RDGE/29) Meetings	16
Outcomes of the Air Traffic Management Group EAST (ATMGE/25 and ATMGE/26) Meetings	16

5.3	BLACK SEA TASK FORCE	16
	Update on the EANPG Black Sea Task Force (BSTF)	16
5.4	COMMUNICATION NAVIGATION SURVEILLANCE	18
	Outcomes of the Twenty-Fourth Meeting of the Frequency Management Group (FMG/24).....	18
5.5	METEOROLOGY	20
	Outcomes of the Twenty-Eighth Meeting of the Meteorology Group (METG/28)	20
	EUR SCRAG Nomination	21
	Volcanic Ash Exercises in the EUR/NAT Region.....	21
	Volcanic Ash Impacts on Jet Engines and Developments since 2010	21
5.6	AIM/SWIM	22
	Implementation of System-Wide Information Management (SWIM) Issues	22
	Aeronautical Information Management (AIM) Issues	22
5.7	REGIONAL PERFORMANCE FRAMEWORK.....	24
5.8	SEARCH AND RESCUE.....	25
5.9	UPDATE TO ICAO DOCUMENTS	25
	Provisions Related to Erroneous Mode C or ADS-B Altitude Data	25
	Identification Procedures	26
	Provisions Related to Methods to Separate Taxiing Aircraft and Vehicles	26
	Enabling Global Uniformity in the Acceptance of GNSS Ground-Based (GBAS) and Satellite Based (SBAS) Augmentation Systems	26
6.	ENVIRONMENT	27
6.1	ENVIRONMENTAL PROTECTION	27
7.	WORK PROGRAMME	28
7.1	TRANSITION ARRANGEMENTS	28
	Report of the European Aviation Systems Planning Group (EASPG) Transition Project Team (TPT)	28
	Aeronautical Fixed Services Group (AFSG) Terms of Reference	29
	Revision of Air Traffic Management Group East (ATMGE), AWOGE, Performance Based Navigation Task Force (PBN TF), MET/ATM Task Force	30
7.2	ELECTION OF CHAIRPERSONS	31
	EANPG and RASG-EUR Chairpersons Elections.....	31
8.	ANY OTHER BUSINESS 32	
8.1	FAREWELLS	32
8.2	NEXT MEETING	32
	

LIST OF APPENDICES

Appendix A – List of Participants	.....
Appendix B – Meeting Documentation	.....
Appendix C – EUR Regional Aviation Safety Plan 2019-2023	.....
Appendix D – Runway Safety Go-Team Typical Recommendations	.....
Appendix E – Safety Enhancement (IE-REST/RSG/01)	.....
Appendix F – Updated Safety Enhancement (IE-REST/RSG/02)	.....
Appendix G – RASG EUR Accident Investigation (AIG) and ECCAIRS User Workshop	.....
Appendix H – English Language Proficiency Implementation, Updated Terms of Reference and Action Plan	.....
Appendix I – EUR Air Navigation Deficiencies List	.....
Appendix J – 2017 ICAO/EUROCONTROL ASBU Implementation Monitoring Report	.....
Appendix K – ICAO ASBU Implementation Monitoring Questionnaire	.....
Appendix L – EUR Frequency Management Manual, EUR Doc 011	.....
Appendix M – Proposal for Amendment to Doc 7030 concerning 8.33 kHz Channel Spacing Implementation	.....
Appendix N – Meteorological Group, Updated Terms of Reference	.....
Appendix O – Volcanic Ash Impacts on Jet Engines and Developments since 2010	.....
Appendix P – Analysis of Changes of the 16th Edition of Annex 15	.....
Appendix Q – EUR 2018 Regional Performance Framework Report	.....
Appendix R – Proposal for Amendment to ICAO Doc 4444, P-ATM	.....
Appendix S – Proposal for Amendment to ICAO Doc 4444, P-ATM	.....
Appendix T – Proposal for Amendment to ICAO Doc 4444, P-ATM, and to Annex 11	.....
Appendix U – European Aviation Systems Planning Group (EASPG) Terms of Reference	.....
Appendix V – ICAO Air Navigation Services Implementation Support Group (ANSISG), Terms of Reference	.....
Appendix W – COG/RCOG Performance Based Navigation (PBN) Consolidation Task Force, Terms of Reference	.....

LIST OF CONCLUSIONS

EANPG60 RASG-EUR07 Conclusion 01 –	Timely Availability of ICAO Documents	3
EANPG60 RASG-EUR07 Conclusion 02 –	NCLB –EUR/NAT Technical Assistance Programme	5
EANPG60 RASG-EUR07 Conclusion 03 –	Approval of EUR RASP	6
EANPG60 RASG-EUR07 Conclusion 04 –	Follow-Up Actions on ICAO Runway Safety Go-Teams.....	8
EANPG60 RASG-EUR07 Conclusion 05 –	Aggregation and Validation of Safety Data for States participating in the IAC Agreement.....	10
EANPG60 RASG-EUR07 Conclusion 06 –	Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace	13
EANPG60 RASG-EUR07 Conclusion 07 –	ICAO ASBU Implementation Monitoring within the ICAO EUR Region	15
EANPG60 RASG-EUR07 Conclusion 08 –	Frequency Assignments Data in SAFIRE.....	18
EANPG60 RASG-EUR07 Conclusion 09 –	Amendment to Doc 7030 concerning 8.33 kHz Channel Spacing Implementation	19
EANPG60 RASG-EUR07 Conclusion 10 –	METG Participation.....	20
EANPG60 RASG-EUR07 Conclusion 11 –	EUR SCRAG Nomination	21
EANPG60 RASG-EUR07 Conclusion 12 –	Volcanic Ash Impacts on Jet Engines and Developments since 2010	21
EANPG60 RASG-EUR07 Conclusion 13 –	Coordination between EUROCONTROL AIM/SWIM Team and ICAO EUR SWIM Project Team	22
EANPG60 RASG-EUR07 Conclusion 14 –	Implementation of the 16 th Edition of Annex 15 and the PANS-AIM	24
EANPG60 RASG-EUR07 Conclusion 15 –	Implementation of the ICAO EUR Region Performance Framework	25
EANPG60 RASG-EUR07 Conclusion 16 –	Doc 4444, PANS-ATM, Erroneous Mode C or ADS-B Altitude Data	26
EANPG60 RASG-EUR07 Conclusion 17 –	Doc 4444, PANS-ATM, Identification Procedures.....	26
EANPG60 RASG-EUR07 Conclusion 18 –	Doc 4444, PANS-ATM, Separation Vehicles and Taxiing Aircraft	26
EANPG60 RASG-EUR07 Conclusion 19 –	ICAO EUR Environment Task Force and Capacity Building Activities	28
EANPG60 RASG-EUR07 Conclusion 20 -	Draft Terms of Reference of EASPG	29
EANPG60 RASG-EUR07 Conclusion 21 -	Implementation of Amendment 6 to PANS-OPS and Circular 353 on RNP Charts Naming.....	31

LIST OF DECISIONS

EANPG60 RASG-EUR07 Decision 01 –	Review of the AN-Conf/13 Recommendations.....	3
EANPG60 RASG-EUR07 Decision 02 –	Publication of RASG-EUR Annual Safety Reports (RASG-EUR ASR)	7
EANPG60 RASG-EUR07 Decision 03 –	Discontinuation of the RCOG Reporting Group (R-REP).....	8
EANPG60 RASG-EUR07 Decision 04 –	Amendment of SEIs on Runway Safety	9

EANPG60 RASG-EUR07 Decision 05 –	Completions of IE-FDG SEIs.....	9
EANPG60 RASG-EUR07 Decision 06 –	RASG-EUR Accident Investigation and ECCAIRS User Workshop	11
EANPG60 RASG-EUR07 Decision 07 –	English Language Proficiency Implementation in EUR States.....	12
EANPG60 RASG-EUR07 Decision 08 –	Approval of the EUR 2017 ASBU Implementation Report.....	15
EANPG60 RASG-EUR07 Decision 09 –	Continuation of EANPG BSTF.....	18
EANPG60 RASG-EUR07 Decision 10 –	EUR Frequency Management Manual, EUR Doc 011	18
EANPG60 RASG-EUR07 Decision 11 –	Further Actions concerning 8.33 kHz Channel Spacing Implementation	19
EANPG60 RASG-EUR07 Decision 12 –	Update METG Terms of Reference.....	20
EANPG60 RASG-EUR07 Decision 13 –	ICAO Sub-Regional TOD Workshop.....	23
EANPG60 RASG-EUR07 Decision 14 -	Evolution of the AFSG.....	30
EANPG60 RASG-EUR07 Decision 15 -	Restructuring of AWOG, COG PBN TF and ATMGE.....	31

LIST OF STATEMENTS

EANPG60 RASG-EUR07 Statement 01 –	2017 EUR RVSM Safety Monitoring Report	12
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1. INTRODUCTION

Place and duration

1.1 The Sixtieth Meeting of the European Air Navigation Planning Group (EANPG) combined with the Seventh Meeting of the Regional Aviation Safety Group (RASG-EUR) (thereafter referred to as “the Meeting”) took place in the premises of the European and North Atlantic (EUR/NAT) Office of ICAO from 26 to 30 November 2018.

Attendance

1.2 The Meeting was attended by 111 participants from 40 States, 11 International Organisations and 2 representatives from industries. The list of participants and contacts is provided at **Appendix A** to this Report.

Officers and Secretariat

1.3 The EANPG part of the Meeting was chaired by Mr Phil Roberts, Chairman of the EANPG, the RASG-EUR part was chaired by Mr Haydar Yalcin, acting Chairman of the RASG-EUR. Mr Luis Fonseca de Almeida, ICAO Regional Director, Europe and North Atlantic, was the Meeting Secretary. He was assisted by other ICAO personnel whose names are also listed in **Appendix A**.

Agenda and Documentation

1.4 In the opening session, the Meeting agreed to the following agenda:

Agenda Item 1: Review of significant international aviation developments

1.1 ICAO developments

1.2 EUR/NAT “No Country Left Behind” Programme

1.3 Updates from States and International Organisations

Agenda Item 2: Review of the EANPG and RASG follow up actions

Agenda Item 3: Aviation safety

3.1 Regional Aviation Safety Plan

3.2 EUR Annual Safety Report

3.3 RASG –EUR Safety Enhancement Initiatives

3.4 Regional Monitoring Agencies reports

3.5 Air Navigation Deficiencies

Agenda Item 4: Air Navigation Planning and Implementation

4.1 EUR GANP ASBU implementation status

4.2 ATM/CNS/MET/AIS/SAR and other ANS specific topics

4.3 Air Navigation Performance Framework

4.4 Proposals for amendments to ICAO documents

Agenda Item 5: Environment.

Agenda Item 6: Work programme

6.1 Report of the Transition Project Team

6.2 European Aviation Safety Planning Group (EASPG) Terms of Reference

6.3 Election of Chairpersons

Agenda Item 7: Any other business

1.5 The list of Meeting documentation is provided at **Appendix B**.

2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

2.1 ICAO DEVELOPMENTS

ICAO Update

2.1.1 The Meeting was provided with a regular update concerning the latest amendments or proposals for amendment to ICAO provisions, meetings and publications and other relevant information.

2.1.2 As part of this update, the Meeting was informed about the approval of the first edition of the Procedures for Air Navigation Services (PANS) – Aeronautical Information Management (PANS-AIM, Doc 10066). In this respect, it was noted that although the applicability date for the PANS-AIM was 8 November 2018 for the harmonization of AIS/AIM procedures and 5 November 2020 for the element concerning the SNOTAM format, the document was not made available early enough in advance of the applicability date on the ICAO-NET. It was recalled that similar situations existed in the past when new ICAO provisions were not published until shortly before the applicability date.

2.1.3 The Meeting agreed that in order to ensure smooth and successful implementation of new ICAO provisions, it was critically important that the appropriate ICAO documents were published at the same time when the State Letter informing about their approval was circulated.

2.1.4 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 01 – Timely Availability of ICAO Documents

That, in order to ensure smooth and successful implementation of ICAO provisions, ICAO be urged to ensure that appropriate ICAO documents are published in a timely manner prior to the applicability date of the new ICAO provisions.

Outcomes of the 13th Air Navigation Conference (AN-Conf/13) and the EUR/NAT Work Programme

2.1.5 The Meeting was presented with the assessment of the 13th Air Navigation Conference (AN-Conf/13) (Montréal, Canada, 9-19 October 2018) outcomes with direct relevance to the EANPG and RASG-EUR work programme. It was noted that a full report of the Conference could be downloaded from www.icao.int once finalised. The Meeting noted the proposed initial follow-up actions for the EUR contributory bodies and agreed that, once the final Conference report would be available, the review of its outcomes and its impact on the work programme would be included as an agenda item for the next meetings of the EANPG and RASG-EUR contributory bodies.

EANPG/60&RASG-EUR/07 Decision 01 – Review of the AN-Conf/13 Recommendations

That, the EANPG and RASG-EUR contributory bodies to review the outcomes of the AN-Conf/13, once the final report is available, in order to identify and propose actions for inclusion in their work programme.

Updates on ICAO Global and Regional Aviation Security (AVSEC) Developments including Cybersecurity

2.1.6 The Meeting noted information on the latest ICAO global and regional developments in the field of Aviation Security (AVSEC) namely with regards to the *ICAO Global Aviation Security Plan* (GASeP) and cybersecurity. In particular, it was noted that following the approval of the GASeP, a series of regional conferences were conducted in all ICAO Regions, including a EUR/NAT GASeP conference that was convened in Lisbon, Portugal, from 29 to 31 May 2018. The conference resulted in the endorsement of 2 (two) documents: the EUR/NAT GASeP Conference Declaration (Lisbon Declaration) and the Regional Roadmap (both available on the ICAO EUR/NAT public website).

2.1.7 With regards to cybersecurity, the Meeting noted that Amendment 16 to Annex 17 which became applicable on 16 November 2018 introduced the first standard on measures relating to cybersecurity. Furthermore, the Meeting noted the progress of the ICAO Secretariat Study Group on Cybersecurity (SSGC) work and their report on the latest cybersecurity activities prepared for the ICAO Council.

2.1.8 Finally, the Meeting was informed that the 13th Air Navigation Conference invited ICAO to establish a formal project involving States, International Organizations and relevant stakeholders for the urgent and transparent development of a globally harmonized trust framework through a group of experts. This project was under the functional lead of the ICAO Air Navigation Bureau (ANB) and would be closely coordinated with other ongoing efforts on cybersecurity. The Second High Level Conference on aviation security (26-30 November 2018) would, amongst other topics, discuss the risk management in cybersecurity, and potential solutions to address cyber threats with data driven risk management concepts.

ICAO Training Activities

2.1.9 The Meeting noted information on the ICAO Training Activities in the EUR/NAT Regions, in particular the training courses on Managing compliance with ICAO Standards and Recommended Practices (SARPs) that were held in Algeria (19-23 November 2018), in Ukraine (29 October-2 November 2018), and would be held in Albania (10-14 December 2018).

2.1.10 The Meeting was informed that following the first successful course on International Air Law in June 2018, another course would be organized at the ICAO EUR/NAT Office from 21 to 25 January 2019. Similarly, building on the success of the previous training course, a training workshop on performance-based navigation (PBN) operational approvals would be held at ICAO EUR/NAT Office from 4 to 8 February 2019.

2.2 ICAO EUR/NAT NCLB TECHNICAL ASSISTANCE PROGRAMME

EUR/NAT Technical Assistance Programme

2.2.1 The Meeting was presented with information on the ICAO “No Country Left Behind” (NCLB) initiative and updates on the ongoing EUR/NAT Technical Assistance Programme (TAP), including a status report concerning the ongoing technical assistance and capacity building projects. It was noted that since the programme establishment, 12 (twelve) Technical Assistance projects had been developed, out of which 6 (six) were on various stages of implementation and 6 (six) already completed. Several new projects were under development. In this regard, the Meeting was informed that 2 (two) new tailored action plans had been developed and signed to provide technical assistance and capacity building support to Ukraine and Uzbekistan in order to improve their EI level and State safety oversight capabilities.

2.2.2 The Meeting was informed that the implementation of the EUR/NAT NCLB TAP was actively supported by a number of EUR States and International Organisations. The list of the programme partners included Austria, Georgia, Israel, Portugal, Russian Federation, Turkey, Ukraine, United States, EASA, EUROCONTROL, IATA, ACI, IFALPA, and IAC.

2.2.3 The Meeting noted information provided by the Russian Federation and Georgia on their readiness to further support this important activity and the importance of coordination through the ICAO EUR/NAT Office of all capacity building activities in the EUR Region. In particular, the Meeting noted information about the establishment by the Russian Federation in coordination with several other States in the Eastern part of the EUR of a regional accident and serious incidents investigation organisation and the readiness to cooperate in the framework of the EUR/NAT NCLB TAP.

2.2.4 The Meeting agreed that it was important to encourage States and International Organisations to continue supporting the ICAO EUR/NAT Technical Assistance Programme and enhance coordination among all involved parties to create the necessary synergies and optimize the use of limited resources. Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 02 – EUR/NAT NCLB Technical Assistance Programme

That the ICAO Regional Director, Europe and North Atlantic, encourage:

- a) States to further support with in-kind donations the ICAO EUR/NAT Technical Assistance Programme;
- b) International Organisations to enhance coordination with ICAO EUR/NAT in order to create the necessary synergies and optimize use of limited resources.

ICAO/IAC Project “Development of Operational Safety and Continuing Airworthiness” (COSCAP-CIS) RER/01/901

2.2.5 The Meeting noted an information paper on the status of the ICAO/IAC Regional Project (COSCAP-CIS) RER/01/901 “Development of Operational Safety and Continuing Airworthiness in the CIS States”. In particular, the Meeting noted a number of workshops and seminars that were organised in the framework of this project in 2018 and their planned events in 2019.

2.3 UPDATE FROM STATES AND INTERNATIONAL ORGANISATIONS***EASA and EUROCONTROL Activities Update***

2.3.1 The Meeting noted information on the EUROCONTROL’s current state of affairs. In particular, it was noted that on 20 April 2018, the Director General of EUROCONTROL and the Executive Director of the European Aviation Safety Agency (EASA) signed the joint Work Programme 2018-2019 to strengthen cooperation and reinforce safety across Europe.

2.3.2 The Meeting also noted information on the main highlights of EASA’s activity since November 2017 in the fields of aviation safety rulemaking, international cooperation and other major issues. The paper highlighted several issues of strategic importance to EASA and subject to its on-going work:

- a) Drones;
- b) Cyber security;
- c) New edition of European Aviation Safety Programme (EPAS) and the safety planning on the regional level;
- d) Entry into force of the European Common Aviation Area Agreement.

2.3.3 In particular, the Meeting noted that, on 11 September 2018, Regulation (EU) 2018/1139 entered into force, giving a new mandate to EASA. This new mandate consolidated EASA’s scope to cover the full spectrum of the aviation landscape and reinforced the European aviation system as a whole, with the possibility for EASA and European Member States to work closer together in a flexible way. The so-called new Basic Regulation formalised EASA’s role in the domain of drones and urban air mobility, enabling the Agency to prepare rules for all sizes of civil drones and harmonize standards for the commercial market across Europe. The regulation enlarged the Agency’s role in areas such as environmental protection, research and development, or international cooperation. The new mandate also gave EASA a coordinating role in cybersecurity in aviation.

2.3.4 The Meeting thanked for this information and invited to provide updates to the future meetings on the EASA and EUROCONTROL developments.

IFATCA Update

2.3.5 The Meeting noted information from International Federation of Air Traffic Controllers' Associations (IFATCA) regarding lack of controllers in the EUR Region that would most probably create capacity issues in coming years. In addition, the recent numerous prosecutions of ATCOs following

incidents were likely to impact safety occurrence reporting. IFATCA agreed to present more detailed information for the next meeting on both subjects.

Update on ECCAIRS

2.3.6 The Meeting noted information concerning the major updates of the European Co-ordination Centre for Accident and Incident Reporting Systems (ECCAIRS) Software Suite that was planned to be available as of 2020 and had a direct impact on a number of aviation Authorities worldwide.

3. REVIEW OF THE EANPG AND RASG FOLLOW-UP ACTIONS

3.1 UPDATE ON FOLLOW-UP ACTIONS TO EANPG/59 RASG-EUR/06 CONCLUSIONS AND DECISIONS

3.1.1 The Meeting was provided with the status review of the EANPG/RASG-EUR Conclusions and Decisions. It was noted that all actions had been either completed, or would be discussed and reported on in the course of the current meeting.

4. AVIATION SAFETY

4.1 REGIONAL AVIATION SAFETY PLAN

EUR Regional Aviation Safety Plan (RASP)

4.1.1 The Meeting was presented with a draft EUR RASP which was developed by the European Regional Aviation Safety Plan Project Team (EUR RASP PT) in accordance with EANPG59 RASG-EUR06 Decision 03. It was recalled that the objective of this document was to create a common focus on regional aviation safety issues as a continuation of the RASG-EUR work to improve aviation safety and compliance with ICAO standards. The EUR RASP would initially cover 2018-2022 and would be a rolling five-year period document, updated on an annual basis, following the evolution of the Global Aviation Safety Plan (GASP) and the European Aviation Safety Programme (EPAS) as well as inputs from the RASG-EUR. The EUR Safety Targets would be an integral part of the EUR RASP.

4.1.2 It was noted that the EUR RASP PT consisted of members from ICAO, EASA, Armenia, Belarus, Cyprus, Estonia, France, Kyrgyzstan, Latvia, Spain, United Kingdom and Uzbekistan. Their work was conducted mainly via tele-conferences and discussions at the ICAO EUR Regional Expert Safety Team (IE-REST) and the RASG-EUR Coordination Group (RCOG) meetings.

4.1.3 The final draft of the EUR RASP was presented to the seventy-second meeting of the EANPG Programme Coordinating Group (COG/72) combined with the ninth meeting of the RASG-EUR Coordination Group (RCOG/09) (23-26 October 2018) where it was agreed that the EUR RASP PT had completed its work and that its outcome should be submitted for approval to the EANPG/60 RASG-EUR/07 meeting.

4.1.4 Therefore, the Meeting expressed its appreciation to the EUR RASP PT for the work done and agreed the following:

EANPG/60&RASG-EUR/07 Conclusion 03 – Approval of EUR RASP

That:

- a) the ICAO Regional Director, Europe and North Atlantic;
 - (i) take appropriate actions to publish the approved EUR RASP 2019-2023 (**Appendix C**) at the ICAO EUR/NAT webpage; and

- (ii) invite EUR States to align their aviation safety plans to incorporate safety actions listed in the EUR RASP;
- b) the IE-REST be tasked to further develop mechanisms for annual monitoring of implementation by EUR States as well as annual update of the EUR RASP; and
- c) The EUR RASP PT be disbanded.

4.2 EUR ANNUAL SAFETY REPORT, GASP IMPLEMENTATION PROGRESS IN EUR, EUR SAFETY PERFORMANCE MONITORING AND TARGETS

Working Arrangements for the Development, Approval and Publication of RASG-EUR Annual Safety Reports

4.2.1 The Meeting was presented with a proposal concerning the development, approval and publication of the RASG-EUR Annual Safety Report (ASR). In this respect, it was recalled that the RCOG reporting group (R-REP) was responsible for the development of annual safety reports for the ICAO EUR Region. The Terms of Reference (ToR) of the R-REP required the R-REP to ensure the completion of the ICAO EUR Region Annual Safety Report by the end of May each year, covering the period of the previous year. However, the RASG-EUR ASR 2015 was published in November 2016, the RASG-EUR ASR 2016 was published in November 2017 and the RASG-EUR ASR 2017 was published in September 2018. The reason for their delayed publication was the unavailability of validated data from R-REP members.

4.2.2 The Meeting was informed that the development of the ASR 2017 was coordinated by the ICAO Secretariat, mostly via correspondence with R-REP members but also via the conduct of two R-REP meetings. The participation to these meetings was essentially limited to EASA and IATA as well as 1 (one) State. The RASG-EUR ASR 2017 was circulated for review and approval by correspondence to COG and RCOG members and then to EANPG and RASG-EUR members in August 2018. In this respect, the Meeting noted that the COG/RCOG meetings were taking place twice a year, thus providing an excellent opportunity in support of the ASR review and approval process.

4.2.3 In view of the above, and in order to achieve a publication date of the ASR per RASG-EUR Handbook in May every year, the Meeting adopted the following.

EANPG/60&RASG-EUR/07 Decision 02 – Publication of RASG-EUR Annual Safety Reports (RASG-EUR ASR)

That the EANPG/RASG-EUR approve the following working arrangements for the development, approval and publication of the RASG-EUR ASR:

- a) the ICAO Secretariat to develop the draft RASG-EUR ASR, in coordination with volunteer States, EASA, EUROCONTROL, IATA, IAC, ECAC group of experts on accident investigation as well as ENCASIA, and ensure the completion of the draft ASR on or before the end of April each year, covering the period of the previous year;
- b) the draft RASG-EUR ASR to be presented to the spring meeting of COG/RCOG for review;
- c) the ICAO Secretariat to address any comments received on the draft RASG-EUR ASR, make the necessary amendments and send the RASG-EUR ASR to EANPG/RASG-EUR for approval by correspondence by end of May each year; and
- d) Upon approval by correspondence of the RASG-EUR ASR by EANPG/RASG-EUR, the ICAO Regional Director, Europe and North Atlantic to publish the RASG-EUR ASR on the ICAO EUR/NAT Office public website.

4.2.4 Furthermore, the Meeting reviewed the tasks assigned to the R-REP and agreed that most of the tasks were completed or would be fulfilled through the new procedure as approved above. Therefore, it was agreed to discontinue the R-REP in order to avoid duplication of effort and to seek fluidity of the RASG-EUR Safety reporting proceedings.

EANPG/60&RASG-EUR/07 Decision 03 – Discontinuation of the RCOG Reporting Group (R-REP)

That, in order to increase efficiency of the RASG-EUR working structure, the R-REP be disbanded and the ICAO Regional Director, Europe and North Atlantic, take necessary actions to amend the RASG-EUR Procedural Handbook to delete references to the R-REP.

4.3 RASG-EUR SAFETY ENHANCEMENT INITIATIVES (SEI)

Runway Safety Go Teams Outcomes

4.3.1 The Meeting was presented with the current results of the EUR/NAT Runway Safety Go-Teams project, which was launched in the framework of the EUR/NAT NCLB technical assistance programme in support of the RASG Safety Enhancement Initiative related to runway safety.

4.3.2 The Meeting noted that the main objective of the RS Go-Teams was to assist States in establishing and improving their Runway Safety Programmes and local runway safety teams. 6 (six) missions had been completed (Israel, Turkey, Kyrgyzstan, Montenegro, Tunisia and Malta) since the project establishment. The Meeting noted the extensive support provided to these missions by the project partners, such as Russian Federation, Turkey, ACI, CANSO, EUROCONTROL, IATA and IFALPA.

4.3.3 As an outcome of these missions, the RS Go-Teams produced individual reports with a number of recommendations for implementation. In this regard, the Meeting was provided with a list of common findings identified during these Go-Team missions. It was agreed that this list could be beneficial for all EUR States to support their RS related activities.

4.3.4 The Meeting noted that, in view of the excellent results of the RS Go Team mission, the ICAO EUR/NAT Office renewed the offer to the States (*SL EUR/NAT 18-0404.TEC (FIC/SUL) of 1 August 2018 refers*) to request an ICAO Runway Safety Go-Team mission. Based on the responses to the letter, 3 (three) more missions were planned in 2019, namely to Azerbaijan, Morocco and Ukraine. The Meeting noted comments from Israel and Montenegro about the positive results from these teams and the encouragement to continue these efforts.

4.3.5 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 04 – Follow-Up Actions on ICAO Runway Safety Go-Teams

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to:

- a) encourage States to consider future ICAO Runway Safety Go-Team visits to assist in implementation or improvement in their State Runway Safety Programme and local runway safety teams;
- b) encourage States and international organizations to support future RS Go-Teams as donor-organizations; and
- c) Invite States and service providers to take into account the typical Runway Safety recommendations as provided at **Appendix D** in their RS Programmes and RS Teams activities.

Outcomes of the Twelve Meeting ICAO EUR Regional Expert Safety Team (IE-REST/12)

4.3.6 The Meeting was provided with the current outcomes of the IE-REST work. In particular, the Meeting noted the follow-up activities implemented by the ICAO EUR-Runway Safety Group (IE-RSG) related to the enhancement of air operators' Standard Operating Procedures (SOPs) for approach and landing, and establishment and operation of Local Runway Safety Teams (RSTs). The proposal to extend the scope Safety Enhancement Initiative (SEI) IE-REST/RSG/02 was also considered.

4.3.7 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 04 – Amendment of SEIs on Runway Safety

That the EANPG and RASG-EUR:

- a) acknowledge the completion of SEI IE-REST/RSG/01 (**Appendix E**), concerning the development and implementation of standard operating procedures (SOP) and delivery of several supporting workshops; and
- b) Adopt changes to the SEI IE-REST/RSG/02, Detailed Implementation Plans (DIPs) and Outputs (**Appendix F**), to include additional activities related to the establishment of a Runway Safety Forum.

4.3.8 Furthermore, the Meeting was briefed on the implementation progress for the two Flight Data Analysis and Air Operator Safety Management System Group (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.

4.3.9 It was noted that this work produced the following results:

- a) development and publication of RASG-EUR Safety advisories on example of flight data analysis program (FDAP) and guidance material on establishment of CAA FDM oversight functions and FDM forum;
- b) delivery of several workshops on FDM oversight issues for CAA inspectors; and
- c) establishment of FDM national forums in the Republic of Moldova and Ukraine.

4.3.10 The Meeting agreed that the implementation of these SEIs was completed. Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 05 – Completions of IE-FDG SEIs

That, in view of the completion of the IE-FDG tasks per its ToR, the IE-FDG be disbanded and the ICAO Regional Director, Europe and North Atlantic, take necessary actions to amend the RASG-EUR Handbook to delete references to IE-FDG.

4.3.11 The Meeting was briefed on the implementation progress of the two IE-TSG SEIs, related respectively to the implementation of ADREP/ECCAIRS compatible taxonomies and databases and effective mandatory and voluntary safety occurrence reporting systems.

4.3.12 In this respect, a discussion on quality of accident data available on the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) platform and possible ways for its improvement was recalled. The Meeting reviewed the proposal to perform data validation and aggregation at the regional level prior to its transmitting to the ICAO repository. As a result, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 05 – Aggregation and Validation of Safety Data for States participating in the IAC Agreement

That, the ICAO Regional Director, Europe and North Atlantic, invite:

- a) IAC to provide facilities, database and experts to aggregate the flight safety data related to air accidents and serious incidents at regional level based on ADREP-2000 taxonomy for States participating in the IAC Agreement;
- b) States, participating in the IAC Agreement, in addition to their obligations of notifying ICAO, to provide relevant data to IAC for processing; and
- c) the IE-TSG to monitor the effectiveness of the established mechanism and propose further improvement actions in the area.

RASG-EUR Accident Investigation and ECCAIRS User Workshop

4.3.13 The Meeting was provided with the background information supporting the need for a regional accident investigation and ECCAIRS user workshop, detailing its objectives and expected outcomes. From the Universal Safety Oversight Audit Programme (USOAP) Central Monitoring Agency (CMA) data, it was noted that for Accident and Incident Investigation (AIG) area, the average EI was 64.93% for RASG-EUR geographical area, which made AIG the area with the lowest EI. Technical staff qualifications and training (CE-4) was the top issue affecting States oversight capabilities in the RASG-EUR geographical area.

4.3.14 The Safety Oversight Margin application from the ICAO iSTARS website at www.icao.int/safety/iStars, demonstrated that in the functional area of Support, 36% of EUR States had a negative safety oversight margin, which was less than in most of the Regions. However, 48% of IE-REST member States and 55% of IAC States had a negative safety oversight margin in the same functional area. The Meeting noted that this indicated that a number of States had not been able to implement an effective accident and incident investigation system for their aviation activities.

4.3.15 In this regard, the Meeting noted that IE-REST/12 (Chisinau, Republic of Moldova, 26-27 September 2018) discussed the SEIs related to taxonomy and occurrence reporting/safety data analysis (ADREP/ECCAIRS compatible taxonomies and databases, implementation of effective mandatory and voluntary safety occurrence reporting systems). The IE-REST/12 agreed to organize an ECCAIRS user workshop, back-to-back with the next IE-REST meeting. ICAO, IAC and France (BEA) agreed to support such workshop by providing relevant speakers and training material.

4.3.16 In view of the above, a combined AIG and ECCAIRS user workshop was proposed to be organized for the benefit of the EUR States and their Accident Investigation Authorities (AIA) and Civil Aviation Authorities (CAA) staff, with the objective to contribute to the improvement of aviation safety by enabling States to conduct independent and effective investigations of aircraft accidents and incidents, support the implementation of ADREP/ECCAIRS compatible taxonomies and databases as well as support States in better fulfilling their investigation obligations as mentioned in Annex 13.

4.3.17 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 06 – RASG-EUR Accident Investigation and ECCAIRS User Workshop

That ICAO Regional Director, Europe and North Atlantic, organize an EUR Accident Investigation and ECCAIRS user workshop in Russian and English languages during the first half of 2019 to improve accident investigation capacity of the EUR States and covering the topics presented in **Appendix G**.

Outcomes Joint ICAO-EASA Language Proficiency Requirements Implementation Task Force (LPRI TF)

4.3.18 The Meeting was presented with a report on the COG Task Force on Language Proficiency Requirements Implementation (COG LPRI TF) work. It was noted that, building on the successful joint endeavours, ICAO and EASA closely liaised in order to streamline and harmonise the LPR activities across the EUR Region and optimize support to States. In this context, the ICAO EUR/NAT Office and EASA engaged together in order to jointly organize the LPRI TF meetings and ensure harmonised implementation of the LPRs through coordinated capacity activities, including safety promotion and standardisation activities.

4.3.19 In this regard, the Meeting noted that the recent LPRI meeting highlighted the following regulatory issues as main challenges in the LPR post-implementation period:

- a) regulatory oversight of training and testing institutions;
- b) adequate training standards - documentation and implementation ;
- c) language maintenance policy/requirements, mutual recognition of LPR ratings – regulatory aspect; and
- d) regulation/requirements for recurrent training of not only aviation personnel but also examiners.

4.3.20 It was recalled that, following Assembly Resolution A38-8, the LPRI TF also identified a number of implementation challenges within the EUR region, which had been reported through EANPG (EANPG Conclusion 57/04 refers). The Meeting recognized that these challenges remained valid and that the ANC advice on the way forward concerning the resolution of the identified LPRI implementation challenges within the EUR Region would be appreciated.

4.3.21 The Meeting recalled that LPRs were safety critical and their effective implementation should continue to be supported by States. For that purpose, the Meeting reaffirmed its support to the LPRI TF activities and invited the Secretariat to support the States with capacity building activities (e.g. dedicated workshops) in the framework of the EUR/NAT Technical Assistance Programme (TAP).

4.3.22 In the ensuing discussions, the Meeting recalled that ICAO, through the Aviation English Language Test Service (AELTS), recognized some tests provided by Test service developers. ICAO commented that the purpose of this tests recognition activity was not to supplant the State certification process as this domain was fully within the remit of appropriate State authorities.

4.3.23 In conclusion, the Meeting agreed to update the LPRI Terms of Reference (ToR) and the Action Plan for the 2018-2020 period to align them with the post implementation challenges and enhance coordination between the International Organizations and States concerning the LPR.

4.3.24 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 07 – English Language Proficiency Implementation in EUR States

That, in order to continue supporting the EUR States in English Language Proficiency implementation issues:

- a) the updated LPRI TF Action Plan (2018-2020) be endorsed (**Appendix H** refers); and
- b) ICAO Regional Director, Europe and North Atlantic, take appropriate actions to update the EANPG Handbook (EUR Doc 001) to include the revised Terms of Reference (ToR) as provided in **Appendix H**.

4.4 REGIONAL MONITORING AGENCIES REPORTS***Results for the 2017 EUR RVSM Safety Monitoring Report***

4.4.1 The Meeting was presented with the Reduced Vertical Separation Minimum (RVSM) Safety Monitoring Reports provided by the EUR and EURASIA Regional Monitoring Agencies (RMAs). It was noted that in accordance with EANPG Conclusion 58/27, both reports presented the results for a reporting period of 1 (one) year and 9 (nine) months (January 2017 to September 2018).

4.4.2 The Meeting noted that, in common with previous years, the 2017-2018 reports, in accordance with the guidelines set out in ICAO Doc 9574 (2nd Edition), provided quantitative estimates of collision risk and qualitative arguments that the Safety Objectives set out in the EUR RVSM Safety Policy were respected. In total, 4 (four) high level safety objectives were required to be satisfied; technical risk, total risk, risk due to continued RVSM operations and implementation of previous recommendations.

4.4.3 The Meeting was informed that both EUR and EURASIA RMAs estimated that the quantitative safety objectives had both been satisfied. Although there was a high degree of confidence that the technical risk estimate was representative, there was very little confidence in the accuracy of the estimation of the total risk result. This was due to the poor level of reporting from accredited States for the estimation of the operational risk component.

4.4.4 With the evidence provided that the quantitative TLS for collision risk in the EUR RVSM airspace was satisfied and accepting that there was no increased risk to the safety of continued operation of RVSM due to other factors, the following was agreed:

EANPG/60&RASG-EUR/07 Statement 01 – 2017 EUR RVSM Safety Monitoring Report

That the EANPG and RASG-EUR, having noted the report provided by the EUR and EURASIA RMAs, is satisfied that Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the four safety objectives for 2017.

Note: It should be noted that confidence in the accuracy of the estimate for the total risk remains very low due to the low number of LHDs and other operational error reports sent to the RMA.

4.4.5 In agreeing to the above, the Meeting noted that the data for the first 9 (nine) months of 2018 demonstrated the same level performance and it could be reasonably expected that the RVSM objectives for 2018 would be also met.

Appropriate State Actions with Non-Approved Aircraft Operating in RVSM Airspace “Follow-up EANPG59 RASG-EUR06 Conclusion 06”

4.4.6 The Meeting was provided with an update on the status of implementation of E59-R06 Conclusion 06 - Appropriate State Actions with Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace. The update included an analysis of responses to ICAO EUR/NAT SL 17-0645.TEC dated

21 November 2017, reminders thereto and proposed follow-up actions. The Meeting was informed that this information was presented to the combined COG/72 and RCOG/09 meeting where in the ensuing discussion, it was agreed that information presented required some follow-up actions.

4.4.7 In this respect, the Meeting noted information presented regarding potential supplementary mechanisms that could be developed to improve the resolution of RVSM approvals and compliance anomalies. It was noted that any mechanisms considered for introduction would need to be reviewed to see if they were supported by appropriate authorities and determined to be cost-effective, proportional and also, with regard to the EUROCONTROL Agency, within the remit of the Network Manager.

4.4.8 As part of this discussion, the Meeting noted IATAs comments that in their view the EASA processes for approval of foreign operators would be sufficient to tackle the identified problem. In this regard, the Meeting noted that the EASA third country operators (TCO) process was for third country commercial operations, therefore would not address the current issue, which was more related to state aircraft. The Meeting also noted that RMA Bulletins would be the main source of information in support of the proposed potential supplementary mechanisms. The Meeting agreed that these ideas required further discussion to prepare a more mature proposal for the next COG/RCOG meeting.

4.4.9 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 06 – Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace

That, the ICAO Regional Director, Europe and North Atlantic:

- a) invite the EUR States, that have not replied to the EUR/NAT State Letter 17-0645.TEC sent on 21 November 2017, to provide their responses as soon as possible;
- b) organise a review of the Universal Safety Oversight Audit Programme (USOAP) Central Monitoring Agency (CMA) data with regards to EUR States' compliance with ICAO RVSM approvals provisions and associated procedures on managing RVSM non-approved and non-compliant aircraft, and provide further recommendations, including potential MIRs and inclusion on the EUR list of air navigation deficiencies, to the next meeting;
- c) request EUROCONTROL in conjunction with EURASIA RMA, on behalf of the EANPG and RASG-EUR, to investigate possible solutions in coordination with other non-IFPS area States to implement additional measures to filter, potentially leading to rejection, flight plans for aircraft intending to operate in the RVSM airspace and included on the RMAs lists of RVSM non-approved and non-compliant aircraft; and
- d) Coordinate with EUR and EURASIA RMAs additional measures to improve awareness among States on the access and usage of RMA bulletins as regional best practices with the intention of making proposals to the 2019 EUR/NAT Directors General of Civil Aviation (EUR/NAT DGCA/2019) meeting.

RMA Bulletin Registration on EUROCONTROL One Sky Team Portal

4.4.10 The Meeting was provided with an update regarding the use of the EUROCONTROL One Sky Team Portal that hosted the EUR RMA / EURASIA RMA Bulletin. The information provided indicated that usage of the site was low. To raise awareness of when a new document was uploaded, the configuration of the site was recently adapted to automatically send an alert email whenever the contents of the site are updated.

4.4.11 In this respect, the Meeting noted information from the EURASIA RMA that similar measures had been implemented by them to improve awareness and usage of the bulletin.

4.4.12 The Meeting emphasized that the bulletins were important tools to support States to address RVSM approval issues. Therefore, the EUR States were encouraged to register and use the Bulletins as appropriate.

4.4.13 In connection with this discussion, the Meeting noted information from the Russian Federation concerning their plans to deliver Height Monitoring Unit (HMUs) for the use by EURASIA RMA. The HMUs were planned to be delivered during 2019 and an update would be provided to the next meeting in December 2019.

4.5 AIR NAVIGATION DEFICIENCIES

4.5.1 The Meeting was provided with an updated ICAO EUR Air Navigation Deficiency list (**Appendix I** refers). The Meeting was informed that since there were no additions to the list, the COG/72 RCOG/09 meetings approved the latest deletions by COG72 RCOG09 Conclusion 01. In addition, the Meeting was informed by Algeria that their deficiency related to the provision of safety data related to RVSM had been resolved. Therefore, it was agreed to delete this deficiency from the list.

4.5.2 In connection with this topic, the Meeting noted a proposal from Ukraine to revise the priority of the air navigation deficiency EUR-AIS-07-01 and take actions to deal with it in accordance with EANPG59 RASG-EUR06 Conclusion 10 and the EUR Supplement to the Uniform Methodology for identification of air navigation deficiencies.

4.5.3 In this regard, the Meeting was provided with a progress report of the Air Navigation Deficiency Methodology Review Project Team, which was established by COG71 RCOG08 Conclusion 01 in follow up to EANPG59 RASGEUR06 Conclusion 10. It was noted that while addressing EANPG59 RASGEUR06 Conclusion 10, the Secretariat identified that the methodology contained some inconsistencies and lacked clarity. The procedures for identification reporting and assessment of air navigation deficiencies needed revision and improvement in order to enable the ICAO Secretariat to carry out the tasks assigned by the above-mentioned Conclusion. Furthermore, the current list of air navigation deficiencies needed to be reviewed to ensure consistency.

4.5.4 It was noted that initially only 2 (two) States, France and Georgia, participated in the project team. Following the COG/72 RCOG/09 meeting, Ireland, the Russian Federation and IFALPA also volunteered to support the future work of the project team.

4.5.5 The Meeting was informed that COG/72 RCOG/09 reviewed and agreed the basic principles to guide the review work of the project team. It was noted that the project team would concentrate the review efforts on the EUR Supplement to the Uniform Methodology approved by the Council on 30 November 2001. The second task of the project team was to conduct a complete review of the EUR deficiency list in accordance with the revised methodology. In this regard, the Meeting noted that the need for the revision of the Council approved Uniform Methodology had been also identified by the ICAO Council and this work was planned to start in 2019. The Meeting invited ICAO to ensure that the work at the global and regional levels was harmonized.

4.5.6 In view of the ongoing work within the project team and at the global level, the Meeting invited Ukraine to join and support the work of the project team. This proposal was consequently accepted by Ukraine.

IFALPA Annex 29

4.5.7 The Meeting noted information presented by IFALPA concerning their own document for the reporting of deficiencies in airspace and aerodromes. The deficiencies were reported and updated during the year and reviewed at a Regional Meeting normally held in the second half of the year and at the Annual Conference usually held in the first half of the year. The Meeting noted that the definition of the deficiency

word was different between ICAO and IFALPA. The Meeting thanked IFALPA for this information and took note of it in support of the Air Navigation Deficiency Methodology Review Project Team work.

5. AIR NAVIGATION PLANNING AND IMPLEMENTATION

5.1 EUR GANP ASBU IMPLEMENTATION STATUS

ASBU Implementation Monitoring Report 2017

5.1.1 The Meeting was presented with the 2017 EUR ASBU (Aviation System Block Upgrades) Implementation Monitoring Report that was prepared in cooperation between the ICAO EUR/NAT Office and EUROCONTROL. It was recalled that following EANPG Conclusion 55/03, a cooperative arrangement was established between ICAO EUR/NAT and EUROCONTROL to support the ASBU implementation monitoring process. The arrangement encompassed the utilisation of the EUROCONTROL mechanisms and a specific ICAO EUR ASBU questionnaire for the remaining EUR States. The Meeting noted with appreciation that this was a successful example of cooperation between two organisations avoiding unnecessary duplication.

5.1.2 The Meeting was informed that in follow up to the EANPG/59 RASG-EUR/06 meeting, several activities were carried out in 2018, including joint ICAO/EUROCONTROL presentations at the World ATM Conference (WAC) in Madrid (6 – 7 March 2018) and providing contributions to the annual ICAO Global Air Navigation Report and updates of the ICAO EUR Air Navigation Plan (eANP) Vol III.

5.1.3 It was noted that the 2017 report was based on the information submitted by 42 States which were participating in the EUROCONTROL Local Single Sky Implementation (LSSIP) process and information reported through the ASBU Implementation Monitoring Questionnaires for the 10 (ten) States within the ICAO EUR Region that were outside the LSSIP reporting mechanism. In addition, the ICAO Meteorological Group (METG) tables were included for the implementation status on the B0-AMET module.

5.1.4 The Meeting was also informed that the 2018 ASBU Implementation Monitoring Report would be using for States outside of the LSSIP reporting mechanism the revised reporting format that would give more detailed guidance in the implementation status.

5.1.5 The Meeting noted that at the global level an ASBU implementation monitoring tool was being developed and in order to avoid duplication, cooperation between EUR mechanisms and ICAO should be extended to support the global tool.

5.1.6 Finally, the Meeting agreed the following:

EANPG/60&RASG-EUR/07 Decision 08 – Approval of the EUR 2017 ASBU Implementation Report

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to publish the 2017 ICAO/EUROCONTROL ASBU Implementation Monitoring Report as provided in **Appendix J**.

EANPG/60&RASG-EUR/07 Conclusion 07 – ICAO ASBU Implementation Monitoring within the ICAO EUR Region

That:

- a) the ICAO Regional Director, Europe and North Atlantic, invite States to:
 - i. use the revised State Report format as presented in **Appendix K**, on the status of implementation of ASBU Block 0 modules; and

- ii. provide their ASBU implementation data before the end of May 2019, so that the 2018 version of the ASBU Implementation Monitoring Report can be presented at EASPG/1 in 2019.
- b) ICAO be invited to ensure that the future evolution of ICAO GANP Monitoring mechanism/tool will not require from the EUR States to report through a separate reporting channel, thus creating a duplication of efforts.

5.2 AIR TRAFFIC MANAGEMENT

Outcomes of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/28 and RDGE/29) Meetings

5.2.1 The Meeting was provided with the main outcomes of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE) meetings, which took place in 2018, including recent developments in ATS route and airspace improvement projects, the increasing demand for inter-regional coordination and the need for active engagement from all States.

5.2.2 It was noted that in total during 2018, 150 route proposals were reviewed, 225 implemented and 47 new proposals agreed. Also, 12 coordination procedures had been implemented in 2018 for Air Traffic Services (ATS) routes and airspace changes in the high seas airspace in the EUR Region.

5.2.3 The Meeting noted with appreciation the efforts of the group and a very good level of participation. In particular, the Meeting highlighted the importance of receiving regular State reports on the progress of their Air Traffic Management (ATM) implementations. In this respect, the progress of Performance Based Navigation (PBN) implementation in the Russian Federation with 111 RNAV 5 routes that were recently implemented was highlighted.

5.2.4 In conjunction with this discussion, the Meeting noted information that the Instrument Flight Procedures Panel (IFPP) was currently reviewing provisions governing the identification of ATS route (Job card IFPP 13-01 refers). The panel asked the Secretariat during its meeting in September 2018, in coordination with the Regional Offices, to develop a formal position that takes into consideration the various concerns raised. The Meeting requested from a regional perspective that revised provisions should have minimum impact on existing route designators, i.e. no re-designation of existing routes. In addition, new basic designators should be made available for assignment as early as possible.

Outcomes of the Air Traffic Management Group EAST (ATMGE/25 and ATMGE/26) Meetings

5.2.5 The Meeting was presented with the main highlights of the ATMGE meetings which took place in 2018, including the following:

- a) Review of the States' reports on the latest ANS development;
- b) Review of the States' inputs to the annual EUR ASBU report;
- c) Review of the latest EUROCONTROL Voluntary ATM Incident Reporting EVAIR Statistics for 2012-2017, including the analysis of the main ATM events & causes;
- d) Review of the proposals for amendment to Doc 4444.

5.3 BLACK SEA TASK FORCE

Update on the EANPG Black Sea Task Force (BSTF)

5.3.1 The Meeting was provided an update on the work of the European Air Navigation Planning Group (EANPG) Black Sea Task Force (BSTF). It was noted that the Fifth meeting of the BSTF was held in the ICAO European and North Atlantic Office in Paris, France, on 5th September 2018.

5.3.2 It was recalled that BSTF/5 was convened in follow-up to the EANPG59 and RASG-EUR06 Decision 02 that invited ICAO to undertake the necessary action to continue the work of the BSTF to ensure the resumption of normal flight operations in the High-Seas airspace over the Black Sea. It was also recalled that the EANPG/59 agreed that the BSTF/5 meeting would be convened in the first quarter of 2018 with the understanding that proposals for viable solutions to be addressed by the task force would be sent to the Secretariat in due time (not later than mid-December 2017).

5.3.3 The Meeting was informed that based on the foregoing, the ICAO EUR/NAT scheduled the BSTF/5 meeting initially on 12 February 2018. However, considering the lack of positive and constructive contributions received from all members by the agreed deadline, the meeting had to be rescheduled to a later date. Nevertheless, the ICAO EUR/NAT continued its efforts and, following intensive coordination, sent a letter to the BSTF members (ref EUR/NAT 18-0339.RD (FOL/OTC) on 19 June 2018 proposing to convene the BSTF/5 meeting on 5 September 2018, with the understanding that the discussions would focus on technical and operational issues and the necessary steps to increase the usage of the currently existing four (4) routes (L851, M856, M860, M854) in order to ease capacity issues in the adjacent areas in the High-Seas airspace. Based on positive feedback to this proposal, a convening letter Ref: 18-0371.RD was sent on 11 July 2018.

5.3.4 The Meeting noted that the BSTF/5 was not able to agree to any concrete action on the normalisation of flight operations on the 4 (four) ATS Routes, but identified current constraints and opportunities towards the normalization. It was noted that despite complexity of the issues and BSTF limitations, there was a need for a continuous and constructive dialogue in the framework of the BSTF to continue to further explore potential solutions for the normalisation. It was noted that resumption of normal operations on the 4 (four) existing routes, starting with L851, could be a first step towards the normalisation of flight operations per BSTF ToR and this step was also important to help to ease the traffic flows, capacity and ATC workload issues in the adjacent FIRs, especially in view of the ongoing airspace optimisation projects in these areas and the opening of the new Istanbul airport. The Meeting reaffirmed its commitment to cooperate to ensure safety of flight operations in the High Seas airspace over the Black Sea and to refrain from any actions that may directly or indirectly affect the safety of operations.

5.3.5 In this respect, the Meeting noted that at the BSTF/5, ICAO was invited to revise the EUR/NAT letters 15-0420 of 18 August 2015 and 14-0243.TEC of 02 April 2014. The ICAO Secretariat informed that ICAO was in the process of reviewing these letters in order to provide updates on the latest development by the end of 2018.

5.3.6 In connection with this discussion, the Meeting also took note of the information from Ukraine providing the overview of the current situation on air traffic management (ATM) aspects and safety issues in the High Seas airspace over the Black Sea as well as the steps undertaken towards normalisation of flight operations. The Meeting noted the efforts by Ukraine in close cooperation with international organisations and other State aviation authorities to normalize air traffic and, in particular, information on various aeronautical publications issued by France, United Kingdom, United States and EASA in this respect. The Meeting noted that the proposals in this paper were very closely aligned with the proposals from the working paper provided by the Secretariat,

5.3.7 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 09 – Continuation of EANPG BSTF

That the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to organise the EANPG BSTF/6 meeting during the first half of 2019 with the main objective to continue work based on the potential use of the 4 (four) existing ATS routes with the purpose to move forward and find acceptable solution for normalisation of traffic flows within the High Seas airspace

5.4 COMMUNICATION NAVIGATION SURVEILLANCE***Outcomes of the Twenty-Fourth Meeting of the Frequency Management Group (FMG/24)***

5.4.1 The Meeting was presented with the outcomes of the Twenty-Fourth Meeting of the Frequency Management Group (FMG/24) including 3 (three) draft Conclusions related to amendments of the EUR Frequency Management Manual (EUR Doc 011), improvement of frequency assignment data in the Spectrum and Frequency Information Resource (SAFIRE) and the EUR Regional Supplementary Procedures (EUR Doc7030).

5.4.2 In this regard, the Meeting was informed that 7 (seven) proposals for amendment to the ICAO EUR Frequency Management Manual (EUR Doc 011) were developed related to the following topics:

- a) Part I - Scope and General Overview;
- b) Pilot-Controlled Lighting;
- c) Guidance on DME First Adjacent-Channel Compatibility;
- d) DME Channels Prioritisation Method;
- e) Propagation Model;
- f) Update on Special Provisions for GBAS Coordination;
- g) Coordination of VDL Assignments.

5.4.3 In view of the above, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 10 – Amendments to the EUR Frequency Management Manual (EUR Doc 011)

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to amend the *EUR Frequency Management Manual* (EUR Doc 011) as provided at **Appendix L** and publish the amended document on the ICAO EUR/NAT website.

5.4.4 The Meeting noted the discussions on the current procedures for inter-regional frequency coordination and proposed improvements, in particular concerning regular exchanges of frequency assignment data between the ICAO global database and the EUR data stored in SAFIRE.

5.4.5 With regards to the current SAFIRE users, the Meeting noted that some EUR States were not registered in the system and no data was available from them. Also, it was noted that information for Morocco and the Russian Federation was not updated for a long period of time in SAFIRE.

5.4.6 In view of the above, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 08 – Frequency Assignments Data in SAFIRE

That the ICAO Regional Director, Europe and North Atlantic, urge:

- a) Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan to urgently register in SAFIRE and provide frequency assignments data for their States; and

- b) Morocco and the Russian Federation to update their information in SAFIRE.

5.4.7 Furthermore, the Meeting was presented with a proposal for amendment to section 3.2 of ICAO Doc 7030 to update the provisions on the mandatory carriage of 8.33 kHz channel spacing capable radio equipment.

5.4.8 In view of the above, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 09 – Amendment to Doc 7030 concerning 8.33 kHz Channel Spacing Implementation

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to process the proposal for amendment to Doc 7030 as presented at **Appendix M**.

5.4.9 The Secretariat informed that they would undertake to adapt the presentation of the proposal to the adopted ICAO conventions. As part of this effort, the references to States would be replaced by Flight Information Regions (FIRs).

5.4.10 In connection with this topic, the Meeting recalled the previous EANPG discussions concerning the implementation of 8.33 kHz channel spacing above and below FL195 (EANPG/48 report refers). Based on the EU Implementing Regulation (EU) No 1079/2012 (VCS Regulation), the applicability area of 8.33 kHz channel spacing communications was extended to the airspace below FL195 in the airspace of Switzerland, Norway and EU Member States. The Meeting noted that a coordinated deployment of air-ground voice communications based on 8.33 kHz channel spacing in the band 117.975 to 137 MHz is an effective means to satisfy the demand for new frequency assignments to support air-ground communication in the EUR Region. Resolving medium to long term frequency congestion problems for voice and data communication ensures that radio spectrum is not becoming a limiting factor for airspace improvements

5.4.11 In this respect, the Meeting noted the deployment progress of 8.33 kHz channel spacing, the safety considerations associated with the use of the reduced channels spacing and a frequency congestion outlook based on expected frequencies demand. The simulation showed that a considerable part of South-Eastern EUR could suffer a very serious VHF frequency shortage by 2025 because of the limited deployment of 8.33 kHz channel spacing in that geographical area.

5.4.12 In connection with this discussion, the Meeting was also presented with an analysis of available capacity in the various aviation frequency bands. It was noted that this analysis was part of the European Network Operations Plan 2018-2019/22 and could be used as a basis for annual aeronautical frequency spectrum status reports to the EANPG/RASG-EUR meetings.

5.4.13 Therefore, the Meeting discussed further actions to reduce the likelihood of safety hazards associated with the use of 8.33 kHz channel spacing communication only in parts of the EUR airspace below FL195 and to further study the potential spectrum frequency congestion foreseen at the end of 2025 in the South-Eastern part of the EUR.

5.4.14 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Decision 11 – Further Actions concerning 8.33 kHz Channel Spacing Implementation

That:

- a) the ANSISG, in coordination with the FMG and appropriate EASA and EUROCONTROL groups assess the possibility for further actions to reduce the likelihood of safety hazards and ATM implications generated by the deployment of 8.33 kHz channel spacing communication only in parts of the European airspace below FL195;

- b) The FMG assess the possibility for further actions to reduce the potential spectrum frequency congestion foreseen at the end of 2025 in the Southeastern part of EUR.

5.4.15 Finally, the Meeting noted that in accordance with the EANPG Handbook, the FMG Chairperson elections were planned in 2018. However, due to the ongoing re-organisation within the EANPG and its working structure and in order to maintain, to the extent possible, continuity and stability in addressing the FMG work programs, it was agreed to postpone the elections for the FMG Chairman to 2019.

5.5 METEOROLOGY

Outcomes of the Twenty-Eighth Meeting of the Meteorology Group (METG/28)

5.5.1 The Meeting was presented with the outcomes of the Twenty-Eighth Meeting of the Meteorology Group (METG/28). In this regard, the Meeting noted the significant participation of METG (typically near 40 States) as well as a positive correlation of implementing meteorological provisions with those States who consistently attend METG. One specific example provided was that the implementation of special air-reports could be correlated with participation to METG (10 of the 13 States not having implemented the dissemination of special air-reports also did not participate at METG/28). In a broader context, the Meeting noted the effectiveness of the METG arrangements that could be further enhanced by improved participation. Therefore, the Meeting agreed to the following Conclusion:

EANPG/60&RASG-EUR/07 Conclusion 10 – METG Participation

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to strongly encourage METG participation by Algeria, Belarus, Bosnia and Herzegovina, The FYROM, Israel, Kazakhstan, Kyrgyzstan, Malta, Tajikistan, Turkey, Turkmenistan and Uzbekistan in an effort to improve implementation of meteorological provisions for civil international aviation.

5.5.2 The Meeting noted that METG/28 conducted an annual review of their Terms of Reference (ToRs) in order to align with the work of the Meteorology Panel and their global working groups. The meeting reviewed the proposed changes and agreed to the following:

EANPG/60&RASG-EUR/07 Decision 12 – Update of the METG Terms of Reference

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the revised EANPG Handbook (EUR Doc 001) to reflect the updated Terms of Reference of the Meteorology Group as provided at **Appendix N**.

5.5.3 The Meeting noted that COG/72 RCOG/09 agreed to update the EUR SIGMET and AIRMET Guide - EUR Doc 014 (COG72 RCOG09 Decision 02 refers) to reflect improving guidance related to issuing SIGMET for Severe Turbulence, Severe Icing due to Freezing Rain, and Thunderstorms as well as align the document with Amendment 78 to Annex 3 (applicable November 2018). METG would continue updating this document in order to align with Amendment 78 to Annex 3 for those elements applicable in November 2019 and align with the global SIGMET template maintained by the Meteorology Panel (METG Decision 28/02 refers).

5.5.4 In addition, COG/72 RCOG/09 agreed to update the EUR OPMET Data Management Handbook - EUR Doc 018 (COG72 RCOG09 Decision 03 refers) to align with Amendment 78 to Annex 3 as well as restructure the document to make it more user friendly.

5.5.5 Furthermore, COG/72 RCOG/09 agreed to update the Guidelines for the Implementation of OPMET data exchange using IWXXM in the EUR Region – EUR Doc 033 (COG72 RCOG09 Decision 04 refers) to reflect changes provided by the METG Data Management Group (DMG) derived from the Meteorology Panel Working Group – Meteorological Information Exchange (METP WG-MIE) to align with

Amendment 78 to Annex 3 and provide technical guidance on the generation and use of ICAO Meteorological Information Exchange Model (IWXXM) as well as data validation and statistics.

EUR SCRAG Nomination

5.5.6 The Meeting was informed that the Nineteenth Meeting of the SADIS Cost Recovery Administrative Group (SCRAG/19) requested to nominate another SCRAG Member from the EUR since the percentage of total assessments for the EUR Region had consistently been at or above the 50 percent level (as per Article VII, paragraph II of the SADIS Agreement describing Regional representation).

5.5.7 Based on cost shares related to the payment of SADIS services, the SCRAG acknowledged that Germany had the greatest cost in the EUR Region after the United Kingdom. With the withdrawal of Mr. Leander Jamin (Germany) subsequent to the SCRAG/18 meeting, SCRAG/19 provided a recommended nomination of Mr. Sebastian Stolpmann (Deutscher Wetterdienst, Germany), for the consideration by the EANPG (SCRAG Conclusion 19/1 refers).

5.5.8 In this regard, the Meeting noted that the SCRAG was not an ICAO EUR contributory body and requested more guidance on procedural aspects of the SCRAG membership and PIRGs involvement. The ICAO Secretariat coordinated with the SCRAG Secretariat who provided the procedures from Article VII of the SCRAG Agreement which confirmed that the PIRGs nominate SCRAG members. Consequently, the EANPG RASG-EUR agreed to the following Conclusion:

EANPG/60&RASG-EUR/07 Conclusion 11 – EUR SCRAG Nomination

That, Mr. Sebastian Stolpmann from Germany be nominated as the EANPG member of the SADIS Cost Recovery Administrative Group.

Volcanic Ash Exercises in the EUR/NAT Region

5.5.9 The Meeting was informed about the activities related to volcanic ash exercises in the EUR/NAT Regions: VOLCEX events in the ICAO EUR/NAT Regions west of the Ural Mountains that simulate volcano eruptions in Iceland, Italy and Portugal and VOLKAM events in the far Eastern part of the ICAO EUR Region that simulate volcano eruptions in Kamchatka and Kurile Islands in the Russian Federation.

Volcanic Ash Impacts on Jet Engines and Developments since 2010

5.5.10 The Meeting was presented with information on the Volcanic Ash Impacts on Jet Engines and Developments Since 2010 delivered by Mr. Rory Clarkson, Engine Environmental Protection Associate Fellow at Rolls-Royce (Aero Engines). The Meeting noted with considerable interest the research that had been conducted by Rolls-Royce into jet engine tolerance to ash dosage and their willingness to share the outcome of this research with other interested parties. Noting the potential beneficial impact this could have in a future ash event, the Meeting encouraged further discussions on this topic during the forthcoming VOLCEX event in Naples, Italy from 15 to 17 January 2019. The Meeting also invited Rolls-Royce to provide a similar presentation at the upcoming NAT 2030 Vision Workshop on 29-30 January 2019 in Paris, France.

5.5.11 The Meeting therefore agreed the following:

EANPG/60&RASG-EUR/07 Conclusion 12 – Volcanic Ash Impacts on Jet Engines and Developments since 2010

That the ICAO Regional Director, Europe and North Atlantic, encourage States, original equipment manufacturers, aircraft operators and other relevant stakeholders to assess their

processes and procedures in view of the latest developments since 2010 and the new methodology provided at **Appendix O**.

5.5.12 In agreeing to the above Conclusion, the Meeting emphasised that it should not be considered as implying any change to the provisions of the current EUR/NAT Volcanic Ash Contingency Plan.

5.6 AIM/SWIM

Implementation of System-Wide Information Management (SWIM) Issues

5.6.1 The Meeting recalled that the EANPG59 RASG-EUR06 Conclusion 14 agreed to establish the EUR System Wide Information Management Project Team (EUR SWIM PT). It was noted that the COG/72 –RCOG/09 meeting, through Conclusion 2, endorsed the Terms of Reference (ToRs) and the Work Programme of the EUR SWIM PT.

5.6.2 The Meeting was informed that the first meeting of the SWIM PT took place in September 2018 and the second meeting was planned to be held in Moldova, from 27 to 28 May 2019.

5.6.3 The Meeting recognized the link between the AIM/SWIM Team activities of EUROCONTROL and the ICAO SWIM Project Team and agreed that close coordination between the two Groups was very important and should be ensured through the two Groups' Chairs/Secretariat. Accordingly, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 13 – Coordination between EUROCONTROL AIM/SWIM Team and ICAO EUR SWIM Project Team

That the Chair and Secretariat of the EUROCONTROL AIM/SWIM Team and Chair and Secretariat of the ICAO SWIM Project Team be invited to assure harmonization in planning and implementation of SWIM in the ICAO EUR Region to achieve synergies and avoid duplication of efforts.

Aeronautical Information Management (AIM) Issues

Global Reporting Format (GRF)

5.6.4 The Meeting was presented with an update on the Global Reporting Format (GRF) for assessing and reporting runway surface conditions (Applicability date 5 November 2020). It was underlined that the new GRF provisions concerns different parties, including AGA, ATM, AIM, MET and Airlines.

5.6.5 The Meeting noted that a Global ICAO/ACI Symposium on Implementation of the new Global Reporting Format for Runway Surface Condition (GRF2019) was scheduled to be held at the ICAO HQ in Montréal, Canada, from 26 to 28 March 2019. The Symposium, inter alia, would introduce the updated Circular 329 (Assessment, measurement and reporting of Runway Surface Conditions) and a new ICAO Document (Aeroplane Performance Manual-APM, Doc 10064). The Meeting participants were encouraged to participate in the GRF2019 Symposium.

5.6.6 The Meeting was also informed that there was a plan to organize Regional events on GRF following the Global Symposium. Accordingly, the Meeting participants were invited to support and participate in the upcoming EUR Regional GRF events in 2019-2020.

Global AIM Conference 2019

5.6.7 The Meeting noted that the Global AIM Conference 2019 would be held in Tunis, Tunisia from 11 to 13 June 2019. It was noted that it would be a good opportunity for States to receive latest developments in the AIM field and share their experiences and best practices in the AIM implementation.

Global AIM Implementation Initiatives

5.6.8 The Meeting noted that, considering the current challenges in the implementation of ICAO SARPs related to AIS/AIM and the need for regional and global coordination in AIM Implementation, ICAO initiated the development of a Global AIM Implementation Strategy. ICAO, with the support of International Organizations (EASA, EUROCONTROL, IFAIMA, etc.) was also initiating AIM Go-Teams to assist States to improve their implementation of AIM provisions by providing tailored advice and recommendations on how enhancing national planning, regulatory and oversight activities, processes and procedures for the delivery of quality assured aeronautical information to the users.

Support States in the Implementation of Terrain and Obstacle Datasets

5.6.9 The Meeting noted that the level of implementation of Terrain and Obstacle Datasets (TOD) in the EUR Region was still low; status of implementation of TOD was 49% and 47% for area 1; and 37% and 33% for area 4, respectively. It was recalled that one of the main possible causes for non-implementation of the Terrain and Obstacle Datasets was the absence of an agreed national TOD policy framework.

5.6.10 The Meeting therefore agreed with the proposal that Regional/Sub-Regional TOD Workshops should be conducted with the objective to address TOD implementation and, in particular the development of TOD national policy.

5.6.11 Based on the above, the Meeting agreed that a sub-regional TOD Workshop be conducted as a pilot project. A proposal from Algeria to host this Workshop was accepted with appreciation. Therefore the following was agreed:

EANPG/60&RASG-EUR/07 Decision 13 – ICAO Sub-Regional TOD Workshop

That the ICAO Regional Director, Europe and North Atlantic, organize a sub-regional workshop for Algeria, Morocco and Tunisia, to address TOD implementation and in particular the development of TOD national policy.

Implementation of the 16th Edition of Annex 15 and the PANS AIM

5.6.12 The Meeting recalled that the adoption of Amendment 40 to Annex 15 and Approval of the First Edition of the PANS AIM (Doc 10066) were issued on 3 April 2018 and 31 August 2018, respectively.

5.6.13 In this regard, the Meeting was informed that, as a follow-up action to the EANPG59 RASG-EUR/06 Conclusion 24, an Interregional EUR/MID Workshop on PANS-AIM was successfully conducted at the ICAO EUR/NAT Office in Paris from 10 to 12 July 2018. In line with the Workshop Recommendations, the Secretariat prepared analysis of changes (compliance checklist) of the 16th Edition of Annex 15 (**Appendix P** refers). The checklist was to help States with transposition of requirements and identification of their differences with the Standards of Annex 15. The Meeting agreed that a similar compliance checklist should be developed/distributed by the ICAO EUR/NAT Office for the PANS AIM provision.

5.6.14 Based on the above, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 14 – Implementation of the 16th Edition of Annex 15 and the PANS-AIM

That the ICAO Regional Director, Europe and North Atlantic, urge States to:

- a) take necessary actions on the implementation of the 16th Edition of Annex 15 and the PANS AIM, including:
 - updating AIS/AIM National Regulations;
 - identification and notification of differences (EFOD and AIP GEN 1.7), if any;
 - coordinating with their AISPs to develop necessary operational procedures/practices in order to implement the provisions of Annex 15 and the PANS AIM;
- b) provide the ICAO EUR/NAT Office with their Implementation Plan and inform about any difficulties and whether technical assistance from ICAO is needed;
- c) share their best practices/lessons learned through the EUROCONTROL AIM/SWIM Team; and
- d) Participate in the ICAO AIM Go Teams.

5.7 REGIONAL PERFORMANCE FRAMEWORK

5.7.1 The Meeting was presented with an update on the activities related to the ICAO Regional Performance. It was noted that a Regional Performance Framework Workshop for States in the Eastern part of the ICAO EUR Region took place in Moscow on 29 and 30 May 2018 with the main objectives to increase awareness, collect the necessary feedback and information and expedite the implementation of the regional performance framework in the whole EUR Region.

5.7.2 Concerning the performance framework exercise 2018, it was noted that, with the aim to avoid duplication of efforts, the coordination process for this year exercise involved ICAO, European Commission, EASA and EUROCONTROL. Thanks to the efforts of all organizations involved the prefilled templates were prepared for 49 States and 30 States submitted their performance reports. The Meeting highlighted that although this represented a positive result as the level of participation had increased compared to 27 States in 2017, still almost 50% of the EUR States were missing. The Meeting was informed that one additional State submitted a performance report and an updated regional performance report including 30 States would be attached in **Appendix Q**.

5.7.3 The Meeting noted that the 2018 report represented a more detailed view compared to 2017. The report showed the aggregation of performance results, recalling that the aim of the activity was not the benchmarking of States' performance, but rather to support States to implement the performance-based approach principles and the identification of areas where improvements were most needed.

5.7.4 Concerning the further work, the Meeting noted that work on the next 2019 EUR Performance report would start in 2019. The Meeting was also apprised about the discussion on the potential need of revising the ICAO EUR Doc 030 in the course of 2019 on the basis of the developments related to performance at the global (e.g. Global Air Navigation Plan (GANP) and outcome of AN-Conf/13) and regional levels. In this regard, it was noted that the COG Performance TF would perform an assessment of the ICAO EUR Region performance framework against the developments at the regional and global levels and submit a proposal for the next steps at the COG/RCOG meeting in May 2019.

5.7.5 Therefore, the Meeting agreed the following:

EANPG/60&RASG-EUR/07 Conclusion 15 – Implementation of the ICAO EUR Region Performance Framework

That:

- a) the Performance Task Force perform an assessment of the ICAO EUR Region performance framework (ICAO EUR Doc 030) against the developments at the regional and global level in the area of performance and to submit a proposal for the next steps at COG/RCOG in Spring 2019; and
- b) The ICAO Regional Director, Europe and North Atlantic, in order to further promote the implementation of the EUR performance framework, invite States to actively participate and provide performance results according to ICAO EUR Doc 030 provisions, in preparation for the regional report in 2019.

5.8 SEARCH AND RESCUE

5.8.1 The Meeting noted information on the activities of the Regional Aeronautical Search and Rescue (SAR) Advisory Committee, which was established in 2015 and joined activities of 11 States in the Balkan area. The Meeting was informed that, on 16 November 2018, the meeting of the Steering Board was held in Bratislava, Slovakia, where the signature of the Memorandum of Understanding (MoU) between the Members of the Regional SAR Committee & the JRCC Larnaca was done as well as the approval of the 2019 Work Plan.

5.9 UPDATE TO ICAO DOCUMENTS

Provisions Related to Erroneous Mode C or ADS-B Altitude Data

5.9.1 The Meeting was provided with a proposal for amendment to ICAO Doc 4444 para 8.5.5 to ensure that whenever it was not possible to stop the transmission of erroneous mode C or ADS-B altitude data without the loss of the position and identity information of the aircraft, the controller should be aware that the erroneous altitude data could trigger RAs.

5.9.2 It was noted that EASA had already covered these issues by introducing with the EU Decision 2016/23/R the necessary guidance material to the technical requirement SERA.13010(b) of the Standardized European Rules of the Air (Regulation (EU) No 923/2012) and that the proposal was also presented to and supported by the ATMGE/25.

5.9.3 The Meeting, whilst supporting the proposal for amendment, also noted comments by ICAO that this was a proposal for an amendment to a global document. Amendments to global documents were within the mandate of ICAO global contributory bodies. However, inputs from the regional groups were also another important part of this global and robust amendment process of ICAO provisions. To that end, the proposals for amendment emanating from regional groups would need to go through a specific review process that required preparation of some justification material, including impact assessments, identification of the need and so on, using a dedicated project form. This project form would then serve as the basis by the Air Navigation Commission (ANC) and subsequent addition to the air navigation work programme of Air Navigation Bureau (ANB).

5.9.4 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 16 –Erroneous Mode C or ADS-B Altitude Data

That:

- a) ICAO be invited to initiate the process for assessment of the proposal for amendment of ICAO provisions pertaining to erroneous Mode C or ADS-B altitude data as provided in **Appendix R**, through appropriate mechanisms; and
- b) EUROCONTROL be invited to provide the necessary supporting material to assist in the assessment process.

Identification Procedures

5.9.5 The Meeting was presented with a proposal to rearrange the content of the ICAO Doc 4444, 8.6.2 to introduce a sub-section describing “general identification procedures” that could be used with any ATS surveillance technology, complemented by identification procedures specific for each ATS surveillance technology. It was noted that the proposal was presented to and supported by the ATMGE/25.

5.9.6 The Meeting supported the proposal for amendment and agreed the following:

EANPG/60&RASG-EUR/07 Conclusion 17 – Identification Procedures

That:

- a) ICAO be invited to initiate the process for assessment of the proposal to amend the ICAO provisions pertaining to identification procedures as described in **Appendix S**, through appropriate mechanisms; and
- b) EUROCONTROL be invited to provide the necessary supporting material to assist in the assessment process.

Provisions Related to Methods to Separate Taxiing Aircraft and Vehicles

5.9.7 The Meeting was presented with a proposal that, using the generic expression “methods to separate”, would relay a more accurate message, attuned to the intention of the provisions to indicate how to separate vehicles and taxiing aircraft in the specified visibility conditions, therefore proposing to amend the ICAO Annex 11, 3.8.2 b) and Doc 4444, 7.12.1.1.2, respectively.

5.9.8 It was noted that the proposal was presented to and supported by the ATMGE/25. The Meeting supported the proposal for amendment and agreed the following:

EANPG/60&RASG-EUR/07 Conclusion 18 – Separation of Vehicles and Taxiing Aircraft

That:

- a) ICAO be invited to initiate the process for assessment of the proposal to amend the ICAO provisions pertaining to methods to separate vehicles and taxiing aircraft. as described in **Appendix T**, through appropriate mechanisms; and
- b) EUROCONTROL be invited to provide the necessary supporting material to assist in the assessment process

Enabling Global Uniformity in the Acceptance of GNSS Ground-Based (GBAS) and Satellite Based (SBAS) Augmentation Systems

5.9.9 The Meeting noted information provided by IAC on the current status of the ground-based augmentation system of the Global Navigation Satellite System (GLONASS) satellite constellation as well as the amendment proposals to ICAO Doc 9613 to include GBAS.

6. ENVIRONMENT

6.1 ENVIRONMENTAL PROTECTION

6.1.1 The Meeting was provided with the latest updates on the ICAO environmental activities in the EUR/NAT Regions. It was noted that, in June 2018, the ICAO Council adopted the First Edition of Annex 16 – Environmental Protection, Volume IV – Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) that contains Standards and Recommended Practices (SARPs) for the implementation of CORSIA. In accordance with these SARPs, as of 1 January 2019 all States with international aircraft operations need to implement the MRV system in support of CORSIA.

6.1.2 The Meeting was informed that ICAO developed the CORSIA CO₂ Estimation and Reporting Tool (CERT) that was made available to aircraft operators to support the monitoring and reporting of their CO₂ emissions on the public ICAO CORSIA website. The objective of the tool was to simplify the estimation and report of CO₂ emissions from international flights for aircraft operators with low levels of activity, and help to fulfil their monitoring and reporting requirements under CORSIA.

6.1.3 The Meeting was apprised about the ICAO capacity building programme, ACT-CORSIA (Assistance, Capacity-building and Training for the CORSIA), that was endorsed by the Council in June 2018. The ICAO CORSIA buddy partnerships had been established to support States to prepare for CORSIA implementation. Under the partnerships, technical experts provided by donor States work together with the CORSIA Focal Points of recipient States to provide on-site training, and to closely follow-up on the preparation and implementation of the recipient States' CORSIA MRV system.

6.1.4 The Meeting noted that as of 4 October 2018, 43 from the EUR/NAT had voluntarily submitted action plans to ICAO. In this respect, the Meeting was informed about preparations to the first meeting of the Environment Task Force would be held in Baku, Azerbaijan, from 4 to 5 December 2018. As part of this update, the Meeting emphasized the need for continuous coordination with other ENV related activities in the EUR, such as activities of the European Commission, ECAC and EURCONTROL. It was noted that this was an inherent part of the task force's Terms of Reference and regular coordination was pursued by the Secretariat.

6.1.5 It was noted that ICAO EUR/NAT reinforced its capacity building activities to support States in their work on the development and update of States' Action Plans. In this regard, States were invited to nominate focal points for the Action Plan initiative as soon as possible, as per State letter EUR/NAT 16-0105.TEC and State Letter ENV 4/1 – 15/38.

6.1.6 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 19 – ICAO EUR Environment Task Force and Capacity Building Activities

That the ICAO Regional Director, Europe and North Atlantic, invite States to:

- a) nominate their focal points for the CORSIA related activities and for the ICAO Action Plan on CO2 emissions reduction initiative;
- b) develop and/or update their Action Plan on CO2 emissions reduction as soon as possible; and
- c) Contact the EUR/NAT Office with requests for assistance in the framework of the ICAO EUR/NAT Technical Assistance Programme and the EUR Environment Task Force.

7. WORK PROGRAMME**7.1 TRANSITION ARRANGEMENTS*****Report of the European Aviation Systems Planning Group (EASPG) Transition Project Team (TPT)***

7.1.1 The Meeting was provided with a final report of the ICAO EUR TPT. It was recalled that the Transition Project Team (TPT) was established in line with EANPG/59&RASG-EUR/06 Decision 08 to devise the new working arrangements required to achieve the outcomes envisaged by Conclusion 2017/6 (New EUR Working Structure) of the 2017 EUR/NAT DGCA meeting.

7.1.2 In this regard, the Meeting reviewed the draft EASPG Terms of Reference (ToR) as developed by the TPT. With some additional comments, it was agreed that the draft ToR would be forwarded to the ICAO Council for their review. The Meeting was informed that there was also a parallel activity by an internal ICAO group to develop generic PIRG/RASG ToRs for approval by the Council. The Meeting noted that the alignment of both ToRs was important to enable a smooth transition to EASPG. ICAO confirmed that the necessary measures had been undertaken to ensure the alignment of the generic ToR with the draft EASPG ToR.

7.1.3 Cognizant of discussions in the Council, one item that was considered of particular importance was related to the chairmanship and membership of the EASPG. The Meeting discussed two possible options in this respect. The first one was that a State was a member of a PIRG/RASG and it was a State's prerogative to decide whom they would nominate as their representative or propose as Chairperson for a meeting. Another option was to specify that the State representation should be from a State authority, in particular with regards to Chairmanship.

7.1.4 The Meeting noted that the former was a traditional approach in the EUR/NAT Regions and it had many benefits allowing wider and richer participation and discussions, which was beneficial for the whole aviation community and achievement of the ICAO strategic objectives. The latter option would significantly limit these benefits. Therefore, although noting that there were several States preferring the latter option, the Meeting agreed to keep the membership and chairmanship definition unchanged in the draft ToR.

7.1.5 With regards to the EASPG Programme Coordination Group (PCG), it was agreed that their draft ToR would be further reviewed in the course of 2019 through the combined COG/RCOG meetings. One of the areas that was considered important to be reviewed in this process, was the future membership of the PCG.

7.1.6 Concerning the Level 3 working structure, it was noted that the review should be conducted in such a manner to avoid disruption, ensure manageable transition and avoidance of gaps and duplication. With the foregoing in mind, the review should be an evolutionary process involving routine discharge of

responsibilities by the new COG/RCOG and EASPG. It was noted that the first revision took place during 2018 and resulted in some working structure improvement proposals, namely discontinuation of the COG AIM TF and other proposals further discussed in this report.

7.1.7 Finally, the Meeting, in order to ensure smooth transition, agreed the following transitional steps:

- a) the EASPG/1 meeting would be convened on 2-6 December 2019 following the pending approval of the draft EASPG ToR by ICAO Council;
- b) the 1st EASPG PCG to be convened after the EASPG/1 meeting; and
- c) the EASPG PCG will continue further efforts of critical review of the ToRs and work programmes of the existing contributory bodies and propose further steps.

7.1.8 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 20 - Draft Terms of Reference of EASPG

That:

- a) the ICAO Regional Director, Europe and North Atlantic, take appropriate action to process the draft EASPG ToR as provided in **Appendix U** through ICAO mechanisms;
- b) The TPT ToR be considered as completed and the project team be disbanded.

Aeronautical Fixed Services Group (AFSG) Terms of Reference

7.1.9 As part of the ongoing revision and optimisation of the Level 3 working arrangements, the Meeting was presented with a proposal for the revision of the Aeronautical Fixed Services Group ToR and its future evolution. It was highlighted that the AFSG was playing a significant role in ensuring the safe operation of the current EUR AFS network and planning its transition to future aviation internet in support of SWIM. In view of the ICAO GANP/ASBU evolution and its ongoing implementation, and bearing in mind other organisational changes (e.g the establishment of an ICAO EUR SWIM PT), the AFSG ToR could be reviewed in order to achieve an optimised working structure and aligned with the ICAO GANP/ASBU.

7.1.10 Therefore, it was agreed that the AFSG at its next meeting in 2019 would prepare a draft ToR for a new Task Force to plan and manage transition of the EUR AFS network to support SWIM. The AFSG would evolve into this new Task Force with the approval of the ToR by the COG/RCOG meeting in May 2019. The Task force would also ensure that operational discussions concerning the role of AMC and EDS in the transition to SWIM are taking place under its umbrella and the ICAO EUR documents necessary for the SWIM transition are updated as needed. As such, the task force shall ensure that the current AFS continues to function without the EUR AFS service level degradation and successfully transitions to the future network to support SWIM.

7.1.11 In addition, it was agreed that the already planned in 2018 meetings of Operation Group (OG) and Planning Group (PG) will take place face-to-face as planned. The meetings of AFSG PG and OG in 2019 would be, as far as possible, through the electronic means of communication (e.g. WebEx). If there was a need for an ad-hoc face-to-face meeting, this would be coordinated with the ICAO EUR/NAT Secretariat and an invitation letter would be issued by the Secretariat after appropriate coordination.

7.1.12 Concerning the inter-relationships between various ICAO and EUROCONTROL groups, it was clarified that the SWIM Project Team (PT) would be mostly responsible for the overall SWIM regional roadmap. The part related to iWXXM implementation would remain within the METG Data Management Group (DMG). The AIXM component would be the responsibility of the SWIM/AIM Team supported by the ICAO EUR/NAT Office. The transport and network layer level discussions would take place within the new Task Force - the AFSG evolution. This structure would enable coordinated and holistic approach at the EUR

Region level to the implementation of GANP ASBU modules related to D-ATM, FICE and SWIM. Concerning FIXM, the Meeting considered that it was premature to finalise on how it would be addressed in the working structure at the moment, pending the outcome of further discussions. As such, the Task Force shall also ensure that the current AFS continues to function without the EUR AFS service level degradation, ensure the maintenance of AFS related EUR documents, and successfully transition to the future network to support SWIM. The ICAO Secretariat will in coordination with both groups ensure that the ToR of the new Task Force and the SWIM PT are aligned.

7.1.13 In this regard, the Meeting thanked the AFSG for their valuable efforts and hard work, which was very much appreciated. It was agreed that WP02 would be presented to the EANPG/60-RASG-EUR/07 with the following draft Conclusion:

EANPG/60&RASG-EUR/07 Decision 14 - Evolution of the AFSG

That, in view of the envisaged evolution of the EANPG AFSG by December 2019, the ICAO EUR/NAT Office and AFSG draft ToR for a new Task Force (the complete name TBD) to plan and manage transition of the EUR AFS network to support SWIM, while maintaining the current EUR AFS network without its service level degradation, and present the draft to the combined COG/RCOG meeting in May 2019 for approval.

Revision of Air Traffic Management Group East (ATMGE), AWOGE, Performance Based Navigation Task Force (PBN TF), MET/ATM Task Force

7.1.14 The Meeting was also presented with a review of the EUR ATMGE, All-Weather Operations Group (AWOG), PBN task force and MET/ATM task force activities and a proposal for further optimisation of the EUR working structure. It was noted that there was some degree of overlap and duplication of responsibilities. Some of the original tasks assigned had been completed. Therefore, the current revision represented an opportunity to review and optimise the working structure and avoid duplication.

7.1.15 The Meeting was informed that these ideas were discussed during the ATMGE/26 meeting (10 to 13 September 2018), where it was proposed to consolidate some of the activities within a new group that would be an evolution of the ATMGE. The ATMGE also supported to include in their ToR some additional topics, such as RPAS/UAS/drones, contingency plans, civil/military coordination and SAR aspects.

7.1.16 Similar discussions also took place during the thirteenth Meeting of the COG PBN TF combined with the EUROCONTROL Navigation Steering Group (NSG) (25-27 September 2018). While discussing the future role of the PBN TF, it was identified that the implementation of ICAO Circular 353 on the naming of PBN Charts would require extensive regional coordination efforts involving ICAO, EUROCONTROL, EUR States and industry. Therefore, it was proposed to continue the combined PBN TF and EUROCONTROL NSG meetings and evolve the PBN TF into a specific task force with clear deliverables and timeline to assist in the implementation of Circular 353.

7.1.17 Concerning Circular 353, it was noted that it identified certain issues/hazards whose mitigations were twofold: training of ATCOs/Pilots and implementation of a transition plan scheduled/sequenced in transition slots at global, regional and national level. However, the cover letter to the publication of Circular 353 could open room for interpretation on how transition to the new chart naming should proceed. In order to avoid that there were scattered varieties of chart names (old/new) across one particular region until the transition begins, it was proposed that the EUR States should be clearly informed to wait the development of a transition plan. However, those States that had already started the implementation should not be delayed by this action and should be urged to continue their implementation.

7.1.18 Therefore, the following was agreed:

EANPG/60&RASG-EUR/07 Conclusion 21 - Implementation of Amendment 6 to PANS-OPS and Circular 353 on RNP Charts Naming

That, the ICAO Regional Director, Europe and North Atlantic:

- a) invite the EUR States to cooperate in the development of the EUR RNP Circular 353 implementation transition plan and implement changes in accordance with the to be agreed Plan; and
- b) Invite the EUR States that have already started the implementation of Amendment 6 to PANS-OPS on RNP Charts naming, continue and complete their implementation in accordance with their national plans.

7.1.19 Concerning the organisational changes, the Meeting was informed that the twenty-fourth AWOOG meeting (16-17 October 2018), identified that there were ongoing tasks related to instrument landing system (ILS) critical and sensitive areas (CSA) and all-weather operations that needed to be completed before the discontinuation of the AWOOG.

7.1.20 In this regard, the Meeting noted that following the combined COG/72 RCOG/09 meeting, the ICAO Secretariat held a telcon with the AWOOG Chairman where it was agreed that the next meeting of the EUROCONTROL Landing and Take-Off focus group (LATO) in Spring 2019 would be combined with an ad-hoc AWOOG meeting to review the ongoing activities and potential arrangements to address them with the view to discontinue the AWOOG by the end of 2019. In pursuing this task, the best efforts would be employed to avoid duplication of work. To that extent, some of the remaining AWOOG tasks could be transferred to LATO. In this regard, the Secretariat commented that it should not be assumed that the existing EUR documents that were maintained by AWOOG would remain for an indefinite period of time. The ICAO regional documents had their specific purpose and the need for their continuous existence would be continuously reviewed with the view to avoid duplication of global ICAO provisions and maintain only those documents that fit the purpose of regional documents. In this regard, it was also noted that the final responsibility for the approval of the proposed amendments to the EUR documents would remain within the remits of the COG/RCOG and EANPG/RASG-EUR.

7.1.21 Therefore, the following was proposed

EANPG/60&RASG-EUR/07 Decision 15 - Restructuring of AWOOG, COG PBN TF and ATMGE

That:

- a) ICAO in coordination with the EANPG AWOOG Chairman review the AWOOG ToR to identify any necessary ongoing activities and potential arrangements to address them with the view to discontinue the AWOOG by the end of 2019 after the completion of the ongoing work related to ILS CSA and AWO;
- b) the ATMGE ToR be updated as provided in **Appendix V**; and
- c) the EUR PBN TF ToR be updated as provided in **Appendix W** to become a EUR PBN Consolidation Task Force.

7.2 ELECTION OF CHAIRPERSONS***EANPG and RASG-EUR Chairpersons Elections***

7.2.1 In connection with the scheduled elections of the EANPG and RASG-EUR Chairpersons, the Meeting was presented with a working paper describing the administrative arrangements to be followed. It was noted that the arrangements were developed based on the ICAO EUR Doc 001 (EANPG Handbook)

and Doc 7600 (Standing Rules of Procedure of the Assembly). The Meeting agreed with the proposed procedures and proceeded with the elections accordingly.

7.2.2 Consequently, the Meeting elected Mr. Alessandro Ghilari (Italy) as EANPG Chairperson and Mr. Pekka Henttu (Finland) as RASG-EUR Chairperson.

7.2.3 The elected Chairpersons thanked the Meeting for their trust and expressed their full commitment to work in close cooperation with the RASG-EUR and EANPG Chairmanship teams and Group members to ensure a smooth transition to the future organisational structure and that the ongoing and new challenges were addressed in a timely level through enhanced regional coordination.

7.2.4 Concerning the Vice-Chairpersons, the Meeting agreed that, considering the importance of the transition and in order to ensure a smooth evolution and a coherent Chairmanship team, Mr Torsten Jacob (Germany) would be the EANPG Vice-Chairman in addition to Mr Luc Lapene (France). With regards to the RASG-EUR, the Meeting was informed that one of the Vice-Chairmen, Mr. Okulov, representative from the Russian Federation, had resigned. Therefore, it was agreed that his replacement, Mr. Yurchik, Deputy Minister of Transport of the Russian Federation, would continue in this capacity as RASG-EUR Vice-Chairman as a new representative from the Russian Federation. It was noted that Mr. Haydar Yalcin (Turkey) would be another Vice-Chairman.

8. ANY OTHER BUSINESS

8.1 FAREWELLS

8.1.1 The Meeting noted that this was a last meeting for the Chairman of the EANPG Mr. Phil Roberts and the Regional Director, Europe and North Atlantic, Mr. Luis Fonseca de Almeida. In this respect, the Meeting recalled their contributions to the work of the EANPG and RASG-EUR, expressed its sincere appreciation for their cooperation and friendship and wished to both of them all the best in their future endeavours.

8.2 NEXT MEETING

8.2.1 The next meeting will take place on 2-6 December 2019 in Paris, France.

Appendix A – List of Participants

(Paragraph 1.2 refers)

ALGERIA Said AMEUR Abdelouhab DJATOUF	FINLAND Pekka HENTTU Kai VAISANEN	PORTUGAL Luis PISSARRO	UKRAINE Dmytro BABEICHUK Vitalii BEZMAL Danylo DAVYDOV Andrii FEDIAKOV Oleksandr GNATIUK Hoar HABRELIAN Sergii KORSHUK Sergii PEREVEZENTSEV Iryna SHEVCHUK Vitalii SIMAK
ARMENIA Artur GASPARYAN Tatevik REVAZYAN	GEORGIA Zurab AVALISHVILI Levan KARANADZE Sofia TURABELIDZE	ROMANIA Liviu GEORGICA BUNESCU	
AZERBAIJAN Emil VALIYEV	GERMANY Torsten JACOB Nils KAIENBURG Raimund KAMP Martina SAHLIGER	RUSSIAN FEDERATION Elena GRACHEVA Mikhail PARNEV Petr INOZEMTSEV Evgeny SHCHERBAKOV Alexander POLYAKOV Igor SITNIKOV Elena STEPANOVA Alexandr YURCHIK Mariia ZABAVKA	UNITED STATES Travis FIEBELKORN Kevin HAGGERTY Catherine M. LANG Andrew McKEE Ian H. ROSS
AUSTRIA Philipp PIBER Tino SCHILL RoseMarie HEFTBERGER Katharina-Maria STEINBERGER	GREECE Georgios SOURVANOS	SERBIA Zarko KATANCEVIC Zlatko MISCEVIC	ACI EUROPE Olivier SCIARA
BELARUS Aliaksandr AKULENKA Leanid CHURO Tatiana PANACHEVNAYA	IRELAND Paul KENNEDY	SLOVAKIA Zdenko BLASKO	AIRBUS Iouri TCHEKANOV
BOSNIA & HERZEGOVINA Vladimir CEKLIC	ISRAEL Ron BENTON Moti SHMUELI	SLOVENIA Natasa BESTER Melita PRISTOV	CANSO Tanja GROBOTEK
BULGARIA Bisser JELEV Milan MARINOV Angel RACHEV	ITALY Rosario CONCILIO (26-27 Nov) Alessandro GHILARI	SPAIN Jochin RELLOSO PRIETO	EASA Krzysztof KEDZIERSKI Rodrigo PRIEGO Emanuil RADEV
CROATIA Dino SLAVICA	KAZAKHSTAN Kairat TLENSHIN	SWITZERLAND Fiona LOMBARDI	ECAC Beatrice ADOLEHOUME
CYPRUS Nicolas MYTIDES	KYRGYZSTAN Genadii SIZINTSEV	TUNISIE Hamadi KALAI Brahim TOUIR	EUROCONTROL Neculai COJOCARIU Andrew DESMOND-KENNEDY Rob PETERS Eric POTIER Dany DEBALS
CZECHIA Vladimir NEKVASIL	LATVIA Erika NEIMANE	TURKEY Haydar YALCIN (<i>RASG-EUR Chair</i>) Gaye BETUL DOGAN	EUROPEAN COMMISSION Jean-Marc FLON
DENMARK Lise KRONBORG	LITHUANIA Kazimieras JAKAS	UNITED KINGDOM Matthew WEEKS	
FRANCE Nicolas BERGAMOTTO Nathalie DOMBLIDES Sophie GERMAIN Luc LAPENE Jean François ROBERT Pascale ROBERT Jacques WEYANT	MONTENEGRO Zoran DJURANOVIC Mileta NIKOLIC		
	NETHERLANDS Rob VAN DER BOOM		
	NORWAY Eivind RAKNES		
	POLAND Dariusz STEPIEN Krzysztof BANASZEK		

IAC

Eldar BAGHIRZADA
Victor RUKHLINSKIY

IATA

Giancarlo BUONO

ICAA AVIASAFETY

Victor KOURENKOV

IFAIMA - regrets**IFALPA**

Paul VISSERS

IFATCA

Philippe DOMOGALA

ROLLS ROYCE

Rory CLARKSON

EANPG Chair

Phil ROBERTS

ICAO EUR/NAT

Luis FONSECA DE
ALMEIDA
Elkhan NAHMADOV
Arkadii MERKULOV
Arnaud DESJARDIN
Sven HALLE
Blandine FERRIER
Christopher KEOHAN
Sarantis POULIMENAKOS
Isabelle HOFSTETTER
Leyla SULEYMANOVA
Patricia CUFF

ICAO MID

Abbas NIKNEJAD

ICAO HQ

Hermann PRETORIUS
Erwin LASSOOIJ

INTERPRETERS

Ellie CALMELS
Grace COSTON
Vadim POLIAKOV
Caroline STUART



European and North
Atlantic Office

Appendix B – Meeting Documentation

WP	Ag It	Title	Presented by	Posted on
WP01	-	Provisional Agenda		
WP02	3.3	Runway Safety Go Teams Outcomes	Secretariat (fic)	31/10/18
WP03	6.3	EANPG RASG-EUR Chairperson Election procedure	Secretariat (nae)	31/10/18
WP04 Rev1	6.1	EASPG TPT outcome	Secretariat (nae)	07/11/18
WP05	6	AFSG Terms of Reference (ToR)	Secretariat (nae)	31/10/18
WP06	6	PBN_ATMGE_AWOG TOR	Secretariat (nae)	31/10/18
WP07	4.2	METG28 Outcomes	Secretariat (kec)	31/10/18
WP08	3.3	IE REST12 outcomes	Secretariat (mea)	31/10/18
WP09	3.1	EUR Regional Aviation Safety Plan (RASP)	Secretariat (mea) EASA	07/11/18
WP10	3.4	E59-R06 Conclusion 06 - Appropriate State Actions with Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace	Secretariat (mea)	31/10/18
WP11	3.3	RASG-EUR Accident Investigation and ECCAIRS user Workshop	Secretariat (dja)	02/11/18
WP12	1.1	ICAO Update	Secretariat (hoi)	07/11/18
WP13 +App	4.2	Outcomes 24 th Meeting of Frequency Management Group (FMG/24)	Secretariat (fic)	12/11/18
WP14	3.2	Working arrangements for the development, approval and publication of RASG-EUR Annual Safety Reports	Secretariat (dja)	02/11/18
WP15	4.2	EUR SCRAG Nomination	Secretariat (kec)	07/11/18
WP16	3	Joint ICAO – EASA Language Proficiency Requirements Implementation Task Force 33 Meeting (COG LPRI TF)	Secretariat (pos)	07/11/18
WP17	2	Status of EANPG/RASG-EUR Conclusions/Decisions	Secretariat (hoi/nae)	08/11/18
WP18	5	ICAO Environmental Activities	Secretariat (feb)	08/11/18
WP19	4.2	SWIM Issues	Secretariat (nia)	08/11/18
WP20 +App	4.2	AIM issues	Secretariat (nia)	08/11/18
WP21	Withdrawn			
WP22 +App	3.4	Results for the 2017-2018 EUR RVSM Safety Monitoring Report	EUR RMA	09/11/18
WP23	3.4	Report on Flight Safety Monitoring in the EURASIA RVSM Airspace	EURASIA RMA	09/11/18
WP24	4.6	Provisions related to erroneous Mode C or ADS-B Altitude Data	EUROCONTROL	12/11/18
WP25	4.6	Identification Procedures	EUROCONTROL	12/11/18
WP26	4.6	Provisions Related to Methods to separate taxiing Aircraft and Vehicles	EUROCONTROL	12/11/18

WP27	6	Update on EANPG Black Sea Task Force	Secretariat (nae)	12/11/18
WP28	3.5	Air navigation deficiency EUR-AIS-07-01, corrective actions	Ukraine	12/11/18
WP29	4.2	ATM aspects and safety issues in the Simferopol FIR	Ukraine	12/11/18
IP	Ag It	Title	Presented by	Posted on
IP01	1	Schedule	Secretariat	19/11/18
IP02	1	List of documents	Secretariat	19/11/18
IP03	4.2	Volcanic Ash Exercises in the EUR/NAT Regions	Secretariat (kec)	31/10/18
IP04	1.1	Outcomes of the 13 th Air Navigation Conference and the EUR/NAT Work Programme	Secretariat (nae)	31/10/18
IP05	1.3	EUROCONTROL Activities Update	ECTL	06/11/18
IP06	1.3	European Network Operations Plan 2018-2019/22 “Analysis of available capacity in the various aviation frequency bands”	ECTL	06/11/18
IP07	1.1	Updates on ICAO Global and Regional Aviation Security (AVSEC) Developments including Cybersecurity	Secretariat (luc)	07/11/18
IP08	3.5	Air Navigation Deficiency Methodology Review Project Team Progress Report	Secretariat (pos)	07/11/18
IP09+ App	3.5	EUR AN Deficiencies	Secretariat (pos)	07/11/18
IP10	3.4	RMA Bulleting Registration on Eurocontrol One Sky Team Portal	EUR RMA	09/11/18
IP11	4.2	Global AIM developments	Secretariat (nia)	08/11/18
IP12	1.2	NCLB	Secretariat (pos)	13/11/18
IP13	1.3	COSCAP CIS	IAC	12/11/18
IP14	3.5	IFALPA Annex 29 - Europe	IFALPA	13/11/18
IP15	1.1	ICAO Training Activities	Secretariat (feb)	13/11/18
IP16	4.2	8.33 kHz Channel Spacing Communications	EUROCONTROL	14/11/18
IP17	3.4	FlwUp EANPG/59 RASG-EUR/06 “Appropriate State Actions with Non-Approved Aircraft Operating in RVSM Airspace”	EUR RMA	14/11/18
IP18	4.2	RDGE Outcomes	Secretariat (has)	16/11/18
IP19	4.2	ATMGE Outcomes	Secretariat (has)	16/11/18
IP20+ Att	4.1	ASBU Implementation Monitoring Report for Reference Period 2017	ICAO & ECTL	16/11/18
IP21	1.3	Update on EASA Activities since EANPG/59 and RASG-EUR/06	EASA	16/11/18
IP22 +Att	4.5	Implementation of the Regional Performance Framework	Secretariat	16/11/18
IP23	4.6	Enabling Global Uniformity in the Acceptance of GNSS Ground-Based (GBAS) and Satellite Based (SBAS) Augmentation Systems	IAC	16/11/18
IP24	1.3	New Basic Regulation of EASA	EASA	19/11/18
IP25	1.3	Update on ECCAIRS	EASA	19/11/18

PR	Ag It	Title	Presented by	
PR01	4.2	Volcanic Ash Impacts on Jet Engines and Developments since 2010	Rolls-Royce	19/11/18
FL	Ag It	Title	Presented by	
FL01	6.3	In support WP03 – Procedure for Chair Electinos	Netherlands	26/11/18
FL02	4.2	In support PR01 - Volcanic Ash Impacts on Jet Engines and Developments since 2010	Secretariat	26/11/18
FL03	1.2	In support IP12 - No Country Left Behind	Secretariat	26/11/18
FL04	5	In support WP18 - ICAO Environmental Activities	Secretariat	28/11/18
FL05	1.1	In support IP04 - Outcomes of the 13 th Air Navigation Conference and the EUR/NAT Work Programme	Secretariat	28/11/18
FL06	4.5	In support IP22 - Implementation of the Regional Performance Framework	Secretariat	28/11/18
FL07	4.2	In support IP16 - 8.33 kHz	Secretariat	28/11/18
FL08	4.5	In support IP20 - ASBU Implementation Monitoring Report	Secretariat	28/11/18
FL09	6.1	In support WP04 – EASPG Terms of Reference	Secretariat	28/11/18

Appendix C – EUR Regional Aviation Safety Plan 2019-2023

(paragraph 4.1.4 refers)

Provided in a Separate File

Appendix D – Runway Safety Go-Team Typical Recommendations

(paragraph 4.3.5 refers)

1) Mission outcome

At the end of the mission, the RS Go-Team provides observations and recommended mitigation actions, as well as other recommendations as may be required:

- Contents;
- Hazards and risk mitigation proposals;
- Areas of improvement and recommendations;
- Expected outcomes;
- Identified Hot Spots; and
- Recommendations and plan for action, including:
 - prioritized actions and associated timelines;
 - Timeframe for the resolution of identified safety issues;
 - Resource planning;
 - Funds;
 - Responsibilities;
 - Potential barriers for the establishment and proper functioning of the RST; and
 - Stakeholder Management Plan.

2) List of typical recommendations (not exhaustive)

Documentation

- Amend the regulatory documents to require the establishment of RSTs, describing their roles, responsibilities, composition and reporting requirements;
- Provide guidance to the RSTs documentation using the ICAO handbook as a reference;
- Amend the AIP to include (Annex 15, Appendix 1, Part III):
 - HOT SPOTS map with practical guidance to pilots; and
 - Low Visibility Procedures (LVP) charts including critical and sensitive areas for ILS operations.
- Ensure consistent implementation of low visibility procedures (LVP) by ATCOs through proper documentation and training, ensure pilots awareness through publication of LVPs in AIP;
- Definition and publication of the ILS critical and sensitive areas.

Safety Management Systems

- Ensure consistent implementation of safety management activities at the State level including safety data collection and dissemination, safety data analysis by qualified and trained subject matter experts, development and implementation of risk mitigation measures at the State level (national bird strike prevention committee, runway safety plans, etc);
- Ensure effective implementation of SMS;
- Ensure adequate SMS training is provided to staff involved in SMS, commensurate to their role in SMS;
- Enhance safety culture and encourage voluntary reporting system;
- Consider ways to improve safety promotion activities;

- Define and monitor achievement of safety targets as well as safety alert levels for safety performance indicators (SPIs); and
- Ensure that RST constantly utilizes data coming from SMS of service providers.

Conduct of local Runway Safety Team meetings

- Facilitate broader participation of airlines (including foreign ones operating to the airport) and general aviation representatives;
- Make it less aerodrome focused and facilitate more discussion on issues affecting runway safety requiring interaction or directly dependent on ATC, air operators, etc;
- Implement data driven approach, based on constant utilization of data coming from the SMSs of participating organizations;
- Whenever required invite subject matter experts, such as ornithologists, meteo, aerodrome, ATC and airlines operational personnel, etc in order to ensure adequate assessment of the risks and proper selection of risk mitigation measures; and
- Issue promotional material sharing success stories resulted as the outcome of RST.

Airport Markings and Signs

- Consider the provision of enhanced taxiway centre line markings as part of the runway incursion prevention measures. (Annex 14 Vol. 1 – 5.2.8.4);
- Consider usage of additional marking (runway numbers in red and white at holding positions);
- Consider installation of additional signage (CAT I signs for holding points, take-off distance available for all intersection take-offs);
- Review all markings and signs to be compliant with ICAO SARPs to ensure that:
 - i. Runway holding position markings, runway designation signs and category holding position signs are compliant with ICAO SARPs. (Annex 14 Vol. 1 – Figure 5-6, Figure 5-8, 5.4.2.3, 5.4.2.4, Figure 5-32);
 - ii. All runway-vacated signs are compliant with ICAO SARPs. (Annex 14 Vol. 1 – Figure 5-31, Figure A4-3);
 - iii. Taxiway centre line lights are provided. (Annex 14 Vol. 1 – 5.3.17.2);
 - iv. Destination signs, such as the signs displaying apron directions, are not collocated with a location or direction sign. (Annex 14 Vol. 1 – 5.4.3.22);
 - v. Pavement markings are made with reflective materials to enhance the visibility of the markings. (Annex 14 Vol. 1 – 5.2.1.7); and
 - vi. Runway side stripe markings are continuous between the runway and the runway turn pads. (Annex 14 Vol. 1 – 5.2.7.4).

Air Navigation Services/Management

- Finish development of PBN approach procedures for all the runways, promote the PBN usage;
- Include the oversight of the RSTs work as part of the certification and surveillance activities;
- Enhance safety culture and encourage mandatory and voluntary reporting system;
- Consider naming of taxiways in the logical alphabetical order. (Annex 14 Vol. 1 – Figure 5.31);
- Conduct necessary safety assessment in case of planned modernization of ATM system;
- Perform a safety review in case of single Air Traffic Controller (ATCO) operations;
- Continue implementation of standard radio phraseology approved by CAA in local language for ground vehicle movement (good practice) or consider shifting to English RT.

Airport operations

- Provide the grid maps taking into account the examples recommended in ICAO Doc 9157, Part 1 Figure 11.1 and Figure 11.2, with appropriate axis labels to ensure that all stakeholders understand the same information during an emergency. (ICAO Doc 9137, Part 1 – 11.1.2, 11.1.3, Figure 11.1, Figure 11.2);
 - Perform a safety review for aircraft backtracking procedure;
 - Improve the system of breaking action measurement and reporting;
 - Airport/runway/apron capacity calculation;
 - Hourly traffic rates established (For different weather conditions and runway configuration);
 - For the RFF, a communication system linking a fire station with the control tower (ICAO Doc 9137);
 - Consider enhancements (A-SMGCS, operation of stop bars, etc);
 - Do not issue line-up clearance if expected to wait on holding point more than 90 s;
 - Ensure all vehicles and other mobile objects, particularly the external ones that do not belong to the aerodrome, on the movement area of the aerodrome are marked (coloured) or display flags, and lighted. (Annex 14 Vol. 1 – 6.1.1.1, 6.2.2.1);
 - Provide a discrete and direct communication system linking the fire station with the control tower. (Annex 14 Vol. 1 – 9.2.39);
 - Ensure that all vehicles allowed on maneuvering area (including firefighter brigades) are enabled to monitor tower frequency (at least passive);
 - Ensure runway guard lights operational 24 hours;
 - If needed, develop and implement Wildlife Management Plan to include:
 - o Definition of responsible person for development and maintenance of the plan;
 - o Training in the wildlife management for involved operational personnel;
 - o Specialized ornithological survey;
 - o Application of available tools as described in ICAO, FAA and other guidance materials; and
 - o Integration with aerodrome SMS, including definition of relevant safety performance indicator(s);
 - Ensure Foreign Object Debris (FOD) programme is implemented properly, including definition of responsible person for program development and maintenance, identification of different types of FOD, training required for involved operational personnel.
-

Appendix E – Safety Enhancement (IE-REST/RSG/01)

(paragraph 4.3.7 refers)

Safety Enhancement (IE-REST/RSG/01)													
Safety Enhancement Action:	<p>- 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.</p> <p>- 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.</p>												
Statement of Work:	<p>- With the assistance of a Champion Organization and other organizations, the IE-RSG will review, consolidate and disseminate guidance on industry best practices related to approach and landing safety to air operators within the IE-REST geographical area.</p> <p>- 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.</p> <p>- 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.</p> <p>- 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.</p>												
Champion Organization	UTair												
Implementers: (Select all that apply)	<table border="0"> <tr> <td><input checked="" type="checkbox"/> Air Operators</td> <td><input checked="" type="checkbox"/> Aircraft Maintenance Organizations</td> </tr> <tr> <td><input checked="" type="checkbox"/> International Industry Associations</td> <td><input checked="" type="checkbox"/> Design/Production Organizations</td> </tr> <tr> <td><input type="checkbox"/> Aerodrome Operators</td> <td><input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority</td> </tr> <tr> <td><input type="checkbox"/> Research Organizations</td> <td><input type="checkbox"/> Aircraft Accident/Incident Investigation Authority</td> </tr> <tr> <td><input type="checkbox"/> Training Organizations</td> <td><input type="checkbox"/> Other (specify)</td> </tr> <tr> <td><input type="checkbox"/> Air Navigation Service Provider</td> <td></td> </tr> </table>	<input checked="" type="checkbox"/> Air Operators	<input checked="" type="checkbox"/> Aircraft Maintenance Organizations	<input checked="" type="checkbox"/> International Industry Associations	<input checked="" type="checkbox"/> Design/Production Organizations	<input type="checkbox"/> Aerodrome Operators	<input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority	<input type="checkbox"/> Research Organizations	<input type="checkbox"/> Aircraft Accident/Incident Investigation Authority	<input type="checkbox"/> Training Organizations	<input type="checkbox"/> Other (specify)	<input type="checkbox"/> Air Navigation Service Provider	
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<input type="checkbox"/> Training Organizations	<input type="checkbox"/> Other (specify)												
<input type="checkbox"/> Air Navigation Service Provider													
Human Resources	<ul style="list-style-type: none"> • Personnel to research , draft, review and translate proposed guidance material • Air operator training, international industry associations or flight operations personnel to review and update manuals and training materials as necessary 												
Financial Resources:	<ul style="list-style-type: none"> • 1/4 Full-Time Equivalent (FTE) x Number of Air Operators x Fleets affected x annual salary • Funds for both English and Russian language versions of guidance material 												
Relation to Current Aviation Community Initiatives:	<ul style="list-style-type: none"> • Flight Safety Foundation Approach and Landing Accident Reduction Tool Kit • European Action Plan for the Prevention of Runway Excursions (EAPPRE) • ECAST Runway Excursion Working Group • Eurocontrol SISG • Eurocontrol/Flight Safety Foundation “go-around safety forum” (21 June 2013) • ICAO Regional Runway Safety Seminar (06-07 November 2013) • ICAO/IATA Runway Risk Reduction Toolkit 												

Performance Goal:	Reduction in runway excursion events where SOP non-compliance is a contributing factor
Performance Indicators:	<ul style="list-style-type: none"> Number of air operators which, voluntarily or required by their regulators, have reviewed their SOPs Number of developed recommendations. <p>For operators utilizing flight data analysis (FDA) programs, a decline in:</p> <ul style="list-style-type: none"> Long landing events in FDA in connection with control the passage of the runway threshold Unstable approach or landing events in FDA related to the long flare. Unstable approach or landing events in FDA related to the short flare.
Key Milestones:	<ul style="list-style-type: none"> 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. 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 (measurement method?) 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 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
Potential Blockers:	<p>Lack of support from regulators</p> <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>
Detailed Implementation Plan Notes:	Incorporates CAST SE 14,15 and 16
CICTT Code:	RE, USOS, ARC
Output 1:	
Description:	The Champion Organization will , with the support of the IE-RSG, draft, 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
Lead Organization	UTair
Target Initiation Date:	March 2014
Time Line (milestones):	1 year
Target Completion Date:	December 2015 (for the first approved version)
Resources:	<ul style="list-style-type: none"> Personnel to research , draft, review and translate proposed guidance material
Resource Notes:	<ul style="list-style-type: none"> Lack of a volunteer.
Actions:	<ul style="list-style-type: none"> Find resources and volunteers to do.
Progress report:	<ul style="list-style-type: none"> The IE-RSG with the involvement of airlines, developed recommendations for the development and implementation of standard operating procedures (SOP), which are available at: https://www.favt.ru/dejatelnost-lms-standartniye-procedury/
Status:	Done.
Changes required:	

Output 2:	•
Description:	<ul style="list-style-type: none"> 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.
Lead Organization	<ul style="list-style-type: none"> Regulators and air operators
Target Initiation Date:	<ul style="list-style-type: none"> March 2016
Time Line (milestones):	<ul style="list-style-type: none"> 3 year to complete manual publication cycle and oversight review
Target Completion Date:	<ul style="list-style-type: none"> December 2018
Resources:	<ul style="list-style-type: none"> Specific fleet review of manufacturer's guidance should require limited resources.
Resource Notes:	Existing manual/training material review and update process should be utilized. Need help from the most advanced air operators in obtaining best practice.
Actions:	<ul style="list-style-type: none"> Organize the implementation.
Progress report	<ul style="list-style-type: none"> Видео «No Landing is Routine» размещено по адресу http://www.boeing.com/specialty/flight-safety/index.page. The video is available in several languages, including English, Russian, Spanish, Portuguese and Chinese.
Status	<ul style="list-style-type: none"> Done.
Changes required	<ul style="list-style-type: none">
Output 3:	
Description:	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.
Lead Organization	Regulators and Air operators
Target Initiation Date:	Upon completion of Output 2 by the air operator
Time Line (milestones):	3 years.
Target Completion Date:	December 2018
Resources:	
Resource Notes:	<ul style="list-style-type: none"> Nil.
Actions:	<ul style="list-style-type: none"> Organize the implementation.
Progress report:	<ul style="list-style-type: none"> During the period from 2015 to 2017, several conferences and seminars were held on the prevention of rolling out and use of SOP. Conference materials are available at: https://www.favt.ru/dejatelnost-lms-beopasnost-vpp/
Status:	Done.
Changes required:	

Appendix F – Updated Safety Enhancement (IE-REST/RSG/02)

(paragraph 4.3.7 refers)

Safety Enhancement (IE-REST/RSG/02)													
Safety Enhancement Action:	<p>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.</p> <p>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).</p> <p>IE-REST should also create a permanent platform for aerodrome operators to discuss SMS practices, identify current and future flight safety problems and develop recommendations for their solution.</p>												
Statement of Work:	<p>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 requirements for the operator's aerodrome SMS, including 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.</p> <p>The IE-REST will promote formation of a 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.</p>												
Champion Organization	Russian CAA (FATA)												
Implementers: (Select all that apply)	<table border="0"> <tbody> <tr> <td><input checked="" type="checkbox"/> Air Operators</td> <td><input checked="" type="checkbox"/> Aircraft Maintenance Organizations</td> </tr> <tr> <td><input checked="" type="checkbox"/> International Industry Associations</td> <td><input type="checkbox"/> Design/Production Organizations</td> </tr> <tr> <td><input checked="" type="checkbox"/> Aerodrome Operators</td> <td><input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority</td> </tr> <tr> <td><input type="checkbox"/> Research Organizations</td> <td><input type="checkbox"/> Aircraft Accident/Incident Investigation Authority</td> </tr> <tr> <td><input type="checkbox"/> Training Organizations</td> <td><input type="checkbox"/> Other (specify)</td> </tr> <tr> <td><input checked="" type="checkbox"/> Air Navigation Service Provider</td> <td></td> </tr> </tbody> </table>	<input checked="" type="checkbox"/> Air Operators	<input checked="" type="checkbox"/> Aircraft Maintenance Organizations	<input checked="" type="checkbox"/> International Industry Associations	<input type="checkbox"/> Design/Production Organizations	<input checked="" type="checkbox"/> Aerodrome Operators	<input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority	<input type="checkbox"/> Research Organizations	<input type="checkbox"/> Aircraft Accident/Incident Investigation Authority	<input type="checkbox"/> Training Organizations	<input type="checkbox"/> Other (specify)	<input checked="" type="checkbox"/> Air Navigation Service Provider	
<input checked="" type="checkbox"/> Air Operators	<input checked="" type="checkbox"/> Aircraft Maintenance Organizations												
<input checked="" type="checkbox"/> International Industry Associations	<input type="checkbox"/> Design/Production Organizations												
<input checked="" type="checkbox"/> Aerodrome Operators	<input checked="" type="checkbox"/> Regulatory/Safety Oversight Authority												
<input type="checkbox"/> Research Organizations	<input type="checkbox"/> Aircraft Accident/Incident Investigation Authority												
<input type="checkbox"/> Training Organizations	<input type="checkbox"/> Other (specify)												
<input checked="" type="checkbox"/> Air Navigation Service Provider													
Human Resources	<ul style="list-style-type: none"> RST go-team 												
Financial Resources:	No resources.												
Relation to Current Aviation Community Initiatives:	<ul style="list-style-type: none"> ICAO Global Aviation Safety Plan Edition 2017 – 2019 ICAO Global Runway Safety Action Plan First Edition ICAO Regional Runway Safety Seminars Publication of the ICAO “Runway Safety Team Handbook” 2nd Edition(2015) Eurocontrol SISG ECAST Runway Excursion Working Group 												
Performance Goal:	<ul style="list-style-type: none"> An improvement in overall runway safety at airports within the IE-REST geographical area 												

Performance Indicators:	<ul style="list-style-type: none"> • Number of local runway safety teams established in IE-REST geographical area • Local safety initiatives initiated and closed as reported by regional runway safety teams • Number of Regional Runway Safety Go-Team support visits completed in IE-REST geographical area • Number of groups in the IE-REST region registered on the ICAO website
Key Milestones:	<ul style="list-style-type: none"> • Publication in English and Russian of specific guidance material related to the development and operation of RSTs • Establishment of an IE-REST Runway Safety Go-Team to support RST establishment in the IE-REST geographical region. • Identification of champions at each target airport to support team start-up • Implementation of the practice of the forum on SMS implementation and the results of the work of the RSTs
Potential Blockers:	<ul style="list-style-type: none"> • Lack of regulatory basis for providers • Lack of knowledge/best practice • Lack of involvement by Air Traffic Control, airports or air operators • **** Lack of financial support for RST Go-Team visits • Lack of funding for identified safety deficiency corrections at airports
Detailed Implementation Plan Notes:	<p>Utilize expertise and experience from the St Petersburg and Chisinau airports RSTs</p> <p>Use the experience of IE-FDA and the aviation authorities of Moldova to create a forum for the implementation of FDA.</p>
CICTT Code:	RE, ARC, USOS, RI, BIRD, ARDM, ATM, GCOL
Output 1:	
Description:	Develop list of guidance material, training programs and action plans for Runway Safety Teams (RSTs) within the IE-REST geographical area.
Target Initiation Date:	March 2014
Time Line (milestones):	1 year
Target Completion Date:	December 2017
Resources:	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.
Resource Notes:	<ul style="list-style-type: none"> • The IE-RSG will be seeking assistance and support from Eurocontrol for material development and from donor organizations for the translation
Actions:	<ul style="list-style-type: none"> • Review and consolidate existing industry material on the development and function of runway safety teams
Progress report:	<p>The translation into Russian of the ICAO LRST Handbook on Runway Safety has been completed and uploaded on the ICAO EUR/NAT website.</p> <ul style="list-style-type: none"> •
Status:	<ul style="list-style-type: none"> • Done. The reference guide is translated into Russian and is available at the link: https://www.favt.ru/dejatelnost-lms-bezopasnost-operaciy-vpp/
Changes required:	<ul style="list-style-type: none"> •
Output 2:	<ul style="list-style-type: none"> •
Description:	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.
Target Initiation Date:	March 2014
Time Line (milestones):	<ul style="list-style-type: none"> • 90 days
Target Completion Date:	<ul style="list-style-type: none"> • March 2015
Resources:	<ul style="list-style-type: none"> •
Resource Notes:	<ul style="list-style-type: none"> • Nil
Actions:	<ul style="list-style-type: none"> • Organize the implementation.
Progress report:	The Runway Safety go-team methodology, of global applicability, has been documented by ICAO and has been made available to the IE-RSG. The ICAO Secretariat will take additional to explain to the relevant stakeholders the nature and objective of runway safety go-teams. A comprehensive list of potential runway safety go-team members in the IE-REST Region has not been reached yet.
Status:	<ul style="list-style-type: none"> • In progress
Changes required:	<ul style="list-style-type: none"> •
Output 3:	<ul style="list-style-type: none"> •
Description:	<ul style="list-style-type: none"> • IE-RSG, with input from the IE-REST will identify an initial list of candidate airports for 2014 in the IE-REST geographical region,
Target Initiation Date:	<ul style="list-style-type: none"> • March 2014
Time Line (milestones):	<ul style="list-style-type: none"> • Ongoing
Target Completion Date:	<ul style="list-style-type: none"> • April 2015
Resources:	<ul style="list-style-type: none"> • 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
Resource Notes:	<ul style="list-style-type: none"> • Nil.
Actions:	<ul style="list-style-type: none"> • Participation in regional runway safety events or other venues to publicize the availability of runway safety materials and assistance.
Progress report:	<ul style="list-style-type: none"> • 1- Candidate airports identified for the first runway safety go-teams in the IE-REST area : Tirana Airport, Albania (confirmed) and Tbilisi Airport, Georgia (TBC). • 2- Possibilities to use the TRACECA mechanisms will be explored to help familiarize relevant experts from the IE-REST area with the nature and operation of LRSTs, for example through familiarization visits at European airports where mature LRSTs are functioning.
Status:	<ul style="list-style-type: none"> • In progress
Changes required:	<ul style="list-style-type: none"> •
Output 4:	<ul style="list-style-type: none"> •
Description:	<ul style="list-style-type: none"> • IE-RSG in cooperation with IE-REST, FATA and airport operators in the region will study the problems of creating a safety management system (SMS) and the organization of the work of the RST.
Target Initiation Date:	<ul style="list-style-type: none"> • November 2018
Time Line (milestones):	<ul style="list-style-type: none"> • Ongoing
Target Completion Date:	<ul style="list-style-type: none"> • March 2021

Resources:	• Nil.
Resource Notes:	• Nil.
Actions:	<ul style="list-style-type: none"> • Summarizing the problems of the creation of the safety management system (SMS) identified by IE-RSG and the organization of the operation of the RST • Preparation of recommendations (comments) on the application of the RST Handbook, taking into account the experience of other aerodrome operators, who successfully created SMS and organized the work of RST.
Progress report:	•
Status:	•
Changes required:	•
Output 5:	•
Description:	FATA in cooperation with IE-RSG will determine the goals, objectives and format of the forum for airfield operators on safety issues on the runway.
Target Initiation Date:	• April 2019
Time Line (milestones):	• Ongoing
Target Completion Date:	• July 2021
Resources:	• Nil.
Resource Notes:	• Nil.
Actions:	<ul style="list-style-type: none"> • Conduct a conference / workshop to identify current and future hazards that could affect flight safety in airfield support operations • Form a group of representatives of aerodrome operators who are ready to exchange experience of SMS implementation on a regular basis taking into account current and future hazards.
Progress report:	•
Status:	•
Changes required:	•
Output 6:	•
Description:	<ul style="list-style-type: none"> • IE-RSG will continue to search for the Champion organization for an RST forum on the IE-REST region in English and to create a database based on the results of the forum.
Target Initiation Date:	• April 2019
Time Line (milestones):	• Ongoing
Target Completion Date:	• Upon needed.
Resources:	• Nil.
Resource Notes:	• Nil.
Actions:	-
Progress report:	• -
Status:	• -

Changes required:

- Not required

Appendix G – RASG EUR Accident Investigation (AIG) and ECCAIRS User Workshop

(paragraph 4.3.17 refers)

DRAFT AGENDA

(Paris, France, 8-10 April 2019)

- Agenda Item 1:** Welcome and introductory remarks
- Agenda Item 2:** ICAO update in AIG area (SLs, AIGP, GASOS, GASP...)
- Agenda Item 3:** RAIOS update (ENCASIA, MAK)
- Agenda Item 4:** Review of 2018 accident data involving aircraft of 2250 kg or more
- Agenda Item 5:** Capacity building / Guidance on USOAP CMA AIG PQs related to:
- a. Legislation and regulation - AIG
 - b. Organization, staffing and training - AIG
 - c. Facilities, equipment and documentation
 - d. Notification of accidents and serious incidents
 - e. Participation in investigations conducted by other States
 - f. Participation of other States in an accident/incident investigation
 - g. Conduct of accident and serious incident investigations
 - h. Safety recommendations
 - i. Completion and release of final reports
 - j. Forwarding of ADREP reports
 - k. Reporting, storage and analysis of accident/incident data
 - l. Safety management-related aspects in aircraft accident and serious incident investigations
- Agenda item 6:** ECCAIRS user information session
- Agenda Item 7:** AIG Key Performance Indicators (KPI) for the RASG-EUR
- Agenda Item 8:** Review of RASG-EUR Annual Safety Report
- Agenda Item 9:** Review of accident or serious incident Final Reports of interest
- Agenda Item 10:** Review of Safety Recommendations of interest, including SRGCs, if any
- Agenda Item 11:** Other AIG workshops, seminars and training available in the Region and globally
- Agenda Item 12:** Next RASG-EUR AIG workshop
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Appendix H – English Language Proficiency Implementation, Updated Terms of Reference and Action Plan

(Paragraph 4.3.24 refers)

Establishment **renamed in 2014 - EANPG Conclusion 56/36**

TERMS OF REFERENCE

The ICAO COG Task Force on Language Proficiency Requirements Implementation (COG LPRI TF) works within the terms of reference of the EANPG, to raise the awareness on safety-related language issues among stakeholders concerned: regulators, national LP focal points, training organizations, airspace users, industry, ANSPs and test service providers through various ICAO activities, including capacity building activities (e.g. multi-regional workshops).

The Task Force shall undertake necessary actions to closely liaise with other regional groups/bodies (e.g. EASA), in order to streamline the relevant processes/procedures across, promote awareness for ELP (English Language Proficiency) matters within the EUR/NAT Regions and cover the following non exhaustive list of activities during the post-implementation period (Assembly Resolution 38-8):

- a) support States to ensure high quality of aviation language assessment and harmonization of LPRI . Facilitate the effective use of States' limited resources.
- b) enhance communications through a dedicated ELP network, share implementation of best practices and identify harmonization issues concerning ELP procedures within the EUR/NAT regions.
- c) define a two year work plan for issues related to the ELP , fostering a culture, enabling State authorities to share best practices in language test maintenance, on-going development and examiners training by sharing best practices and bringing together the relevant stake holders in industries and authorities;
- d) bring together the relevant stakeholders by coordinating and organizing regional and interregional activities as required.

COMPOSITION OF THE COG LPRI TF

Representatives of the EUR States and EANPG/RASG members and observers.

LPRI TF DRAFT ACTION PLAN (2018-2020)

Key Tasks	Expected Output/Results	Time frame
1. Establish a network with CAAs and relevant Aviation Authorities and Organizations in the region. Closely liaise with other relevant regional and international groups/bodies working on LPRI issues (e.g. EU/EASA, ECTL, FAA, ICAEA etc.).	<p>To share information about ELP implementation status in the region, to present the LPRI TF working programme, to present scope, aim and objectives.</p> <p>Invite members from organizations (e.g. EU/EASA, ECTL, FAA, IAC, IATA, ICAEA etc.) to establish regular communications, participate in LPRI TF activities and/or develop joint activities concerning LPRI matters, including technical assistance/capacity building activities, workshops etc. ICAO EUR/NAT and EASA to organize jointly the LPRI TF meetings.</p>	2018-2020
2. Enhance communications, share implementation best practices and identify harmonization issues on LPRI procedures within the EUR/NAT regions.	<p>To facilitate information sharing and to establish, maintain and expand a network of focal persons with the purpose of enhancing communication concerning the LPRI best practices in the EUR/NAT regions and harmonizing relevant procedures. Consider General Aviation issues. Establish Project Team/s to facilitate the work:</p> <p>a) a subgroup to develop safety promotional material (by February 2019) and guidance material as needed (by 2020).</p>	2018-2020
3. Provide assistance and guidance, as required, to other appropriate aviation personnel involved in safety procedures and duties.	Coordination with other relevant stakeholders, as required.	2018-2020
4. Support capacity building measures by developing material to assist States with good testing practices in managing the delivery, administering aviation English language proficiency tests and standardized information for ELP certificates.	<p>Guidance material for the improvement of tests and for the management of test delivery and administration, including minimum acceptable requirements and criteria for quality, validity, practicality, oversight and cost according to existing best practices.</p> <p>Develop a standardized set of information to be included in each format (LP certificate) and encourage States to use it.</p>	2018-2020

Appendix I – EUR Air Navigation Deficiencies List

(paragraph 4.5.1 refers)

(Provided in a separate file)

Appendix J – 2017 ICAO/EUROCONTROL ASBU Implementation Monitoring Report

(paragraph 5.1.6 refers)

(Provided in a separate file)

Appendix K – ICAO ASBU Implementation Monitoring Questionnaire

(paragraph 5.1.6 refers)



ICAO ASBU Implementation Monitoring Questionnaire

Reference period 2018

V.6 – 15/11/2018

States are requested to use the xls file (2018 ICAO questionnaire version 14112018.xls) and fill out all the relevant tables in the xls file.

Additional information on the progress definition and a detailed description of actions for each module are encompassed in the xls file.

In each Module, a number of relevant actions is provided that define the actions to be taken in order to implement the concerning Module. Please note the list of relevant actions is not exhaustive, more information related to the relevant actions can be found in the European ATM Master Plan Level 3 Implementation Plan (ESSIP Plan 2017), Engineering View and Implementation View:

- 1- http://www.eurocontrol.int/sites/default/files/content/documents/official-documents/reports/Engineering%20view_all%20objectives_Version12Sep2017.pdf
- 2- <http://www.eurocontrol.int/sites/default/files/content/documents/official-documents/reports/2017-masterplan-implementationplan.pdf>

Annex A includes a list of useful links and reference material with additional information on implementation actions

Requested information on Block 0 Modules

	<State>	
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If relevant, please indicate below existing plans for major changes or big scale ATM system projects and or airspace changes that have different timelines from the Global Air Navigation Plan (GANP) and may therefore impact ASBU implementation.

Annex A - List of useful links and reference material with additional information on implementation actions

B0-ACAS

ATC16:

EASA - AMC 20-15 - Airworthiness Certification Considerations for the Airborne Collision Avoidance System (ACAS II) with optional Hybrid Surveillance - ED Decision 2011/001/R / 03/2011

http://www.easa.europa.eu/system/files/dfu/Annex_II_-_AMC_20-15.pdf

EASA - ETSO-C119c - Traffic Alert and Collision Avoidance System (TCAS) Airborne Equipment, TCAS II - ED Decision 2009/015/R / 12/2009

http://easa.europa.eu/system/files/dfu/ws_prod-g-doc-Agency_Mesures-Agency_Decisions-2009-cs_etso_5-Annex-II---ETSO.pdf

EUROCAE - ED-143 - Volume I : Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance System II (TCAS II) Volume II : TCAS II Collision Avoidance System (CAS) Requirements Specification- Attachment A to Volume II 09/2008

<http://boutique.eurocae.net/catalog/index.php>

EUROCAE - ED-143 Change 1 - Minimum Operational Performance Standards For Traffic Alert and Collision Avoidance 04/2009

<http://boutique.eurocae.net/catalog/index.php>

EUROCAE - ED-181 - Guidance for the Development of Airborne Collision Avoidance Systems 09/2010

<http://boutique.eurocae.net/catalog/index.php>

EUROCONTROL - ACAS training material

<https://www.eurocontrol.int/articles/acas-ii-training>

ICAO - Annex 10, Volume IV - Aeronautical Telecommunications, Volume IV - Surveillance and Collision Avoidance Systems - 4th Edition

<http://store1.icao.int/>

ICAO - Doc 9863 - Airborne Collision Avoidance System (ACAS) Manual - Edition 2 / 01/2012

<http://www.icao.int/publications/Pages/catalogue.aspx>

RTCA - DO-185A - Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance System II (TCAS II) Airborne Equipment 12/1997

http://www.rtca.org/store_list.asp

RTCA - DO-185B - Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance System II (TCAS II) 08/2006

http://www.rtca.org/store_list.asp

RTCA - DO-185B-Change 1 - Minimum Operational Performance Standards for Traffic Alert and Collision Avoidance System II (TCAS II) - Change 1 01/2007

http://www.rtca.org/store_list.asp

B0-ACDM

AOP05:

ETSI - EN 303 212 - Airport Collaborative Decision Making (A-CDM); Community Specification for application under the Single European Sky Interoperability Regulation EC 552/2004 - Ver. 1.1.1 - OJ 2010C168/04 / 06/2010

<http://webapp.etsi.org/workprogram/SimpleSearch/QueryForm.asp>

EUROCAE - ED-141 - Minimum Technical Specifications for Airport Collaborative Decision Making (Airport-CDM) Systems 10/2008

<http://boutique.eurocae.net/catalog/index.php>

EUROCAE - ED-145 - Airport-CDM Interface Specification 10/2008

<http://boutique.eurocae.net/catalog/index.php>

EUROCAE - ED-146 - Guidelines for Test and Validation Related to Airport CDM Interoperability 10/2008

<http://boutique.eurocae.net/catalog/index.php>

EUROCONTROL - Airport CDM Functional Requirements Document - 4.0 / 05/2009

http://www.euro-cdm.org/library_eurocontrol_implementation.php

EUROCONTROL - Airport CDM Implementation Manual - Edition 5.0 / 03/2017

<http://www.eurocontrol.int/sites/default/files/publication/files/airport-cdm-manual-2017.PDF>

B0-APTA

NAV10:

EASA - AMC 20-27 - Airworthiness Approval and Operational Criteria for RNP APPROACH (RNP APCH) Operations Including APV BARO- NAV Operations - ED Decision 2009/019/R / 12/2009

<https://www.easa.europa.eu/agency-measures/docs/agency-decisions/2009/2009-019-R/Annex%20III%20-%20AMC%2020-27.pdf>

EASA - AMC 20-28 - Airworthiness Approval and Operational Criteria related to Area Navigation for Global Navigation Satellite System approach operation to Localiser Performance with Vertical guidance minima using Satellite Based Augmentation System ED Decision 2009/014/R 09/2012

<http://www.easa.europa.eu/system/files/dfu/Annex II - AMC 20-28.pdf>

EC - Regulation (EU) No 73/2010-(OJ L 23, 27.1.2010, p.6) - Regulation (EU) No 73/2010 of 26 January 2010 laying down requirements on the quality of aeronautical data and aeronautical information 01/2010

<http://publications.europa.eu/en/publication-detail/-/publication/97b943f4-8e7a-4c6e-9350-982f0efa31ac/language-en>

EC - Regulation (EU) No 1035/2011-(OJ L 271, 18.10.2011, p. 23) - Regulation (EU) No 1035/2011 of 17 October 2011 laying down common requirements for the provision of air navigation services and amending Regulations (EC) No 482/2008 and (EU) No 691/2010 10/2011

http://eur-lex.europa.eu/eli/reg_impl/2011/1035/oj

EUROCONTROL - Air Navigation Systems Safety Assessment Methodology (SAM) - Version 2.1 / 11/2006

<http://www.eurocontrol.int/articles/safety-assessment-methodology-sam>

EUROCONTROL - EAM 4 - ESARR 4 - Risk Assessment and Mitigation in ATM - Edition 1.0 / 04/2001

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Appendix L – EUR Frequency Management Manual, EUR Doc 011

(paragraph 5.4.3 refers)

(provided in a separate file)

Appendix M – Proposal for Amendment to Doc 7030 concerning 8.33 kHz Channel Spacing Implementation

(paragraph 5.4.8 refers)

3.2 COMPULSORY CARRIAGE OF 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPMENT

1. (A10, Vol. V – Chapter 4)

3.2.1 All aircraft operating in the airspace of Norway, Switzerland and European Union Member States where carriage of VHF radio is required shall be equipped with 8.33 kHz channel spacing capable radio equipment.

3.2.2 All aircraft operating above FL 195 in the ~~European Region~~ airspace of Albania, Andorra, Bosnia and Herzegovina, Monaco, Montenegro, Republic of Moldova, San Marino, Serbia, The former Yugoslav Republic of Macedonia, Turkey and Ukraine, shall be equipped with 8.33 kHz channel spacing capable radio equipment.

3.2.23 Exemptions may be granted by States concerned for certain types of aircraft operation and for certain areas of operation.

Note.— All exemptions granted by States, including the extent to which aircraft from other States can be exempted, as well as procedures for the handling of State aircraft, should be specified in States' AIPs.

~~3.2.3 When ultra high frequency (UHF) ground infrastructure permits a close operational link to a State's airspace management procedure, UHF-equipped State aircraft not equipped with an 8.33 kHz channel spacing capable radio will be allowed to operate in the airspace designated for 8.33 kHz channel spacing operations.~~

~~Note.— Details of UHF coverage meeting the above infrastructure requirements should be specified in States' AIPs.~~

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Appendix N – Meteorological Group, Updated Terms of Reference

(paragraph 5.5.2 refers)

Parent Group	Task	Who	When – completed by
WG-MRI	<p>Activate EUR-MET/ATM TF Establish the appropriate Project Team, if deemed necessary, to address regional implementation of provisions (Annex 3, PANS-MET) for MET support to selected ASBU Block 1 modules (e.g. support to trajectory based operations, terminal area operations) that would become applicable in 2022.</p> <p>Monitor the development of the EUR SWIM/PT work programme as it may impact this task (e.g. task may not be needed).</p>	<p>COG</p> <p>(METG makes recommendation)</p>	Late 2020
WG-MISD	<p>Monitor global developments that may assist in the development of EUR/NAT contingency plan for nuclear emergency (COG Conclusion 50/07 and NAT SPG Conclusion 47/07 refers).</p> <p>Short term solution likely with 3D contamination charts and associated guidance for EACCC.</p> <p>Support implementation of Amendment 78 to Annex 3 (subject to ANC approval) that is expected to allow the use of a cylinder of radius up to 30km for SIGMET on Radioactive Cloud when detailed information on the release is not available. Provide an example of SIGMET on RADCLD in EUR Doc 014.</p> <p>Long term solution would include advisory dimension, use of initial source parameters and eventually threshold levels acceptable to passengers, crew and aircraft components.</p>	<p>METG, COG, NAT SPG, EACCC</p>	<p>Dec 2017⁸</p> <p>Nov. 2018-2019 for guidance</p> <p>2020^{tbd}</p>

	Monitor developments associated with provisions for phenomenon based on globally consistent , en-route weather information that could be provided by systems and associated Regional Hazardous Weather Advisory Centres.	METG, COG, EANPG EASPG	2018–2020 tbd
	Monitor developments related to a proposal to include regional/sub-regional SIGMET coordination as a recommendation in Amendment 79 to Annex 3.	METG, COG, EASPG	2020
	Support implementation of new provisions of space weather service information in Amendment 78 to Annex 3 (subject to ANC approval) .	METG, COG, EASPG EANPG	July 2018
	Monitor developments related to space weather such as effects to SATCOM and vertical resolution from radiation models.	METG, COG, EASPG	2020-2022
	Assure alignment of EUR Doc 014 with a) Amendment 78 to Annex 3 provisions (subject to ANC approval) related to operational status indicators (test, exercise) for VAA, TCA and SIGMET/AIRMET; and b) Regional SIGMET Guide Template that does not use 'APRX' in SIGMET messages – to assist in IWXXM implementation.	METG	2018 2019
	Monitor developments associated with volcanic ash information in ASBU Block 1 (2018-2023) since two VAACs reside in the EUR Region and States may have to assist in implementation (e.g. possible SO2 provisions; providing VAACs information from sensors located within their State).	METG	2018 2020
	Monitor developments associated with World Area Forecast System, particularly ASBU Block 1 (2018-2023).	METG	2018– 2020+
WG-MIE	Prepare for exchange of METAR and SPECI, TAF, SIGMET, AIRMET, VAA, and TCA, Space Weather Advisories in IWXXM by November 2020 by addressing designation and responsibilities of Regional Translation	DMG, METG in coordination with AFSG	2016- 2020

	Centres, validation, extended AMHS implementation (in coordination with AFSG) and inter-regional exchange. METG through DMG to assure EUR Doc 033 (<i>Guidelines for the Implementation of OPMET Data Exchange using IWXXM in the EUR Region</i>) is kept up-to-date based on WG-MIE developments.		
	Consider developments of WG-MIE in proposed inter-regional workshop, Service Improvement through integration of Digital AIM, MET and ATM information in 2017, as well as any regional workshops on IWXXM.	DMG	October 2017 Second half 2019
	Monitor IWXXM developments related to: translation of XML back to TAC; elements to support low-level flight; definition of zones describing MET phenomena.	DMG, METG, COG, EASPG	2020-2022
	Monitor TAC related changes due to IWXXM developments: METAR template (Table A3-2) in Annex 3 possible enabling the ability to indicate parameters missing in METAR product.	DMG, METG, COG, EASPG	2020-2022
	To provide a transition plan to assist the States/stakeholders on the cessation of TAC data exchange. Also consider updating the appropriate regional guidance such as the EUR/NAT VACP, EUR Doc 014, EUR Doc 018, etc...	DMG, METG, COG, EASPG	2024-2026 (to be confirmed with final METP/4 report)
	Monitor developments related to MET-in-SWIM as well as provisions related to SWIM type services (communications, function of WAFCs, RODBs, ROCs).	SWIM PT, DMG, METG in coordination with AFSG	2020+
WG-MOG	Monitor feasibility study on making area forecasts for low-level flights issued in graphical form available on SADIS FTP as this may impact exchange of information in this regard by States.	DMG, METG	2017- 2018 July 2019 (in trial mode)
	Monitor development of SO ₂ provisions taking into consideration the list of	METG	2020

	requirements provided by IATA – planned for inclusion in Amendment 79 to Annex 3.		
	Monitor and take into account developments related to volcanic ash provisions in light of volcanic ash (e.g. introduction of re-suspended ash; removal of confidence levels on a trial basis; removal of T+24 hour trial VA forecast).	DMG, METG	2017 2020
	Monitor development of provisions related to WAFS gridded data above FL530.	METG	2022
	Assure DMG task list reflects assistance to WG-MOG, and in particular, alignment of OPMET content of SADIS and WIFS for scheduled OPMET information (METAR and TAF) and non-scheduled OPMET information such as AIRMET and Special AIREP; and support to SADIS/WIFS OPMET Data Catalogue in electronic form for monitoring purposes.	DMG, METG	2018
	Assure SIGMET ad-hoc group of METG consider the changes to the Regional SIGMET Guide Template to be presented to the METP/4	METG SIGMET ad-hoc group	2018-2019

Appendix O – Volcanic Ash Impacts on Jet Engines and Developments since 2010

(paragraph 5.5.11 refers)

(provided in a separate file)

Appendix P – Analysis of Changes of the 16th Edition of Annex 15

(paragraph 5.6.13 refers)

(provided in a separate file)

Appendix Q – EUR 2018 Regional Performance Framework Report

(Paragraph 5.7.2 refers)

(provided in a separate file)

Appendix R – Proposal for Amendment to ICAO Doc 4444, P-ATM

(paragraph 5.9.4 refers)

Section 8.5.5 Level information based on the use of pressure-altitude information

8.5.5.1.3 If the displayed level information is not within the approved tolerance value or when a discrepancy in excess of the approved tolerance value is detected subsequent to verification, the pilot shall be advised accordingly and requested to check the pressure setting and confirm the aircraft's level.

8.5.5.1.4 If, following confirmation of the correct pressure setting the discrepancy continues to exist, the following action should be taken according to circumstances:

- a) request the pilot to stop Mode C or ADS-B altitude data transmission, provided this does not cause the loss of position and identity information, and notify the next control positions or ATC unit concerned with the aircraft of the action taken; or
- b) inform the pilot of the discrepancy and request that the relevant operation continue in order to prevent loss of position and identity information of the aircraft and, when authorized by the appropriate ATS authority, override the label-displayed level information with the reported level. Notify the next control position or ATC unit concerned with the aircraft of the action taken.

8.5.5.1.4.1 When the transmission of erroneous Mode C or ADS-B altitude data is allowed to continue in order to prevent loss of position and identity information, the controller should be aware of the risk of RAs generated by such erroneous data.

Note. – See the ACAS Manual, Doc 9863

Appendix S – Proposal for Amendment to ICAO Doc 4444, P-ATM

(paragraph 5.9.6 refers)

8.6.2 Identification of aircraft**8.6.2.1 ESTABLISHMENT OF IDENTIFICATION**

8.6.2.1.1 Before providing an ATS surveillance service to an aircraft, identification shall be established and the pilot informed. Thereafter, identification shall be maintained until termination of the ATS surveillance service.

8.6.2.1.2 If identification is subsequently lost, the pilot shall be informed accordingly and, when applicable, appropriate instructions issued.

8.6.2.1.3 Identification shall be established by at least one of the methods specified in 8.6.2.2, 8.6.2.3, 8.6.2.4 and 8.6.2.5 and 8.6.2.6.

8.6.2.2 GENERAL IDENTIFICATION PROCEDURES

Aircraft may be identified by one or more of the following procedure:

- a) by correlating a particular position indication with an aircraft reporting its position over, or as bearing and distance from, a point shown on the situation display, and by ascertaining that the track of the particular position is consistent with the aircraft path or reported heading;

Note 1.— Caution must be exercised when employing this method since a position reported in relation to a point may not coincide precisely with the position indication of the aircraft on the situation display. The appropriate ATS authority may, therefore, prescribe additional conditions for the application of this method, e.g.:

- i) a level or levels above which this method may not be applied in respect of specified navigation aids; or
- ii) a distance from the radar site beyond which this method may not be applied.

Note 2.— The term “a point” refers to a geographical point suitable for the purposes of identification. It is normally a reporting point defined by reference to a radio navigation aid or aids.

- b) by correlating an observed position indication with an aircraft which is known to have just departed, provided that the identification is established within 2 km (1 NM) from the end of the runway used. Particular care should be taken to avoid confusion with aircraft holding over or overflying the aerodrome, or with aircraft departing from or making a missed approach over adjacent runways;

[Editorial note: moved from 8.6.2.4.1 a) and b)]

- c) by transfer of identification (see 8.6.3).

[Editorial note: moved from 8.6.2.2 b), 8.6.2.3 d) and 8.6.2.4.1 c) respectively.]

8.6.2.2³ ADS-B **SPECIFIC** IDENTIFICATION PROCEDURES

In addition to the procedures listed in 8.6.2.2, ~~W~~where ADS-B is used for identification, aircraft may be identified by one or more of the following procedures:

- a) direct recognition of the aircraft identification in an ADS-B label; ~~and~~
- ~~b) transfer of ADS-B identification (see 8.6.3); and~~ **[Editorial note: moved to new paragraph 8.6.2.2]**
- ~~e)~~^{b)} observation of compliance with an instruction to TRANSMIT ADS-B IDENT.

Note 1.— Some aircraft equipped with first generation ADS-B avionics do not have the capability of squawking IDENT while the emergency and/or urgency mode is selected.

Note 2.— In automated systems, the “IDENT” feature may be presented in different ways, e.g. as a flashing of all or part of the position indication and associated label.

8.6.2.3⁴ SSR and/or MLAT **SPECIFIC** IDENTIFICATION PROCEDURES

8.6.2.3⁴.1 In addition to the procedures listed in 8.6.2.2, ~~W~~where SSR and/or MLAT is used for identification, aircraft may be identified by one or more of the following procedures:

- a) recognition of the aircraft identification in an SSR and/or MLAT label;

Note.— The use of this procedure requires that the code/call sign correlation is achieved successfully, taking into account the Note following b) below.

- b) recognition of an assigned discrete code, the setting of which has been verified, in an SSR and/or MLAT label; and

Note.— The use of this procedure requires a system of code assignment which ensures that each aircraft in a given portion of airspace is assigned a discrete code (see 8.5.2.2.7).

- c) direct recognition of the aircraft identification of a Mode S-equipped aircraft in an SSR and/or MLAT label;

Note.— The aircraft identification feature available in Mode S transponders provides the means to identify directly individual aircraft on situation displays and thus offers the potential to eliminate ultimately the recourse to Mode A discrete codes for individual identification. This elimination will only be achieved in a progressive manner depending on the state of deployment of suitable ground and airborne installations.

- ~~d) by transfer of identification (see 8.6.3);~~ **[Editorial note: moved to new paragraph 8.6.2.2]**

~~e~~d) observation of compliance with an instruction to set a specific code;

~~f~~e) observation of compliance with an instruction to squawk IDENT.

Note 1.— In automated radar systems, the “IDENT” feature may be presented in different ways, e.g. as a flashing of all or part of the position indication and associated label.

Note 2.— Garbling of transponder replies may produce “IDENT”-type of indications. Nearly simultaneous “IDENT” transmissions within the same area may give rise to errors in identification.

8.6.2.3~~4~~.2 When a discrete code has been assigned to an aircraft, a check shall be made at the earliest opportunity to ensure that the code set by the pilot is identical to that assigned for the flight. Only after this check has been made shall the discrete code be used as a basis for identification.

8.6.2.4~~5~~ PSR **SPECIFIC** IDENTIFICATION PROCEDURES

8.6.2.4~~5~~.1 **In addition to the procedures listed in 8.6.2.2,** ~~W~~where PSR is used for identification, aircraft may be identified by ~~one or more of the following procedures:~~

~~a) — by correlating a particular radar position indication with an aircraft reporting its position over, or as bearing and distance from, a point shown on the situation display, and by ascertaining that the track of the particular radar position is consistent with the aircraft path or reported heading;~~

~~*Note 1.— Caution must be exercised when employing this method since a position reported in relation to a point may not coincide precisely with the radar position indication of the aircraft on the situation display. The appropriate ATS authority may, therefore, prescribe additional conditions for the application of this method, e.g.:*~~

~~—— i) — a level or levels above which this method may not be applied in respect of specified navigation aids; or~~

~~—— ii) — a distance from the radar site beyond which this method may not be applied.~~

~~*Note 2.— The term “a point” refers to a geographical point suitable for the purposes of identification. It is normally a reporting point defined by reference to a radio navigation aid or aids.*~~

~~—— b) — by correlating an observed radar position indication with an aircraft which is known to have just departed, provided that the identification is established within 2 km (1 NM) from the end of the runway used. Particular care should be taken to avoid confusion with aircraft holding over or overflying the aerodrome, or with aircraft departing from or making a missed approach over adjacent runways;~~

~~c) — by transfer of identification (see 8.6.3);~~

[Editorial note: moved to new paragraph 8.6.2.2]

- d) ~~by~~ ascertaining the aircraft heading, if circumstances require, and following a period of track observation:
- instructing the pilot to execute one or more changes of heading of 30 degrees or more and correlating the movements of one particular radar position indication with the aircraft's acknowledged execution of the instructions given; or
 - correlating the movements of a particular radar position indication with manoeuvres currently executed by an aircraft having so reported.

When using these methods, the controller shall:

- i) verify that the movements of not more than one radar position indication correspond with those of the aircraft; and
- ii) ensure that the manoeuvre(s) will not carry the aircraft outside the coverage of the radar or the situation display.

Note 1.— Caution must be exercised when employing these methods in areas where route changes normally take place.

Note 2.— With reference to ii) above, see also 8.6.5.1 regarding vectoring of controlled aircraft.

8.6.2.4.5.2 Use may be made of direction-finding bearings to assist in identification of an aircraft. This method, however, shall not be used as the sole means of establishing identification, unless so prescribed by the appropriate ATS authority for particular cases under specified conditions.

8.6.2.5.6 ADDITIONAL IDENTIFICATION METHOD

When two or more position indications are observed in close proximity, or are observed to be making similar movements at the same time, or when doubt exists as to the identity of a position indication for any other reason, changes of heading should be prescribed or repeated as many times as necessary, or additional methods of identification should be employed, until all risk of error in identification is eliminated.

Appendix T – Proposal for Amendment to ICAO Doc 4444, P-ATM, and to Annex 11

(Paragraph 5.9.8 refers)

- Proposal for Amendment to ICAO Annex 11

3.8 Control of persons and vehicles at aerodromes

3.8.1 The movement of persons or vehicles including towed aircraft on the manoeuvring area of an aerodrome shall be controlled by the aerodrome control tower as necessary to avoid hazard to them or to aircraft landing, taxiing or taking off.

3.8.2 In conditions where low visibility procedures are in operation:

- persons and vehicles operating on the manoeuvring area of an aerodrome shall be restricted to the essential minimum, and particular regard shall be given to the requirements to protect the ILS/MLS sensitive area(s) when Category II or Category III precision instrument operations are in progress;
- subject to the provisions in 3.8.3, **the appropriate ATS authority shall prescribe methods to separate** ~~e minimum separation between~~ vehicles and taxiing aircraft, ~~shall be as prescribed by the appropriate ATS authority~~ taking into account the aids available;
- when mixed ILS and MLS Category II or Category III precision instrument operations are taking place to the same runway continuously, the more restrictive ILS or MLS critical and sensitive areas shall be protected.

Note.— The period of application of low visibility procedures is determined in accordance with ATS unit instructions. Guidance on low visibility operations on an aerodrome is contained in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476).

3.8.3 Emergency vehicles proceeding to the assistance of an aircraft in distress shall be afforded priority over all other surface movement traffic.

- Proposal for Amendment to ICAO Doc 4444, PANS-ATM

7.12 PROCEDURES FOR LOW VISIBILITY OPERATIONS

7.12.1 Control of aerodrome surface traffic in conditions of low visibility

Note.— These procedures apply whenever conditions are such that all or part of the manoeuvring area cannot be visually monitored from the control tower. Additional requirements which apply when category II/III approaches are being conducted are specified in Section 7.12.2.

7.12.1.1 When there is a requirement for traffic to operate on the manoeuvring area in conditions of visibility which prevent the aerodrome control tower from applying visual separation between aircraft, and between aircraft and vehicles, the following shall apply:

7.12.1.1.1 At the intersection of taxiways, an aircraft or vehicle on a taxiway shall not be permitted to hold closer to the other taxiway than the holding position limit defined by a clearance bar, stop bar or taxiway intersection marking according to the specifications in Annex 14, Volume I, Chapter 5.

7.12.1.1.2 ~~The appropriate ATS authority shall prescribe methods to separate aircraft and vehicles longitudinal separation on taxiways shall be as specified for each particular aerodrome, by the appropriate ATS authority. This separation shall take~~ **taking** into account the characteristics of the aids available for surveillance and control of ground traffic, the complexity of the aerodrome layout and the characteristics of the aircraft using the aerodrome.

Note.— The Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476) provides guidance on surface movement guidance and control components and procedures for low visibility operations.

Appendix U – European Aviation Systems Planning Group (EASPG) Terms of Reference

(paragraph 7.1.8 refers)



**EUROPEAN REGION AVIATION SYSTEM PLANNING GROUP
(EASPG)**

EASPG PROCEDURAL HANDBOOK - GENERAL

FOREWORD

The EASPG Procedural Handbook was adopted by the combined meeting of EANPG/60 and RASG-EUR/07 in November 2018. Its purpose is to provide, for ease of reference, a consolidation of material regarding the work of the EASPG. It contains the organizational structure, the terms of reference (ToRs), the working arrangements, internal procedures and practices governing the conduct of business of the EASPG.

An electronic copy of the Procedural Handbook is available in PDF format, on the website of the ICAO European and North Atlantic (EUR/NAT) Office (<https://www.icao.int/EURNAT/Pages/welcome.aspx>).

1. Establishment

1.1 During the combined EANPG/60 and RASG-EUR/07 meeting in November 2018, it was agreed to unite their activities under the new European Aviation Systems Planning Group (EASPG). The Terms of Reference of the EASPG were approved at the YYth Session of ICAO Council.

2. Objectives

2.1 The objectives of the EASPG are to:

- a) Ensure that air navigation system development plans and actions within the EUR Region remain coherent and compatible with those of the adjacent regions and with the ICAO Global Aviation Safety and Air Navigation Plans;
- b) Monitor the progress in the GANP and GASP implementation and report to the ICAO Council;
- c) Manage and coordinate the implementation of the ICAO European Regional Aviation Safety Plan (EUR RASP), Air Navigation Plan for the European Region (EUR eANP) (ICAO Doc 7754), EUR Regional Supplementary Procedures (Doc 7030)] and other related documentation;
- d) Promote and facilitate the harmonisation and co-ordination of the air navigation and safety related EUR sub-regional (e.g EU, EASA, EUROCONTROL, ECAC, IAC) and national programmes;
- e) Ensure the inter-regional coordination and harmonisation of the EUR aviation system with aviation systems of adjacent Regions (NAT, NAM, MID, AFI, APAC);
- f) Assist States or State groupings in their planning and implementation efforts, if and when required.

3. Work Programme

3.1 The EASPG will support the implementation of the GASP and GANP by:

- a) supporting the establishment of integrated safety analysis and risk mitigation capabilities throughout the Region;
- b) enhancing the coordination of safety activities at the regional and sub-regional level to avoid duplication of efforts;

- c) facilitating the sharing of, and discussion on safety information, safety related matters and experiences among all stakeholders;
- d) conducting follow-up activities related to the GASP and GANP as required;
- e) providing feedback to ICAO to continuously improve the global framework of ICAO provisions;
- f) ensuring the continuous and coherent development of the European Air Navigation and Aviation Safety Plans and other relevant regional documentation in a manner that is harmonized with adjacent Regions and consistent with global requirements;
- g) providing input to the work of appropriate ICAO bodies concerning the GASP and GANP implementation;
- h) monitoring implementation of air navigation facilities and services and, where necessary, ensuring harmonization, taking due account of cost/benefit analyses, business case development, environmental benefits and financing issues;
- i) ensuring the conduct of any necessary systems performance monitoring, identify specific problems in the Aviation Safety and Air Navigation fields, and propose action aimed at solving any identified problems;
- j) ensuring close cooperation with relevant organizations and State groupings to optimize the use of available expertise and resources;
- k) maintain the regional list of air navigation deficiencies and ensure the development and implementation of action plans by States to resolve identified air navigation deficiencies, where necessary.

4. Composition/Participation in a meeting

4.1 EASPG meetings are open to all Contracting States within the area of accreditation of the European and North Atlantic (EUR/NAT) Office of ICAO in the EUR Region. (see Section 1 of Appendix A). Each of the above mentioned Contracting State has the right to be represented at any such meeting by a delegate and, if required, an alternate delegate and/or advisers.

4.2 Other States and selected International organizations, recognized by the ICAO Council, may participate with the observer status. Section 2 of Appendix A provides a list of such States and organisations that participate on a regular basis in the EASPG meetings.

4.3 The EASPG may also invite other entities, including industry, to participate with the observer status. Section 3 of Appendix A lists such organizations currently participating in the EASPG meetings on a regular basis. As far as practical, such stakeholders should be represented by recognized international organisations, e.g IATA, ICCAIA, IBAC.

5. Chairmanship and administration

5.1 The EASPG shall be administered by:

- a) a Chairperson and two Vice-Chairpersons elected from the EASPG members; and
- b) the ICAO EUR/NAT Regional Director, who serves as Secretary of the EASPG and is assisted in this task by appropriate experts from the ICAO EUR/NAT Regional Office and ICAO Headquarters (HQ), as required.

5.2 The Chairperson facilitates the work of the meeting so as to encourage consensus or clearly identify barriers to consensus. The tasks of the Chairperson include ensuring the efficient conduct of the meeting, ensuring that the tasks associated with the work programme are addressed or reported upon during the course of the meeting. The Chairperson may make decisions regarding the conduct of the meeting and, in cases where it is not possible to reach consensus, propose the recommendation(s) that will be made by the meeting.

5.3 The Vice-Chairpersons will be called upon to preside over the meeting should circumstances prevent the Chairperson from being present at the meeting. The Vice-Chairperson may also be requested to support the Chairperson in his/her role, taking over some of the Chairperson's work load whenever appropriate. The Vice-Chairperson does not automatically succeed as chairperson at the conclusion of the term of the incumbent Chairperson.

5.4 **Elections of Chairperson/Vice-Chairpersons** – An election of Chairperson and Vice-Chairperson shall take place every four years, even if no new candidates are proposed. Nominations of candidates must be submitted to the ICAO EUR/NAT Office and be promulgated by the ICAO EUR/NAT Office by e-mail two months before the meeting. Candidates for election to the post of the Chairperson/Vice-Chairpersons must be from a member State. Nominations shall be supported by a CV of the candidates.

5.5 A EASPG member may at any time request that the election of the Chairpersons and/or Vice-Chairpersons be included on the agenda. The requests must be submitted to the ICAO EUR/NAT Office and be promulgated by the ICAO EUR/NAT Office by e-mail two months before the meeting. A decision to accept the request will be done by the current Meeting based on a simple majority of present members of the Group.

5.6 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the EASPG. The EASPG shall operate with a minimum of formality and paper work (paperless meetings).

5.7 In order to ensure the necessary continuity in the work of the EASPG and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairpersons of the EASPG should assume their functions at the end of the meeting at which they are elected and serve for 4 years unless otherwise re-elected.

Note: Election is on the basis of a simple majority of the casted votes.

6. Working arrangements and procedures

6.1 General

6.1.1 The Chairperson, having consulted EASPG members and the EASPG Secretary, shall decide the date and duration of meetings of the EASPG.

6.1.2 The ICAO EUR/NAT Regional Office will provide the required secretariat services to the EASPG.

6.1.3 Total attendance should be kept to a minimum consistent with the topics to be discussed.

6.1.4 The EASPG should operate with a minimum of formality and paperwork (paperless meetings) and the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The EASPG is expected to conduct its business by consensus.

6.1.5 Reports on meetings should not include statements by specific members or participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

6.2 Convening of EASPG meetings

6.2.1 The EASPG shall meet at least once per year, but may meet more frequently if deemed necessary. At each meeting, the EASPG should agree on the date, duration and venue of its next meeting.

6.2.2 The convening letter for a EASPG shall be issued by the Secretary of the EASPG, normally 90 days prior to the meeting. The convening letter should be accompanied by a provisional agenda to assist participants in preparing for the meeting.

6.2.3 The duration of EASPG meeting should not normally exceed 5 working days.

6.3 Establishment of the provisional agenda of the EASPG

6.3.1 The Secretary of the EASPG, in consultation with the Chairperson of the EASPG shall establish a provisional agenda on the basis of the work programme adopted and the documentation available.

6.4 Languages

6.4.1 The language of the meetings of the EASPG shall be English. Interpretation to Russian and French will be provided at the EASPG meetings and, as needed and on a case-by-case basis, for other meetings.

6.4.2 The meeting reports and supporting documentation for meetings of the EASPG will be prepared in English.

6.5 Coordination and Reporting lines

6.5.1 The EASPG reports to the ICAO Council through the ICAO Air Navigation Commission (ANC) and the ICAO Secretariat. The PCG (EASPG Programme Coordination Group – described in para 1.1 below) reports to the EASPG.

6.5.2 Contributory bodies established by the EASPG, shall report to the EASPG, in general through the PCG. Coordination between the EASPG contributory bodies will primarily be ensured by the PCG and the ICAO EUR/NAT Secretariat.

6.5.3 Routine liaison and communications between the EASPG, its contributory bodies and other ICAO groups and meetings shall be conducted through the ICAO EUR/NAT Regional Office and chairpersons.

6.6 Supporting documentation

6.6.1 The following documentation, including proposed action as required, may be presented to the EASPG meetings by members, observers, partners, the Secretariat or the PCG:

- a) Working papers: these normally contain material with a draft decision, conclusion, or inviting action by the meeting. Submission deadline- two weeks prior to the meeting;
- b) Information papers: these are submitted in order to provide the meeting with information on which no action is required and will normally not be discussed at the meeting. Submission deadline – one week prior to the meeting;
- c) Flimsies: these are documents (such as papers or Powerpoint presentations) which are prepared on an ad-hoc basis in the course of a meeting with the purpose to assist the meeting in the discussion on a specific matter or in drafting text for a Conclusion or Decision.

6.6.2 Working papers and Information papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and - in the case of a working paper - conclusions with specific proposals for action.

6.7 Conclusions and Decisions of the Meetings

6.7.1 Action taken by the EASPG shall be recorded in the form of:

- a) Conclusions, which deal with matters which, in accordance with the terms of reference of the EASPG, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedures;
- b) Decisions, which deal with matters of concern only to the EASPG and its contributory bodies; and/or
- c) Statements, which deal with a position reached by consensus regarding a subject without a requirement for specific follow-up activities.

6.7.2 Each Conclusion and Decision formulated by the EASPG should explicitly and clearly respond to the following "4 W" questions:

Why	Why this Conclusion or Decision is needed (subject)
What	What action is required (State Letter, survey, proposal for amendment, seminar, etc.)
Who	Who is responsible of the required action (e.g. ICAO, members, etc)
When	Target date

6.8 Conduct of business for EASPG meetings

6.8.1 The meetings of the EASPG shall be conducted by the Chairperson or, in the absence, by one of the Vice-Chairpersons of the EASPG.

6.8.2 The EASPG shall at each of its meetings review outstanding Conclusions/Decisions and Action Plans of the previous meeting in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.

6.8.3 The EASPG shall at the end of each of its meetings review and agree on the Conclusions/Decisions/Statements reflecting the discussion at the meeting.

6.9 Reports

6.9.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

- a) a brief history of the meeting (duration, attendance and agenda);
- b) the list of Conclusions and Decisions of the meeting; and
- c) the work programme and future action by the EASPG.

6.9.2 A draft report in English will be prepared by the Secretariat and accepted by the Meeting. The final report will be sent to the EASPG meeting participants within 10 working days of the meeting closure for final review and approval.

6.9.3 The report shall be posted on the ICAO EUR/NAT public website and shall also be circulated to all EASPG members and observers.

7. Establishment of Contributory Bodies

7.1 Contributory bodies may be established when it has been determined that it can make a substantial contribution to the work programme of the EASPG and specific expertise is required. Contributory bodies are categorised as follows (see Appendix C for the latest updated structure):

7.1.1 Working Groups - Only the EASPG can create such a contributory body which is normally established to address broader scope and longer-term issues. A working group reports to the EASPG, normally through the PCG.

7.1.2 Task Forces (TF) - The EASPG can create Task Forces to work on specific and urgent issues.. The EASPG may delegate the creation of TF(s) to the PCG. A TF reports to the EASPG, normally through the PCG.

7.1.3 Project Teams (PT).A Working Group may create Project Teams. These will be task focussed, strictly time-limited activities normally lasting no more than a few months at maximum and set up in accordance with the Guiding Principles for PTs (Attachment B refers).

7.2 A contributory body will be dissolved when it has completed its assigned tasks, or if the tasks cannot be usefully continued. This will be determined by the EASPG, following a recommendation from the PCG.

7.3 Membership – contributory bodies are composed of experts relevant to the task being undertaken. Depending upon the requirement, experts may be drawn from within existing membership of contributory bodies, although in some cases it may require additional expertise to be drawn from the wider aviation community. This will be considered on a case-by-case basis.

7.4 Candidates for election to the post of Chairpersons/Vice-Chairpersons for working groups, Rapporteurs/Vice-Rapporteurs for task forces and Project Teams must be a member of the Contributory Body, nominated by a member of the body and seconded by another member of the body. The Contributory Body shall elect the CHAIRPERSONS/VICE-CHAIRPERSONS/Rapporteurs/Vice-Rapporteurs by simple majority of the casted votes from the list of candidates by vote at the initial meeting. For working groups, the Chairmanship shall be reviewed as per the EASPG Handbook.

7.5 A contributory body shall be given terms of reference, a list of tasks with clear and concise deliverables and dates for completion. The terms of reference of the permanent groups are part of this handbook. At each of their meetings, the contributory bodies should review the continued validity of their respective list of tasks and advise its parent body of any proposed changes that may be required. Any output of a contributory body that is mature enough for discussion and action by the EASPG shall be presented in a Working Paper with the necessary draft Conclusions and/or Decisions.

7.6 To ensure that the objectives are met in accordance with the TORs, each contributory body shall conduct its work according to a Work Programme endorsed by EASPG and kept under review. The following are the main principles to be followed in setting up the work programme:

- a) The work programme shall be composed of activities with clearly identified deliverables, target dates and responsibilities;
- b) The activities should cover the main implementation domains related to TORs of the contributory body concerned, subject to the Regional safety objectives and the planning and implementation processes;
- c) The progress on the activities should be reviewed regularly by the contributory bodies and reported to its superior body, to ensure that the target dates are met and the deliverables are of the required quality;

-
- d) Contributory bodies shall work under the guidance of, and in a close coordination with, the ICAO EUR/NAT Secretariat in the most time effective and result oriented way, with as few formalities as possible, and preferably by means of electronic communications.;
 - e) A detailed and updated Task List providing a list of actions aimed to fulfil the objectives of the work programme should be included in the latest Summary of Discussions of a contributory body.

APPENDIX A –**1. Contracting States entitled to participate as members in the EASPG:**

Albania	Turkey
Algeria	Turkmenistan
Andorra	Ukraine
Armenia	United Kingdom
Austria	Uzbekistan
Azerbaijan	
Belarus	
Belgium	
Bosnia and Herzegovina	
Bulgaria	
Croatia	
Cyprus	
Czech Republic	
Denmark	
Estonia	
Finland	
France	
Georgia	
Germany	
Greece	
Hungary	
Ireland	
Israel	
Italy	
Kazakhstan	
Kyrgyzstan	
Latvia	
Lithuania	
Luxembourg	
Malta	
Monaco	
Montenegro	
Morocco	
Netherlands	
Norway	
Poland	
Portugal	
Republic of Moldova	
Romania	
Russian Federation	
San Marino	
Serbia	
Slovakia	
Slovenia	
Spain	
Sweden	
Switzerland	
Tajikistan	
The former Yugoslav Republic of Macedonia	
Tunisia	

2. Current list of EASPG observers:

- European Aviation Safety Agency (EASA)
- European Civil Aviation Conference (ECAC)
- European Commission (EC)
- EUROCONTROL
- Interstate Aviation Committee (IAC)
- Airports Council International (ACI)
- Civil Air Navigation Services Organization (CANSO)
- Flight Safety Foundation (FSF)
- Flight Safety Foundation International (FSFI)
- Flight Safety Foundation Mediterranean (FSF-MED)
- International Air Transport Association (IATA)
- International Business Aviation Council (IBAC)
- International Coordinating Council of Aerospace Industries Associations (ICCAIA)
- International Council of Aircraft Owner and Pilot Associations (IAOPA)
- International Federation of Air Line Pilots' Associations (IFALPA)
- International Federation of Air Traffic Controllers' Associations (IFATCA)

Contracting States outside the EUR accreditation area:

- United States
- Iceland

3. Other entities:

- International Consultancy and Analysis Agency (ICAA) "AviaSafety"

APPENDIX B

1. The general guiding principles to govern the establishment and the work of projects and projects teams are as follows:

- a) A Project is defined as a specific activity that is finished over an agreed period of time and intended to achieve a specific outcome of the agreed EASPG work programme;
- b) The period of a Project is normally not greater than 6 months;
- c) The EASPG contributory bodies are responsible for the identification of the Projects that will deliver the work programme in the most efficient and effective way considering, for example, expert resource availability, dependencies of outcomes from other activities, meeting efficiency;
- d) A Project Team consists of individuals/experts assembled to perform activities that contribute towards achieving the tasks related to the Project. For each Project Team a Rapporteur shall be identified, responsible for the leadership of the team to deliver the required outcomes within the agreed timescales, and to report to the parent group. For practical reasons the appointed project lead should be a member of the project supervisory body; and
- e) All EASPG contributory bodies shall establish and maintain a Project Definition document for all projects that are under their ownership for the purpose of project initiation, supervision and closure. The following elements (Table 2 refers) shall be considered as a minimum in a Project.

Table 2: Project Definition Contents

Project Title	Unique and concise project title that relates to the outcomes of the project
Parent Group	The parent body that approves the project of
Project Supervisory body	The EASPG contributory body that supervises the project
Project Period	Forecast period for which the project will be active (specific timeframe to be used: e.g. dates, time of a specific meeting etc).
Project Objective	What is the purpose of the project and how does it relate to the delivery of the EUR strategy
Project Outcomes:	What will be physically delivered by the project
Membership	Who are the project team members
Coordination Requirements	Which other bodies will the project need to coordinate with to achieve the outcomes
Project High level Tasks	At a summary level what are the key tasks that this project will perform to achieve the outcomes
Project Rapporteur	Who, from the project supervisory body, will be responsible for the leadership of the project to achieve the outcomes, and for reporting to the parent group.
Project Secretariat Support	Who will be the support from the ICAO EUR Secretariat

2. The general guiding principles to help the establishment and the governance of projects and projects teams are as follows:

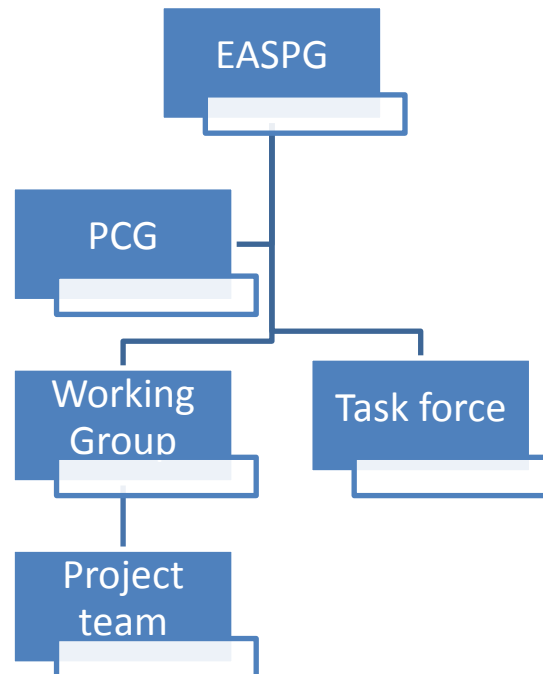
- a) The EASPG contributory bodies shall identify projects that are required to deliver those aspects of the EASPG Work Programme that the parent group have agreed as being their responsibility;
- b) The EASPG contributory bodies shall form Project Teams as required to deliver the projects in the most efficient and effective manner. Project Teams are not required to have the parent group

endorsement, unless they envisage physical meetings outside the EASPG contributory Group regular meeting; when establishing a Project Team its work programme shall be established in the most efficient and effective way considering, for example, expert resource availability, dependencies of outcomes from other activities and meeting efficiency; it is expected that the Project Teams work mainly by correspondence.

- c) The EASPG contributory bodies are required to provide regular updates to their parent group meeting on the following:
 - i. Summary on the progress of “active” projects, including justification of those projects with a life time greater than 12 months or the need for physical meetings outside the NAT SPG contributory group regular meetings;
 - ii. Summary of those projects that have been completed; and
 - iii. Proposal of projects required to deliver the next period of the EASPG Work Programme, including justification of those projects with a life time greater than 12 months, for endorsement by the parent group.
- d) The EASPG contributory body *Chairpersons/Rapporteurs*, or their delegates, should provide a report to the parent group by attending, as a minimum, the respective meeting agenda item by the most efficient and convenient means, i.e. in person, telephone conference, etc. coordinated with the Secretariat.

APPENDIX C

Organigramme



Appendix V – ICAO Air Navigation Services Implementation Support Group (ANSISG), Terms of Reference

(Paragraph 7.1.21 refers)

Establishment November 2018

Terms of reference

The Air Navigation Services Implementation Support Group (ANSISG) is established by EANPG to pursue the tasks and issues related to air navigation services implementation (ANS) in the South and Eastern part of the ICAO European Region in support to the relevant ICAO Strategic Objectives with the following TORs:

- a) coordination and harmonized implementation of the Aviation System Block Upgrade B0 and B1 in the 4 performance improvement areas (airport operations, globally interoperable systems & data, optimum capacity & flexible flights, efficient flight path;
- b) monitor the regional implementation of ASBU in coordination with EUROCONTROL and contribute to the development of the annual ASBU implementation monitoring reports;
- c) support the introduction of the performance based Air Navigation Services and its monitoring per EUR Doc 030 in coordination with EC and EUROCONTROL;
- d) coordination of local, regional and inter-regional interoperability aspects;
- e) exchange and analysis of significant operational ANS developments in the major areas of ATM, AIM, MET, AGA, CNS and SAR;
- f) other issues as directed by the COG/RCOG.

Composition of the ANSISG

1. Nominated Persons from States and International Organisations, especially Algeria, Armenia, Azerbaijan, Belarus, Bulgaria, Estonia, Finland, Georgia, Israel, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Morocco, Poland, Republic of Moldova, Norway, Romania, Russian Federation, Tajikistan, Tunisia, Turkey, Turkmenistan, Ukraine, United States, Uzbekistan, EUROCONTROL, IAC, ACI, IATA, IBAC, IFALPA, IFATCA and other relevant aviation stakeholders.

2. With regard to specific inter-regional coordination matters, States from other ICAO Regions may also be invited through their appropriate ICAO Regional Offices:

3. Working Procedures

ANSISG meetings are convened at least once a year with the working procedures as approved by this Handbook for EANPG contributory bodies.

Appendix W – COG/RCOG Performance Based Navigation (PBN) Consolidation Task Force, Terms of Reference

(Paragraph 7.1.21 refers)

Establishment November 2018

That:

- a) the PBN Consolidation Task Force (**PBNC TF**) be created under the auspices of the EANPG/RASG COG/RCOG with the following terms of reference;
- b) the PBNC TF be convened and start working as soon as possible, on a regional PBN chart naming transition plan in order to enable the change of the instrument approach chart names to RNP as required by Amendment 6 to PANS-OPS.
- c) the PBNC TF will also continue addressing regional PBN implementation issues, in line with the GANP, related to navigation applications and infrastructure. This includes undertaking specific studies and developing guidance material in a joint activity with EUROCONTROL's Navigation Steering Group (NSG)
- d) the PBNC TF provides regular update reports to COG/RCOG on the development of the chart naming transition and any navigation related issues.

Terms of Reference

- a) Develop a EUR Regional PBN chart naming transition plan to change the chart naming from RNAV to RNP with objectives and timelines in accordance with the ICAO Circular 353 goals and milestones. *Note: the dates for milestones will be determined on the scheduling of the regional slot allocated to ICAO EUR.*
- b) Address implementation aspects of States in the ICAO EUR Region to ensure regional harmonization and interoperability, and ensure appropriate reporting;
- c) Share and exchange best PBN Implementation practices between States within the Region.
- d) Ensure feedback between regional to global navigation applications and infrastructure by supporting the work of ICAO's Navigation-related operational and technical bodies (such as the ICAO NSP, ICAO IFPP and the ICAO PBN SG), that could impact on interoperability;
- e) Review and update European PBN guidance material as needed.
- f) The following strategic objectives and guiding principles are included:

Strategic objectives:

- a) Improve the uptake of PBN Implementation in accordance with published ICAO provisions e.g. GANP and GASP objectives.
- b) Ensure regional compliance with identification of chart titling for RNP approach procedures in accordance with Amendment 6 to PANS-OPS.

Guiding principles:

- a) As regards the ICAO EUR regional PBN chart naming transition plan for changing the chart titles from RNAV to RNP, use the methodology outlined in Circular 353:
 - RNP Approach chart titling is to comply with PANS-OPS Amendment 6.
 - The processes for transitioning chart titling from RNAV to RNP are those described in Circular 353.
 - The use of different RNAV and RNP approach chart titles within the ICAO EUR region should be avoided outside the chart titling transition period allocated to the EUR Region;
 - The clustering principles described in Circular 353 at global, regional and State levels are adhered to;
 - The ICAO EUR regional PBN chart naming transition plan should seek to achieve the chart naming within the region in sequential AIRAC cycle dates within the allocated regional slot;
 - The needs of all stakeholders should be considered in development of the ICAO EUR PBN chart naming transition Plan; and
 - The regional ICAO EUR regional PBN chart naming transition Plan shall be completed by Q4/2019.

Composition

EUR provider States, EUROCONTROL and other relevant international organisations.

-- END --