
APPENDIX L – PRIORITY SAFETY TARGETS AND ASSOCIATED METRICS FOR THE ICAO EUR REGION

ST1- Improvement of the accident rate in commercial air transport

- **Safety Target:** Reduce by end 2017 the regional accident rate in commercial air transport in the ICAO EUR Region when compared with the average regional accident rate for the 2009-2013 period.
- **Metric:** Moving five-year regional average accident rate (for aircraft of a maximum certificated mass of over 2 250 kg in scheduled operations).

ST2- Strengthening of the resources of the Civil Aviation Authorities (CAAs)

- **Safety Target:** Increase by end 2017 the regional average Effective implementation (EI) score (as assessed and validated by ICAO through USOAP CMA) for Protocol Questions (PQs) related to the financial and human resources of the CAAs, including their capacity to attract, recruit and retain the necessary qualified safety oversight staff, when compared with the average regional EI level for these PQs for 2013.
- **Metric:** Yearly regional average EIs for PQs related to the financial and human resources of the CAAs.

ST3- Strengthening of States' systems for licensing, certification, surveillance and resolution of safety concerns

- **Safety Target:** Increase by end 2017 the regional average Effective implementation (EI) score for PQs related to CE6, CE7 and CE8 in the PEL, OPS, AIR, ANS and AGA areas (as assessed and validated by ICAO through USOAP CMA), when compared with the average regional EI level for these PQs for 2013.
- **Metric:** Yearly regional average EIs for PQs related to CE6, CE7 and CE8 in the Personnel Licensing (PEL), Aircraft Operations (OPS), Airworthiness (AIR), Air Navigation Services (ANS) and Aerodromes (AGA) areas.

ST4- Resolution of Significant Safety Concerns (SSCs)

- **Safety Target:** States to resolve all identified Significant Safety Concerns by end 2014, and no new SSC after February 2014.
- **Metric:** Percentage of resolved SSCs in the Region.

ST5- Implementation of the State Safety Programme (SSP)

- **Safety Target:** All States to have implemented SSPs by end 2017.
- **Metrics:**
 - Yearly results from State's SSP gap analysis - using tool published by ICAO on the ISTARSPACE website
(<https://portal3.icao.int/ISTARS/Pages2/SSP%20Gap%20Analysis.aspx>)

ST6- Investigation of accidents and serious incidents in commercial air transport

- **Safety Target:** Improve by end 2017 the regional rate of accidents and serious incidents, as reported to ICAO, in commercial air transport (for aircraft of a maximum mass of over 2 250 kg) for which an investigation has been launched according to ICAO Annex 13 when compared with the regional rate for 2013.
- **Metric:** Yearly regional rate of accidents and serious incidents, as reported to ICAO, in commercial air transport (for aircraft of a maximum certificated mass of over 2 250 kg) for which an investigation has been launched by the State of occurrence according to ICAO Annex 13, or delegated by that State to another State or to a Regional Accident Investigation Organization (RAIO).

Note: all terms used in these safety targets and metrics are according to ICAO provisions

APPENDIX G - EUR ASBU IMPLEMENTATION PLAN

Approved by EANPG/55, November 2013

(paragraph 4.18 refers)

Table 1 – ASBU Block 0 Modules – Priority 1

Module Code	Module Title	Applicability Area	Priority	Regional mandate (Doc 7030)	Indicator*	Target	Monitoring (ICAO)	Monitoring (ESSIP)	Remarks
B0-APTA	Optimization of Approach Procedures including vertical guidance	EUR	1	Yes	% of international aerodromes having at least one instrument runway provided with APV with Baro VNAV procedure implemented	100% in 2018 for applicable aerodromes.	ICAO EUR ANP (PBNTF, AWOG)	NAV10	For ECAC: runways with instrument procedures; IDP identifies list of runway ends. Note - FOC date for NAV10 is 12/2016 As NAV10 covers only RNAV Approaches with Vertical Guidance. Hence, it is missing the monitoring of RNP APCH with Basic GNSS; So add question in LSSIP on LNAV
B0-SURF	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	Selected Aerodromes (list to be established in coordination with AU and ANSPs)	1	Yes	% of applicable international aerodromes having implemented A-SMGCS Level 2	100% in 2018 for applicable aerodromes.	ICAO EUR ANP EANPG (AWOG)	AOP04.1; AOP04.2	
B0-FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	EUR – AIDC/OLDI	1	No	% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC / OLDI with neighbouring ACCs	100% of FIRs within which all applicable ACCs have implemented AIDC or OLDI by 2015	ICAO EUR ANP EANPG (AFSG)	ATC17 ITY-COTR ITY-FMTP	For EU+: EC Reg. 30/2009 (a/g data link) based on OLDI & ADEXP
B0-DATM	Service Improvement through Digital Aeronautical Information Management	EUR	1	No	- % States having implemented an integrated aeronautical information database - % States having implemented QMS	- 100% States having implemented an integrated aeronautical information database by 2018 - 100 % States having implemented QMS by 2018	ICAO EUR ANP EANPG (AIMTF)	INF04	

* High Level Indicators that should be further refined/expanded by the COG ASBU TF

Module Code	Module Title	Applicability Area	Priority	Regional mandate (Doc 7030)	Indicator*	Target	Monitoring (ICAO)	Monitoring (ESSIP)	Remarks
B0-ACAS	ACAS Improvements	EUR	1	Yes	% of aircraft equipped with TCAS v 7.1	All new aircraft in Europe since March 2012 Retrofit: 12/2015	IATA ICAO EUR ANP EANPG (RDGE, ATMGE)	ATC16	For EU+: EC Reg. 1332/2011
B0-SNET	Increased Effectiveness of Ground-Based Safety Nets	EUR – STCA Level 2	1	No	% of States having implemented ground-based safety-nets (STCA, APW, MSAW, etc.)	100% of States having implemented ground-based safety-nets (STCA, APW, MSAW, etc.) by 2018	ICAO EUR ANP EANPG (ATMGE)	ATC02.2 ATC02.5 ATC02.6	

Table 2 – Remaining ASBU Block 0 Modules

Module Code	Module Title	Applicability Area	Priority	Regional mandate (Doc 7030)	Indicator [†]	Monitoring (ICAO)	Monitoring (ESSIP)	Remarks
B0-WAKE	Increased Runway Throughput through Optimized Wake Turbulence Separation	Selected Airports/TMA (list to be established in coordination with AU and ANSPs)		Yes	% of applicable international aerodromes having implemented increased runway throughput through optimized wake turbulence separation	ICAO EUR ANP EANPG (ATMGE)	None	
B0-ACDM	Improved Airport Operations through Airport-CDM	Selected Airports (list to be established in coordination with AU and ANSPs)		No	% of applicable international aerodromes having implemented improved airport operations through airport-CDM		AOP05	
B0-RSEQ	Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	Selected Airports/TMA/ACC (list to be established in coordination with AU and ANSPs)		No	% of applicable international aerodromes having implemented AMAN / DMAN		ATC07.1;ATC15	The EU dates are equal to the FOC dates of ATC07.1 (2015) and ATC15 (2017) but they are not “EU-wide” as they are not backed by an IR. The applicability is some EU States and some non-EU States.
B0-AMET	Meteorological information supporting enhanced operational efficiency and safety	EUR		No	- % of States having implemented SADIS / WIFS - % of States having implemented QMS	ICAO EUR ANP EANPG (METG)	None	Global interoperability
B0-FRTO	Improved Operations through Enhanced En-Route Trajectories	EUR		No	% of FIRs in which FUA is implemented	ICAO EUR ANP EANPG (RDGE, ATMGE)	AOM19; AOM20; NAV03	Flexible routing N/A
B0-NOPS	Improved Flow Performance through Planning based on a Network-Wide view	EUR		No	% of FIRs within which all ACCs utilize ATFM systems	ICAO EUR ANP EANPG (RDGE, ATMGE)	FCM01	
B0-ASUR	Initial capability for ground surveillance	EUR Deployment dependent on local configuration gaps		Yes	% of international aerodromes where ADS-B or SSR or MLAT are implemented for ground surveillance	ICAO EUR ANP EANPG (ATMGE)"	ITY-SPI	For EU+: EC Reg. 1207/2011 on ADS-B Out and Mode S Surveillance. Reg. 1206/2011 on Aircraft identification

[†] High Level Indicators that should be further refined/expanded by the COG ASBU TF

Module Code	Module Title	Applicability Area	Priority	Regional mandate (Doc 7030)	Indicator [†]	Monitoring (ICAO)	Monitoring (ESSIP)	Remarks
B0-ASEP	Air Traffic Situational Awareness (ATSA)	Need for AIRB & VSA to be expressed by airlines		Yes	% of States having implemented air traffic situational awareness	ICAO EUR ANP EANPG (RDGE, ATMGE)	None	
B0-OPFL	Improved Access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B	EUR		Yes	% of FIRs having implemented in-trail procedures	ICAO EUR ANP	NIL	European ATM Master Plan - Data Set 9 – Nov. 2012, AUO-0503: In-trail Procedure in Oceanic Airspace (ATSA-ITP)
B0-CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)	Selected Airports (list to be established in coordination with AU and ANSPs)		No	- % of international aerodromes / TMAs with PBN STAR implemented - % of international aerodromes where CDO is implemented	ICAO EUR ANP EANPG (PBN TF, ATMGE)	ENV01	
B0-TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route	EUR for defined FIRs		Yes	% of FIRs having implemented data link en-route	IATA (aircraft) ICAO EUR ANP EANPG (ATMGE)	ITY-AGDL (ground systems)	For EU+: EC Reg. 29/2009 So add question in LSSIP on ADS-C
B0-CCO	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)	EUR Airports within defined list		No	- % of international aerodromes / TMAs with PBN SID implemented - % of international aerodromes where CCO is implemented	ICAO EUR ANP EANPG (PBN TF, ATMGE)		