

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF

THE FORTY-FOURTH MEETING OF

THE EUROPEAN AIR NAVIGATION PLANNING GROUP

(Paris, 2 to 5 December 2002)

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TABLE OF CONTENTS

List of Conclusions iii

List of Decisions v

i. Introduction..... 1

ii. Agenda 2

1. Review of significant developments..... 3

Election of the President of the Air Navigation Commission 3

Increased membership of the ICAO Council 3

Single European Sky..... 3

2. Previous EANPG follow-up 4

Report of the Consultative Group of Senior Officials (CGSO)..... 4

Participation in the work of the COG..... 8

3. Air Navigation Issues..... 8

The RVSM programme implementation..... 8

Ground Based Augmentation Systems (GBAS) VHF Data Broadcast (VDB) Spectrum Requirements..... 11

Operation of the WAFS in the EUR Region..... 11

MET in the CNS/ATM concept for the EUR Region..... 11

Development of the Aerodrome Capacity MET forecast (ACMET)..... 11

Update and presentation of cloud base height in ATS units 12

Standardization of the calculation of cross and tailwind components for take-off and landing..... 12

Composition of the SADISOPSG 12

Aeronautical Information Services(AIS) - Aeronautical Information Management (AIM) 13

Eurocontrol AIS AHEAD programme 13

Definition of the AIRAC cycle..... 13

Monitoring of the distribution of AIRAC amendments 14

Information about Low Visibility Procedures (LVP) in the AIP..... 14

Aerodrome Operational Planning 14

Spectrum and frequency management 15

CIDIN Management Centre (CMC) Operations..... 15

CIDIN in Adjacent States..... 15

Aviation Safety Initiatives..... 16

4. Management of Air Navigation Documentation for the ICAO EUR Region 16

EUR Regional Air Navigation Plan - All Weather Operations..... 16

EUR Regional Air Navigation Plan – Aeronautical Information Service (AIS)..... 16

Guidance Material..... 16

Publication of the EUR OPMET Operations Handbook 17

CNS/ATM Transition Plan..... 17

Regional Supplementary Procedures - Radiotelephony phraseology related to 8.33 kHz channel spacing 18

Amendment to the European SUPPs- RVSM area of application..... 18

Guidance Material on the Application of Area Navigation (RNAV) in the European Region..... 19

Air Traffic Flow Management (ATFM) 20

Mode S Interrogator Code Allocation 20

Frequency Management Documentation..... 21

5. Identification, Assessment and Reporting of Air Navigation Deficiencies	21
<i>Implementation of WGS-84.....</i>	<i>21</i>
<i>Runway incursions.....</i>	<i>22</i>
<i>Non-RVSM approved civil aircraft operating in RVSM airspace.....</i>	<i>22</i>
<i>Non-adherence to EUR OPMET Update Procedure</i>	<i>23</i>
<i>Non-adherence to the Annex 3 SIGMET format</i>	<i>23</i>
<i>Navigation aids – identification code duplication.....</i>	<i>24</i>
6. Implementation Issues.....	24
<i>Expansion of RVSM applicability area.....</i>	<i>24</i>
<i>Special Implementation Projects</i>	<i>24</i>
<i>Workshops and seminars</i>	<i>25</i>
<i>Assessment and reporting of Runway Visual Range (RVR).....</i>	<i>25</i>
<i>Implementation of MET services in the Eastern part of the EUR Region.....</i>	<i>25</i>
<i>Implementation of quality assurance in MET.....</i>	<i>25</i>
<i>Implementation of AIS/MAP in the Eastern part of the EUR Region</i>	<i>26</i>
<i>Horizontal Expansion of 8.33 kHz airspace (HEX).....</i>	<i>26</i>
<i>Further expansion of 8.33 kHz Channel Spacing Airspace.....</i>	<i>26</i>
<i>AMHS Implementation</i>	<i>28</i>
7. Administrative and Organisational Issues	29
<i>Eleventh Air Navigation Conference</i>	<i>29</i>
<i>Fifth Worldwide Air Transport Conference.....</i>	<i>30</i>
<i>Increasing the efficiency and effectiveness of PIRGs</i>	<i>30</i>
8. Any Other Business	30
<i>Uninhabited Aerial Vehicles (UAV)</i>	<i>30</i>
<i>Work Programme</i>	<i>31</i>
<i>Meetings schedule.....</i>	<i>31</i>
APPENDIX A.....	A-1
LIST OF PARTICIPANTS.....	A-1
APPENDIX B.....	B-1
PROPOSED REVISED TERMS OF REFERENCE FOR THE EUROPEAN AIR NAVIGATION PLANNING GROUP	B-1

LIST OF CONCLUSIONS

CONCLUSION 44/1 –	ROLE OF THE ICAO EUROPEAN AND NORTH ATLANTIC OFFICE IN PLANNING FOR THE SINGLE EUROPEAN SKY	3
CONCLUSION 44/3 –	HARMONISED AIR NAVIGATION PLANNING AND IMPLEMENTATION	4
CONCLUSION 44/5 –	PARTICIPATION IN MEETINGS.....	5
CONCLUSION 44/6 –	LANGUAGE SUPPORT.....	5
CONCLUSION 44/9 –	WORKSHOPS AND SEMINARS.....	6
CONCLUSION 44/10 –	UPDATING THE ICAO EUROPEAN REGIONAL AIR NAVIGATION PLAN.....	7
CONCLUSION 44/11 –	CIVIL/MILITARY CO-ORDINATION	7
CONCLUSION 44/16 –	UPDATE AND PRESENTATION OF CLOUD BASE HEIGHT IN ATS UNITS	12
CONCLUSION 44/17 –	STANDARDIZATION OF THE CALCULATION OF CROSS AND TAIL WIND COMPONENTS FOR TAKE-OFF AND LANDING.....	12
CONCLUSION 44/18 –	COMPOSITION OF THE SADIS OPERATIONS GROUP (SADISOPSG)	13
CONCLUSION 44/19 –	ANNEX 15 PROVISIONS CONCERNING AIRAC PROCEDURES AND PUBLICATION OF LOW VISIBILITY PROCEDURES	14
CONCLUSION 44/20 –	REVIEW OF ANNEX 14 PROVISIONS ON AERODROME PHYSICAL CHARACTERISTICS AND OBSTACLE LIMITATION SURFACES	14
CONCLUSION 44/21–	DEVELOPMENT OF A PROPOSAL FOR GLOBAL PROVISIONS IN SUPPORT OF THE ALTERNATIVE PARALLEL TAXILANE CONCEPT	15
CONCLUSION 44/22 –	WAKE TURBULENCE EFFECTS ON AUTOLAND OPERATIONS DURING LOW VISIBILITY CONDITIONS	15
CONCLUSION 44/23 –	PROPOSAL FOR AMENDMENT OF ALL WEATHER OPERATIONS PROVISIONS IN THE EUR REGIONAL AIR NAVIGATION PLAN.....	16
CONCLUSION 44/24 –	REVIEW OF THE AIS PART OF THE EUR REGIONAL AIR NAVIGATION PLAN ..	16
CONCLUSION 44/25 –	PUBLICATION OF THE EUROPEAN GUIDANCE MATERIAL ON CONTINUITY OF SERVICE EVALUATION IN SUPPORT OF THE CERTIFICATION OF ILS & MLS GROUND SYSTEMS	16
CONCLUSION 44/26 –	FINAL REVIEW OF THE DRAFT <i>EUROPEAN GUIDANCE MATERIAL ON AERODROME OPERATIONS UNDER LIMITED VISIBILITY CONDITIONS</i>	17
CONCLUSION 44/28 –	AMENDMENT TO THE EUROPEAN SUPPS - RVSM AREA OF APPLICATION	19
CONCLUSION 44/30 –	MODE S INTERROGATOR CODE ALLOCATION.....	21
CONCLUSION 44/31 –	WGS-84 IMPLEMENTATION IN THE EUR REGION.....	22
CONCLUSION 44/32 –	REPORTING OF RUNWAY INCURSIONS	22
CONCLUSION 44/33 –	NON-ADHERENCE to REDUCED VERTICAL SEPARATION MINIMUM (RVSM) PROCEDURES	23
CONCLUSION 44/34 –	NON-ADHERENCE TO THE EUR OPMET UPDATE PROCEDURE	23
CONCLUSION 44/35 –	NON-ADHERENCE TO THE ANNEX 3 SIGMET FORMAT	23

CONCLUSION 44/36 -	EXPANSION OF RVSM APPLICABILITY AREA IN ICAO EUROPEAN REGION....	24
CONCLUSION 44/37 -	ADHERENCE TO THE ANNEX 3 PROVISIONS FOR ASSESSMENT AND REPORTING OF RUNWAY VISUAL RANGE (RVR).....	25
CONCLUSION 44/38 -	SPECIAL AIS/MAP IMPLEMENTATION PROJECT FOR THE STATES IN THE EASTERN PART OF THE EUR REGION	26
CONCLUSION 44/39 -	EUROCONTROL SUPPORT OF THE IMPLEMENTATION OF AIS QUALITY SYSTEMS IN THE STATES IN THE EASTERN PART OF THE EUR REGION	26
CONCLUSION 44/40 -	EXPANSION OF 8.33 kHz AIRSPACE.....	27
CONCLUSION 44/41 -	IMPLEMENTATION MEASURES FOR 8.33 kHz	28
CONCLUSION 44/42 -	DOCUMENTATION AMENDMENTS FOR 8.33 kHz EXPANSION	28
CONCLUSION 44/43 -	MANAGEMENT OF 8.33 kHz AIRSPACE EXPANSION PROGRAMME.....	28
CONCLUSION 44/44 -	EXPANSION OF 8.33 kHz AIRSPACE TO INCLUDE ALL EUROPEAN VOICE COMMUNICATION REQUIREMENTS.....	28
CONCLUSION 44/45 -	EUROPEAN AMHS IMPLEMENTATION PLANS	29
CONCLUSION 44/46 -	PREPARATORY SEMINAR FOR THE 11th ICAO AIR NAVIGATION CONFERENCE	29
CONCLUSION 44/47 -	PROPOSED REVISED TERMS OF REFERENCE FOR THE EUROPEAN AIR NAVIGATION PLANNING GROUP	30

LIST OF DECISIONS

DECISION 44/2 –	IMPLEMENTATION OF THE SINGLE EUROPEAN SKY IN PART OF THE ICAO EUROPEAN REGION	3
DECISION 44/4 –	WORK PROGRAMME OF THE EANPG	4
DECISION 44/7 –	EANPG SUPPORTING STRUCTURE	6
DECISION 44/8 –	COMPOSITION OF THE COG.....	6
DECISION 44/12 –	CONVENING OF THE MEETINGS OF SENIOR OFFICIALS FROM THE STATES FROM THE EASTERN PART OF THE ICAO EUR REGION.....	7
DECISION 44/13 -	PARTICIPATION IN THE WORK OF THE COG.....	8
DECISION 44/14 –	REDUCED VERTICAL SEPARATION MINIMUM (RVSM) ANNUAL SAFETY ASSESSMENTS	9
DECISION 44/15 –	FUNDING OF THE EUROPEAN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) REGIONAL MONITORING AGENCY (RMA).....	10
DECISION 44/27 -	PUBLICATION OF THE EUR OPMET OPERATIONS HANDBOOK.....	17
DECISION 44/29 –	MAINTENANCE OF THE EUROPEAN REGION AREA NAVIGATION (RNAV) GUIDANCE MATERIAL.....	19
DECISION 44/48 -	DEVELOPMENT OF OPERATIONAL REQUIREMENTS FOR THE USE OF UNINHABITED AERIAL VEHICLES (UAV) BY INTERNATIONAL CIVIL AVIATION.....	31

i Introduction

Place and Duration

i.1 The Forty-Fourth Meeting of the European Air Navigation Planning Group (EANPG/44) was held in the European and North Atlantic Office of ICAO from 2 to 5 December 2002.

Attendance

i.2 The Meeting was attended by Members and representatives of thirty-three States and by observers from eight international organizations. A list of participants is given at **Appendix A**.

Officers and Secretariat

i.3 Mr Karsten Theil, Chairman of the EANPG, presided over the meeting throughout its duration. Mr Christian Eigl, ICAO Regional Director, Europe and North Atlantic, was Secretary of the meeting and was assisted by the following staff from the Organization:

Mr Robert Kruger	Mr Stanislav Neznamov
Mr Gunnar Emausson	Mr Herman Pretorius
Mr George Firican	Mr Thierry Tostain
Mr Björn Hellroth	Mr Jacques Vanier
Mr Victor Kourenkov	Ms Nikki Goldschmid

Membership

i.4 The Group noted that some of the States, Members of the EANPG were not participating on this occasion. In addition, some States, Members of the EANPG had not notified ICAO of changes of their newly appointed individual representatives as was necessary in accordance with the working methods of the Group. It hoped that this situation could be rectified as soon as possible and it was agreed that the Regional Director should approach the States concerned again in order to obtain the names of their appointed representatives as soon as possible.

Working languages

i.5 The discussions were conducted in English, French and Russian. Documentation was issued in English and partially in Russian.

Conclusions and Decisions

i.6 The EANPG records its action in the form of Conclusions and Decisions with the following significance:

Conclusions deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedures.

Decisions deal with matters of concern only to the EANPG and its contributory bodies.

ii Agenda

ii.1 The Group agreed to the following agenda for organizing the work of the Meeting and the structure of the report:

- Item 1:** Review of significant developments
- Item 2:** Previous EANPG follow-up
- Item 3:** Air Navigation Issues, including
 - a) Air Traffic Management
 - b) Communications Navigation Surveillance
 - c) Meteorology
 - d) Aerodrome Operational Planning
 - e) Aeronautical Information Services
- Item 4:** Management of Air Navigation Documentation for the ICAO EUR Region, including
 - a) Air Navigation Plan
 - b) Facilities and Services Implementation Document
 - c) CNS/ATM Transition Plan
 - d) Regional Supplementary Procedures
 - e) Guidance Material
- Item 5:** Identification, Assessment and Reporting of Air Navigation Deficiencies
- Item 6:** Implementation Issues, including
 - a) Special Implementation Projects
 - b) Workshops and Seminars
 - c) Other Planning and Implementation Initiatives
- Item 7:** Administrative and Organisational Issues, including
 - a) Work Programme of the EANPG
 - b) Management of the EANPG Handbook
- Item 8:** Any Other Business

1. Review of significant developments

Election of the President of the Air Navigation Commission

1.1 The EANPG noted with appreciation that Mr. Daniel Galibert, Member of the French delegation to ICAO, had been re-elected as President of the Air Navigation Commission for a further period of one year. The Group requested the Chairman to congratulate Mr. Galibert on its behalf.

Increased membership of the ICAO Council

1.2 The Group noted that the required ratifications of Article 50 (a) of the Convention on International Civil Aviation had been received to date. An Extraordinary Session of the Assembly was to be convened from 31 March to 1 April 2003 to coincide with the Air Transport Conference to elect three additional members of the ICAO Council.

Single European Sky

1.3 The Group was provided with a presentation by the European Commission on their plans for a Single European Sky. It was noted that the expected improvements would result in enhancing safety and efficiency; better use of scarce airspace and airports capacity; and less delays with the resulting improved service to air transport passengers. The Group noted the implementation plans and in particular, the proposal to create a single European Upper Flight Information Region (UIR) above FL 285 to be implemented by January 2005. Air Traffic Control services within the Single European Sky would be provided by allocating Functional Blocks of Airspace (FBA). It was noted that extensive legal, technical and operational work was still required before implementation could begin.

1.4 On the basis of the information provided, it was agreed that the role of the EANPG would extend beyond the creation of the UIR, which would necessitate an amendment of the European Regional Air Navigation Plan (ANP – Doc 7754). Accordingly, it was agreed that the COG should monitor activities, take action as required and report on an annual basis to the EANPG. It was further agreed that the ICAO European and North Atlantic Office should work closely with States, the European Commission and others concerned in order to ensure that the necessary intra-regional and inter-regional planning functions were carried out and to ensure that documentation is updated in a timely manner. Particular attention should be paid to the interfaces within the ICAO EUR Region as well as with other ICAO Regions.

CONCLUSION 44/1 – ROLE OF THE ICAO EUROPEAN AND NORTH ATLANTIC OFFICE IN PLANNING FOR THE SINGLE EUROPEAN SKY

That the ICAO Regional Director carry out the necessary co-ordination to ensure ICAO's participation in the work related to the development of plans for the implementation of the Single European Sky.

DECISION 44/2 – IMPLEMENTATION OF THE SINGLE EUROPEAN SKY IN PART OF THE ICAO EUROPEAN REGION

That the EANPG Programme Coordinating Group (COG):

- a) monitor implementation activities related to the Single European Sky;**
- b) amend the EANPG work programme as required; and**
- c) provide the EANPG with an annual progress report.**

2. Previous EANPG follow-up

Report of the Consultative Group of Senior Officials (CGSO)

2.1 Under this Agenda Item, the Chairman informed the Group that in accordance with the EANPG Decision 43/3 – "Convening of a Consultative Group of Senior Officials", the Consultative Group of Senior Officials (CGSO) had been convened, composed of Representatives of the following Contracting States from the Eastern part of the ICAO European Region: Armenia, Azerbaijan, Belarus, Estonia, Georgia, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Republic of Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine and Uzbekistan. Two international organisations (the International Air Transport Association and the Interstate Aviation Committee) participated in the work of the CGSO as observers.

2.2 The Consultative Group had found that a division of the EUR Region into component parts was highly undesirable and should be avoided and that harmony across the entire EUR Region was a goal of highest importance for the aviation industry.

2.3 The Consultative Group had emphasised that all States should have their regulatory and legal instruments in place in due time to ensure that aircraft operators be able to access the airspace across the entire EUR Region (e.g. full aircraft equipage, crew training etc) and to avoid service disruptions. It was found important that aircraft operators be closely involved in the early stages of air navigation planning to ensure that only those facilities actually required for the envisaged level of operations, safety and cost-effectiveness would be implemented.

CONCLUSION 44/3 – HARMONISED AIR NAVIGATION PLANNING AND IMPLEMENTATION

That ICAO and States make every effort to:

- a) **harmonise air navigation planning and implementation efforts across the entire EUR Region in order to avoid a division of the Region into component parts; and**
- b) **have regulatory and legal instruments in place in good time to ensure that operators' aircraft are equipped to the standard necessary in order to be able to access the airspace across the entire EUR Region avoiding service disruptions and ensuring safety and cost-effectiveness at all times.**

2.4 Recognising that the planning and implementation process in different States within the EUR Region was taking different paths depending on operational, technical and economic considerations, the Consultative Group had recommended that continuous effort should be made to ensure that the work programme of the EANPG and the tasks assigned to the EANPG contributory bodies cover all air navigation planning and implementation aspects of the entire EUR Region.

DECISION 44/4 – WORK PROGRAMME OF THE EANPG

That the COG ensure that the work programme of the EANPG and the tasks assigned to the EANPG contributory bodies cover all air navigation planning and implementation aspects of the *entire* EUR Region.

2.5 The Consultative Group had noted that in some cases participation in meetings of the EANPG and its contributory bodies was not provided by States on a continuing basis. In this context, the EANPG emphasised the possibility for States to ensure common representation through rotations with the understanding that the State representing a group of States would undertake full co-ordination in the preparation and follow-up of meetings of the EANPG and its contributory bodies.

CONCLUSION 44/5 – PARTICIPATION IN MEETINGS

That States make every effort to:

- a) reduce to the necessary minimum the number of designated specialist(s) to cover the subject(s) to be discussed and to use the resources thus saved to ensure continuing regular and active participation in meetings of the EANPG and its contributory bodies; and**
- b) arrange for representation at EANPG and its contributory bodies in suitable groupings to ensure the most cost-effective and efficient participation, preferably on a rotation basis for a period of a reasonable length, and for the representing State to fully co-ordinate the position of States participating in the grouping.**

2.6 The Consultative Group had recognised that while the EANPG itself was routinely provided with full support in English, French and Russian, the contributory bodies, including the COG, did not receive the same service for reasons of insufficient resources available to ICAO. This sometimes slowed progress considerably and had even compelled some States not to participate in some gatherings at all.

2.7 The Consultative Group had specifically found that documentation of direct importance or concern to Russian speaking States should be translated and made available to the meeting in Russian. In particular, it had felt that the results of the COG deliberations should be made available in Russian.

2.8 The Consultative Group had appreciated the ad-hoc support to facilitate communication in Russian provided by participating States themselves as well as by the Russian-speaking staff of the ICAO EUR/NAT Office.

2.9 The Consultative Group had considered the idea of establishing a rotation scheme between States to provide language support for meetings that could possibly be expanded to include not only States but also interested international organisations. It was clearly understood by the Consultative Group that this was only an auxiliary measure that would not solve the root of the problem.

CONCLUSION 44/6 – LANGUAGE SUPPORT

That, as an auxiliary measure:

- a) ICAO make every effort to:**
 - i) provide language support to meetings requiring such support from its own means;**
 - ii) provide, as far as possible, meeting documentation of direct concern or interest to Russian-speaking States also in the Russian language; and**
 - iii) provide the results of meetings of the COG also in the Russian language.**
- b) States make every effort to:**
 - i) provide, as far as possible, language support to meetings requiring such support from their own means, possibly on a rotation basis that includes interested stakeholders and international organisations; and**
 - ii) train their specialists in the proficiency in English which is generally used as the common language amongst delegates coming from a large variety of linguistic backgrounds in the EUR Region.**

2.10 The Consultative Group had recommended that the COG should look closely at the structure of EANPG contributory bodies, project teams and ICAO meetings in accordance with its work programme in order to reduce cost and efforts by States in covering a multitude of meetings and to ensure that only truly essential issues related to the ICAO European Regional Air Navigation Plan (EUR ANP) were dealt with.

2.11 It was felt that it might be useful and increase the effectiveness of the work related to the ICAO EUR ANP as a whole if the terms of reference and the specific tasks of FLOE and TARTAR could be embraced by the EANPG and its contributory bodies. With this in mind, the EANPG agreed that COG should keep this matter under review and report its findings to the next 45th meeting in December 2003.

DECISION 44/7 – EANPG SUPPORTING STRUCTURE

That:

- a) the COG review the structure of ICAO meetings, working groups and project teams with the aim of its optimisation and rationalisation so as to enable States to participate more fully in essential work programme issues; and**
- b) report its findings to the 45th Meeting of the EANPG.**

2.12 The Consultative Group had confirmed that the COG was an important tool of the EANPG requiring a limited and highly manageable composition. Without necessarily wishing to expand the size of the COG, it was felt that the EANPG should review it so as to achieve the best possible balance of representation from across the entire ICAO EUR Region. In this context, the Consultative Group had supported the intention of the Interstate Aviation Committee to participate in the work of COG and proposed that the EANPG consider the possibility of groupings of States being represented rather than individual States. Such possibilities should be exploited through consultations with States. The EANPG accepted this proposal.

DECISION 44/8 – COMPOSITION OF THE COG

That the Chairman of the EANPG and the ICAO Regional Director:

- a) consult with States concerning increased representation in the COG through State groupings and a balanced participation from across the entire ICAO EUR Region, the aim being to keep a manageable and effectively functioning COG; and**
- b) report to the 45th Meeting of the EANPG.**

2.13 The Consultative Group had proposed that the ICAO EUR/NAT Office should hold workshops for State officials explaining the role and functioning of ICAO and the EANPG, their working structure, the status of Conclusions and Decisions, the holding of meetings, etc. The EANPG noted with appreciation that during 2002 two such workshops/seminars had been conducted. It was strongly felt that such activities should be continued.

CONCLUSION 44/9 – WORKSHOPS AND SEMINARS

That ICAO EUR/NAT Office make every effort to organise workshops for State officials, possibly with the assistance of international organisations, to explain the functioning of ICAO and of the EANPG and the status and importance for States of actions taken in the ICAO forum.

2.14 The Consultative Group had recalled the importance of the ICAO European Regional Air Navigation Plan (EUR ANP) as a formal, Council approved planning document, which reflected the agreed international requirements for facilities and services, comprising the Regional Air Navigation System. The

EUR ANP was a most important reference document that would allow avoiding over-planning (over-acquisition) and under-provision (under-investment), thus enabling States to develop their air navigation systems in the most cost-effective manner to the highest level of safety commensurate with actual air traffic demands and needs.

2.15 It had been noted with appreciation that the EUR ANP had become available in its new, improved format. As a consequence of this, there was a need for a detailed updating exercise to include the latest planning information related to Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM). Such an exercise had been initiated by the Consultative Group, and some States in the Eastern part of the ICAO EUR Region had already forwarded detailed amendment proposals to the ICAO EUR/NAT Office. The Interstate Aviation Committee, in co-ordination with the ICAO EUR/NAT Office, had accepted the task of analysing the material and effecting co-ordination between States in case of any apparent differences or discrepancies. The ICAO EUR/NAT Office would process the finalised proposals for amendment in accordance with established procedures.

CONCLUSION 44/10 – UPDATING THE ICAO EUROPEAN REGIONAL AIR NAVIGATION PLAN

That ICAO make every effort to:

- a) process necessary amendment proposals to update the ICAO European Regional Air Navigation Plan for the entire ICAO EUR Region as soon as possible; and**
- b) publish the updated ICAO European Regional Air Navigation Plan without delay.**

2.16 The Consultative Group had considered various aspects of civil/military co-ordination and agreed that this issue contained both safety and economic aspects of high importance to both civil and military aviation. Sharing of facilities and services had been an important element to enable States to avoid unnecessary investments and to enhance safety at the same time. The Flexible Use of Airspace (FUA) concept had been explained as an excellent example of combining civil and military needs most efficiently, facilitating the implementation of ATS routes contained in the ICAO EUR ANP.

CONCLUSION 44/11 – CIVIL/MILITARY CO-ORDINATION

That States concerned make every effort to enhance civil/military co-ordination within their administrations to progress towards implementation of the Flexible Use of Airspace concept as soon as possible.

2.17 Recognising that the Consultative Group of Senior Officials had finished its work as tasked by the EANPG, it was, however, realized that meetings at the level of senior officials, as exemplified by the Consultative Group, proved extremely useful to undertake important coordination work in the future and agreed on the possibility of convening similar meetings as and when required under the ICAO/EANPG auspices.

DECISION 44/12 – CONVENING OF THE MEETINGS OF SENIOR OFFICIALS FROM THE STATES FROM THE EASTERN PART OF THE ICAO EUR REGION

That the Chairman of the EANPG and the ICAO Regional Director in coordination with the States in the Eastern part of the ICAO EUR Region, convene meetings of senior officials as and when required under ICAO/EANPG auspices, in particular to address the need to identify the most effective means of utilising ICAO and the EANPG by States in addressing the needs of international civil aviation.

Participation in the work of the COG

2.18 In response to the proposals for the balanced representation across the entire ICAO European Region made by the Consultative Group of Senior Officials and following the request from the Interstate Aviation Committee and from a grouping of States from the Eastern part of the ICAO EUR Region, namely Azerbaijan, Georgia, Kazakhstan, Republic of Moldova and Ukraine, the EANPG accepted their participation in the work of the COG.

DECISION 44/13 - PARTICIPATION IN THE WORK OF THE COG

That a representative of the grouping of States composed of Azerbaijan, Georgia, Kazakhstan, Republic of Moldova and Ukraine, as well as the Interstate Aviation Committee, participate in the work of the COG.

3. Air Navigation Issues*The RVSM programme implementation*

(Note: For further information regarding the RVSM programme, see paragraphs 4.15, 5.7 and 6.1)

3.1 The Group was informed that RVSM had been successfully implemented in part of the EUR Region at 0001 hours UTC on 24 January 2002, with no major problems (neither safety nor operational). In this connection, the Group expressed its appreciation to Eurocontrol and to all others that had worked very diligently to ensure the smooth implementation of such a complex programme.

3.2 It was recalled that an important aspect of the successful implementation of the Reduced Vertical Separation Minimum (RVSM) was its conformance to the implementation steps set out in the ICAO Doc 9574 defining both pre- and post- implementation performance assurance requirements and the safety targets to be met. ICAO Doc 9574 also identified the need to establish a Regional Monitoring Agency (RMA) charged with the collection and analysis of the relevant data and reporting to the appropriate ICAO Regional Planning Group. In respect of the European (EUR) RVSM, Eurocontrol had acted as the RMA on behalf of the EANPG (Conclusion 43/36 refers).

3.3 With the above in mind, the Group examined the report regarding the safety of operations in EUR RVSM airspace. The material was derived from the Post-Implementation Safety Case (POSC), Version 0.3, which had been prepared in follow-up to the EUR RVSM Pre-Implementation Safety Case (PISC), to demonstrate that the key Safety Objectives set out in the EUR RVSM Safety Policy (EANPG Conclusion 42/23 refers) were actually being met in operational service.

3.4 The Group was presented with an overview of the results of the POSC, which could be summarised as follows:

- a) the overall vertical collision risk met the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour using the same Collision Risk Model (CRM) as in the PISC in order to ensure comparability. However, the modelling of certain types of operational error could be optimistic, and further work would be done using an alternative model and would be reported separately. Further, the Altitude Deviation Report (ADR) programme would need to continue in order to gather more post-implementation operational-error data, and to monitor the ADR reporting rates to gain more confidence in the results;
- b) the computed vertical collision risk due to technical height-keeping performance was currently just outside the TLS of 2.5×10^{-9} fatal accidents per flight hour. The presence of specific aircraft groups which were not compliant with the ICAO Group requirements, had

caused the risk to be high. These aircraft have caused the failure to meet the ICAO requirements on Pz(1000), Total Vertical Error (TVE), components of TVE, and group Altimetry System Error (ASE). The associated corrective action would continue until the above problems have been resolved;

- c) there was no evidence to date that the implementation of RVSM had adversely affected the overall risk of en-route mid-air collision. A Functional Hazard Analysis (FHA) Review largely confirmed the findings of the earlier, pre-implementation FHA, but a more structured analysis approach, backed by operational experience of RVSM, led to the conclusion that the risks from TCAS Version 6.04a Nuisance Alerts and from Level Busts were “tolerable”, contrary to the previous FHA analysis. The number of incidents in RVSM airspace did not appear to be increasing, though more RVSM operational data was needed to confirm this. RVSM did not appear to have any marked effect (safety or operational) on traffic below FL 290. There was an effective process in place to investigate and prevent recurrence of RVSM-related incidents. Many of the expected safety benefits from RVSM had been observed in operational service (either directly or indirectly), though it had not been possible to quantify these; and
- d) all of the issues outstanding when the PISC was released in August 2001, had either been resolved satisfactorily or addressed as ongoing issues in the POSC.

3.5 As indicated above, one of the main issues that was in the process of being resolved, was that of aircraft type performance. This follow-up action has already achieved improvements, although for some aircraft types further work was still required.

3.6 The Group noted that a number of additional issues had been identified since the start of EUR RVSM operations that may have safety implications, and therefore needed to be appropriately addressed.

3.7 The Group noted with appreciation the information provided regarding the post-implementation safety assessment. It also noted with satisfaction that efforts had been taken to resolve all identified safety issues and that work was under way to define a more appropriate way to measure operational errors. The Group agreed that it would indeed require annual safety assessments and, if possible, recommendations on how to overcome identified safety related matters. The Group also agreed that the annual safety assessments should include additional data concerning operational errors. Finally, it was agreed that the COG should develop a reporting format for use by the RMA.

DECISION 44/14 – REDUCED VERTICAL SEPARATION MINIMUM (RVSM) ANNUAL SAFETY ASSESSMENTS

That the European RVSM Regional Monitoring Agency:

- a) **provide annual safety assessments concerning RVSM;**
- b) **provide additional information on operational performance; and**
- c) **the EANPG Programme Coordinating Group (COG) develop a reporting format to be used by the Regional Monitoring Agency.**

Note: In follow-up to EANPG Conclusion 43/36, Eurocontrol is the interim Regional Monitoring Agency.

3.8 The Group recalled that height monitoring had been undertaken to demonstrate that RVSM could be implemented against the ICAO defined Target Level of Safety. The Manual for the Implementation

of RVSM identifies a continuing requirement for the measurement of height keeping performance and the provision of annual reports to the appropriate Regional Planning Group. The monitoring system established for the RVSM implementation has confirmed the efficacy of the Altimetry Minimum Aircraft System Performance Specification (MASPS) but had also identified, inter alia, that:

- a) aircraft certified in accordance with the MASPS may still have performance outside of the limits set in ICAO Doc 9574; and
- b) performance of aircraft meeting the ICAO requirements could demonstrate trends in height keeping performance that, if not corrected, could cause a violation of safety targets.

3.9 In connection with RVSM monitoring, the representative from IFALPA stressed the importance that his organisation placed on monitoring in order to ensure that safety levels were being met and that mitigation was put in place to reduce risk when causes had been determined.

3.10 The Group was informed that, as part of the development of an agreement to provide long term monitoring requirements, it was necessary to define the operation and funding of the work of an RMA that would meet the requirements of ICAO Doc 9574. In addition, the monitoring environment needed to be scaled to the total data requirements and take due account of the availability of data sharing between RMAs.

3.11 With the above in mind, the Group was informed that, in the context of developing global future RVSM monitoring requirements, the ICAO Separation and Airspace Safety Panel (SASP) had convened a meeting of all existing and planned RVSM RMAs. The main deliverable from this first meeting was an RMA Handbook, which should be finalised by May 2003. This Handbook would provide clear guidance on the exchange of data and the relationship of RMAs and States. Of importance to the EANPG was that it had not been possible to finalise global monitoring requirements because it had yet to be determined how much monitoring should be done, as this was dependent on the outcome of work on Altimetry System Error (ASE) stability. The resolution of this issue was important in order to determine future monitoring requirements.

3.12 The Group noted with appreciation that Eurocontrol would continue to provide an assessment of the RVSM performance against the TLS. This would continue to mid 2004 as part of the close down of the RVSM Programme. Furthermore, it was noted that Eurocontrol was willing to become the European RMA subject to a request by the EANPG and appropriate funding arrangements being agreed. The efforts that Eurocontrol were making to reduce costs were also noted.

3.13 It was also noted that Eurocontrol was working, on behalf of the EANPG, with the other RMAs, to define the detailed needs for long term global monitoring requirements, including monitoring targets and the sharing of data between RMAs, as a means of reducing the overall cost of the monitoring task. The Group agreed that this task needed to be continued as well as other associated RMA tasks. Considering that funding would run out in mid-2004 and that RVSM would probably expand to other parts of the Region, the Group agreed that the COG should initiate, as a priority, studies on how to ensure funding for the RMA, which should take account of those parts of the Region where RVSM was foreseen.

DECISION 44/15 – FUNDING OF THE EUROPEAN REDUCED VERTICAL SEPARATION MINIMUM (RVSM) REGIONAL MONITORING AGENCY (RMA)

That the EANPG Programme Coordinating Group (COG):

- a) **assure the development of a plan for funding the European RMA, taking account of the possible expansion of RVSM to other parts of the Region; and**
- b) **provide EANPG/45 with a recommendation on the way ahead.**

Ground Based Augmentation Systems (GBAS) VHF Data Broadcast (VDB) Spectrum Requirements

3.14 In considering Ground Based Augmentation Systems (GBAS) VHF Data Broadcast (VDB) planning criteria and spectrum requirements, the need was identified to develop strategic guidance on future VHF NAVAIDS deployment. This was necessary in order to assess the adequacy of the available frequency spectrum. The following were identified as related issues:

- a) the VHF NAV band (VOR, ILS) was now saturated in the core area;
- b) ILS/DME and MLS pairing requirements reduced spectrum utilisation efficiency;
- c) the indirect effect on capacity of pairing requirements was increased by the large number of planned but unutilized MLS frequency allocations; and
- d) interference from FM broadcast stations blocked a considerable number of ILS frequencies that would have otherwise been available for allocation.

3.15 The Group agreed that the COG undertake the task to develop quantitative guidance on future requirements for ILS, VOR, MLS and GBAS VDB.

Operation of the WAFS in the EUR Region

3.16 The Group noted with satisfaction the implementation of comprehensive back up procedures between the London and Washington WAFCs. To satisfy the recommendation in ICAO Annex 3, the two WAFCs had agreed to provide any or all of the WAFS services in case of an interruption of the operation of the other WAFC.

3.17 The Group recalled the EANPG Conclusion 43/24 "Training in the use of the Grib code", in which the SADIS Provider State, in coordination with ICAO, WMO and other States as necessary, had been given the task to arrange training for the EUR States in the operational use of the GRIB (GRID point data in binary form) and BUFR (Binary Universal Form for Representation of meteorological data) codes. The METG had agreed that there should be two training events in the EUR Region, one for the Western and one for the Eastern part.

MET in the CNS/ATM concept for the EUR Region

3.18 The Group noted the progress in the field of integrating MET into the EUR CNS/ATM concept. The major concern was still to obtain the appropriate validation by the ATM expertise of the high amount of collected information to be able to prepare a draft version of the MET strategy deliverable. In order to expedite progress, the tasks for the relevant project team had been redefined and the deliverable structured in three sections (general, short term and long term). It had been emphasized by IATA that it was important that the regional activities should be well coordinated with the developments on the global level as recommended by the MET Divisional Meeting (2002).

3.19 The Group considered the development of the MET Strategy in support of CNS/ATM to be very important and encouraged States and international organizations concerned to provide the necessary ATM expertise to make it possible to complete the work as planned.

Development of the Aerodrome Capacity MET forecast (ACMET)

3.20 The Group noted that operational tests of the ACMET had been conducted in a number of States. A survey had been performed amongst ATS personnel. It had enabled to identify certain areas for further development.

Update and presentation of cloud base height in ATS units

3.21 The Group noted that in Annex 3 Amendment 72 the three elements wind, runway visual range (RVR) and cloud base height had become compulsory parts of automated aerodrome observing systems for CAT II and CAT III runways. However, a lack of detailed instructions concerning the processing and display of the cloud height data in ATS units had been identified. It was agreed that there was a need for a proper description, not only from the automation aspect, but also to avoid disharmony in reporting this parameter.

CONCLUSION 44/16 - UPDATE AND PRESENTATION OF CLOUD BASE HEIGHT IN ATS UNITS

That ICAO consider the inclusion in Annex 3 of detailed provisions for the update and presentation of cloud base height in ATS units in line with the provisions for runway visual range (RVR) and surface wind.

Standardization of the calculation of cross and tailwind components for take-off and landing

3.22 Based on the experience of several States, the cross and tail wind components had become increasingly important for the selection of runways-in-use as well as constituting limitations for landing and take-off operations, in particular from the airport capacity and environmental point of view. Although the mentioned major types of user groups were all dependent on this type of data, it had been found that there was no real understanding on how to derive the cross and tail wind components from the mean wind speed and wind direction and neither were there any regulations and/or guidelines how to interpret the impact of wind gusts.

3.23 The EANPG agreed on the need for standardization of the calculation of cross and tail wind to give the user community one unique methodology, which could be used for airport planning and selection of runways in use, bearing in mind that Annex 3 did not cover these applications.

CONCLUSION 44/17 - STANDARDIZATION OF THE CALCULATION OF CROSS AND TAIL WIND COMPONENTS FOR TAKE-OFF AND LANDING

That ICAO consider development of standardized provisions for the calculation of cross and tail wind components for airport planning and selection of runways.

Composition of the SADISOPSG

3.24 The Group recalled its considerations during EANPG/43 concerning the composition of the SADISOPSG in view of the introduction of the mandatory cost recovery of the SADIS service as of 1 January 2001. In particular, the Group recalled its Conclusion 43/33 establishing the principle that members of the SADISOPSG be appointed only from States which are users of the service and hence participate in the mandatory cost recovery scheme.

3.25 Considering the fact that the Russian Federation was not participating in the cost recovery and hence not receiving the SADIS broadcast, the EANPG agreed to review the EUR representation in the SADISOPSG, following the same principles as during the EANPG/43 (Conclusion 43/33 refers).

3.26 The Russian Federation informed the Group that it had recently officially notified the Secretary General of ICAO concerning its accession to the "Agreement on the Sharing of Costs of the Satellite Distribution System for Information relating to Air Navigation" (SADIS).

3.27 In this context, it was agreed that there should remain the possibility for any of the previous EUR members in the SADISOPSG to be reinstated as members following the fulfilment of the States obligations in accordance with the mandatory cost recovery scheme.

CONCLUSION 44/18 - COMPOSITION OF THE SADIS OPERATIONS GROUP (SADISOPSG)

That:

- a) Members of the SADISOPSG be appointed only from States which are users of the service and hence participate in the mandatory cost recovery scheme;**
- b) in accordance with this principle, the EUR members in the SADISOPSG as of the year 2003 will be Germany, the Netherlands and Ukraine; and**
- c) the ICAO Regional Director in coordination with the Chairman of the EANPG be mandated to reinstate any of the previous EUR members in the SADISOPSG following the fulfilment of the States obligations in accordance with the mandatory cost recovery scheme.**

Aeronautical Information Services(AIS) - Aeronautical Information Management (AIM)

3.28 The Group noted with interest the information provided by Eurocontrol concerning the development of the AIM Strategy including principles relevant not only for information related to AIS/MAP but also to MET and ATM. The strategy was intended for the area of the ECAC Member States and would in due course be a component of a total ATM Information Pool, managed on a system wide basis. The intent was also for the AIM to become an integral component of the system-wide ATM information management network, under definition by ICAO. The Group expressed its support to the further development of the AIM Strategy as part of a seamless global information management concept that should encompass all airspace users and all phases of flight.

3.29 The Group also noted that Eurocontrol had made a presentation to the ANC on the AIM Strategy and other ongoing developments in the field of AIS/MAP and that a Working Paper on this theme was planned to be presented at the Eleventh ICAO Air Navigation Conference (2003).

Eurocontrol AIS AHEAD programme

3.30 The Group noted with satisfaction the extensive Eurocontrol AIS Automation and Harmonization of European Aeronautical Data (AIS AHEAD) programme, aimed to support the implementation of the relevant ICAO SARPs and the performance of AIS in the ECAC Member States. It was considered that the comprehensive material delivered by this programme could be of value also outside the ECAC area and should therefore be forwarded to ICAO for further consideration and incorporation in relevant SARPs and guidance material.

Definition of the AIRAC cycle

3.31 The Group was informed that some confusion existed concerning the AIRAC procedures for "major changes" as defined in Annex 15. This had led to different interpretations being made, some States taking this as 70 days (2 x 28 + 14) while others were taking it to mean 56 days (28+14+14). The Group agreed that ICAO should provide clarification on this point by considering an appropriate amendment of Annex 15.

Monitoring of the distribution of AIRAC amendments

3.32 It was also noted that many originating States did not see it as their responsibility to assure/check whether their amendments to aeronautical information publications reach the user in a timely manner. Even when publishing 42 days in advance, in accordance with the rules, the amendments often arrived too late. While it was recognised that AIS could not be held responsible for the postal service, this part of the distribution chain should nevertheless be monitored and remedial actions be taken as necessary to ensure timely delivery of the information. The Group agreed that ICAO should consider the inclusion of such a provision in Annex 15.

Information about Low Visibility Procedures (LVP) in the AIP

3.33 Further on, it was reported to be a lack of standardization concerning where to publish the information about Low Visibility Procedures in the AIP. Following coordination between Eurocontrol and EANPG/AWOG, it had been found suitable to include the LVP information in Paragraph AD 2.22 Flight Procedures, along with a change in the title of this paragraph to "Flight and Ground Procedures". It was noted that the Secretariat would forward the relevant material to ICAO Headquarters. The Group agreed that consideration should be given by ICAO to amend the specification for the AIP accordingly.

CONCLUSION 44/19 - ANNEX 15 PROVISIONS CONCERNING AIRAC PROCEDURES AND PUBLICATION OF LOW VISIBILITY PROCEDURES**That ICAO:**

- a) **review the AIRAC procedures for "major changes" in Annex 15 in order to eliminate current ambiguities concerning the lead time for distribution;**
- b) **consider the introduction in Annex 15 of a requirement to monitor the time needed for distribution of AIRAC amendments and remedial actions to be taken as necessary in order to ensure timely delivery of the information; and**
- c) **review the specification for the AIP in Annex 15 in order to regulate the publication of Low Visibility Procedures**

Aerodrome Operational Planning

3.34 The Group was informed of progress made within the Operations Panel on work related to proposals for capacity enhancing measures in the aerodrome environment. European developments with regard to Advanced Surface Movement Guidance and Control Systems were also noted.

3.35 The need for a review of Annex 14 provisions in respect of aerodrome physical characteristics and obstacle limitation surfaces was agreed. With risk analysis forming a significant part of most modern rulemaking processes, the Group considered that, where appropriate, such tools should be utilized in any review.

CONCLUSION 44/20 - REVIEW OF ANNEX 14 PROVISIONS ON AERODROME PHYSICAL CHARACTERISTICS AND OBSTACLE LIMITATION SURFACES

That ICAO consider a review of Annex 14 provisions related to aerodrome physical characteristics and obstacle limitation surfaces using contemporary risk analysis tools and methodologies, where appropriate.

3.36 An Action Plan by Eurocontrol for implementation of the alternative parallel taxilane (APT) concept in the area of the ECAC Member States was noted. The Group agreed that further Eurocontrol work aimed at the development of a harmonization plan for current APT implementations be supported. In its formulation of guidance, the Group agreed that the final aim for work on APT should be a proposal for global, rather than regional provisions. Furthermore, the Group stressed the importance that any proposal be consistent with worldwide work in the area of visual aids.

CONCLUSION 44/21- DEVELOPMENT OF A PROPOSAL FOR GLOBAL PROVISIONS IN SUPPORT OF THE ALTERNATIVE PARALLEL TAXILANE CONCEPT

That Eurocontrol, on the basis of its action plan for implementation of the alternative parallel taxilane (APT) concept, develop a harmonization plan for existing APT systems with a view to the creation of global provisions in this area, taking account of the ICAO worldwide work.

3.37 The Group noted the possible effect of wake turbulence on autoland operations of aircraft operating in low visibility conditions, and agreed that autoland aspects should be included in the on-going ICAO review of wake turbulence aircraft categorizations and associated separation minima.

CONCLUSION 44/22 - WAKE TURBULENCE EFFECTS ON AUTOLAND OPERATIONS DURING LOW VISIBILITY CONDITIONS

That ICAO, in conjunction with its on-going review of wake turbulence issues, also consider the effect on autoland operations during low visibility conditions of the application of current wake turbulence minima.

Spectrum and frequency management

3.38 The Group welcomed the advice of the successful setting up of the Spectrum and Frequency Consultative Group (SFCG) of Eurocontrol Provisional Council and the appointment of Mr. Philippe Rochat as the Chairman of the group. The key deliverable of the SFCG, from an EANPG perspective, was the Spectrum Strategy for the European Region, which was expected to provide vital guidance in ensuring the successful planning of future aviation frequency spectrum requirements. Although not indicated in the diagram of its Reporting Structure – Aeronautical Radio Spectrum Policy, the EANPG was pleased to note the close relationship between the EANPG and the SFCG described in the terms of reference of the SFCG. Also noted was the link at the technical level between the SFCG and the EANPG working structure (the FMG). It was recognized that the two-way flow of information at this level was necessary for the iterative development of a Spectrum Strategy that took account of the evolving technical issues.

CIDIN Management Centre (CMC) Operations

3.39 The Group noted the successful commencement of the operation of the CMC on 28 December 2001 and congratulated those involved (Eurocontrol, the AFSG CIDIN Operations Group and the CMC contractor).

CIDIN in Adjacent States

3.40 Because of the nature of the Common ICAO Data Interchange Network (CIDIN) network management task and because of the relatively small number of adjacent States on the network, it was considered to be pragmatic and justifiable to include them as part of the CMC. Having network management data for each CIDIN COM centres on the network would assist the CMC to optimise network performance by determining optimum routing tables by taking into account the whole CIDIN network. If there was significant future growth in the CIDIN network outside the Region additional Regional domains (CMCs) might be needed.

Aviation Safety Initiatives

3.41 The Member from the Czech Republic presented information on aviation safety initiatives and a safety and investigation course which was to be held in the Czech Republic in 2003.

4. Management of Air Navigation Documentation for the ICAO EUR Region

EUR Regional Air Navigation Plan - All Weather Operations

4.1 The All Weather Operations Group (AWOG) had reviewed the Aerodrome Operational Planning parts of the EUR Regional Air Navigation Plan, resulting in proposals for amendment of these documents. The Group agreed to act as originator of these proposals.

CONCLUSION 44/23 - PROPOSAL FOR AMENDMENT OF ALL WEATHER OPERATIONS PROVISIONS IN THE EUR REGIONAL AIR NAVIGATION PLAN

That the ICAO Regional Director commence the procedure for amendment of the all weather operations provisions in the EUR Regional Air Navigation Plan.

EUR Regional Air Navigation Plan – Aeronautical Information Service (AIS)

4.2 The Group noted the progress by Eurocontrol with the European AIS Database (EAD) Programme that continued on schedule. Operations were scheduled for mid-2003. The Group agreed that the EUR Regional ANP should be reviewed in due course.

CONCLUSION 44/24 - REVIEW OF THE AIS PART OF THE EUR REGIONAL AIR NAVIGATION PLAN

That ICAO review the AIS part of the EUR Regional ANP in view of recent developments.

Guidance Material

4.3 The Group noted the regional efforts undertaken at harmonization of certification procedures of ILS and MLS ground systems and approved the European Guidance Material on Continuity of Service Evaluation in Support of the Certification of ILS & MLS Ground Systems for publication.

CONCLUSION 44/25 - PUBLICATION OF THE EUROPEAN GUIDANCE MATERIAL ON CONTINUITY OF SERVICE EVALUATION IN SUPPORT OF THE CERTIFICATION OF ILS & MLS GROUND SYSTEMS

That, in view of the desire to harmonize certification procedures in the EUR region, the ICAO Regional Director publish the *European Guidance Material on Continuity of Service Evaluation in Support of the Certification of ILS & MLS Ground Systems* as Guidance Material for the EUR Region.

4.4 The Group welcomed the information that draft guidance material on low visibility procedures was nearing approval. In order to ensure consistency with global ICAO provisions, the Group agreed that the Secretariat should undertake a final review of the document. The final draft would be circulated for approval among EANPG members as early as possible.

CONCLUSION 44/26 - FINAL REVIEW OF THE DRAFT EUROPEAN GUIDANCE MATERIAL ON AERODROME OPERATIONS UNDER LIMITED VISIBILITY CONDITIONS

That the ICAO Regional Director undertake a final review of the *European Guidance Material on Aerodrome Operations under Limited Visibility Conditions* prior to its circulation for approval among EANPG members.

Publication of the EUR OPMET Operations Handbook

4.5 The final deliverables "EUR OPMET Database Specification" and the "EUR Regional Interface Control Document for EUR OPMET Database Access Procedures" had been endorsed by the METG. The two documents would be part of the "EUR OPMET Operations Handbook", currently under development and expected to be available for review and endorsement by the next meeting of the METG. In order to give the documents an official status and regulated document control the METG had agreed to publish them as parts of the EUR OPMET Operations Handbook for the endorsement by the EANPG.

DECISION 44/27 - PUBLICATION OF THE EUR OPMET OPERATIONS HANDBOOK

That the ICAO Regional Director:

- a) **publish the "EUR OPMET Database Specification" and the "EUR Regional Interface Control Document for EUR OPMET Database Access Procedures" as parts of the EUR OPMET Operations Handbook; and**
- b) **inform the EUR States about the new Regional Interface Control Document for EUR OPMET Data Base Access Procedures, ways to obtain this information and procedures for information about changes to the document.**

CNS/ATM Transition Plan

4.6 The EANPG was presented with an update on the "ICAO European Region Transition Plan to CNS/ATM". Since EANPG/43, the ICAO EUR/NAT Office Secretariat had continuously reviewed and updated the "ICAO European Region Transition Plan to CNS/ATM". The updating work used the output from the EANPG contributory bodies, and the input from the national designated focal points and from Eurocontrol. The coordination process was conducted mainly by correspondence and fully using the benefits of the electronic mail and electronic exchange of documents.

4.7 The new version of the "ICAO European Region Transition Plan to CNS/ATM" (Version 1.1) would be available after the conclusion of the EANPG/44 in hard copies, on request. An electronic version of the document, updated twice a year (in June and November), would be available for download from the ICAO Web Site: (<http://www.icao.int/eurnat/edocs/cnsatm.pdf>).

4.8 The Group noted with appreciation the continued updating process of the "ICAO European Region Transition Plan to CNS/ATM" document and its availability. IATA extended its full support to the presentation and the document itself and expressed the hope that similar and equivalent documents would be developed for the States in other ICAO Regions.

4.9 The Group asked all EUR provider and user States and the international airspace user organisations to explore the status of the adequacy of the "ICAO EUR Region Transition Plan to CNS/ATM" in order to achieve the required level of commitment and implementation and to provide their comments, as early as possible but not later than June and October 2003, in order to enable the ICAO EUR/NAT Office to proceed with the scheduled updating and publishing of the plan.

4.10 Considering the region-wide value of the document in supporting a successful transition planning to CNS/ATM, the Group asked the ICAO Headquarters Secretariat to investigate the possibility of translating the "ICAO European Region Transition Plan to CNS/ATM" into the Russian language. ICAO Headquarters confirmed to the Group that a Russian version of the document would be made available during the first quarter of 2003. This was welcomed with appreciation.

Regional Supplementary Procedures - Radiotelephony phraseology related to 8.33 kHz channel spacing

4.11 In follow up to EANPG Decision 43/38, a draft proposal for amendment to the EUR Regional Supplementary Procedures (SUPPS) (Doc 7030) had been developed and reviewed by COG/23 with the understanding the proposal for amendment be validated by simulating and validating the proposed procedures.

4.12 Therefore, at the invitation of the ICAO European and North Atlantic Office, Eurocontrol had undertaken an assessment and validation exercise of the changes, which were being considered with regard to the radiotelephony (RTF) associated with the transmission of VHF air-ground communication channels. To accomplish this, a real-time ATC simulation had been performed at the facilities of the Air Navigation Services Training Centre in Riga, Latvia, on 24-27 September 2002. In this connection, IFALPA pointed out that the simulation had related only to ATC workload and had not taken into consideration corresponding pilot workload.

4.13 Because IFALPA had not been able to attend the meetings when this issue was discussed in the past, it had not been possible to obtain a consensus on the way forward. With this in mind the ICAO EUR/NAT Office intended to further discuss this matter with IATA, IFALPA, IFATCA and Eurocontrol in order to come to an agreed position. As soon as this is achieved, the proposal for amendment would be processed in accordance with the agreed ICAO procedures. In this connection, the Group was informed that ICAO intended to convene a meeting of all concerned by the end of January 2003 and at the latest mid-February 2003. A short time frame was required in order to meet the implementation date and action to proceed with the approval process should not be further delayed.

4.14 The Group noted the actions taken in follow up of EANPG Decision 43/38 – "Finalisation of an amendment proposal for the use of radio telephony (RTF) phraseology taking account of 8.33 kHz channel spacing", and further noted the action that the Secretariat planned to take in order to complete this task. As regards implementation, it was noted that the change was planned to take place on 30 October 2003 provided that the proposal for amendment could be processed in time. This should allow to carry out an information and awareness campaign for all air traffic services personnel and flying crew. Such action was considered essential to ensure an orderly implementation. It was confirmed that the proposed change would be applicable in the entire EUR Region and not only in airspace where 8.33 kHz channel spaced radios were utilized.

Amendment to the European SUPPs- RVSM area of application

4.15 Considering that many different proposals for amendment had been required to establish the area of application of RVSM within the context of the EUR SUPPs, an in-depth review had been carried out to ensure that the SUPPs correctly reflected the current situation, as implemented by States. As a result, several anomalies were found, particularly with the names of the FIRs and the area of implementation within the FIRs. Following consultations with all concerned, a draft proposal for amendment to the EUR SUPPs was prepared in order to correct the identified anomalies. The Group agreed that the proposal for amendment should be processed and requested the ICAO Regional Director to take the necessary action.

CONCLUSION 44/28 – AMENDMENT TO THE EUROPEAN SUPPS - RVSM AREA OF APPLICATION

That the ICAO Regional Director, on behalf of the EANPG, initiate a proposal for amendment to the EUR SUPPs to update the area of application of RVSM in the ICAO EUR Region.

Guidance Material on the Application of Area Navigation (RNAV) in the European Region

4.16 In response to EANPG Conclusion 43/17, Eurocontrol, in close co-ordination with the ICAO European and North Atlantic Office, had undertaken to update/re-write the existing ICAO EUR Doc 001 – RNAV/4 – Guidance Material on the Application of Area Navigation (RNAV) in the European Region. The Group noted with appreciation the Third Draft of the document, which had as its objectives to:

- a) update previous material on RNAV operations (RNAV/4 had been published in 1992); and
- b) provide a self contained reference document on all aspects of RNAV operations, for all phases of flight.

4.17 The initial development of the new document was progressed through a series of internal Eurocontrol reviews and then it was distributed for comment to COG/23 (June 2002). The comments of both Eurocontrol and the COG have been considered and almost all of the proposed changes have been accepted and incorporated into the Third Draft. However, in some cases the relevant proposals required a significant amount of work, in different fields of expertise, to develop the new material. In addition, some new inputs have also been received that needed to be included. This task could not be completed in time for EANPG/44 because of the short time available between the closing date for the submission of material for final consideration and the convening of EANPG/44.

4.18 It was noted that the Executive Summary would be completed when the decisions on the outstanding issues have been agreed. It was noted that all of the comments received related to additional material most of which will have to be developed and adopted by the appropriate bodies to determine whether the information was suitable for inclusion in the document. Furthermore, it was clear that, in order to stay abreast of technological and operational changes, the new document would need to be updated regularly.

4.19 It was therefore agreed that the COG should determine what additional material should be incorporated into the new document on the basis of recommendations from Eurocontrol. It was further agreed that the COG should develop a mechanism to regularly update the document. Finally, it was agreed that COG/26 should approve the document on behalf of the EANPG and provide the EANPG with reports when required.

DECISION 44/29 – MAINTENANCE OF THE EUROPEAN REGION AREA NAVIGATION (RNAV) GUIDANCE MATERIAL

That the EANPG Programme Coordinating Group (COG):

- a) **on the basis of work being carried out by Eurocontrol, determine what additional material should be incorporated in the European Region Area Navigation (RNAV) Guidance Material;**
- b) **develop a mechanism to ensure that the EUR Region RNAV Guidance Material is updated on a regular basis; and**
- c) **provide the EANPG with progress reports as required.**

Air Traffic Flow Management (ATFM)

4.20 The Group was informed that, in follow up to EANPG Decision 43/18 – "Updates of all ICAO European (EUR) Region Air Traffic Flow Management (ATFM) provisions", the COG had established a Task Force with the mandate to review and update all EUR Region provisions dealing with ATFM. It was noted that the COG had agreed that the Basic EUR Regional Air Navigation Plan (ANP) should be the ATFM concept of operations for the EUR Region, that the Facilities and Services Implementation Document (FASID) should be the repository of all information related to implementation and that the EUR Regional Supplementary Procedures (SUPPS) (Doc 7030) should only reflect the procedures and enabling text required to implement the concept of operations. The Group also agreed that all material that had been included in the First Edition of the PANS ATM should be removed from all EUR Regional documentation. It was further noted that the proposals for amendment had been based on the need to reflect the current situation, such as the use of the Initial Flight Plan Processing System (IFPS), and should serve as a baseline for all future changes.

4.21 The Group expressed its appreciation for the quality of the deliverable that had been achieved through the COG. With this in mind, the Group noted that its Secretary would ensure that those concerned with resolving this long-term problem would be informed of the EANPG's gratitude.

4.22 The Group noted that the only outstanding issue was the determination of an ATFM exemption policy. This policy should be determined at COG/25 (December 2002) and the proposals for amendment would be processed thereafter. It was expected that all documentation would be amended by mid-2003. At that time, the COG would determine whether the EUR Region ATFM Guidance Material (Doc 003) should be maintained.

4.23 The Group was informed that the COG had identified another activity that needed to be addressed before the task was completed, namely the need to develop phraseology for the exchange of ATFM messages between ATS units providing ATFM services in the Eastern and Western parts of the EUR Region. In this connection, the Group was informed that the COG had agreed that this task should be completed in the Spring of 2003. At that time, the requirements of EANPG Decision 43/18 would have been completed.

Mode S Interrogator Code Allocation

4.24 Eurocontrol presented the Group with an outline proposal concerning its intention to develop a Proposal for Amendment to the ICAO European Basic Air Navigation Plan with regard to the establishment of a Centralised Mode S Interrogator Code (IC) Allocation Mechanism in the ICAO European Region.

4.25 ICAO Annex 10 stipulates that the assignment of interrogator identifier (II) and surveillance identifier (SI) codes, where necessary in areas of overlapping coverage, across international boundaries of flight information regions (in the case of II codes), shall be the subject of regional air navigation agreements. In the European Region, most, if not all, of the 15 available II codes were currently being employed by experimental and pre-operational Mode S stations, together with a number of SI codes for testing and evaluation. Although an ad hoc interim arrangement for the protection of the codes was put in place to cope with the existing requirements, the necessity was recognised for a formal IC allocation process and procedures for the long-term assignment of codes.

4.26 The interim Mode S IC allocation arrangements within Eurocontrol have been conducted in line with the spirit of the ICAO Standards and Recommended Practices (SARPs) but without the accreditation of a formal air navigation agreement. So far, applications for IC assignments have been received only from ECAC Member States, which have been parties to these arrangements. However, in the longer term, IC allocation would need to encompass the ICAO EUR Region as a whole. It would entail

putting in place procedures that safeguard the operation of fixed terrestrial Mode S stations from each other and from deployable stations and/or mobile land, maritime and airborne Mode S capable interrogators.

4.27 In order to achieve the necessary regional air navigation agreement, Eurocontrol would develop a proposal in the form of an Attachment to the EUR ANP that would include the principles and procedures of the Mode S IC Allocation mechanism, details of where the mechanism is documented and the constituent make-up of the mechanism.

4.28 The Group agreed that Eurocontrol should develop a proposal for amendment to the ICAO European Basic Air Navigation Plan, to take account of Mode S Interrogator Code allocation, in accordance with the relevant ICAO Standards and Recommended Practices, and that Eurocontrol, following their internal approval procedures, transmit it to the ICAO European and North Atlantic Office for further action, as appropriate.

CONCLUSION 44/30 – MODE S INTERROGATOR CODE ALLOCATION

That Eurocontrol:

- a) develop a proposal for amendment to the ICAO European Air Navigation Plan to take account of Mode S Interrogator Code Allocation; and**
- b) submit the proposal to ICAO for further action in accordance with established procedures.**

Frequency Management Documentation

4.29 The Group noted the development of a set of frequency management documentation that included updated Table Forewords and a Frequency Management Manual. The formal activation of the application of the documentation required some consequential amendments to the Basic ANP and FASID which were to be processed by ICAO Paris. Document control would be undertaken by the COG.

5. Identification, Assessment and Reporting of Air Navigation Deficiencies

Implementation of WGS-84

5.1 The Group was presented with the outcome of the ICAO EUR/NAT Office Regional survey on the status of implementation of WGS-84, a prerequisite for the implementation of CNS/ATM systems, in particular GNSS. The Group noted that, although the implementation of WGS-84 should have been completed by the end of 1998 (paragraph 3.6.4 of Annex 15 refers), many European provider States have still not completed part or all of the implementation and publication of WGS-84 co-ordinates, together with the necessary associated quality system.

5.2 The survey revealed the low level of implementation on areas like the "Geoid undulation" (GUND) (important for the development of instrument approach procedures based on GNSS) and the WGS-84 quality system. In this respect, the Group emphasized the responsibility of Contracting States (Articles 28 and 37 of the Convention on International Civil Aviation – Doc 7300/8 refer), especially in the context of production, publication and use of data having a direct impact on the provisions of air navigation facilities and services, as well as on the safety of aircraft operations.

5.3 In this connection, Eurocontrol made a detailed presentation on the "Geoid undulation" and related problems, advocating that work should be undertaken on this subject with some urgency. However, the EANPG was informed that this subject was being addressed by the Obstacle Clearance Panel (OCP). Considering that this matter was of global significance, work at the regional level was not warranted.

5.4 The Group, taking note on the relatively low level of complete implementation of WGS-84 throughout the European Region and considering the importance of the subject, asked the ICAO Regional Office to conduct the necessary follow-up with a view to providing COG with a new detailed status report before summer 2003.

5.5 Finally, pursuant to Article 38 of the Convention on International Civil Aviation (Doc 7300/8 refers) and in order that necessary and up-to-date information are provided to all parties concerned, the Group agreed to emphasize the urgency of this issue.

CONCLUSION 44/31 - WGS-84 IMPLEMENTATION IN THE EUR REGION

That the ICAO Regional Director urge European provider States to:

- a) **make every effort in order to achieve a complete implementation of WGS-84;**
- b) **notify or update ICAO of any differences which may exist between their national regulations and ICAO provisions on WGS-84, and**
- c) **ensure that relevant information is published under paragraph GEN 1.7 of their national AIP.**

Runway incursions

5.6 The Group noted the outcome of work jointly undertaken by Eurocontrol, the Group of Aerodrome Safety Regulators and the Joint Aviation Authorities on runway incursions and agreed that there was an urgent need for States to implement reporting systems that would facilitate the sharing and consistent analysis of occurrence data.

CONCLUSION 44/32 - REPORTING OF RUNWAY INCURSIONS

That, in view of the importance of finding solutions to alleviate the problem of runway incursions, States be urged to report such occurrences in accordance with Annex 13.

Note: A common reporting format is under development to ensure the sharing and consistent analysis of data.

Non-RVSM approved civil aircraft operating in RVSM airspace

5.7 In connection with the implementation of RVSM, the Group was informed that the issue causing the most concern was the presence of non-RVSM approved civil aircraft operating in RVSM airspace due to either flight planning errors or deliberate abuse of the system. This resulted in an inappropriate vertical separation standard being applied. Two major assessments had been carried out to clarify this matter.

5.8 The first study conducted shortly after the implementation of RVSM, revealed that updated information had not been received from State Certification Authorities regarding the approval of at least 530 operators that were filing flight plans as RVSM approved but which were indicated in the database as either non-RVSM approved or non-RVSM compliant. It was evident however that in the first few days of RVSM a number of civil operators had conducted non-RVSM approved flights within EUR RVSM airspace, although most of the aircraft were found to be Minimum Aircraft System Performance Specification (MASPS) compliant. This problem was immediately addressed by improving awareness in a direct manner with the operators concerned.

5.9 In view of these occurrences, however, it was decided that a subsequent assessment should be carried out when the system was considered to be stable. The study revealed a figure that was estimated to be around 100 flights. Although the number of suspected and confirmed offenders was very small, when compared with the total number of flights conducted in EUR RVSM airspace, it still showed that civil flights have been conducted in RVSM airspace when it was clear to the operator and/or pilot-in-command that the flight was not RVSM approved. The Group agreed that this could lead to serious legal and safety issue. Considering that this was a global problem rather than a regional one, it was agreed that ICAO should be requested to inform all States of the importance of ensuring that only RVSM approved civil aircraft be allowed to operate in RVSM airspace and that States should take remedial action when such instances are brought to their attention.

CONCLUSION 44/33 - NON-ADHERENCE TO REDUCED VERTICAL SEPARATION MINIMUM (RVSM) PROCEDURES

That:

- a) **States establish a process to monitor RVSM approvals;**
- b) **States take appropriate measures when non-RVSM approved civil aircraft have operated without authority in RVSM airspace; and**
- c) **ICAO urge States to expedite the processing of RVSM approvals.**

Non-adherence to EUR OPMET Update Procedure

5.10 Several cases with non-adherence to the EUR OPMET Update Procedure had been observed. The result of this was incomplete routing throughout the Region with only a few centres and end-systems actually getting the data. The EANPG agreed that this issue needed to be corrected urgently.

CONCLUSION 44/34 - NON-ADHERENCE TO THE EUR OPMET UPDATE PROCEDURE

That the ICAO Regional Director request States, with special reference to the MOTNE Centres responsible for the collection and dissemination of EUR OPMET data, to introduce all amendments to the OPMET data in their area of responsibility through the process contained in the EUR OPMET Update Procedure.

Non-adherence to the Annex 3 SIGMET format

5.11 The EANPG was informed about problems in processing Canadian SIGMETs, which had been occurring for some time. The problem was related to the omission of the ATS indicator at the beginning of the SIGMET line, which was not compliant with the format defined in Annex 3. This resulted in the inability in switching system performing syntax checks to forward the data. In addition, end systems would not be able to store the SIGMET for extraction for pre-flight planning or airline operational control purposes. Liaison on a bilateral basis had been made with the Canadian authorities. They had indicated that they had filed a difference with ICAO concerning the relevant Annex 3 provisions.

5.12 The EANPG, with strong support from IATA, agreed that corrective actions should be further explored.

CONCLUSION 44/35 - NON-ADHERENCE TO THE ANNEX 3 SIGMET FORMAT

That the ICAO Regional Director explore possible actions to eliminate problems with non-adherence to the SIGMET format.

Navigation aids – identification code duplication

5.13 The issue of duplication of identification codes used for navigation was considered in the context of evidence that Flight Management Systems (FMS) could be confused when scanning for an en-route aid because duplicate identification codes were detected within radio line-of-sight (RLOS). The EUR ANP specified that codes should not be duplicated within 600 NM, except for aids used exclusively for final approach and landing. This provided the possibility for duplicate identification codes within RLOS.

5.14 Before making any decisions on how the issue should be resolved, the Group agreed that the following questions needed to be addressed:

- a) did FMS rely on unduplicated codes for their utilization of ground based navigation aids?
- b) would duplicated codes on different aids cause problems (e.g. a VOR and DME using the same code)?
- c) would duplicated codes on en-route and terminal navigation aids cause a problem to FMS?

5.15 With this information available it would be then possible to determine what code management mechanism needs to be in place and any necessary rule changes. It was agreed that the COG undertake this task.

6. Implementation Issues

Expansion of RVSM applicability area

6.1 The Group was provided with information on a study regarding justification for the implementation of reduced vertical separation minimum (RVSM) in the Eastern part of the ICAO European Region. According to the study report, the benefits of RVSM implementation, such as an increase in Area Control Centre (ACC) sector capacity, a reduction in fuel consumption, which were recently obtained in the initial implementation of RVSM in the EUR Region, could also be expected in the remainder of the ICAO EUR Region, particularly in remote areas without radar coverage. It was agreed that many of the benefits were being lost in so-called transition areas, where aircraft were changing cruising flight levels in order to enter or leave the RVSM applicability area. Therefore, the Group agreed that a co-ordinated plan to expand RVSM in the EUR Region should be developed and that a common implementation date should be agreed upon.

CONCLUSION 44/36 - EXPANSION OF RVSM APPLICABILITY AREA IN ICAO EUROPEAN REGION

That those States in the Eastern part of the ICAO EUR Region, which intend to implement reduced vertical separation minimum (RVSM), do so on the basis of a coordinated programme at an agreed date in order to keep the number of RVSM transition areas to a minimum.

Special Implementation Projects

6.2 The Group noted that from 18 to 22 November 2002 an aerodrome safety workshop had been held in Almaty, Kazakhstan, mainly for States in the Eastern part of the Region. The event was focused on the recently promulgated provisions in Annex 14 pertaining to aerodrome certification and the establishment of safety management systems. The forthcoming expansion in 2004 of the Universal Safety Oversight Audit Programme to encompass Annex 14 had also been an important topic.

Workshops and seminars

6.3 The successful workshop on runway safety (Brussels, 9 and 10 September 2002), held under the joint auspices of Eurocontrol, the Group of Aerodrome Safety Regulators, ICAO and the Joint Aviation Authorities, was noted by the Group. Among concerns raised at the workshop were the lack of occurrence data and a reluctance among those involved to share safety information in combination with the absence of a harmonized and consistent approach for the analysis of data on runway incursions (Agenda Item 5 refers).

Assessment and reporting of Runway Visual Range (RVR)

6.4 The Group recalled that before recommending the harmonisation of the RVR (concerning the location of the sensors and the calculation) it had been agreed to perform cost/benefit study. A complete study had not been possible to perform due to the lack of information and the difficult correlation between airline costs and RVR readings. It had anyway been concluded by the METG that the relation between the possible economic effects of a strict harmonization of the RVR procedures and a reduction of the delays was not possible to derive from the study.

6.5 Due to the high costs involved in a relocation of RVR measuring instruments and the fact that the effect of the distance from the centre line was actually not known, the Group agreed that there was no solid basis to require a strict adherence to the Annex 3 recommendations related to the location of the RVR instruments and consequential relocation of existing installations. Adherence to the Annex 3 provisions for measurement and calculation of RVR as well as to guidance provided in the Manual on Runway Visual Range Observing and Reporting Practices (Doc 9328) should however be a requirement and special attention should be paid to the provisions for location of the instruments when installing new equipment.

CONCLUSION 44/37 - ADHERENCE TO THE ANNEX 3 PROVISIONS FOR ASSESSMENT AND REPORTING OF RUNWAY VISUAL RANGE (RVR)

That the ICAO Regional Director invite the EUR provider States to review their procedures for assessment and reporting of RVR and to pay special attention to the location when installing new RVR instruments in order to improve the adherence to the Annex 3 provisions.

Implementation of MET services in the Eastern part of the EUR Region

6.6 The Group noted the progress of the work performed on implementation of MET services in the Eastern part of the EUR Region. The work had focused on analysis of the training needs and work was ongoing in the development of a refresher course programme and in the harmonization of national systems for licensing for MET personnel. Work had also been performed to eliminate some of the deficiencies in the distribution of OPMET data from this part of the EUR Region.

Implementation of quality assurance in MET

6.7 The Group also noted the work in the implementation of quality assurance in MET, in which the main activity had been to support the first MET Quality Assurance workshop. The need for further implementation support of a MET quality management system, as recommended in Annex 3 since 1 November 2001, in the form of additional workshops and the early availability of ICAO Guidance Material had been confirmed. The future work would concentrate on the consolidation of existing material (including relevant material from WMO) in order to make this available for early implementation support, pending the development of global guidance material.

Implementation of AIS/MAP in the Eastern part of the EUR Region

6.8 The Group noted that in response on questionnaires from the States concerned it has become clear that several of the Annex 4 and Annex 15 requirements were currently not met, in particular concerning quality systems, which were not implemented in any of these States. Several of the States have not yet published their own AIP, nor established their own international NOTAM office. As consistent and accurate aeronautical information in the CNS/ATM environment is clearly safety related, the Group agreed on the need for a Special Implementation Project (SIP) in the form of an ICAO regional seminar covering all important areas in AIS/MAP and specially tailored for the States in the Eastern part of the EUR Region.

CONCLUSION 44/38 – SPECIAL AIS/MAP IMPLEMENTATION PROJECT FOR THE STATES IN THE EASTERN PART OF THE EUR REGION

That ICAO consider a special implementation project (SIP) in order to hold an AIS/MAP seminar for the States in the Eastern part of the EUR Region to improve the implementation of SARPs and the level of safety and efficiency.

6.9 Recognizing the importance of the implementation of an AIS quality system, the Group agreed that this issue should be given high priority and coordinated with the ICAO regional AIS/MAP seminar. Based on information about the successful Eurocontrol support programme for the ECAC area, the Group agreed that the possibilities to extend this support to the Eastern part of the EUR Region should be explored.

CONCLUSION 44/39 – EUROCONTROL SUPPORT OF THE IMPLEMENTATION OF AIS QUALITY SYSTEMS IN THE STATES IN THE EASTERN PART OF THE EUR REGION

That the ICAO Regional Director invite Eurocontrol to assist ICAO in supporting the States in the Eastern part of the EUR Region, in the initial set-up of the implementation of an AIS quality system in accordance with Annex 15.

Horizontal Expansion of 8.33 kHz airspace (HEX)

6.10 Eurocontrol advised the Group of the current status of the HEX programme. The majority of HEX States had conducted frequency conversion reviews. There were 72 planned conversions and a further 19 possible conversions. The majority of the conversions were expected to take place by the end of 2003. All the necessary pre-requisites were met, which enable the co-ordinated removal of 8.33 kHz exemptions in 19 States on the 31st of October 2002.

6.11 The Group agreed to urge all HEX States to achieve the proposed 25 to 8.33 kHz conversion within the planned time scales and to examine all "possible" 25 to 8.33 kHz conversion and make a stronger commitment to their eventual implementation. The Group also agreed that other EUR Region States should consider implementing 8.33 KHz channel spacing.

Further expansion of 8.33 kHz Channel Spacing Airspace

6.12 In order to address the problem of a shortage of VHF communications capacity, plans for the implementation of reduced channel spacing (from 25 kHz to 8.33 kHz) were agreed by the EANPG in 1996. Implementation above flight level 245 commenced in nine of the central European States in 1999.

6.13 In 1996, when the initial implementation was being planned, the EANPG had also identified that vertical expansion of 8.33 kHz airspace was likely to be required by 2003. The need for vertical expansion was deferred by the decision in 2000 to first expand 8.33 airspace horizontally to as many

peripheral States as possible. The capacity provided by the initial 8.33 implementation and the anticipated additional capacity to be provided by the horizontal expansion, were expected to be exhausted by 2006.

6.14 The shortage of communications capacity caused by the saturated VHF COM band had a direct bearing on the following:

- a) new operational requests for frequency allocation were subject to long delays or the high risk of not being satisfied at all. This had a direct impact on any ATS capacity enhancement measures;
- b) ATS enhancement programmes such as LINK 2000 may be impossible to implement because of lack of VHF channels;
- c) expensive and time consuming effort, including frequency management Block Planning Meetings, were necessary to make even very small progress in identifying new frequency allocations. This expense was in addition to the material and labour costs associated with the frequent reassignments that were necessary to achieve these small gains;
- d) the success of the Block Planning process was totally dependent on the cooperation of frequency users to make the required frequency changes; and was outside the control of the EANPG frequency management process.

6.15 Eurocontrol studies on VHF communications capacity problems confirmed that the only feasible option for addressing current capacity problems was the phased expansion of 8.33 kHz airspace. In order to enable the expansion of 8.33 kHz airspace, the EANPG agreed to the following:

CONCLUSION 44/40 – EXPANSION OF 8.33 KHZ AIRSPACE

That, in order to meet VHF communications capacity requirements, States in the European Region:

- a) **expand the area of 8.33 kHz operation and in doing so, take all practical measures available to minimise the impact on General Aviation VFR and all State Aircraft;**
- b) **undertake the expansion in the following phases, with the understanding that individual States have the right to grant exemptions for aircraft and/or airspace volumes (in the same manner as the initial implementation of 8.33 kHz, on the basis of the requirement and/or the ability to participate);**

Phase 1: above FL 195 in the ICAO EUR Region from 2006;

Phase 2: as required in particular terminal control areas (TMA)s and control zones (CTR)s where individual States have determined this to be a practical measure for alleviating VHF congestion; and

Phase 3: in designated controlled airspace in the ICAO EUR Region from 2009 onwards.

CONCLUSION 44/41 – IMPLEMENTATION MEASURES FOR 8.33 KHZ

That, the ICAO Regional Director inform States of the importance that the EANPG places on the following:

- a) **that every measure possible be taken by States, both technical and operational, to convert the maximum number of 25 kHz channels to 8.33 kHz channel spacing in all existing and planned 8.33 kHz airspace;**
- b) **that States impress on Operational Control (OPC) users the critical importance of converting 25 kHz channels to 8.33 kHz;**
- c) **that States encourage, on a voluntary basis, individual groups, such as gliders, hot air balloons, etc, to convert to 8.33 kHz as a group, for their own use, wherever this is feasible, ahead of any general expansion of 8.33 kHz airspace;**
- d) **that States urge all airspace users to prepare for the phased implementation of expanded 8.33 kHz airspace and the consequent need for any new VHF communications equipage to be 8.33 kHz compatible; and**
- e) **that all States adjacent to the 8.33 kHz area of operation implement 8.33 kHz themselves as soon as possible.**

CONCLUSION 44/42 – DOCUMENTATION AMENDMENTS FOR 8.33 KHZ EXPANSION

That, the ICAO Regional Director circulate amendment proposals for the relevant documentation, at the appropriate time and with due consultation, to enable the expansion of 8.33 kHz area of operation.

CONCLUSION 44/43 – MANAGEMENT OF 8.33 KHZ AIRSPACE EXPANSION PROGRAMME

That, Eurocontrol be invited to manage the programme for the expansion of 8.33 kHz airspace as outlined in EANPG Conclusion 44/40.

6.16 The Eurocontrol ACG had identified the need to plan the expansion of 8.33 kHz airspace to include all controlled airspace in the foreseeable future. On present indications this action was not expected to meet capacity demands beyond 2016. This would mean that, unless a new technology, or other suitable solutions were identified and agreed to by 2009, all the remaining VHF voice communication requirements in Europe would most likely need to be converted to 8.33 kHz by 2016. The 2009 decision date was based on the need to provide adequate notice for the introduction of a new communications system.

CONCLUSION 44/44 – EXPANSION OF 8.33 KHZ AIRSPACE TO INCLUDE ALL EUROPEAN VOICE COMMUNICATION REQUIREMENTS

That, the ICAO Regional Director inform States and relevant organizations of the probability that, unless a new technology, or other suitable solutions, that met the demand for VHF capacity, were identified and agreed by 2009, 8.33 kHz channelling may need to be introduced for all VHF voice communications requirements in Europe by about 2016.

AMHS Implementation

6.17 The Group considered a strategy for ATS Message Handling Systems (AMHS) implementation, which addressed the following issues:

- a) the X.25 protocol is used by AFTN/CIDIN and also formed an element of the transport layers of future services. Because industry support for X.25 was expected to cease in the near future, there was a technical imperative to use an alternative transport protocol for the AMHS;
- b) the initial requirements would be for only the AMHS Basic Service which meet the requirements of AFTN/CIDIN. There are no known plans that require AMHS Extended Services;
- c) implementation of ATN Air-Ground applications and support services are most likely to lag behind AMHS by at least 5 years;
- d) by implementing AMHS on TCP/IP communications protocol, the known requirements can be met in a much more cost-effective manner; and
- e) depending on the progress of operational requirements and full ATN implementation and the global expansion of AMHS Basic Services, issues concerning the boundary States between TCP/IP and ATN AMHS service areas may need to be addressed at a future date.

6.18 Considering the technical issues, the known operational requirements and the cost implications, it was considered there were sufficient substantial reasons for using TCP/IP communication protocol for the initial implementation of AMHS, as a transition mechanism to enable AMHS operations to commence ahead of the eventual full SARPs compliant systems. The Group agreed to the following.

CONCLUSION 44/45 – EUROPEAN AMHS IMPLEMENTATION PLANS

That, States in the European Region use the TCP/IP Communication protocol for the initial implementation of ATS Message Handling Systems (AMHS), as a transition mechanism to enable AMHS operations to commence ahead of the eventual full SARPs compliant data transmission systems.

6.19 The COG was also tasked with developing principals for the operation of inter-regional gateways to accommodate any transition issues from the AFTN/CIDIN to ATN AMHS operations.

7. Administrative and Organisational Issues

Eleventh Air Navigation Conference

7.1 The EANPG noted that the Council of ICAO had approved the convening of the Eleventh Air Navigation Conference in Montreal from 22 September to 3 October 2003. It was considered that preparation for the Conference would be enhanced by conducting a regional seminar, taking into account the present regional/global air navigation planning processes, to review the agenda and available material to be considered by the Conference. The aim would be to improve the general understanding of the issues to be faced by the Conference in order to assist States with their preparations and, in doing so, enhance the outcome of the Conference.

CONCLUSION 44/46 – PREPARATORY SEMINAR FOR THE 11TH ICAO AIR NAVIGATION CONFERENCE

That the ICAO Regional Director conduct a seminar to assist States with their preparations for the Eleventh ICAO Air Navigation Conference.

Fifth Worldwide Air Transport Conference

7.2 The Group noted that the Council of ICAO had decided to convene the Fifth Worldwide Air Transport Conference with the theme "Challenges and Opportunities of Liberalization", to be held in Montreal from 24 March to 29 March 2003. As part of the preparatory process for that Conference, an informal seminar would be held on 22 and 23 March 2003, immediately prior to the Conference. It was highlighted that this seminar was intended to provide a forum in which participants could review regulatory developments, highlight issues and share liberalization experiences, thereby paving the way for more substantive discussions at the Conference itself.

Increasing the efficiency and effectiveness of PIRGs

7.3 The EANPG noted the concerns expressed with regard to the role and activities of planning and implementation regional groups (PIRGs). To be more cost-efficient, the EANPG had agreed from the outset only to call meetings when absolutely necessary and in the interest of the region. It was recalled that the Group had originally met twice a year for five days and that this frequency had been reduced gradually to the present cycle of an annual three-and-a-half-day meeting. The EANPG was constantly reviewing its activities and work programme to ensure optimum efficiency. It was further recalled that no full-scale Regional Air Navigation Meeting had been held in the EUR Region since the establishment of the EANPG in 1972, in line with the original reason for creating the Group.

7.4 It was noted that the current work programme of the EANPG was sufficiently dynamic to warrant, for the foreseeable future, annual meetings of limited duration. A significant change in this cycle would jeopardize the planning process of contributing States and organizations. Furthermore, it would delay CNS/ATM systems implementation and prompt States and international organizations concerned to take unilateral/multilateral action outside the regional planning processes. It may also disturb the existing balance between planning and implementation activities in the EUR Region. Several of the most important current regional activities, such as "Single European Sky", airspace harmonization issues, RVSM safety performance monitoring and 8.33 kHz channel spacing would require annual meetings for their successful advancement.

7.5 To further enhance the efficiency and effectiveness of the EANPG, the Group agreed to review and propose adjustments to its terms of reference.

CONCLUSION 44/47 - PROPOSED REVISED TERMS OF REFERENCE FOR THE EUROPEAN AIR NAVIGATION PLANNING GROUP

That the proposed revised terms of reference of the European Air Navigation Planning Group (EANPG), contained in Appendix B to the EANPG/44 Report, be submitted for approval.

8. Any Other Business*Uninhabited Aerial Vehicles (UAV)*

8.1 In follow up to EANPG Decision 43/40 – "Development of ICAO provisions related to the use of Uninhabited Aerial Vehicles (UAV)", the Group was informed of the discussions and actions taken by the Air Navigation Commission (ANC) concerning developments of ICAO provisions related to the use of Uninhabited Aerial Vehicles (UAV). In particular, it was noted that, in addition to the consultation that will take place with States, input from the EANPG was also expected.

8.2 As the first step in this exercise, the Group agreed that the international civil aviation operational requirements for UAVs should be clearly defined. In that perspective the Group supported the activities engaged on this matter by a joint Eurocontrol/Joint Aviation Authorities (JAA) Task Force. To this end, it was agreed that the COG should monitor developments in order to develop a common European

position. In addition, Article 8 of the Convention on International Civil Aviation ("Pilotless aircraft") was underlined as a cornerstone in the development of any provisions on the subject. In this connection, the Group noted that the ICAO EUR/NAT Office would seek clarification from the Legal Bureau on this matter.

DECISION 44/48 - DEVELOPMENT OF OPERATIONAL REQUIREMENTS FOR THE USE OF UNINHABITED AERIAL VEHICLES (UAV) BY INTERNATIONAL CIVIL AVIATION

That the EANPG Programme Coordinating Group (COG):

- a) monitor the developments of the definition of operational requirements for the civil use of UAVs; and**
- b) consequently, develop a common European position on the matter for consideration by the EANPG before the end 2003.**

Work Programme

8.3 The Group adopted its revised work programme, which had been updated to take account of developments at the meeting, and agreed it be published in Supplement 1 of the EANPG Handbook.

Meetings schedule

8.4 After considering the issues to be addressed the Group agreed that its meeting schedule for 2003 should be as follows:

COG/26	3 to 6 June 2003 (to be confirmed)
COG/27	21 to 23 October 2003
EANPG/45	1 to 4 December 2003

APPENDIX A

LIST OF PARTICIPANTS

(Paragraph i.2.2 refers)

Members of the EANPG and Contracting States

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ALGERIA

Mr Rabah REZZIK

Mr Smâil ALILI

BALTIC STATES *

(Estonia, Latvia, Lithuania)

Mr Algimantas RAŠCIUS (*Lithuania*)**

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NORDIC STATES *

(Denmark, Finland, Norway, Sweden)

Mr Per WALLDEN ** (*Sweden*)

Mr Bjørn BØ (*Norway*)

POLAND

Mr Witold KAMOCKI

Mr Tadeusz KUREK

* *Member* ** *Nominated Member of the State or Grouping of States* # *Part-time*

PORTUGAL *

Mr Carlos MONTEIRO**
Mr Abel PARAIBA

ROMANIA

Mr Mihal NECULA

RUSSIAN FEDERATION *

Mr Leonid SCHERBAKOV**
Mr Vasily TOPCHIEV
Mrs Elena STEPANOVA
Mr Vitaliy KHROLENKO
Mr Boris KISELEV
Mr Grigory LEVCHUK
Mr Valery SURIN
Mr Oleg GANYAK

SLOVAK REPUBLIC

Mr Miloslav DANIHELIK
Mr Marian MIHALUS

SPAIN *

Mr Juan C. GALAN
Mr Javier MARTINEZ
Mr Angel MARTINEZ

SWITZERLAND *

Mr Paul STUCKI**
Mr Bernard SCHWENDIMANN

**THE FORMER YUGOSLAV REPUBLIC OF
MACEDONIA**

Mr Fahrudin HAMIDI
Mr Toni PRGOMET

TUNISIA

Mr Ridha DRIDI
Mr Monôom JENNANE
Mr Mohamed REJEB

UKRAINE *

Mr Viktor N. NASTASIENKO

UNITED KINGDOM *

Mr George ENNIS**
Mr Phil ROBERTS

UNITED STATES

Mr Gerald RICHARD
Mr James NASIATKA#

International Organizations / Organisations internationales

EUROCONTROL

Mr Eamon F. CERASI
Mr Theofanis PAPTAEFANOUS
Mr Chris BOUMAN #
Mr Istvan BOZSA
Mr Peter ALTY#

EUROPEAN COMMISSION

Mr Cesare BERNABEI#
Mr Torsten KLIMKE

IACA

Mr Stef SLAVUJEVIC

IAC/CIS (Interstate Aviation Committee)

Mr Oleg K. ERMOLOV
Mr Alexander V. FILATOV

IATA

Mr Cees GRESNIGT

IBAC

Mr François CHAVATTE

IFALPA

Mr Madison WALTON

IFATCA

Mr Nicolas Y. LYRAKIDES

** Member ** Nominated Member of the State or Grouping of States # Part-time*

APPENDIX B

PROPOSED REVISED TERMS OF REFERENCE FOR THE EUROPEAN AIR NAVIGATION PLANNING GROUP

(Paragraph 7.5 refers)

The terms of reference of the European Air Navigation Planning Group (EANPG) are to:

- a) ensure the continuous and coherent development of the European Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions and consistent with global requirements;

Note: The successful execution of this item presupposes timely promulgation by ICAO of the EUR Regional Air Navigation Plan, the Regional SUPPs (Doc 7030) and related material, including the amendment thereto.

- b) develop amendment proposals for the update of the European Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
- c) provide input to the work of appropriate ICAO bodies in the field of air navigation;
- d) monitor implementation of air navigation facilities and services and, where necessary, ensure harmonization, taking due account of cost/benefit analyses, business case development, environmental benefits and financing issues;
- e) ensure the conduct of any necessary systems performance monitoring, identify specific problems in the Air Navigation field, especially in the context of safety and security, and propose action aimed at solving any identified problems;
- f) ensure close cooperation with relevant organizations and State groupings to optimize the use of available expertise and resources;
- g) identify possible safety threats and consequently develop a safety analysis that would result in the allocation of priorities to address deficiencies using the Global Air Safety Plan (GASP) as a model;
- h) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary; and
- i) conduct the above activities in the most efficient manner possible, with a minimum of formality and documentation, and call meetings of the EANPG only when required, commensurate with developments in the aeronautical field and with progress of the work of the Group.

Note: At this time (2002), the ideal meeting cycle for the EANPG is once per year to maintain full control over the work programme. This cycle will be reviewed by the EANPG at each of its meetings in light of work progress and emerging issues, as well as in response to air navigation issues and implementation needs.

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