REPORT OF

THE FIFTY-SECOND MEETING OF

THE EUROPEAN AIR NAVIGATION PLANNING GROUP

(Paris, 23 to 25 November 2010)

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0.   INTRODUCTION

Place and duration

0.1   The 52nd Meeting of the European Air Navigation Planning Group (EANPG) took place in the premises of the European and North Atlantic (EUR/NAT) Office of ICAO from 23 to 25 November 2010.

Attendance

0.2   The Meeting was attended by 66 representatives of 29 member and non-member States and by observers from 5 international organisations. A list of participants is at **Appendix A**.

Officers and Secretariat

0.3   Mr Phil Roberts, the Chairman of the EANPG, presided over the meeting throughout its duration. Mr Karsten Theil, ICAO Regional Director, Europe and North Atlantic, was Secretary of the meeting and was assisted by Mr George Firican, Deputy Director, Mrs Carole Stewart-Green, Mr Gregory Brock, Mr Sven Halle, Mr Victor Kourenkov, Mr Elkhan Nahmadov, Mr Léon Vonlanthen, from the ICAO EUR/NAT Office, Mr Mohamed Smaoui from the MID Office and Mr Gustavo de Leon from Air Navigation Bureau, Montreal. Additional assistance was provided by Mrs Patricia Cuff, Ms Rosa Maria Di Martino, Ms Delia Dimitriu, Mrs Nikki Goldschmid, Ms Leyla Suleymanova, Mr J. Benoist, Mr Andrei Filipoiu, Mr Aurel Moater from the European and North Atlantic Office.

Conclusion, Decisions and Statements

0.4   The EANPG records its action in the form of Conclusions, Decisions and Statements 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.

  Note: in order to qualify as such, a Decision or a Conclusion shall be able to respond clearly to the "4W" criterion (What, Why, Who and When)

- **Statements** deal with a position reached by consensus regarding a subject without a requirement for specific follow-up activities.

Agenda

0.5   The Group agreed to the following agenda for organising the work of the Meeting and the structure of the report:

Agenda Item 1:   Review of significant international aviation developments

Agenda Item 2:   Previous EANPG follow up

Agenda Item 3:   Aviation safety

Agenda Item 4:   **Planning and implementation issues**

    a)   Amendment to ICAO documents, ICAO provisions;

    b)   Air Traffic Management;

    c)   Aeronautical Information Management;

    d)   Communication, Navigation and Surveillance;

    e)   Human resources - Language Proficiency Requirements;

    f)   PBN;

    g)   Meteorology;

    h)   The implementation of the new content of the FPL in 2012.

Agenda Item 5:   **Monitoring**

Agenda Item 6:   **Deficiencies**

Agenda Item 7:   **Any Other Business**

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1.   REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

Assembly

1.1   The EANPG noted a brief presentation by the Secretariat on the main outcome of the 37th ICAO Assembly (complete information to be found at: http://www2.icao.int/en/Assembly37newsroom-public/default.aspx#).

European Commission

1.2   The European Commission advised the EANPG that its recent efforts had focussed on the implementation of the second package of the Single European Sky (SES) regulations; the deadline for the implementation of these regulations was the end of 2012. A new regulation (EU) No. 691/2010 laying down a performance scheme for air navigation services and network functions had been approved in July 2010, which introduced a performance framework with quantified performance targets and which was also linked to the revised version of the EC charging regulation.

1.3   The EANPG was advised that, with regard to Functional Airspace Blocks (FABs), which, in accordance with the SES Regulation must be established by the end of 2012, an IR was being developed which would define the criteria for States to follow when establishing FABs. The European Commission was working in close cooperation with EUROCONTROL to develop supporting guidance material. The draft IR on Network Management was nearly finalized and it was expected that the Single Sky Committee would approve it by the end of January 2011. Among other subjects, the Network Management IR affected route design and development, frequency management and the management of Secondary Surveillance Radar (SSR) codes, issues which were also coordinated at the regional level through the working structure of the EANPG. The European Commission had recently signed a Memorandum of Understanding with the United States' Federal Aviation Administration (FAA) concerning the Single European Sky ATM Research Programme (SESAR) and NextGen in order to support the alignment of these programmes and ensure interoperability. Close cooperation with ICAO was also being maintained concerning these programmes to support global interoperability; in this regard, the European Commission was working closely with ICAO on the development of material to be presented at the 12th Air Navigation Conference, which was planned to take place in November 2012. During the recent 37th ICAO Assembly, the European Commission had been pleased to see the level of cooperation between itself, other international organizations, States and ICAO and hoped this would continue into the future. Cooperation with EUROCONTROL had intensified, particularly with the assignment of the EUROCONTROL Performance Review Commission as the Performance Review Body and with regard to EUROCONTROL being requested to support regulatory development under its new SES pillar. Finally, the EANPG was informed that the EASA competence had been extended to include Air Traffic Management (ATM) and aerodromes.

International Federation of Airline Pilots Associations (IFALPA)

1.4   IFALPA advised the EANPG that the organisation was feeling economic challenges in line with the financial impacts being experienced by the aviation industry in general. IFALPA was finding it harder to find experts that were able to volunteer their services and was focusing their staff resources to their offices in Montréal, Canada as a means of supporting ICAO processes at the Headquarters level. IFALPA was doing its best to adapt to the changing circumstances and was grateful for the support of European pilot associations, which enabled it to participate in activities of the ICAO EUR Region.

Interstate Aviation Committee (IAC)

1.5   The Representative from IAC drew the attention of the EANPG to the necessity for States to amend their national rules with regard to the investigation of incidents in line with the new provisions in Annex 13 - *Aircraft Accident and Incident Investigation*. IAC was involved in supporting this work and in

particular had prepared a draft document for amending the regulations of the Russian Federation. It was highlighted that these changes would need to be implemented as soon as possible, in view of the November 2010 applicability date for the new provisions.

Establishment of the Regional Aviation Safety Groups (RASGs)

1.6   The EANPG was informed that, subsequent to the decision of the Council in March 2008, which called on the ANC to present a report regarding the development of new structures for the implementation Business Plan related to safety, the Commission initiated a study aimed at identifying a regional mechanism to address safety issues.

1.7   As the current regional mechanisms (such as PIRGs, COSCAPs, RSOOs, DGCA meetings) were not sufficient in addressing and harmonizing regional flight operations safety issues, it was proposed that a new follow-up body was needed that would monitor progress, coordinate actions among States and make recommendations to ICAO to facilitate the implementation of the Global Aviation Safety Plan (GASP) and the associated Global Aviation Safety Roadmap (GASR).

1.8   Further to consultations with States and international organizations, the Commission agreed with the concept of establishing a new regional mechanism, the Regional Aviation Safety Groups (RASGs) and noted that in some areas (e.g. Pan-America) States had already established their own regional mechanism for addressing flight safety issues. The EANPG noted that the establishment of RASGs would not fundamentally change the efforts that are presently underway in several ICAO regions.

1.9   In May 2010, on the recommendation of the Commission, the Council approved the establishment of RASGs in all ICAO regions. The RASGs would develop and implement a work programme that supports a regional performance framework for the management of safety on the basis of the GASP and the GASR. The reports of RASG meetings would be reviewed by the Commission on a regular basis providing interregional harmonization and by the Council as deemed necessary.

1.10   The EANPG noted the concern related to the parallels drawn between the PIRG framework and the RASG. It was noted that while the PIRGs did touch on some safety issues related to ATM, their main tasks remained to deal with air navigation plans at a regional and global level, with ICAO playing a key leadership role. In contrast, safety continued to lie within the sovereignty of individual States.

1.11   The EANPG was informed by the ICAO Regional Director, Europe and North Atlantic, of consultations under way with ECAC, European Commission/EASA and the EURASIA Council regarding the establishment of the RASG EUR. The EANPG noted that an ICAO EUR High-Level Meeting of States that was originally scheduled to take place on 16-17 February 2011 in Paris and was planned to address, *inter-alia*, the establishment of the RASG EUR, had been postponed due to its conflicting dates with other events. The EANPG was informed that the meeting would be re-scheduled for the first half of 2011. The EANPG noted this information and expressed support for the establishment of the RASG EUR. Furthermore, the EANPG reviewed and commented on the proposed amendment to the terms of reference for EANPG to reflect the need for a coordination mechanism between EANPG and future RASG EUR Accordingly, the EANPG agreed the its revised terms of reference as presented at **Appendix B** to this report.

A global CNS technology roadmap

1.12   The EANPG recognized that the existence of numerous, closely related, CNS technologies with different capabilities caused confusion and made it difficult to assess potential benefits. This also made it difficult for States and aircraft operators to make long-term investment decisions.

1.13   The EANPG agreed that it would be beneficial for a global CNS technology roadmap to be created that would inform States of the forecasted capabilities of aircraft and the implementation

programmes of ATS providers. The benefits of such a roadmap would include predictable implementation with early achievement of operational benefits and returns on investment and widespread deployment, which would ease transition issues. The EANPG therefore welcomed the information that the 37th ICAO Assembly had agreed that ICAO should develop a global CNS technology roadmap (a web-based, interactive, graphics-based, information tool) to assist States and other stakeholders with their implementation decisions. It was expected that the roadmap would be endorsed by the 12th Air Navigation Conference in 2012. A draft version of the Global CNS Technology Roadmap would be reviewed at the Air Navigation Technology Forum that was scheduled to take place in 2011.

1.14   In this regard it was recalled that the CNS Part of the ICAO EUR Air Navigation Plan (ANP) was recently reviewed and approved by the ICAO Council. The revised EUR ANP included the regional CNS roadmaps with the aeronautical radio frequency spectrum strategy elements incorporated. It was recalled that the aeronautical radio frequency spectrum sections of the EUR ANP were maintained by the EANPG Frequency Management Group (FMG).

1.15   In this regard, the EANPG agreed that future CNS technology developments should include the need for introduction of more radio frequency spectrum-efficient aeronautical systems and establish timelines for the gradual phase out of older technologies. Furthermore, the EANPG noted that the global aeronautical radio frequency strategy should be an integral part of the Global CNS Technology Roadmap. In this respect, the EANPG recalled that the ICAO global aeronautical radio frequency spectrum strategy and policies were described in the *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies* (Doc 9718) which was maintained by the ICAO Working Group-Frequency (WG-F) of the Aeronautical Communication Panel. It was noted that any proposals for amendments to this global radio frequency spectrum strategy should be channelled through the WG-F.

Civil/military cooperation – in support of optimum airspace use

1.16   The EANPG was informed about the outcome and follow-up to the Global Air Traffic Management Forum on Civil/Military Cooperation, held in Montréal from 19 to 21 October 2009. The Forum emphasized that a flexible and efficient use of the airspace for both civil and military operations would provide benefits in terms of more efficient aircraft operations and improvement of the environment. One of the key conditions for increasing the effective use of available airspace, while maintaining safety and security, was a commitment from both civil and military authorities to improve cooperation and coordination.

1.17   The follow-up to the Forum included the use of ICAO as an open forum for civil/military cooperation, collaboration and the sharing of best practices; developing an ICAO guidance material on civil/military cooperation; working together toward ensuring the safe and efficient integration of unmanned aircraft systems into non-segregated airspace; strengthening States' commitment to enhancing cooperation between civil and military authorities; PIRGs and all partners to collaborate in supporting regional civil/military events; and ICAO to convene a second global forum at an appropriate time to measure progress in civil/military cooperation.

1.18   The EANPG underlined that the participation of military representatives in its meetings was a fact for quite a long time and noted with satisfaction the global developments in the enhancement of civil/military cooperation. In concluding the discussions on this subject, the EANPG noted the need to urge States to work with air navigation service providers and their military counterparts, to take action to establish political will, develop institutional arrangements, set performance objectives and formulate practical and operational measures so to enhance civil/military cooperation in optimizing safe and efficient use of airspace for all users.

Keeping standards relevant

1.19   The EANPG was informed that an extensive analysis of the NextGen and SESAR programmes was conducted to determine their impact on ICAO Standards, manuals and circulars. Although both programmes were based on the *Global Air Navigation Plan* (GANP, Doc 9750), it was found that the programmes had significant differences; and the programmes would require a significant number of changes to the Standards. It was noted that each programme contained deliverables termed "operational improvements", supported by various "enablers".   The enablers, which were technical, operational, procedural or even policy or legal prerequisites, would be required to achieve the operational improvements (generally defined at the same level of technical detail that Air Navigation Commission panels deal with). Both operational improvements and enablers were evaluated to determine if additions to international Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and other documentation would be required.

1.20   The work identified was divided into two categories: clearly defined document changes; and new concepts that require further development. In total, over 300 changes to ICAO documentation were identified. Further work on these would be needed in order to determine their impact on the standards development activities. For each category, ICAO had initiated a "standards roundtable" process in which ICAO would meet regularly with management personnel of NextGen and SESAR and various industry standards-making bodies.   In the standards roundtable process, work schedules would be driven by implementation dates. Standards development would be treated like a project and would adopt a multi-disciplinary approach to SARPs development.

1.21   The EANPG also noted that many other States had developed next generation plans for air navigation modernization including within the ICAO European region. As the number of modernization plans would increase, so too would the challenge of ensuring harmonization. ICAO, starting the task of ensuring harmonization between NextGen and SESAR identified the benefit in extending this exercise to all new air navigation modernization plans. The benefits of this approach would include: the availability of best practices to all and a reduction in transition problems. Therefore ICAO would amend the GANP to include a framework for other States' air navigation modernization plans requiring them to define the objectives of each air navigation modernization programme (in terms of desired operational improvements) and the necessary enablers to support these improvements. States should then submit this information to ICAO for review so that the impact on ICAO's work programme and standards development activities could be determined. The information would then be forwarded by ICAO to the air navigation service providers concerned with appropriate recommendations as: clearly defined needs, engagement in appropriate standards development work and, if necessary, a standards roundtable process like the one applied to NextGen and SESAR.

1.22   The EANPG acknowledged the need for ICAO to amend the GANP to include a framework which would allow ICAO to easily analyze the impact of other States' air navigation modernization plans on the global ATM system and then take appropriate action needed to ensure global harmonization. Consequently, the EANPG adopted the following:

EANPG Conclusion 52/1 -   States' air navigation modernization plans

> That, the ICAO Regional Director, Europe and North Atlantic invite States, when developing their national air navigation modernization plans having an impact on ICAO SARPs, to share those plans in a timely manner with ICAO for review and assessment in order to ensure global compatibility and harmonization.

Work programme of ANC Panels and sub-groups

1.23   The EANPG noted the information related to the work programme of the ICAO voluntary work force: Air Navigation Panels, Study Groups and Task Forces.

Developments in the economic aspects of airports and air navigation services – economic analysis

1.24   The EANPG noted the ICAO work programme relating to statistics, forecasting, economic analysis and the accomplishments of ICAO in assisting States to operate airports and air navigation services in an efficient and cost effective manner.

Cooperation between MATMC of Russian Federation and CFMU

1.25   The EANPG was informed on the progress regarding ATFM operational cooperation between the Main ATM Centre (MATMC) of the Russian Federation and the Central Flow Management Unit (CFMU) of EUROCONTROL on operational aspects. The cooperation would take place under the ICAO umbrella, in support of the EUR Air Navigation Plan (ANP – ICAO Doc 7754) Volume 2 - EUR Facilities and Services Implementation Document (FASID) provisions implementation. It was recognised that the scope of cooperation should be enlarged to cover the whole ICAO EUR Region (involving the EURASIA Council, an organisation of the air navigation service (ANS) providers from Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan and Uzbekistan) and beyond (involving the Asia-Pacific CFMU system BOBCAT).

1.26   The EANPG noted that the ICAO Secretariat would develop an amendment to the EUR FASID in order to include the above scope of cooperation and that progress would be reported regularly to EANPG.

Outcome of TRASAS/3

1.27   The EANPG was informed on the main outcomes of the third meeting of the Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/3) that was held in the EUR/NAT Office of ICAO in Paris, France, from 19 to 20 October 2010.

1.28   The EANPG noted the progress regarding TRASAS Conclusion 2/4 – Airspace of Unassigned Responsibility over the Arctic Ocean, and that discussions were held under the Arctic Council, which had resulted in agreements on the Search and Rescue (SAR) activities for aviation and maritime operations, involving Canada, Denmark, Finland, Iceland, Norway, Russian Federation, Sweden and the United States. It was noted that proposals for amendment to the *Regional Air Navigation Plan – Europe* (Doc 7754) (EUR ANP) of the new agreed Flight Information Regions (FIR) and Search and Rescue Regions (SRR) were being prepared by the States concerned for submission to ICAO for further processing.

1.29   Additionally, the EANPG noted the TRASAS position on the approach to the implementation of Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM) (Doc 4444) on the new format of the ICAO flight plan, as well as the work that would be carried out on the IATA "Pacific Project".

Tel Aviv Flight Information Region

1.30   The EANPG noted information that the EUR/NAT Office of ICAO had recently been accredited to Israel and that Israel had addressed a request to the Secretary General that Tel Aviv FIR be included in the European Air Navigation Region/Plan.

2. PREVIOUS EANPG FOLLOW UP

Review of the actions of the ANC on the Report of EANPG/51

2.1 The EANPG was informed on the actions taken by the Air Navigation Commission (ANC) on the report of the fifty-first meeting of EANPG after its review. It was informed that the ANC took actions on those EANPG conclusions that would require approval by the ANC.

2.2 As no specific items in the EANPG/51 report required Council action, the said report was not submitted to the Council.

2.3 The ANC supported the development of ATM Safety Key Performance Indicators (KPIs) emphasizing to States the need to participate in the self-assessments surveys. The ANC also noted that it will be useful to have harmonized KPIs among ICAO regions to facilitate comparisons and coordinated actions for improvements, but acknowledged that different level of development may lead to different safety as well as efficiency indicators.

2.4 The ANC noted the involvement of EUR/NAT Office of ICAO in safety related activities supporting implementation of safety management systems (SMS), state safety programs (SSP), universal safety oversight audit preparations and follow-up assistance, language proficiency, expansion of Single European Sky to non-European Union member States among others.

2.5 The ANC supported the principle of Flexible Use of Airspace (FUA) and encourage States to proceed with implementation, as well as request the Regional Director to clarify issues with States that objected the proposal.

2.6 The ANC noted that current Basic Operational Requirements and Planning Criteria (BORPC) do not reflect properly new developments such as Performance Based Navigation (PBN) and others. The ANC requested the Secretariat to update BORPC.

2.7 The ANC noted progress made in the preparations of the Twelfth World Telecommunications Conference, Low Visibility Procedures (LVP), and PBN implementation, Language Proficiency Requirements (LPR).

2.8 The ANC noted with satisfaction the progress achieved by the Russian Federation and Ukraine in the implementation of WGS-84 but also noted concern with the incomplete implementation of WGS-84 in other States.

2.9 The ANC supported the training on the intended use of new gridded WAFS forecast of icing, turbulence and CB clouds and also QMS for MET services requesting ICAO Secretary General to coordinate with the World Meteorological Organization (WMO). The ANC also supported the clarification of terms "vicinity" and "approach area" with the Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG) and the harmonization of AFTN addresses used for ASHTAM and volcanic ash NOTAM in Annex 10 and Annex 15.

2.10 The ANC also noted the activities underway in ICAO EUR Region for the implementation of the new content of the flight plan and requested the Secretariat to ensure adequate global coordination.

2.11 The EANPG noted that the ANC when analyzing the proposal for amendment to the PANS-ATM concerning the limit of a vector, recalled that this issue was addressed within the Commission some years ago and was found that a limit of a vector shall be specified when diverting the aircraft from an original route and it does not present an air traffic management concern. Consequently the ANC did not support this conclusion (51/5) and concluded that no further action was required except a clarification that

the limit of a vector was to be given only when an aircraft was given its initial vector diverting it from a previous assigned route; the Secretariat was requested to undertake further analysis of this issue.

2.12   In this respect, the EANPG expressed its concern and disappointment that the ANC had not supported its proposal to amend PANS-ATM paragraph 8.6.5.1 with regard to clarifying the requirement to specify the limit of a vector (*EANPG Conclusion 51/5 – Limit of a Vector clarification* refers). The EANPG recalled that this was a subject of significant concern, due to the workload issues that had been identified with regard to implementing the changed provisions. It was also noted that, until a clarification had been received (as requested in sub-part a) of EANPG Conclusion 51/5), it would not be possible to develop an alternative course of action to address its concerns; neither was it clear whether States should be notifying differences to the PANS ATM in their national AIPs. The EANPG was advised that the requested clarification would be sought as a matter of urgency. Therefore, the EANPG agreed to the following:

EANPG Conclusion 52/2 -   Clarification of Limit of a Vector

>   That the ICAO Regional Director, Europe and North Atlantic take the necessary steps to clarify the intent of *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM) (Doc 4444) paragraph 8.6.5.1 b), as requested in EANPG Conclusion 51/5 sub-part a), as a matter of urgency.

Status of EANPG Decisions and Conclusions

2.13   The EANPG reviewed the status of EANPG/51 Conclusions and Decisions and noted the good progress of implementation. The EANPG noted that only ten (10) of the thirty seven (37) Conclusions and one (1) of the seven (7) Decisions had not been finalised at the time of the meeting, but were in various stages of being addressed. With respect to the *EANPG Conclusion 51/03 – Amendment to ICAO Doc 7754* (regarding FUA over the high seas), the EANPG noted that the ANC supported the proposal for amendment and requested the EUR/NAT Office of ICAO to solve the existing objections. The EANPG was informed that at the moment of the meeting, the Secretariat exhausted all means to reach a compromise with the objecting stakeholders and therefore the proposal for amendment affecting the *Facilities and Services Implementation Document* (EUR FASID, Doc 7754 Vol II) would be submitted to the ANC for their advice and/or decision.

Performance-based global air navigation system – developments in implementation

2.14   The EANPG noted in follow-up to the performance-based Global air navigation system presented in EANPG/51, that while adopting a regional performance framework States were invited to implement a national performance framework for air navigation systems on the basis of ICAO guidance material and aligned with the regional performance objectives, the regional air navigation plan and the Global ATM Operational Concept.

2.15   The EANPG was informed that when reviewing the EANPG/51report the Air Navigation Commission noted that it would be useful to have harmonized performance indicators and metrics among the ICAO regions so as to facilitate comparison and coordinated actions for improvements, but acknowledged that different levels of development in the regions could lead to different indicators and metrics.

2.16   In the current practice, all PIRGs would always review the status of implementation of various conclusions of earlier meetings so as to assess the regional performance in enhancing the air navigation infrastructure. In addition to this, and as a part of air navigation systems performance monitoring and measurement process, the EANPG noted that it was proposed to introduce at every PIRG meeting a "regional performance review report (RPRR) for air navigation systems". In order to facilitate a uniform approach, ICAO HQ, in consultation with Regional Offices and PIRGs, would develop by 2011 a standardized format for this RPRR.

2.17   On the subject of new concepts, the EANPG received information pertaining to the FF-ICE (flight and flow information- Information for a collaborative environment), which was being developed to achieve the vision as outlined in the Global Air Traffic Management Operational Concept (Doc 9854).

Outcome of the COG Performance Task Force

2.18   The EANPG was presented with the main outcome of the work performed by the COG Performance Task Force (COG PERF TF), which was established by COG/47 in order to develop a Regional Performance Framework by using the relevant ICAO guidance material and, as far as appropriate, also already existing material and arrangements in the ICAO EUR Region (e.g. SES Performance Regulation (EC) No. 691/2010).   The EANPG took note of the proposed Task Force approach to produce a comprehensive document describing the main elements of the Regional Performance Framework. The scope of this document would be to define the ICAO EUR Region approach to the development of suitable Key Performance Areas (KPAs), Performance Indicators and Key Performance Indicators (KPIs) preferably with one KPI per KPA, performance objectives and metrics (realistically measurable) to be used for the regional implementation of the performance based approach. In addition the definition of consistent terminology, the definition of roles and responsibilities of all actors involved as well as the description of the processes to be used for the functioning of the framework were also identified as key elements of the COG PERF TF document.

2.19   It was also highlighted by the *Rapporteur* of the COG PERF TF that this activity could also represent the regional contribution to ICAO Headquarters on-going activities aimed at defining a set of key performance indicators and metrics to be used in the global implementation of the performance based approach.   Moreover the results of the Task Force could represent a valuable input for the future developments (i.e. second reference period) of the performance scheme implemented in the European Union area.

2.20   The EANPG was informed that the transition to the Performance-Based Approach would not be a "one-off" exercise. The final aim would be to establish a process that would need to continuously evolve to address changes to the performance framework associated with changing performance objectives and data gathering/analysis capabilities. In addition, the main goal for the COG PERF TF would be to identify a list of useful, realistic and measurable indicators that would be applicable in the whole ICAO EUR Region (and possibly also in the ICAO NAT Region), that could be reported by all States without huge efforts (in terms of resources, data collection/extraction/distribution, etc) and that can be implemented through a layered approach. This would include pan-regional indicators and indicators appropriate for homogeneous areas that would be identified based on the complexity and traffic characteristics. Those indicators must correctly reflect the ICAO EUR Region's performance and be capable of identifying areas where improvements were required.

2.21   The EANPG noted the proposed structure of the document describing the ICAO EUR Region performance framework and agreed to the proposed work programme/timeline, which reflected the urgent need to work on the definition of the performance framework for the ICAO EUR Region, so that initial results could be presented to the EANPG COG/50 (21-23 June 2011) and be endorsed at EANPG/53 meeting.

3.   AVIATION SAFETY

ICAO-ECAC States ATM Safety Framework Monitoring

3.1   The EANPG noted the information provided on the ICAO-ECAC Safety Framework Maturity Studies carried out since 2002, with the last study conducted in 2009. A new methodology was defined and applied for the 2010 ATM Safety Framework Maturity Survey, which was launched in August 2010. It was noted that there could be significant resource issues related to increasing States' maturity

levels, particularly with regard to elements of the survey which measured the extent to which States had plans in place to ensure certain requirements were being met; this would likely require additional regulatory staff. The EANPG was advised that EUROCONTROL had developed a model for estimating the costs associated with increasing the maturity level in various subject areas, as part of a parallel activity related to estimating the cost of SMS implementation. The EANPG noted the concerns expressed by France with respect to the possible resource implications. The first draft of the 2010 survey report applying the new methodology should be published in December 2010. As part of the Single European Sky (SES) performance assessment, the ATM safety framework maturity surveys methodology was featured in the Commission Regulation 691/2010 laying down a performance scheme for ANS as KPI. Considering the importance of the ATM Safety Framework Monitoring and the difficulties encountered with the lack of participation of some States in the ICAO EUR Region, the EANPG agreed to the following:

EANPG Conclusion 52/3 -   ICAO-ECAC States ATM Safety Framework Monitoring

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG:

a) re-emphasize to all ICAO EUR Region States the importance of the ATM Safety framework maturity surveys;

b) urge States and Air Navigation Service Providers (ANSP) to consistently participate in the survey and the associated report process, as requested; and

c) encourage those States and ANSPs who have not done so to ensure their involvement and continuous participation.

Tackling the global issue of runway safety

3.2   The EANPG noted that runway-related accidents and serious incidents continue to be a serious safety concern. While runway incursions (RI) remained a significant problem, runway excursions (RE) greatly exceeded all other occurrence categories in the ICAO Accident/Incident Data Reporting (ADREP) system. The EANPG was provided with an update on the ICAO Runway Safety Programme, initiated in 2002 with an education and awareness campaign consisting of a series of seminars in ICAO regions. This was followed in 2005 with the ICAO Runway Safety Toolkit CD-ROM and, in 2007, the Manual on the Prevention of Runway Incursions (Doc 9870). As the frequency and severity of RE became more apparent through the analysis of ADREP data, it was considered appropriate to address all runway-related safety issues in a comprehensive manner. Therefore, the ICAO Runway Safety Programme has been expanded to cover both RI and RE, as well as other runway-related safety occurrences and activities.

3.3   In terms of runway excursion, the EANPG noted that ICAO was reviewing Annex 14, Volume I specifications for runway end safety areas (RESA), and it was expected that new and amended SARPs and guidance material would be developed to help States and operators conduct risk assessments in relation to the provision of RESA and other mitigating measures to manage RE. The prevention of RE would be also enhanced by provisions for standardized visual aids that provide consistent situational awareness of flight crews and by the advent of performance based navigation (PBN) that provides for better stabilized approaches.

3.4   ICAO was currently working with IATA, with assistance from other industry partners, toward the development of a joint Runway Excursion Risk Reduction Toolkit which would comprehensively address the fields of aerodrome operations, air traffic management and flight operations. Current solutions to help prevent RI included the use of aerodrome ground radar systems and standardized controller-pilot-driver communications. Standardized operations and communication phraseology were provided for in the *PANS-ATM* (Doc 4444) and in the *Manual of Radiotelephony* (Doc 9432).

3.5   The EANPG noted that in 2004, a definition of RI was introduced into the PANS-ATM to standardize the terminology and collection of data. Also, related to other runway-related safety occurrences and activities, ICAO had introduced new and amended provisions concerning, among others, revised quantities of extinguishing agents and rescue and fire fighting (RFF) during low visibility operations to increase the safety and survivability of passengers and crew in the event of a catastrophic accident (the *Airport Services Manual* (Doc 9137) Part 1, Rescue and Fire Fighting provided guidance material in this regard).

3.6   As a part of its future work programme, the EANPG noted that ICAO was planning to organize a global runway safety conference from 20 to 24 May 2011, which, in addition to strengthening the implementation of ICAO provisions for the prevention and mitigation of RE, RI and other runway-related occurrences, would assist in the initiation of the regional runway safety summits.

3.7   The EANPG, noting the global developments on the issue of runway safety, urged States, which has not yet done so, to establish runway safety programmes to prevent and mitigate runway related accidents and serious incidents.

Review of other safety-related activities

3.8   The EANPG noted the continuous involvement of the EUR/NAT Office of ICAO supporting the implementation of Safety Management Systems (SMS) and State Safety Programme (SSP) by providing courses to many States, as well as providing assistance on audit follow-up, language proficiency, expansion of Single European Sky and contributions on several safety related initiatives. The Chairman noted the amount of work provided by a small group of specialists to assist States in the Region. Georgia confirmed with thanks the assistance received from the EUR/NAT Office of ICAO and mentioned in particular the SMS Course recently hosted in Tbilisi.

4.   PLANNING AND IMPLEMENTATION ISSUES

4.1   AMENDMENTS TO ICAO DOCUMENTS / PROVISIONS

Progress on Review of European Regional Air Navigation Plan

4.1.1   The EANPG was presented with an update on the work that was progressing on the review of the European Regional Air Navigation Plan (EUR ANP, Doc 7754). It was recalled that EANPG/48 had tasked the COG to revise the current provisions of the EUR ANP to reflect the relevant elements of the GANP and the evolving ATM operational concept that would be necessary for the entire ICAO EUR Region (*EANPG Decision 48/12 - Review the European Regional Air Navigation Plan* refers).

4.1.2   The EANPG recalled that the EUR/NAT Office of ICAO had obtained resources to fund a technical officer since September 2009 to provide assistance in revising the EUR ANP and also noted with appreciation the extra-budgetary funding which had been provided by Czech Republic, Denmark, Finland, Kazakhstan, Norway, Romania, Russian Federation, Sweden and United Kingdom to enable this project to be continued in 2010, which resulted in good progress in the drafting of the new EUR Basic ANP.

4.1.3   Following the outcome of EANPG/51, the EANPG noted with appreciation that ICAO Headquarters had taken prompt action on updating the Basic Operational Requirements and Planning Criteria (BORPC) (*EANPG Conclusion 51/4 – Update to Basic Operational Requirements and Planning Criteria (BORPC)* refers). It was reported that the Air Navigation Commission (ANC) would review the drafted text (AN-WP8500 refers) and agree to its circulation to States and international organisations at its meeting which would take place from 13 to 17 December 2010. It was noted that the final draft, following update based on comments received from States and international organisations, would be presented to the ANC for approval in 2011.

4.1.4   The EANPG was informed that feedback and support were received from several ICAO Regional Offices and Headquarters when the initial drafts of the Parts on Introduction, General Planning Aspects and Air Traffic Management were sent to them for informal coordination and comment. It was noted that based on the comments received, revision of these Parts was made as appropriate.

4.1.5   The EANPG received a comprehensive presentation on Part 0 - Introduction, Part I - General Planning Aspects (GEN), Part IV – Air Traffic Management (ATM), Part VIII – Safety (SAF), Part VI – Search and Rescue (SAR) and Part VII – Aeronautical Information Management (AIM).

4.1.6   With regard to Part I – GEN, the EANPG noted that changes had been made to better reflect the ATM Operational Concept 'performance based approach'. The new text reflected the requirement to have common Performance Objectives throughout the ICAO EUR Region, based on the ICAO global Key Performance Areas (KPA); associated local Performance Targets and related Performance Indicators (KPI) which can be measured. It was also noted that a suitable methodology to manage performance requirements was required to ensure consistency of approach whilst providing flexibility to cater for the different traffic volumes and associated requirements throughout the ICAO EUR Region. The EANPG noted that the incorporation of the principle elements of the performance approach in the Basic ANP would underpin the subsequent inclusion of Performance Objectives, which would be developed by the COG Performance Task Force.

4.1.7   The EANPG also noted that following the analysis of the responses received from States to the questionnaire on the status of States' implementation of Global Planning Initiatives (GPI), the information on this issue was deemed to be unstable and inadequate. The table which reflects the EUR Region's overall GPI implementation status was thus removed from Part I-GEN of the Basic ANP and considered more suitable for incorporation in the Facilities and Services Implementation Document (FASID).

4.1.8   The EANPG noted that minor changes to update references had been made to the draft Part IV – ATM.

4.1.9   The EANPG noted that, following informal discussion with ICAO Headquarters, the draft Part VIII - SAF that had been presented at the COG/47 meeting had been revised to emphasise that this Part related to safety matters associated with air navigation services, ATM/CNS and the work of the EANPG. References to regional safety initiatives had been changed to regional safety objectives (RSO) to reduce any potential confusion with global safety initiatives. It was recognised that the COG Performance Task Force would develop the initial safety objectives and associated targets and KPI.

4.1.10   The EANPG noted the draft Part VI – SAR. It was agreed that, in respect of the specification of the minimum SAR facilities required, the outcome of the ICAO global Search and Rescue conference (SAR2010, Dubai, June 2010) would be requested and an update to the current SAR facilities table be undertaken before determining whether any further action was necessary in respect of 'minimum SAR facilities' as set out in ICAO Annex 12.

4.1.11   With regard to Part VII – AIM, the EANPG noted that the draft AIM Part had been reviewed by the members of the EUROCONTROL Aeronautical Information Team (AIT). It was noted that the title had been changed from AIS to AIM to reflect the future direction on the provision of aeronautical information in the context of the Global ATM Operational Concept and associated System Wide Information Management (SWIM). The EANPG was informed that this Part detailed the key elements that States should provide in the provision of aeronautical information, provided an overview of the Transition to AIM and referred to the requirement for States to develop national plans for transition to AIM.

4.1.12   It was noted that details of the component elements and timings of the ICAO AIM Transition Plan would be reflected in the FASID. It was reported that States were developing this material guided by

the EUROCONTROL AIT for Western Europe and the COG AIM Task Force for Eastern Europe. The EANPG noted the intention of the ICAO Secretariat and the EUROCONTROL AIT to deliver the AIM FASID material by September 2011.

4.1.13   The EANPG was presented with an overview of environmental challenges, considerations and direction provided by ICAO 37th Assembly that would form the basis of the Environment content of the revised Basic ANP and FASID.

4.1.14   The EANPG noted that ICAO Environmental Policy, Regional Office responsibilities and guidance to States would be detailed in the Environment content of the Basic ANP. Information on Performance Objectives and associated requirements as well as models of environmentally efficient best practices would be detailed in the FASID. In these respects the EANPG noted that:

   a) Regional planning groups had been asked to take environmental factors into consideration when developing CNS/ATM systems implementation plans;

   b) ICAO Council would provide the necessary guidance and direction to ICAO's Regional Offices to assist States with studies, evaluations and development of procedures, to limit or reduce green house gases (GHG) emissions on a global basis;

   c) The European and North Atlantic Office would develop the necessary tools to assess the benefits associated with ATM improvements, and intensify its efforts on the development of new guidance on operational measures to reduce international aviation emissions; and

   d) The European and North Atlantic Office would assist EUR Region States to develop their Program of Actions related to emissions reduction and climate change.

4.1.15   The EANPG endorsed and commended the work that had been completed thus far. The EANPG noted the on-going work to develop the Parts on Environment, Contingency Planning, and Human Resources and Training.

4.1.16   In light of the remaining work to be done, it was noted that the full package of the Proposal for Amendment to the Basic ANP could not be completed in time for endorsement at the EANPG/52 meeting. The EANPG thus agreed that the COG should be mandated to endorse the final version as soon as the material was completed. Additionally, it was agreed that the final drafts for the Proposal for Amendment to the FASID would also be presented to the COG for their endorsement once they would be available, which should be during the second half of 2011. In the ensuing discussion on the future work, the EANPG noted with appreciation that inter-regional coordination on the adoption of the new format of the Air Navigation Plans by all ICAO Regions would be initiated at the forthcoming ALLPIRG meeting in 2011. Therefore the EANPG agreed to the following:

EANPG Decision 52/1 - Progress on Review of European Regional Air Navigation Plan

> That the EANPG Programme Coordinating Group (EANPG COG) be mandated to review and approve, as appropriate:
>
> a) the proposal for amendment to the ICAO Basic Air Navigation Plan (EUR ANP – ICAO Doc 7754 Volume I) resulting from the review of the EUR Region ANP; and
>
> b) the proposal for amendment to the ICAO Facilities and Services Implementation Document (EUR FASID – ICAO Doc 7754 Volume II) resulting from the review of the EUR Region ANP.

Mode S Transponder procedures

4.1.17   The EANPG recalled that at its 48th meeting, it had reviewed a proposal to amend the *Procedures for Air Navigation Services – Aircraft Operations* (PANS-OPS, Doc 8168), Volume I with regard to the operation of Mode S transponders. The proposal did not gain the endorsement of France and IATA and it was agreed that the proposal should be further developed (*Report of the Forty-Eighth Meeting of the EANPG*, paragraph 4.42 refers). When the revised proposal was presented to the thirty-eighth meeting of the EANPG COG, it was agreed to invite the ICAO Regional Director to further process the proposed amendment on behalf of the EANPG (*Summary of Discussions of the EANPG COG, Thirty-Eighth Meeting*, paragraphs 4.57 through 4.60 refer). The EANPG was advised that, for reasons unknown, the proposal had not been further processed.

4.1.18   The submission to COG/38 identified the reasons for the proposal and the coordination undertaken following EANPG/48 to address the concerns which had initially prevented endorsement of the proposal by the EANPG. In order to ensure that this proposal was still valid and to support correct processing, the Secretariat submitted the proposal to COG/48 where it was agreed that the proposal was still valid and indeed represented current practice in the ICAO EUR Region. The EANPG accordingly agreed that the proposal and supporting material should be formally submitted for further processing by ICAO. This would support the development of global provisions for operation of Mode S transponders on movement areas, ensure effective use of A-SMGCS for aerodrome surveillance applications by ATS, proper functioning of ACAS and support mitigation of 1030/1090 MHz frequency congestion resulting from non-appropriate setting of transponders of aircraft operating on movement areas. Therefore the EANPG agreed to the following:

EANPG Conclusion52/4 -   Proposed amendment to PANS-OPS, Volume I, regarding the operation of Mode S transponders

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to process the proposed amendments to *Procedures for Air Navigation Services – Aircraft Operations* (PANS-OPS, Doc 8168), Volume I, with regard to the operation of Mode S transponders, as detailed in **Appendix C** to this Report.

Global Operational Data Link Document (GOLD)

4.1.19   The EANPG was presented with the work and status of the Global Operational Data Link Document (GOLD), which was developed in coordination between the ICAO NAT and ASIAPAC Regions. The GOLD merged the Guidance Material for ATS Data Link Services in North Atlantic Airspace (NAT Data Link GM) and FANS 1/A Operations Manual (FOM) used in Asia-Pacific, and parts of South Atlantic and South American Regions). This work was initiated in order to develop, through the involvement of the Regions, an inter-regionally harmonized operational data link guidance material with the aim of eventual acceptance of the resulting document by ICAO as a global document. This work was fully supported and coordinated by ICAO. An ICAO interregional Ad Hoc Working Group was established to develop the GOLD. The group was comprised of subject matter experts from all participating regions to represent air navigation service providers, operators, communication service providers, equipment suppliers and aircraft manufacturers.

4.1.20   The First Edition of the GOLD was completed in June 2010 and had been formally adopted by the NAT (NAT Systems Planning Group (SPG) Conclusion 46/8 refers) and Asia and Pacific (APAC) (APANPIRG Conclusion 20/74 refers) Regions, and the South Atlantic (SAT) Sub-Region of the African-Indian Ocean (AFI) Region (SAT FIT Conclusion 5/7 refers). Coordination was initiated to adopt the GOLD in other ICAO Regions. The FAA recognized the GOLD in its recently issued Advisory Circular (AC) 20-140A, *Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic*

Services (ATS), and AC 120-70B, *Operational Authorization Process for Use of Data Link Communication System.*

4.1.21   The EANPG noted that the GOLD was available on the following web sites:

a)   http://www.paris.icao.int/documents_open/subcategory.php?id=106;

b)   http://www.ispacg-cra.com; and

c)   http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/data_link/.

4.1.22   The EANPG noted that the GOLD provided guidance material for airspace planners to relate the provision of air traffic data link services and for operators to ensure appropriate aircraft equipage and preparation for operational use, e.g., flight crew training. It included guidelines for controller and flight crew procedures and technical criteria contained in required communication performance (RCP) and surveillance performance specifications.   These specifications allocated criteria to the air traffic service providers, communication service providers, aircraft systems and the operators. Finally, the GOLD included guidance material for post-implementation monitoring, analysis, and corrective actions to ensure continued operational safety.

4.1.23   It was noted that the GOLD was not specific to FANS 1/A or to oceanic areas. In addition to the merging of NAT data link Guidance Material (GM) and FANS Operations Manual (FOM), the GOLD included a definition of existing implementations, including ATN Baseline 1 (ATN B1)—or Link 2000+ in the following sections of the GOLD:

a)   Chapter 2.1 defined ATN B1, referred to RTCA/EUROCAE Standards, O-280B/ED-110B, DO-290/ED-120, Changes 1 and 2, and EUROCONTROL specification 0116 (per the EC data link Implementing Rule (IR)), and the relevant ICAO EUR SUPPs (Doc 7030) provisions;

b)   Chapter 2.4 included a provision to describe ATN B1 further;

c)   Appendix A precisely defined the ATN B1 message set; and

d)   Appendix E provided specific information for three control areas (CTAs) —Amsterdam, Bruxelles, and Hannover—in Europe, where Maastricht Upper Area Control Centre was providing data link services to FANS 1/A and pioneer Link 2000+ aircraft.

4.1.24   The EANPG was informed that the FANS 1/A parts of the GOLD could be useful in support of the existing and planned FANS 1/A implementations in the ICAO EUR Region (e.g. FANS 1/A implementations in the Russian Federation). The ATN B1 related sections of the GOLD would need to be reviewed to ensure consistency with the LINK2000+ Operational Guidance document developed by EUROCONTROL.

4.1.25   In view of the above, EANPG supported the need for a review of the GOLD and LINK2000+ Operational Guidance documents with the aim to develop an operational data link guidance that could be used in the entire ICAO EUR Region for all data link implementations and would be globally harmonized. This would ensure global harmonization of the current data link implementations and provide a path to the convergence of the future data link communications systems and would be in line with the EUR Data Link Harmonization Strategy as developed by the EUR/NAT Data Link Study Group (DLSG) and endorsed by the EANPG (EANPG Conclusion 49/19 refers). It was recognised that States and international organizations should review the GOLD as provided in **Appendix D**, in order to provide informed input to COG/50 (June 2011). The COG would be mandated to address the practical aspects of harmonization of the two documents, establish a mechanism to advance this work and report to EANPG/53.   Therefore the following Decision was agreed:

EANPG Decision 52/2 - Global Operational Data Link Document (GOLD)

> That the EANPG Programme Coordinating Group (EANPG COG) be mandated to address the practical aspects of harmonization of the LINK2000+ Operational Guidance and GOLD documents, establish a mechanism to advance this work and report to EANPG/53.

4.1.26 In connection with this, the EANPG was informed that the ICAO OPLINK Panel was re-established and held a meeting in October 2010. It was noted that the OPLINK Panel had included the following tasks on its work programme:

a) monitor progress of inter-regional activity including the EANPG and GOLD Ad Hoc Working Group;

b) review LINK2000+ Operational Guidance material against GOLD and consider potential amendments to GOLD; and

c) merge LINK2000+ Operational Guidance and GOLD as basis for a Global Operational Guidance material.

4.1.27 The EANPG was informed that coordination was taking place between the ICAO OPLINK Panel Secretariat and the EUR/NAT Office of ICAO and that the above mentioned work of the OPLINK Panel was not inconsistent with the proposed work in the ICAO EUR Region but rather supporting it.

Proposed amendment to PANS-ATM – transfer of identification

4.1.28 The EANPG reviewed a proposed amendment to the PANS-ATM to ensure that the provisions concerning transfer of identification would be consistent and unambiguous. It was noted that, when providing ATS surveillance services, transfer of control should be effected, whenever practicable, so as to enable the uninterrupted provision of the ATS surveillance service. A prerequisite for the provision of ATS surveillance services to an aircraft was that the aircraft be identified. Considering the current ATM environment, where automation and integration of surveillance data with flight plan processing data was a common feature in the large majority of European ATM systems, concerns had been expressed with regards to a potential misuse of the provisions of PANS-ATM paragraph 8.6.3.2 b), c) and d), in that it was permitted to use the notification of the aircraft address as a method for the transfer of identification.

4.1.29 In considering this application, it had been noted that the source of the aircraft address should be the aircraft's transponder or transmitter and not the flight plan. There were instances where aircraft address would be available from other sources, such as datalink requests or information in Item 18 of the filed flight plan, but there were no provisions or requirements for verification by the controller of the aircraft address. In addition, there was no phraseology supporting a verbal notification of the aircraft address, no requirements to display the aircraft address on the surveillance display and the flight crew would not have any indication of the aircraft address.

4.1.30 The concern was that the fact that there was no initial method of identification directly based on aircraft address, but only the transfer of identification, could lead to the understanding that once an aircraft was identified, the aircraft address received from the transponder / transmitter could be forwarded to the next unit/sector for the transfer of identification. ANSPs currently using or intending to use Mode S surveillance technologies did not envisage using aircraft address for the transfer of identification. Consequently, it was considered appropriate to clarify the existing PANS-ATM provisions to limit the use of "notification of the aircraft address" as method for the transfer of identification to those situations where such notification was performed directly between the ATS systems concerned.

4.1.31 The EANPG was advised that, according to PANS-ATM 8.6.3.2 c) and d), the notification that an aircraft was equipped with an Aircraft Identification Feature would suffice to perform the transfer of identification but that certain issues had been identified in this regard.

4.1.32   Information pertaining to the equipment carried on board the aircraft was normally available from Item 10 of the filed flight plan, and most systems could extract this information and reflect it in what was commonly known as "system flight plans". Subsequent coordination processes between the transferring and accepting units were relying on flight data derived from the system flight plans. Notification that the aircraft was suitably equipped with an Aircraft Identification Feature might be sufficient to support the transfer of identification if both units were using the same surveillance technology, provided that the transferring controller had verified that the aircraft identification was correct.

4.1.33   Although PANS-ATM 8.5.3.4 and 8.5.3.5 (or 8.5.4.2 and 8.5.4.3 for ADS-B) stated that, whenever it was observed on the situation display that the aircraft identification transmitted was different from that expected from the aircraft, an air traffic controller (ATCO) shall notify the erroneous aircraft identification transmitted by the aircraft to the next control position and any other interested unit using Mode S (or ADS-B) for identification purposes, there could be situations where such inconsistencies remained undetected. If the aircraft identification displayed to the ATCO was the result of a correlation between surveillance information and flight plan information, and if the correlation was not done on the basis that the information in Item 7 of the flight plan was consistent with the aircraft identification feature transmitted by the aircraft the ATCO would be unaware of differences between what was transmitted by the aircraft avionics and what was available in the flight plan.

4.1.34   Considering that aircraft identification information derived from the flight plan was a main parameter for the notification and coordination processes between transferring and accepting units, and that the equipment information was derived from the filed flight plan information and its associated messages, the transfer of identification based on information available from the Aircraft Identification Feature of a Mode S transponder (or ADS-B transmitter) required that the information from the transponder/transmitter be consistent with the information from the flight plan and, if applicable, the information from the call sign used in air-ground voice communication.

4.1.35   The EANPG agreed that all of these concerns would be addressed in the proposed amendment and agreed that processing of the proposal should be initiated no later than 31 January 2011. Therefore the EANPG agreed to the following:

EANPG Conclusion52/5 -   Proposed amendment to PANS-ATM, regarding the transfer of identification

> That the ICAO Regional Director, Europe and North Atlantic undertake the necessary action to process the proposed amendment to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) on the subject of transfer of identification, as detailed **in Appendix E** to this report.

Emergency Descent Procedure

4.1.36   The EANPG recalled that COG/48 had agreed that EUROCONTROL should be invited to develop proposals for amendment to the EUR SUPPs and PANS-ATM in order to remove ambiguities and reduce the likelihood that aircraft would react to a broadcast informing of an emergency descent in a manner that could increase the likelihood of conflicts with other aircraft (Summary of Discussions of EANPG COG/48 paragraph 8.1 refers). Although it had been foreseen that this request would be initiated by EANPG/52, EUROCONTROL had already prepared draft proposals for consideration.

4.1.37   The EANPG reviewed the draft proposals and supporting material, which are provided in **Appendix F**, and agreed that they formed a good basis for further development. The representative from IFALPA advised that, because there would still be differences between ICAO Regional procedures, and indeed even within the ICAO EUR Region, regarding the direction that flights should initiate a turn away from the assigned route or track before commencing the emergency descent, this aspect of the procedure was

still considered an open issue. It was acknowledged, however, that the circumstances that would prompt an emergency descent were so varied as to render complete harmonization impossible.

4.1.38   Considering the foregoing and agreeing that this issue should be clarified without any undue delay, the EANPG agreed that the COG should be empowered to request that ICAO initiate processing of the proposals to amend the provisions in the EUR SUPPs and the PANS-ATM. It was anticipated that finalized proposals would be presented to COG/50, which was planned to take place from 21 to 23 June 2011. Therefore the EANPG agreed to the following:

EANPG Decision 52/3 - Emergency descent procedures – Proposals for Amendment to the EUR SUPPs and to the PANS-ATM

> That, considering the urgency and the importance of providing clarity on emergency descent procedures, the EANPG Programme Coordinating Group (EANPG COG) is authorized to review, approve and process further as appropriate proposals for amendment to the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030) and the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) addressing the provisions related to emergency descent procedures.

Radio communications failure

4.1.39   The EANPG was presented with a proposal to address concerns that had been identified with regard to the provisions applicable when an aircraft experienced radio communications failure (RCF), as defined in Annex 2, paragraph 3.6.5.2. Extensive discussions within the working arrangements of the EUROCONTROL Airspace and Navigation Team had concluded, *inter alia*, that the present provisions in Annex 2 and the PANS-ATM were not optimal and that air traffic control (ATC) could not predict in all cases the actions that a pilot experiencing air-ground voice communications failure would take.

4.1.40   Furthermore, in the development of Part A of the European Commission Mandate to EUROCONTROL as regards the transposition of ICAO provisions into Standardised European Rules of the Air (SERA) it was observed that the ICAO provisions, as written, could not be agreed; for example, some States had filed differences limiting the use of provisions related to the continuation of flights experiencing radio communication failure in Visual Meteorological Conditions (VMC).

4.1.41   It had been noted that ICAO provisions related to pilots' actions when experiencing RCF could be found in different documents such as Annex 2 and Annex 10. Regarding the issue of COMLOSS/Prolonged Loss of Communications (PLOC) as compared to situations classified as RCF, it was recommended that a better delineation between the two events and circumstances was required. Furthermore, in order to provide an effective ATC service to aircraft experiencing air-ground voice communication failure, it was agreed that the pilot actions in various circumstances needed to be more predictable.

4.1.42   In this context the EANPG noted that the present ICAO provisions only referred to meteorological conditions and not to the flight rules applied by aircraft (IFR or VFR). In order to address these and other issues, the ATM Procedures Development Sub-Group of the EUROCONTROL Airspace and Navigation Team developed proposals for amendments to Annex 2, PANS-ATM, Annex 10 (Volume II, Volume IV) and Annex 4.

4.1.43   The EANPG was advised by IFALPA that the proposals were viewed as an improvement on the current provisions, although certain issues, such as provisions for long haul flights to return to their departure aerodrome, had not been addressed. The EANPG noted that the proposals were, in parallel, being considered by other bodies and a number of inconsistencies in the proposed text were pointed out.

4.1.44   Accordingly, it was viewed as likely that there would be changes to the material as presented and it was therefore premature to authorize the COG to take action on behalf of the EANPG to initiate further processing of the proposal by ICAO, based on the outcome of the parallel coordination taking place within the EUROCONTROL decision making structure. The EANPG concurred that, if necessary, the COG could request the EANPG to endorse a more mature proposal via correspondence, if it was believed there would be undue delay incurred by waiting to present it to EANPG/53.

4.2   AIR TRAFFIC MANAGEMENT

Implementation of RVSM in the eastern part of the ICAO EUR Region

4.2.1   The EANPG was informed of the activities in the Eastern part of the ICAO European Region related to the implementation of the Reduced Vertical Separation Minimum (RVSM) on 17 November 2011. The EANPG recalled that the following ICAO European Region States were participants in this EURASIA RVSM implementation project: Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan, Turkmenistan and Uzbekistan and that all these States agreed and adopted the RVSM implementation Master-plan.

4.2.2   It was also noted by the EANPG that Afghanistan and Mongolia expressed their interest to join the project, however, Mongolia had been unable to participate in the EURASIA RVSM implementation meetings conducted during the year 2010 and information on the status of the Mongolia preparations was not updated.

4.2.3   The preparatory actions by States since the EANPG/51 covered the following main areas related to the ATM and monitoring issues:

- preparation/revision of draft Aeronautical Information Circulars (AIC) for the EURASIA RVSM project States;

- amendments to the formal Letters of Agreement (LoAs) to provide the RVSM working procedures;

- ATM procedures for contingency situations (COM failure, turbulence etc.);

- coordination procedures between adjacent ATM centres in RVSM environment;

- establishment of reporting points compulsory for transfer of ATC and application of procedures in case of COM failure in RVSM airspace;

- development of a draft agreement on establishment and statute of the Regional Monitoring Agency;

- methods and organisation of data collection/reporting;

- Minimum Monitoring Requirements (MMR) for EURASIA RVSM airspace;

4.2.4   The EANPG was informed about the formal decision of the Russian Federation to establish the Regional Monitoring Agency - EURASIA RMA in Moscow, the Russian Federation, and that the EURASIA RMA project team had been already operational.

4.2.5   The EANPG noted the progress on the actions by the States concerned with regard to the preparations for the RVSM implementation and considered overall advancement satisfactory.

SSR Code Allocation at the interface between two ICAO Regions

4.2.6   The EANPG was advised of the operational difficulties being encountered due to SSR code conflicts arising with respect to flights operating in the buffer area between the ICAO EUR and Middle East (MID) Regions. It was recalled that ICAO provisions prescribed that SSR codes be allocated to States or

areas in accordance with regional air navigation agreements, taking into account overlapping radar coverage over adjacent airspaces (PANS-ATM paragraph 8.5.2.2.1 refers). However, the current practice by all ICAO Regions was to use all SSR codes within their area of applicability without establishing a buffer area and without any coordination with other ICAO regions. This practice was causing code conflicts at the interface between neighbouring regions, as depicted in **Appendix G** to this report.

4.2.7   The EANPG recalled that the SSR Code Secretariat managed the implementation of the *European Secondary Surveillance Radar (SSR) Code Management Plan* (EUR SSR CMP. EUR Doc 023) on behalf of the EANPG through the SSR Code Planning Group (SCPG) (paragraphs 4.2.13 and 4.2.16 also refer). The EANPG reviewed the method for avoiding code conflicts with other ICAO regions which was employed in the ICAO EUR Region, namely dividing the Region into ten Participating Areas (PA's). However, where other regions did not apply the same system, PA's adjacent to those regions experienced code conflicts.

4.2.8   The EANPG was advised that this issue had been discussed at the Second Inter-Regional Coordination Meeting (IRCM/2) between the Asia and Pacific (APAC), European and North Atlantic Office (EUR/NAT), and Middle East (MID) Regional Offices of ICAO, which took place in September 2006. Based on subsequent agreement with the MID Office of ICAO, the SSR Code Secretariat had developed a PA structure and retention rules, but the States of the ICAO MID Region had not accepted the proposal due mainly to military requirements and workload concerns.

4.2.9   Within the ORCAM area of applicability a PA structure had been implemented and PANS-ATM procedures related to the assignment of A2000 were being applied, exhausting the possibilities to solve the problem solely within the ICAO EUR Region. Further coordination with the ICAO MID Region had failed to reach a solution and as a result, code conflicts were occurring at the boundary between the two Regions. The SSR Code Secretariat had confirmed that the assignment of unambiguous individual discrete codes within the overlapping radar coverage over adjacent airspaces between the ICAO EUR Region PA's and other ICAO Regions could not be ensured. The EANPG agreed that, to ensure the unambiguous identification of aircraft operating in the buffer area and transiting between the ICAO EUR and MID Regions, an inter-regional meeting should be convened specifically to resolve SSR code management issues. Therefore the EANPG agreed to the following:

EANPG Conclusion 52/6 -   Inter-regional Coordination Concerning SSR Code Management

> That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to convene an inter-regional coordination meeting to resolve, as a matter of urgency, Secondary Surveillance Radar (SSR) code management issues concerning flights operating in the buffer area between the ICAO EUR and Middle East (MID) Regions.

Report on ACID programme

4.2.10   The EANPG recalled that the Provisional Council of EUROCONTROL had launched the Aircraft Identification Programme (ACID) in December 2009 to resolve the problems with Mode 3/A code assignment (*Report of the Fifty-First Meeting of the EANPG*, paragraphs 4.2.23 through 4.2.31 refer). The ACID Programme would also support the gradual implementation of downlinked aircraft identification enabled by Mode S Elementary Surveillance (ELS). The Provisional Council would formally review the programme at its 34th meeting (PC34) in December 2010.

4.2.11   The EANPG was advised that the ACID Programme had been formally launched in January 2010 and that programme management was being carried out by a dedicated sub group of the ANSB, the Aircraft Identification Programme Steering Group (AIPSG). A Programme Management Plan and Programme Risk Register had been approved by the Provisional Council as the principal means to track programme development.

4.2.12   The EANPG recalled that the ACID Programme was designed to implement an Initial Operational Capability in February 2012 which would integrate different operational methods for establishing aircraft identification for the purposes of providing ATS Surveillance Services. The operational methods would be the use of ELS enabled by Mode S along with use of Mode 3/A SSR codes. To ensure efficient use of Mode 3/A codes, States which have not deployed ELS in 2012 would manage Mode 3/A codes through the Centralized Code Assignment Method System (CCAMS) or though Enhanced Originating Code Assignment Method (eORCAM) capabilities in local systems.

4.2.13   To expedite the necessary amendments to the *Regional Air Navigation Plan – Europe* (Doc 7754, EUR ANP) the EANPG had mandated the COG to act on its behalf (*EANPG Decision 51/2 – Development of proposal for amendment to ICAO Doc 7754 regarding ORCAM and Enhanced ORCAM* refers). At its 47th meeting, the COG had approved the publication of the EUR SSR CMP. Along with endorsing the EUR SSR CMP, the COG also requested ICAO to take the necessary steps to develop an amendment to the EUR ANP to remove material contained in the EUR SSR CMP and re-issue the ICAO EUR Region Code Allocation List as an Attachment to the new document (*COG Decision 47/2 - Publication of* European Secondary Surveillance Radar (SSR) Code Management Plan *(EUR Doc 023), First Edition* refers).

4.2.14   The EANPG noted that the ACID Programme was affected by two European Commission Implementing Rules (IR) (the ACID IR and the Network Management Function IR (Scarce Resources provisions)). The ACID IR material had been delivered to the European Commission in June 2010 and the NMF IR was in the consultation process. It was noted that a number of Programme risks existed because the regulatory regime was not mature and its implications not always widely understood by stakeholders. The Programme was working with stakeholders and the regulatory authorities to ensure that such risks would not escalate and prevent successful execution.

4.2.15   The EANPG was advised that a major programme risk was created by the ad hoc changes being proposed by stakeholders to the planned Initial Operating Capability 2012 as approved by the Provisional Council. A number of ANSPs had either changed their position and plans from that agreed in the original Provisional Council decision, or had declared they were still reviewing their options for 2012 operations. Apart from the risk that some ANSPs might breach regulatory requirements by 2012, the lack of clear commitment was hampering the detailed operational analysis required to develop the 2012 edition of the EUR SSR CMP. This was viewed as the single greatest risk to the successful execution of the ACID Programme and realisation of its benefits. Unless ANSPs had completed clear implementation planning and contractual arrangements by the end of November 2010, they were unlikely to be in a position to implement the declared operational capability in February 2012.

4.2.16   The EANPG was provided with a map detailing the situation as assessed at the end of November 2010, as contained at **Appendix H**, which highlighted the medium and high risk ANSPs. The EANPG agreed that the lack of clear commitment by a number of states and ANSPs and the failure to properly plan and prepare for implementation of the initial operating capability in February 2012 remained a major risk for achieving the benefits of the ACID Programme. Additionally, the current level of uncertainty was hampering the ability of the SSR Code Secretariat to produce a valid and effective EUR SSR CMP beginning in 2012. Therefore the EANPG agreed to the following:

EANPG Conclusion 52/7 -   Aircraft Identification Solutions

> That the ICAO Regional Director, Europe and North Atlantic, invite States, as a matter of urgency, to confirm their intentions regarding implementation of aircraft identification solutions beyond February 2012.

All Weather Operations

4.2.17   The EANPG took note of the outcome of the sixteenth meeting of the All-Weather Operations Group of the European Air Navigation Planning Group (AWOG/16) which was held in the EUR/NAT Office of ICAO, Paris, from 7 to 8 September 2010.

4.2.18   The EANPG was presented with the significant ICAO and international aviation developments on the aspects of Low Visibility Procedures (LVP) provisions, the harmonisation of global and regional provisions related to Instrument Landing System (ILS) operations and the reports from the ICAO Navigation System Panel. However, it was felt that attempting a worldwide harmonisation of LVP in the short term was impractical and that there were merits in addressing the LVP harmonisation issue from the EUR regional perspective within an ICAO EUR/NAT group. Therefore it was also recalled that all efforts should be made to avoid any duplication of work and that synergies would be sought for instead and the EANPG agreed that the EUR/NAT Office of ICAO will invite EASA and FAA to assist in this work:

EANPG Conclusion 52/8 -   Harmonisation process of LVP provisions

>   That the ICAO Regional Director, Europe and North Atlantic, invite the European Commission and the United States of America to participate (through EASA and the FAA) in the harmonisation process of LVP provisions.

4.2.19   With regard to the follow-up action on the Recommendations of the High-level Safety Conference (HLSC) 2010, the EANPG endorsed the AWOG proposal (related to the improvements of the safety of approach and landing operations) to organize, in coordination with major stakeholders (e.g. EUROCONTROL, EASA) and international organizations (e.g. IATA, ACI, IFALPA, IFATCA) a regional runway safety seminar before the end of 2012:

EANPG Conclusion 52/9 -   Runway Safety Seminar

>   That the ICAO Regional Director, Europe and North Atlantic organise, in coordination with EASA, EUROCONTROL and other international organisations, a Regional Runway Safety Seminar before the end of 2012.

4.2.20   The EANPG noted the working arrangements on the revisions of the *All-Weather Operations Manual* (Doc. 9365) and the *Global Navigation Satellite System GNSS Manual* (Doc 9849), the provisions regarding the amendments to EUR Doc 013 (optimised operations in LVC, GBAS protection requirements, ILS CSA) and the work on EUR Doc 015 (wind turbines impact on surveillance systems). An updated version of the ICAO *European Transition Methodology for the Introduction and Application of Non-visual Aids to All-weather Operations* (EUR Doc 017) companion document (Transition Key Issues) was presented to the EANPG and after due consideration the EANPG agreed to the following:

EANPG Conclusion 52/10 -   Revised ICAO EUR Doc 017

>   That the ICAO Regional Director, Europe and North Atlantic undertake necessary action to publish the revised EUR Doc 017 companion document (Transition Key Issues) endorsed by the EANPG, as provided in **Appendix I** to this report.

Outcome of the Thirteenth meeting of the Route Development Group - East (RDGE/13)

4.2.21   The EANPG noted the outcome of the Thirteenth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/13) which took place in the EUR/NAT Office of ICAO from 21 to 24 September.

4.2.22   The EANPG was informed of the significant ICAO and international aviation developments, the report from EUROCONTROL on activities of the Route and Network Design Sub-Group, the report from States on ATS route development activities and the IATA presentation on the results of studies regarding the traffic flow optimisation between Europe and Northern Asia that had been discussed at RDGE/13. The EANPG also congratulated the Russian Federation on their successful implementation of a major package of amendments to federal aviation rules that became effective in November 2010.

4.2.23   The EANPG took note of the outcome of the Route Development Sub-Group - Baltic Sea Area which reviewed a total of 34 existing proposals and where 8 new routes were agreed for incorporation into the Baltic ATS Route Catalogue.

4.2.24   The EANPG also took note of the outcome of the Route Development Sub-Group - Black Sea and South Caucasus Area which reviewed a total of 25 existing proposals and where 2 new routes were agreed for incorporation into the Black Sea and South Caucasus ATS Route Catalogue.

4.2.25   Due to the absence of States from the Route Development Sub-Group – Middle Asia and due to the lack of information from States, the EANPG was apprised of the fact that none of the proposals in the Middle Asia ATS route catalogue could be updated and supported the RDGE concerns that the lack of coordination for airspace improvements in the interface with these States hindered overall progress in optimizing the ATS route network in the Eastern part of the EUR region.

4.2.26   Based on the discussions about the importance of State representation at these important meetings in order to ensure the necessary coordination of the airspace improvements in the EUR Middle Asia area and to ensure the successful EURASIA RVSM implementation, the EANPG agreed to the following:

EANPG Conclusion 52/11 -   Importance of States participation to the Route Development Group - East

        That the ICAO Regional Director, Europe and North Atlantic urge States in the Middle Asia area of the ICAO European Region to ensure:

    a)   continuous coordination of airspace improvements and optimization of the ATS route network through the RDGE ATS route catalogues; and

    b)   participation in the next RDGE meeting, as this would be the last opportunity to agree the ATS route structure changes prior to the EURASIA RVSM implementation date (November 2011).

ICARD (ICAO Five Letter Name Codes and Route Designators)

4.2.27   The EANPG was informed about the successful transfer of the ICARD (ICAO Five Letter Name Codes And Route Designators) database from EUROCONTROL to the ICAO Headquarters portal on 27 August 2010, and took note of the outcome of the ICARD User Forum (with attendance from over 50 participants from 25 States and 3 international organizations) which was held in the EUR/NAT Office of ICAO from 20 to 21 September 2010.

4.2.28   The EANPG noted the new guidelines for user registration and the use of 5-Letter Name Codes (5LNC), the integration plans for all ICAO regional offices (with the current requirements for regional 5LNC coordination unchanged) and the plans to merge the 5LNC reserve lists into one global list in the first half of 2011. As a result of the discussion, the EANPG agreed to the following conclusion:

EANPG Conclusion 52/12 -   Guidance on the use of five-letter name-codes

> That the ICAO Regional Director, Europe and North Atlantic undertake the necessary action to provide clarification and guidance regarding the:
>
> a)   use of five-letter name-codes (5LNC) and the use of alpha-numeric codes in ICAO Five Letter Name Codes And Route Designators (ICARD);
>
> b)   related publication process in the national Aeronautical Information Publication (AIP); and
>
> c)   required correction process (e.g. granularity of data/accuracy of coordinates, deviation parameters, tolerance values, etc).

4.2.29   The EANPG COG took note of the ATS Route Designator (RD) issues and the proposed procedures for coordination of reservation of designators for ATS routes which do and do not form part of the regional networks through the ICARD RD coordinators. The EANPG was also informed that, based on the initial results from the ICAO questionnaire on the removal of the distinction (letter U) between lower and upper ATS route designators and the operational feedback on the introduction of new basic letters for ATS route designators (Annex 11 change), further analysis would be required in these areas.

4.2.30   Considering the information given, the EANPG agreed to the following:

EANPG Conclusion 52/13 -   Guidance on the use of ATS Route Designators

> That the ICAO Regional Director, Europe and North Atlantic undertake the necessary action to provide guidance regarding:
>
> a)   the time buffer required before a released ATS route designator can be re-used; and
>
> b)   ways to ensure, at the global level, the uniqueness of designators for ATS routes which do not form part of the regional networks.

EANPG Conclusion 52/14 -   Optimisation of use of existing and future reservations of ATS route designators

> That, in order to optimise the use of existing and future reservations of ATS route designators in ICAO Five Letter Name Codes And Route Designators (ICARD), the ICAO Regional Director, Europe and North Atlantic, invite the ICARD Route Designator Coordinators:
>
> a)   to carry out a rationalisation process of existing ATS route designators; and
>
> b)   to ensure, for future requests, upgrade of the status of regional route designators from "requested" to "allocated", once they are informed of the implementation of the associated ATS routes.

4.2.31   The EANPG also took note of the discussions on issues related to the duplication of 5LNC and problems and potential safety issues with sound-like 5LNCs and agreed to the User Forum conclusions that the current system/algorithm needed to be optimised. Therefore the EANPG agreed to the following:

EANPG Conclusion 52/15 -   Five-letter name-codes duplication issues

> That, considering the safety issues caused by the use of duplicated five-letter name-codes (5LNC), the ICAO Regional Director, Europe and North Atlantic initiate the necessary action to:
>
> a)   provide an exhaustive list of duplicate 5LNCs used at regional level and at global level; and

b) co-ordinate between the ICAO Regional Offices and all States in order to remove the 5LNC duplicates.

4.2.32   The EANPG noted the conclusions from the ICARD User Forum and supported the view that there was an increasing demand to use ICARD for additional functions than it had been initially designed for. Therefore the EANPG supported the COG endorsement of a multi-disciplinary Task Force in order to investigate the identified aspects as well as to develop requirements in these several areas. It was noted that the composition of the COG ICARD TF, which will be opened to interested participants from States and International Organisations within the ICAO EUR Region, could also include nominated persons from outside this Region. The short timeframe for this work is related to the evolution process of ICARD into a global system and the experience gained from the ICARD operation within the ICAO EUR Region could also be beneficial to other ICAO regions. Therefore the EANPG agreed to the following conclusion:

EANPG Conclusion 52/16 -   Further development of the ICARD database

That, from the recommendations provided by the ICAO Five Letter Name Codes And Route Designators (ICARD) user forum and the future ICARD Task Force, the ICAO Regional Director, Europe and North Atlantic initiate the necessary action to enhance the ICARD database in order to optimize the efficiency of the tool to be used globally.

4.3   AERONAUTICAL INFORMATION MANAGEMENT

Status of implementation of the required AIS/MAP facilities and services

4.3.1   The EANPG reviewed the status of implementation of the required AIS/MAP facilities and services in the ICAO EUR Region based on the information provided by both EUROCONTROL (for the ECAC States) and the COG/AIM TF/19 meeting for the States of the Eastern part of the ICAO EUR Region. It was highlighted that the implementation of the current ICAO Annex 4 and Annex 15 provisions represents a pre-requisite for the transition from AIS to AIM and as such the status of implementation of the following steps of Phase 1 of the ICAO Roadmap for the transition from AIS to AIM (Consolidation) was particularly reviewed:

- P-03 — AIRAC adherence monitoring;

- P-04 — Monitoring of States' differences to Annex 4 and Annex 15;

- P-05 — WGS-84 implementation;

- P-17 — Quality.

4.3.2   With regard to the AIRAC adherence (P-03), the EANPG noted that Italy, Spain, Kyrgyzstan, Tajikistan and Turkmenistan have not fully complied with the AIRAC procedures, in accordance with Annex 15 provisions. In particular, the EANPG noted with concern that recently, Italy and Spain have made a last minute postponement of AIRAC AIP amendments (Italy affecting Bari and Spain affecting Barcelona and Valencia). The consequences of such postponements could have resulted in serious flight safety issues for both airline operators and ATC, as it would be impossible in many cases to revert to the previous version of the airborne navigation databases. In such circumstances, the correct data would not be available to flight crews. Charts (for use in the cockpit and by ATC) having a different production schedule may be updated to reflect the postponement but would contradict with the airborne navigation databases.

4.3.3   The EANPG recalled that the COG/44 meeting in June 2009 noted with concern that Greece, Spain and Italy were not complying with the AIRAC procedures and made last minute postponements of major changes. Accordingly, COG developed Conclusion 44/1 and as a follow-up action, the EUR/NAT

Office of ICAO through State Letter Ref.: EUR/NAT 09-376.RD dated 3 September 2009, invited the above-mentioned States to comply with the AIRAC procedures and COG Conclusion 44/1.

4.3.4   The EANPG noted also that, recently the Russian Federation published an AIRAC AIP Amendment with an effective date which does not correspond to an AIRAC date. However, the Russian Federation ensured that this AIRAC AIP Amendment does not bring major changes and accordingly does not compromise safety; in addition, this represents a single occurrence of non-adherence to the AIRAC procedures and ensured that the Russian Federation has a mechanism in place to ensure full compliance to the AIRAC system in the future.

4.3.5   It was highlighted that the AIRAC system has proved to be an effective means of regulating and controlling the provision of aeronautical information affecting operation of aircraft. In addition, the AIRAC system has been used as a basic source of information for the updating of computer-based navigation systems. The EANPG agreed that, in order for the AIRAC system to operate satisfactorily, it is essential that the technical branches of the State aviation authority that are assigned the responsibility of supplying raw data to the AIS be thoroughly familiar with the AIRAC procedures. In particular, it was emphasized that implementation dates other than AIRAC effective dates must not be used for pre-planned, operationally significant changes requiring cartographic work and/or updating of navigation databases. Furthermore, in accordance with Annex 15 and the EUR Basic ANP provisions, it was recalled that whenever major changes to the air navigation system are planned (i.e. extensive changes to procedures or services which will impact international air transport), an advance notice of 56 days, i.e. twice the minimum AIRAC cycle, should be used.

4.3.6   Based on the above, the EANPG agreed to the following:

EANPG Conclusion 52/17 -   Late postponement of AIRAC AIP Amendment

>   That, considering the serious impact the late postponements of AIRAC AIP Amendments have on efficient operations and flight safety, the ICAO Regional Director, Europe and North Atlantic on behalf of the EANPG:
>
> a)   urge States to avoid any last minute postponement of major changes published in those cases when the reinstatement of the old situation is required; and
>
> b)   invite States to perform a thorough and timely planning of all major aeronautical information changes involving all parties concerned.

4.3.7   The EANPG noted with concern that only 17 ECAC States have fulfilled their obligations with respect to the filing of differences related to Annexes 4 and 15, in accordance with Article 38 of the Chicago Convention. It was further noted that six (6) States from the Eastern Part of the ICAO EUR Region have not notified ICAO of their differences to Annex 4 and/or Annex 15.

4.3.8   With regard to WGS-84 implementation (P-05), it was noted with concern that no significant progress has been achieved. In this regard, the EANPG noted that, with a view to expedite the implementation of WGS-84 in the Eastern Part of the ICAO EUR Region, the COG/AIM TF/19 meeting was of view that the Interstate Aviation Committee (IAC), which is responsible for the certification of aerodromes in some States of the East-European Region, should be invited to include the implementation of WGS-84 and aeronautical data quality requirements in the list of minimum requirements for the certification of aerodromes. Accordingly, the EANPG agreed to the following:

EANPG Conclusion 52/18 - **WGS-84 implementation in the Eastern Part of the ICAO EUR Region**

That, with a view to expedite the completion of WGS-84 implementation in the Eastern Part of the ICAO EUR Region, the ICAO Regional Director, Europe and North Atlantic invite the Interstate Aviation Committee (IAC), which is responsible for the certification of aerodromes in some States of the East-European Region, to consider the inclusion of the WGS-84 implementation and aeronautical data quality requirements in the list of minimum requirements for the certification of aerodromes.

4.3.9 With regard to the status of implementation of Quality Management System (P-17), the EANPG noted with satisfaction that lately the AISs of Azerbaijan, Moldova and Serbia have been certified ISO 9001. However, eleven (11) States have not yet implemented a Quality Management System for their AIS/MAP Services (Belarus, Bosnia and Herzegovina, Georgia, Greece, Kazakhstan, Kyrgyzstan, Malta, Tajikistan, The Former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan). Accordingly, they were reflected in the list of air navigation deficiencies.

4.3.10 The EANPG noted that, as a follow up action to the EANPG Conclusion 51/21, a QMS for AIS/MAP Services Implementation Workshop was held in Tashkent, Uzbekistan from 13 to 15 July 2010.

Aeronautical Information Management (AIM)

4.3.11 The EANPG was apprised of the latest developments related to AIM and reiterated the need for a strategic and harmonized transition from AIS to AIM. In this regard, the EANPG noted the progress made by ICAO in the transition towards AIM by addressing the recommendations resulting from the 2006 Global Aeronautical Information Services (AIS) Congress and through amendments to Annexes 4 and 15 that are designed to progress the global framework required for the implementation of AIM.

4.3.12 The EANPG noted that as a follow-up action to the EANPG Conclusion 51/23, the EUR/NAT Office of ICAO carried out a survey related to National Plans for the transition from AIS to AIM. The EANPG reviewed the replies received from twenty (20) States (Azerbaijan, Belgium, Estonia, Finland, France, Germany, Latvia, Lithuania, Moldova, Norway, Poland, Russian Federation, Serbia, Slovak Republic, Spain, Switzerland, Sweden, The Netherlands, Ukraine and United Kingdom) as well as the information related to the status of implementation of the different steps of the ICAO Roadmap for the transition from AIS to AIM emanating from the COG/AIM TF/19 meeting. The EANPG further noted that additional reply has been received from Cyprus during the meeting.

4.3.13 Based on the information provided, the EANPG noted that an important number of States have not yet developed a National Plan for the transition from AIS to AIM and accordingly urged them to do so. The EANPG agreed also that necessary measures should be taken to speed up the completion of Phase 1 of the Roadmap (Consolidation). In particular, it was highlighted that:

- several States have requested assistance from ICAO, especially for the development of additional SARPs and guidance materials to assist States in the transition from AIS to AIM;

- a need to review the Roadmap for the transition from AIS to AIM to provide a more detailed description of the different steps and realistic timelines; and

- the majority of the States that have replied to the questionnaire confirmed that they are encountering/expecting some difficulties during the transition from AIS to AIM. The following difficulties have been highlighted:

  - lack of appropriate resources;

- training of Staff; one of the main difficulties is to develop the required competency for the AIM staff, taking into consideration the absence of an ICAO Training Manual for the AIM personnel;

- increased workload for the regulators to oversight the whole data chain;

- implementation of data quality and data integrity monitoring;

- awareness and commitment of data originators, and adoption of appropriate arrangements with all data originators;

- eTOD implementation;

- necessity to amend the National Regulations to include AIM requirements; and

- institutional issues (especially regarding electronic/digital data).

- a request for the availability of the guidance material related to AIM in the Russian language.

4.3.14   The EANPG agreed therefore to the following:

EANPG Conclusion 52/19 -   Transition from AIS to AIM

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

a)   urge States, that have not yet done so, to:

   i)   develop their national plans for the transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM); and

   ii)   take necessary measures to speed up the completion of Phase 1 of the Roadmap (Consolidation)

b)   invite EUROCONTROL to provide appropriate assistance, as required, to those States and Air Navigation Service providers experiencing difficulties to transition from AIS to AIM in an expeditious manner.

EANPG Conclusion 52/20 -   SARPs and Guidance material for the Transition from AIS to AIM

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

a)   review the Roadmap for the transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) to provide a more detailed description of the different steps and realistic timelines;

b)   expedite the development of necessary SARPs and additional guidance material to assist States in the transition from AIS to AIM, in particular those related to:

   i)   data interchange and systems interoperability;

   ii)   Aerodrome Mapping (P-15);

   iii)   Electronic Aeronautical Charts (P-20);

   iv)   Interoperability with MET products (P-19);

   v)   Unique identifiers (P-7);

   vi)   Communication networks (P-10);

   vii)   Quality Management System (AIM Quality Manual); and

   viii)   AIM Staff Training (AIM Training Manual).

4.3.15   The EANPG was apprised of the EUROCONTROL developments in the AIM field related mainly to aeronautical data quality implementation, Aeronautical Information Exchange Model (AIXM 5.1), digital NOTAM and System Wide Information Management (SWIM).

Aeronautical data and aeronautical information quality

4.3.16   The EANPG recalled that the European Commission adopted on 26 January 2010 the Regulation 73/2010 laying down requirements on the quality of aeronautical data and aeronautical information for the Single European Sky (ADQ). The EANPG was informed about the steps taken by EUROCONTROL with a view to actively support the implementation by States. In particular, the EANPG noted that an ADQ Implementation Support Cell (ADQ-ISC) has been established to provide support and guidance to States. The following support tasks are addressed through the ADQ-ISC:

- Implementation Support;

- Development and Provision of Awareness and Training;

- Establishment and Maintenance of a Website;

- ADQ Guide Maintenance and Evolution;

- Development of further guidance material.

4.3.17   It was highlighted that further information related to ADQ is available at: http://www.eurocontrol.int/adq.

Aeronautical Information Exchange Model (AIXM 5.1)

4.3.18   With regard to AIXM 5.1, the EANPG noted that an AIXM Change Management Process proposal was developed by EUROCONTROL and FAA taking into consideration the guidance provided by various AIXM stakeholders, in particular ANSP and manufacturing industry. It was highlighted that the key to success for management of an AIXM Change Control Board (CCB) is the identification of the main AIXM stakeholder groups and their specific interests. The CCB would be primarily responsible for the maintenance of the AIXM model. The EANPG noted that further information related to AIXM 5.1 is available at: http://www.aixm.aero.

Digital NOTAM

4.3.19   The EANPG recalled that digital NOTAM is an element of the ICAO Roadmap for the transition from AIS to AIM, which is based on AIXM version 5 and on a concept developed jointly by EUROCONTROL and the Federal Aviation Administration of the United States (FAA). It was noted that an implementation roadmap for digital NOTAM in the ECAC Area was developed in consultation with stakeholders and an incremental approach was endorsed.

4.3.20   The EANPG noted that a clear scope is proposed for the Increment #1 of the digital NOTAM Implementation, in the form of eight categories of "events":

- Airspace activation / reservations / warning areas / CTR (that are not H24);
- Route closures1 (CDR1, CDR 2, other routes);
- Navaid events (enroute and airport, including ILS);
- Airport/Runway closures;
- Taxiway closures;
- Obstacles;
- SNOWTAM;

- All other NOTAM as Text NOTAM associated with the feature.

4.3.21 It was further noted that detailed rules for the encoding of the information that is associated with these event scenarios are developed in the form of a digital NOTAM Event Specification. An implementation schedule is proposed for the first increment, which includes the EAD plans for delivering a digital NOTAM (initial capability by 2012). The proposed objective is to achieve a complete implementation of the first increment by 2016.

4.3.22 The EANPG noted that the results of the digital SNOWTAM Trial, which was conducted in December 2009 by EUROCONTROL confirmed the benefits that digital NOTAM brings both for data originators (airports) and data users (airlines): better data quality, faster and more effective data processing and consultation, graphical visualisation and improved data filtering capabilities. It was highlighted that based on the outcome of the trial a SNOWTAM Harmonisation Guidelines and a proposal for improving the ICAO SNOWTAM SARPs were developed.

4.3.23 For further information related to digital NOTAM, States were invited to consult the following website: http://www.eurocontrol.int/aim/public/standard_page/xnotam.html.

System Wide Information Management

4.3.24 The ICAO Global Air Traffic Management Operational Concept depends upon a System Wide Information Management (SWIM). The EANPG recalled that through SESAR developments, the main Information Management (IM) deliverables requiring global standardization are the ATM Information Reference Model (AIRM) and Information Service Reference Model (ISRM). These will establish the framework which defines seamless information interchange between all providers and users of shared ATM information, so as to enable the assembly of the best possible integrated 4D picture of the past, present and (planned) future state of the ATM situation.

4.3.25 Considering all of the foregoing, the EANPG agreed to the following:

EANPG Conclusion 52/21 - EUROCONTROL AIM developments

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG:

a) advise the States of the Eastern Part of the ICAO EUR Region of the EUROCONTROL developments in the Aeronautical Information Management (AIM) field, in particular those related to Aeronautical Information Exchange Model (AIXM) and digital NOTAM;

b) encourage the States of the Eastern Part of the ICAO EUR Region to take into consideration these developments in the process of planning and implementation of the transition from Aeronautical Information Services (AIS) to AIM; and

c) invite EUROCONTROL to provide regular updates on the AIM developments and related activities to EANPG and its Programme Coordinating Group (COG).

Electronic Terrain and Obstacle Data (eTOD)

4.3.26 The EANPG noted that Amendment 36 to Annex 15 introduced major changes to the eTOD provisions related especially to Area 2. It was recognized that this Amendment brought stability, clarity and less stringent SARPs related to eTOD. In particular, it was noted that the applicability date for Areas 2 and 3 has been changed from 15 November 2012 to 12 November 2015. In addition, it was highlighted that the provisions related to Areas 2 and 3 are applicable to the aerodromes regularly used by international civil aviation.

4.3.27   The EANPG noted that as a follow-up action to the EANPG Conclusion 51/22, the EUR/NAT Office of ICAO through State Letter Ref.: EUR/NAT 10-0326.TEC dated 7 April 2010 informed States about the latest developments related to eTOD introduced by Amendment 36 to Annex 15 and highlighted that the Draft eTOD FASID Table endorsed by the EANPG/51 meeting through Conclusion 51/22, is no longer suitable and needs adjustment. In this regard, it was highlighted that the EANPG/51, through Conclusion 51/24, agreed that the whole part of the EUR ANP related to AIS/AIM should be reviewed in order to introduce necessary planning material related to the transition from AIS to AIM, including eTOD. The EANPG noted that States were requested to provide their eTOD implementation plans specifying clearly the status of implementation of Area 1 and Area 4 which have been applicable since November 2008.

4.3.28   The EANPG reviewed the replies received from nineteen (19) States (Belgium, Czech Republic, Estonia, Finland, France, Germany, Greece, Latvia, Moldova, Norway, Poland, Romania, Serbia, Slovak Republic, Sweden, Switzerland, Turkey, United Kingdom and Uzbekistan) and noted that no significant progress has been achieved in the implementation of eTOD provisions. Accordingly, the EANPG invited States that have not yet done so to develop an implementation plan for the provision of eTOD indicating clearly the intended dates of implementation, especially with regard to Area 1 and Area 4 and eventually notify ICAO of any difference related to the provision of eTOD for Area 1 and Area 4.

4.3.29   From the 19 replies received, the following was highlighted:

-   States are at different stages with regard to the implementation of eTOD provisions for Area 1 and Area 4;

-   no State has met the ICAO timescales for the implementation of eTOD provisions for Area 1 and Area 4 (20 November 2008). However, a number of States are planning to provide eTOD data for Area 1 and Area 4 with different dates of implementation (end of 2010 up to 2016);

-   some States have not yet developed an eTOD implementation plan;

-   two (2) States indicated that they are planning to develop an AIS/AIM plan by end of 2010; this plan would include an eTOD implementation plan;

-   one (1) State indicated that an eTOD implementation plan would be of interest after the implementation of WGS-84;

-   some States have already notified ICAO about a difference for the provision of eTOD for Area 1 and Area 4.

4.3.30   The EANPG was apprised also of the outcome of the COG/AIM TF/19 meeting related to the implementation of eTOD in the Eastern Part of the ICAO EUR Region.

4.3.31   The EANPG noted that although Amendment 36 to Annex 15 has brought stability, clarity and less stringent requirements to SARPs related to eTOD, a number of minor inconsistencies have been identified. It was highlighted that these inconsistencies, which will be addressed/resolved through Amendment 37 to Annex 15 (in 2013) are related mainly to Area 2 and do not impede States to implement Annex 15 provisions related to Area 1 and Area 4, applicable since November 2008 and to start the planning for the implementation of Area 2 and eventually Area 3 provisions. Furthermore, the EANPG noted that EUROCONTROL has released a Draft TOD Manual in June 2010 (formal release expected early 2011). It was highlighted that the inconsistencies identified in Amendment 36 to Annex 15 have been also addressed in this Manual.

4.3.32   Based on the above, the EANPG agreed to disregard the Draft eTOD FASID Table endorsed by the EANPG/51 meeting through Conclusion 51/22. Therefore, the EANPG agreed to the following:

EANPG Conclusion 52/22 -   Electronic Terrain and Obstacle Data (eTOD)

> That, the ICAO Regional Director, Europe and North Atlantic invite States that have not yet done so to:
>
> a)   amend their national regulations to reflect the eTOD provisions in accordance with Annex 15 – *Aeronautical Information Services* (as amended by Amendment 36);
>
> b)   notify ICAO of any difference related to the provision of eTOD for Area 1 and Area 4, if any;
>
> c)   develop an implementation plan for the provision of eTOD indicating clearly the intended dates of implementation; and
>
> d)   use the guidance material provided in the *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information* (Doc 9881) and EUROCONTROL TOD Manual.

EANPG Conclusion 52/23 -   Monitoring the status of implementation of eTOD in the ICAO EUR Region

> That, in order to provide regular updates on eTOD related activities to EANPG and its Programme Coordinating Group (COG):
>
> a)   EUROCONTROL be invited to monitor the status of implementation of eTOD in the ECAC Area and provide necessary assistance to States; and
>
> b)   the COG/AIM Task Force monitor the status of implementation of eTOD in the Eastern part of the ICAO EUR Region and provide necessary guidance to States.

4.4   COMMUNICATION, NAVIGATION AND SURVEILLANCE

Aeronautical Fixed Service (AFS)

4.4.1   The EANPG was presented with the progress of the various planning and implementation programmes related to the EUR AFS evolution as coordinated through the work of the EANPG AFSG.

4.4.2   In particular, the work in support of the ongoing planning and implementation of the Internet Protocol (IP) based EUR regional networks was noted. It was recalled that the EUR ANP envisioned a transition to the IP based EUR AFS and that States had embarked on planning and implementation activities in line with this regionally agreed roadmap. In this regard information on the status of the Pan-European Networks (PENS) programme that started its roll-out in 2010 was noted. It was recalled that the PENS was a required common facility for AMHS deployment in the EUR alongside with other AFS components and was essential in providing an initial underlying communications backbone in support of the future SWIM concept.

4.4.3   In this regard, the discussion regarding the possible use of IPv4 and/or IPv6 by AMHS and other AFS systems was noted. Recognising the benefits of IPv6 and in order to support the evolution of the EUR IP based AFS networks and ensure unique and unambiguous addressing of systems utilizing IP network services, the EANPG agreed to the following:

EANPG Conclusion 52/24 -   Development of IP based EUR networks

> That the ICAO Regional Director, Europe and North Atlantic, invite States to:
>
> a)   develop national plans, in line with the ICAO *Manual on the Aeronautical Telecommunication Network (ATN) using Internet Protocol Suite (IPS) Standards and Protocols* (Doc 9896), for migration to IPv6 taking the existing IPv4 based aeronautical systems into account;
>
> b)   consider the use of IPv4/IPv6 protocol translation devices only as a provisional solution during the migration; and
>
> c)   include a requirement for both IPv4 and IPv6 in their ongoing Air Traffic Services (ATS) Message Handling System (AMHS) implementation programmes in order to ensure seamless transition and interoperability.

4.4.4   Furthermore, the EANPG noted that in response to Conclusions EANPG 49/23 and EANPG 49/24, an ICAO State Letter with a subject of management and update of air traffic services (ATS) message handling system (AMHS) address information ref (AN 7/49.1-09/34) was circulated on 14 April 2009. This letter had informed States that in the short- to medium-term ICAO will utilize the EUR ATS Messaging Management Centre (AMC) to coordinate the allocation and management of AMHS addresses. All States were therefore invited to designate representatives to register as AMC users using the procedure described in the Attachment to the letter. Another attachment included procedures for AMHS address coordination through the AMC. The letter urged States and ANSPs, operating international COM Centres, with the intention of implementing AMHS in the foreseeable future, to engage themselves into the AMHS address coordination process through the AMC without delay.

4.4.5   The EANPG was also informed that in response to Conclusion EANPG51/14, the ICAO EUR FASID would now encompass the EUR Aeronautical Fixed Telecommunication Network (AFTN)/Common ICAO Data Interchange Network (CIDIN)/AMHS, ATS on-line data interchange (OLDI) and ATS Direct Speech international connectivity. This would be achieved through the expansion of the coverage of the EUROCONTROL maintained Flight Message Transport Protocol (FMTP) and ATM Ground Voice Network (AGVN) database inventories to cover the entire EUR Region and provide the respective international connectivity tables in the agreed format on a periodic basis for the purpose of the ICAO EUR Air Navigation Plan.

EUR aeronautical radio frequency spectrum requirements

4.4.6   The EANPG was provided with a chart providing a visual indication of the degree to which aeronautical frequency spectrum requirements could be satisfied in each aeronautical frequency band for each year until 2025. The information provided in the chart was based on historical data contained in the ICAO EUR Air Navigation Plan Tables and the satisfaction ratio of the FMG BPMs.

4.4.7   The chart indicated that congestion in the VHF COM and NAV bands persisted and was particularly acute in the areas with the highest density of flights in the EUR Region. It was projected that more than 50% of the VHF COM frequency requirements would not be satisfied in the high traffic density parts of the EUR Region in the coming years. Spectrum access problems, although to a lesser degree and caused by different reasons, also existed in other frequency bands, including HF, SSR and AMS(R)S.

4.4.8   The EANPG noted the progress of various ongoing activities aimed at alleviating the current and future forecasted frequency spectrum congestion. It was recalled that in regard to the VHF COM band, it was demonstrated that only the full implementation of 8,33KHz VHF COM channel spacing would permit all VHF COM frequency demand to be met in the ICAO EUR Region until at least 2025. In this regard and recognising the progress and applicability area of the currently being reviewed European Commission (EC)

Regulation 1265/2007 on Air-Ground Voice Channel Spacing (A-VCS), EANPG/52 had agreed to urge States to proceed with the full implementation of 8.33 kHz channel spacing by 2018 with an intermediate phase by 2014.

4.4.9   The EANPG recalled that work was being undertaken within ICAO to develop future communication systems to address the future operational needs in the 2025+ timeframe. It was noted that taking into account the usual timeframes for the design, standardization, certification and equipage of any aviation equipment, it was questionable if the future communication systems will be available to equip a sufficient number of aircraft by 2025.

4.4.10   In addition, it was noted that the main thrust of this work was on meeting the future operational requirements in data link communications. However, as illustrated by the chart, the most urgent issue for the EUR was located in the VHF COM band. Therefore, the EANPG had concurred that there was an urgent need to accelerate the work undertaken on the development of the future communication systems and specifically target them on meeting the future VHF voice requirements.

4.4.11   With regards to the VHF NAV band, it was observed that this band was occupied by a multitude of conventional and future aeronautical systems. It was felt that the need for multitude systems to be operated for the same purpose should be minimised. It was recalled that in line with the EUR Air Navigation Plan the use of VORs and NDBs should be gradually reduced and eventually removed from service by 2020. This would allow alleviating congestion in the VHF NAV band but also reducing the fuel consumption and CO_2 emissions.

4.4.12   With this in mind, the EANPG agreed to the following:

EANPG Conclusion 52/25 -   Addressing aeronautical frequency spectrum congestion

That the ICAO Regional Director, Europe and North Atlantic:

a)   recognising the progress and applicability area of the currently being reviewed European Commission (EC) Regulation 1265/2007 on Air-Ground Voice Channel Spacing (A-VCS), urge States to proceed with the full implementation of 8.33 kHz channel spacing by 2018 with an intermediate phase by 2014;

b)   recognising the continued congestion in the aeronautical VHF voice band in the European Region, initiate development of the future operational requirements for VHF voice communications with the goal to reorient the ICAO work on future communication systems in order to address the future operational needs with regards to aeronautical VHF voice communications; and

c)   remind States to adhere to the provisions of the ICAO EUR Air Navigation Plan with regards to the gradual removal of VORs and NDBs from service by 2020.

ICAO position for ITU WRC-12

4.4.13   The EANPG noted the progress of ICAO preparation to the 12th International Telecommunication Union (ITU) World Radiocommunication Conference (WRC-12) and examined the strategy for establishing and promoting the ICAO Position on the issues of critical concern for international civil aviation to be discussed at WRC-12. It was agreed that in order to balance the increased attention, pressure and resources given to the ITU WRC process by other (non-aviation) services, aviation must similarly increase its profile in this process. To this end, it needed to be ensured that necessary resources, as described in Assembly Resolution A36-25 and discussed at the 37th Assembly, were made available for the ITU WRC process.

4.4.14   In this regard, the EANPG recalled the ICAO Position had been circulated via State Letter E 3/5-09/61 dated 30 June 2009 and that the previous EANPG had endorsed Conclusions 51/6 and 51/7 whereby States were urged to ensure, via their National Telecommunication Agencies, that the ICAO position would be taken into account in the national and regional preparatory activities for WRC-12 and civil aviation experts would be made available to assist in various national and regional WRC-12 preparatory activities. The same Conclusions had also invited International Organisations (IATA, NATO, EC, ECAC, EUROCONTROL) and other organisations to ensure coherence with the ICAO position and support ICAO during various regional WRC-12 preparatory activities. The EANPG had agreed that Conclusions 51/6 and 51/7 would remain valid. It was noted that further updates would be provided to the next meeting and that an ICAO EUR preparatory workshop for ITU WRC-12 would be held on 17-18 March 2011 in Paris.

4.5   HUMAN RESOURCES

Report on Outcomes of Initiatives Regarding Next Generation of Aviation Professionals

4.5.1   The EANPG was provided with a progress report on the next generation of aviation Professionals (NGAP) initiatives that were launched by ICAO to ensure that an adequate number of qualified and competent aviation professionals would be available to operate, manage and maintain the future international air transport system.

4.5.2   The EANPG noted that a NGAP Task Force was created in May 2009 and the NGAP Symposium held at ICAO Headquarters (1 to 4 March 2010) supported the establishment of a work programme to address the enhancement of training for flight crew, air traffic management and aircraft maintenance personnel to meet the demands of new procedures and increasingly complex technologies, while the High-level Safety Conference (HLSC), held in Montréal in March 2010 recommended that States and international organizations should support the work of the NGAP Task Force. This subject was also supported by the 37th session of ICAO Assembly held in September/October 2010.

4.5.3   The EANPG, when discussing the initiatives of the next generation of aviation professionals, was informed by the Secretariat of the assistance that Regional Officers from EUR/NAT Office of ICAO were providing to training institutes in France, Austria and among others and that one internship position had been created to support young aviation professionals to obtain experience with ICAO.

4.5.4   The EANPG noted the global developments in the field of recruitment, education, training and retention of next generation of aviation professionals and agreed that they would take them into account when working its regional strategy/work programme.

Language Proficiency Requirements

4.5.5   The EANPG was informed on the developments related to the ICAO language proficiency requirements implementation and in particular on the outcome of the Language Proficiency Requirements Implementation (LPRI) workshop held in Rome, Italy, from 3 to 5 March 2010 and recalled the COG/47 Conclusions in this respect:

> *That the ICAO Regional Director, Europe and North Atlantic:*
>
> a)   *encourage States to use the updated Recommended Action Plan 2010-2011;*
>
> b)   *coordinate with ICAO Headquarters the urgent need to put in place language proficiency (LP) test endorsement process;*
>
> c)   *encourage States to initiate regulatory oversight of all aspects of aviation language proficiency training and testing, including LP maintenance and sustainability;*

d)   encourage States to apply safety management principles, namely risk assessment for scenario after 5 March 2011;

e)   in close coordination with COG/TNG TF, organize a workshop on LP maintenance and sustainability before end 2010.

4.5.6   The EANPG was informed that:

-   the up-dated version of the Recommended LPRI Action Plan is published on the ICAO EUR/NAT web site;

-   that ICAO would establish a mechanism which will provide States with impartial recommendations in the selection or development of aviation English language licensing tests that meet ICAO criteria and foster licensing test quality as specified in ICAO guidance among as many test providers as possible and that the first endorsement processes was tentatively planned to start by the end of 2010;

-   some States in the ICAO EUR Region conducted regulatory oversight of aviation training and testing, including language proficiency maintenance, however, this would be a subject for the ICAO workshop on LPRI for the EUR States to be conducted in Paris from 8 to 10 December 2010.

4.5.7   The EANPG was also informed about the initiative of the Russian Federation to host the ICAO LPRI workshop with the special emphasis on the importance of the language proficiency as a contributing factor to the safety. It is planned that this workshop will be held in St. Petersburg in March 2011.

4.6   PERFORMANCE BASED NAVIGATION IMPLEMENTATION

Status of the PBN implementation

4.6.1   The EANPG was presented with the status of implementation of the ICAO Assembly Resolution 36-23 on PBN global goals that urged all States to implement Area Navigation (RNAV) and required navigation performance (RNP) Air Traffic Services (ATS) routes and approach procedures in accordance with the ICAO Performance Based Navigation (PBN) concept as laid down in the ICAO PBN Manual (Doc 9613). It was noted that the foregoing Resolution was superseded by the 37th ICAO Assembly (Resolution 37-11 refers) to state that States are urged to complete a PBN implementation plan as a matter of urgency to achieve implementation of:

-   RNAV and RNP operations (where required) for en route and terminal areas according to established timelines and intermediate milestones; and

-   approach procedures with vertical guidance (APV) (Baro-VNAV and/or augmented GNSS), including LNAV only minima, for all instrument runway ends, either as the primary approach or as a back-up for precision approaches by 2016 with intermediate milestones as follows: 30 per cent by 2010, 70 per cent by 2014; and

-   straight-in LNAV only procedures, as an exception to 2) above, for instrument runways at aerodromes where there is no local altimeter setting available and where there are no aircraft suitably equipped for APV operations with a maximum certificated take-off mass of 5 700 kg or more.

4.6.2   It was recalled that the ICAO EUR PBN Task Force (PBN TF) was established in order to foster PBN implementation in the ICAO EUR Region. The PBN TF regularly provided reports to the

EANPG and COG on any work completed and/or issues identified. As part of its work programme the PBN TF had developed a methodology and certain tools in order to track PBN implementation progress in the ICAO EUR Region:

- a questionnaire was drafted with the intention of assisting States and service providers in developing their national plans, and to elicit information on the status and future plans related to the implementation of PBN (in en-route and terminal airspace) and APV;

- a new Supplement Table (CNS4b) was designed to track the progress of instrument approach procedures and associated navigation services and facilities, including information on existing and planned APV implementation.

4.6.3   In this regard, the EANPG recalled that with the aim of assessing the readiness of the States in the ICAO EUR Region to comply with the provisions of Assembly Resolution 36-23, EANPG/51 (1-3 December 2009) endorsed Conclusion 51/17 urging States to provide information on the status of their national PBN implementation planning. A questionnaire was circulated to ICAO EUR States on 15 January 2010 (EUR/NAT 10-28.TEC).

4.6.4   The responses received were collated by the Secretariat and included in **Appendix J** to this report. Information provided in Appendix J also included the status of PBN planning and implementation as collected via the EUROCONTROL LSSIP programme and with the assistance of the EUROCONTROL RNAV Approaches Task Force (RATF). The EANPG based on the information provided in Appendix J had concluded that the ICAO EUR Region was in general in compliance with the requirements of the Assembly Resolution, in particular with regards to PBN implementation in en-route and terminal airspace.

4.6.5   However, taking the outcome of the discussions of the 37th ICAO Assembly into account, it was agreed that a reminder to the ICAO EUR States to continue their PBN planning and implementation activities in accordance with the ICAO PBN concept as laid down in Doc 9613 and provide information on the status of implementation to the EUR/NAT Office of ICAO would be timely and helpful to foster implementation.

4.6.6   Similarly, the EANPG had noted information collected via the EUR ANP Supplement Table (CNS4b) that was designed to track the progress of APV implementation (**Appendix K** refers). It was noted in this regard, that only a small number of States had provided information on their national APV plans and even fewer had informed of their compliance with the deadlines of the Assembly Resolution. Therefore, the EANPG agreed to the following:

EANPG Conclusion 52/26 -   Status of PBN Implementation

> That the ICAO Regional Director, Europe and North Atlantic, invite States to update or confirm information on the status of Performance Based Navigation (PBN) implementation in the ICAO EUR Region, as provided in **Appendices J and K** to this report.

4.6.7   In regard to the progress of APV implementation, the EANPG had recalled that several issues were identified and reported that could potentially preclude the ICAO EUR States from complying with the provisions of Assembly Resolution 36-23. The list of issues included the following:

a)   decisions to implement APV often rested within the remits of aerodrome operators or service providers. These decisions were taken on the basis of the cost and benefit analysis and associated safety cases. States, while taking a proactive approach to APV implementation, had often a limited influence on business decisions of service providers and aerodrome operators in the implementation of APV;

b) Global Navigation Satellite System (GNSS) was not approved as a valid means of navigation for approach by some regulators;

c) rate of operators' RNP APCH and/or APV approvals was often insufficient and lagged behind the progress of implementation on the ground and aircraft equipage, and

d) some implementation issues needed to be resolved, e.g. insufficient number of trained procedure designers and an urgent need to establish a global or regional SBAS channel number allocation mechanism.

4.6.8 The EANPG had noted that in view of the above, the deadlines of the respective Assembly Resolutions with regards to APV appeared to be challenging for the States in the ICAO EUR Region, unless the foregoing issues were fully addressed as soon as possible. Therefore, the EANPG agreed to the following:

EANPG Conclusion 52/27 - Actions to foster PBN implementation

That the ICAO Regional Director, Europe and North Atlantic:

a) urge States to undertake necessary steps to grant approvals for the use of GNSS as a valid means of navigation for approach;

b) urge States and airspace users to undertake necessary steps to increase the number of operator's RNP APCH/APV Baro-VNAV/LPV/LNAV approvals;

c) urge States, aerodrome and navigation service providers to establish collaborative implementation teams that undertake all necessary steps to increase the number of RNP APCH/APV Baro-VNAV/LPV/LNAV implementations;

d) urge States and service providers to urgently address the need to increase the number of qualified procedure designers to foster RNP APCH/APV Baro-VNAV/LPV/LNAV implementation; and

e) acknowledging the need for a single SBAS channel number assignment solution, coordinate the establishment of a globally agreed mechanism that would meet this requirement.

4.6.9 The EANPG noted that the ICAO EUR PBN TF would continue its work in line with the directives of COG Decision 47/1. In particular, the ICAO EUR PBN TF would focus its work on developing the regional APV implementation guidance material to assist ICAO EUR States in APV implementation. The EUR/NAT Office of ICAO in cooperation with the ICAO EUR PBN TF members would continue to assist the EUR States to progress the PBN implementation by organising workshops. One of such workshops was suggested to be organised in 2011 with particular focus on implementation of APV and data handling and integrity. Therefore, the EANPG agreed to the following:

EANPG Conclusion 52/28 - ICAO EUR APV implementation workshop

That the ICAO Regional Director, Europe and North Atlantic make necessary arrangements to conduct an approach procedure with vertical guidance (APV) implementation workshop for ICAO EUR States in 2011.

4.6.10 In concluding this subject, the EANPG noted the update provided on the progress of the PBN implementation in other ICAO Regions and the progress recorded by the global PBN Task Force.

4.7   METEOROLOGY

Outcome of the Twentieth Meeting of the Meteorology Group of the EANPG

4.7.1   The EANPG noted that the Twentieth Meeting of the Meteorology Group (METG/20) had been held 6 to 10 September 2010 and attended by 79 experts from 35 States in the EUR Region, Iceland and 2 International Organizations (EUROCONTROL and IATA). The EANPG was informed that the METG had noted with some concern that the World Meteorological Organization (WMO) and International Federation of Airline Pilots' Associations (IFALPA) had been unable to attend METG for the second year running. Noting these remarks, IFALPA informed the EANPG that an appropriate expert had since been identified who would participate in future activities of the METG.

4.7.2   The EANPG was informed that METG/20 had discussed a range of topics including, but not limited to, the implementation of the WAFS, SADIS and MET warnings and advisories; requirements for OPMET data and status of OPMET data exchange; implementation of MET services for low-level flights; implementation of MET services in the Eastern part of the ICAO EUR Region; MET support to ATM; and the identification, assessment and reporting of MET deficiencies. The EANPG noted that METG/20 had formulated eight draft Conclusions and four Decisions. In the context of the eight draft Conclusions, the EANPG noted that COG/48 had adopted three as COG/48 Decisions and one as a COG/48 Conclusion, whilst the remainder were presented for EANPG consideration. In the context of the four METG Decisions, the EANPG noted that no action was required on the part of the EANPG or COG. The EANPG was provided with a brief overview of those METG/20 Decisions and COG/48 Conclusion/Decisions accordingly.

Update to EUR Doc 019 / NAT Doc 006 Part II

4.7.3   In light of the eruption of the Eyjafjallajökull volcano in Iceland in April and May 2010, and as a follow-on to the considerable work undertaken by the EUR/NAT Volcanic Ash Task Force in the context of a revision to a common Volcanic Ash Contingency Plan of the EUR and NAT Regions (EUR Doc 019/NAT Doc 006 Part II), hereunder called the Plan, the EANPG noted that METG/20 had prepared a revision to the Plan endorsed by EANPG and NAT SPG in July 2010. The revision was principally intended to ensure greater consistency of Meteorological Watch Office (MWO) and Volcanic Ash Advisory Centre (VAAC) actions to be undertaken during the proactive phase of an eruption with ICAO provisions contained in Annex 3.

4.7.4   The EANPG was informed that the proposals had been reviewed by COG/48, and that COG/48 had supported the changes and proposed others of a generally minor editorial nature. In addition, noting that the Plan was common to the ICAO EUR and NAT Regions, the EANPG was informed that the 36th meeting of of NAT Air Traffic Management Group (ATMG) (20 to 24 September 2010) and the 37th meeting of the NAT Implementation Management Group (IMG) (2 to 5 November 2010) had been apprised of the proposed changes. Following consultation, the changes proposed had met with the general support of NAT ATMG/36 – although concerns with regards to the practicality of employing certain provisions in the Plan, such as NOTAM and SIGMET notification, had been expressed. In this regard, the NAT IMG/37 had tasked the NAT ATMG to further investigate the concerns in time for NAT IMG/38. Consequently, NAT IMG/37 had agreed to recommend that the revised Plan, as proposed following METG/20 and COG/48 consideration, be forwarded for consideration and endorsement of the EANPG/52 (and the NAT SPG through correspondence).

4.7.5   In view of the foregoing, the EANPG reviewed the proposed revision to the Plan, supported the changes therein, and agreed to accommodate additional minor editorial changes (to paragraphs 1.4.1 and 2.2.3a) of the Plan) as proposed by IFALPA. Therefore, the EANPG agreed to the following:

EANPG Conclusion 52/29 -   Revision to EUR Doc 019/NAT Doc 006 Part II

> That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary actions to publish the revised *Volcanic Ash Contingency Plan for the EUR and NAT Regions* (EUR Doc 019/NAT Doc 006 Part II) as presented at **Appendix L** to this report.

4.7.6   Recognizing that the Plan was regional guidance material (i.e. non-binding) and a living document that was to be reviewed on a regular basis and updated as appropriate based on, not least, lessons learned and experiences gained within the ICAO EUR and NAT Regions, and acknowledging that a fresh eruption within the Regions could happen at any time, the EANPG recommended that the ICAO Regional Director should be authorized to update the Plan with changes of an editorial nature (such as cross-referencing to new guidance material emerging from the work of groups such as the International Volcanic Ash Task Force (IVATF) airworthiness sub-group) in a timely and efficient manner. In addition, noting ongoing work within the IVATF concerning improvements to volcanic ash contingency procedures, the EANPG recommended that any updates to the Plan should be communicated to the IVATF accordingly.

4.7.7   In view of the foregoing, the EANPG agreed to the following:

EANPG Decision 52/4 - Editorial updates to EUR Doc 019 / NAT Doc 006 Part II

> That, the ICAO Regional Director, Europe and North Atlantic:
>
> a)   be authorized to make necessary editorial changes to the *Volcanic Ash Contingency Plan of the European and North Atlantic Regions* (EUR Doc 019/NAT Doc 006 Part II) to incorporate cross-references to new guidance material as and when available; and
>
> b)   immediately advise the Secretary of the International Volcanic Ash Task Force (IVATF) of any updates to EUR Doc 019/NAT Doc 006 Part II.

Language proficiency of aeronautical MET personnel performing oral pre-flight briefings

4.7.8   The EANPG noted that a METG project team on regional harmonization of MET services for low-level flights (PT/LLF) had convened a user consultation workshop on the subject of harmonization of MET services for low-level flights in the ICAO EUR Region (in response the EANPG Conclusion 50/37). Notable findings and recommendations to emerge from the user consultation workshop had been reviewed by METG/20, including the need to improve the exchange and accessibility of LLF forecasts across the EUR Region, increase forecast consistency and achieve a more harmonized layout, and improved basic skills in the English language for MET personnel performing oral pre-flight briefings.

4.7.9   In the context of the need for improved basic skills in the English language of MET personnel performing oral pre-flight briefings, the EANPG was informed that communication problems between MET personnel and flight crew members during pre-flight briefings for low-level flights, and a lack of mutual understanding, could have an impact on the level of weather-related awareness and consequently the safety of air operations. In view of the working arrangements between ICAO and WMO contained in ICAO Doc 7475, the EANPG was informed that WMO was responsible for specifying the requirements for meteorological knowledge of meteorological personnel engaged in the provision of meteorological service for international air navigation.   Accordingly, it was noted that one of the listed job competency requirements in aeronautical meteorology as defined in WMO No. 258 Supplement No. 1 was to: "*...communicate effectively, using appropriate language, with aeronautical users, including oral briefings to pilots and dispatchers as necessary*". Additionally, the EANPG was informed that provisions requiring certain language proficiency of flight crew members and ATS personnel were part of ICAO Annex 1.

4.7.10   Accordingly, METG/20 had proposed to invite WMO to develop additional job competency requirements concerning English language proficiency of aeronautical MET personnel providing oral pre-

flight briefings, provided that any new requirements gave due consideration to the potential cost implications for MET service providers. The EANPG noted that COG/48 had strongly supported the METG considerations and expressed a need for some urgency.

4.7.11 In view of the foregoing, the EANPG agreed to the following:

EANPG Conclusion 52/30 - English language proficiency of aeronautical meteorological personnel providing oral pre-flight briefings

That, ICAO urge the World Meteorological Organization (WMO) to develop additional job competency requirements concerning English language proficiency for aeronautical meteorological personnel providing oral pre-flight briefings to operators and flight crew members performing international flights, in view of ensuring weather-related awareness of users and safety of air operations, whilst also paying due respect to associated cost implications for meteorological service providers.

*Note: The competency requirements developed by WMO should be similar to those contained in Annex 1 (*Personnel Licensing*) Appendix 1 Attachment A (*ICAO Language Proficiency Rating Scale*), and be included in WMO No. 258 Supplement No. 1 (*Training and qualification requirements for aeronautical meteorological personnel*).*

Proposal for amendment to Part VI (MET) of the EUR Air Navigation Plan

4.7.12 The EANPG noted that in accordance with the standing proposal for amendment procedure, and partially in response to EANPG Conclusion 51/32, the Secretariat had undertaken a comprehensive amendment to Part VI (MET) of the EUR Basic ANP and FASID since METG/19. In addition, the EANPG noted that METG/20 had undertaken a further review of FASID Tables MET 1A and 2A in order to ensure the latest MET requirements at aerodromes and exchange requirements respectively were included. METG/20 had noted that the information contained in FASID Table MET 2A was derived from FASID Table MET 1A in respect of AOP aerodromes and the SADIS Operations Group (SADISOPSG) in respect of non-AOP aerodromes. In order to ensure the relative currency of the information contained in FASID Table MET 1A, and consequently the AOP information contained in FASID Table MET 2A, METG/20 had prepared a proposal for amendment thereto. Moreover, noting that a global OPMET database was maintained by ICAO Headquarters (based on data originating from the ICAO Regions and the SADISOPSG) from which regional versions of the table could be derived, the EANPG noted that METG/20 had recommended that FASID MET 2A should be replaced by a hyperlink to the global OPMET database since the process of amending FASID Table MET 2A (and Table MET 1A) would be unaffected by this change.

4.7.13 In view of the foregoing, and taking into consideration a proposal formulated by METG PT/LLF in the context of harmonizing MET support for low-level flights, the EANPG noted that amendments to the EUR Basic ANP and FASID were necessary in relation to three further specific topics considered by METG:

i) [Basic ANP and FASID] The completed transition from the MOTNE (MET Operational Telecommunications Network Europe) system to EUR RODEX (European Regional OPMET Data Exchange) system, and the replacement of the METG Bulletin Management Group by the METG EUR OPMET Data Management;

ii) [FASID] The inclusion of information concerning meteorological observations and reports from offshore structures in support of helicopter operations; and

iii) [Basic ANP] The elimination of the requirement for voice routine reporting as a consequence of Amendment 75 to ICAO Annex 3.

4.7.14   In view of the foregoing, the EANPG agreed to the following:

EANPG Conclusion 52/31 -   Proposal for amendment to Part VI (MET) of the EUR Regional Air Navigation Plan

> That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to amend Part VI (MET) of the *EUR Regional Air Navigation Plan* (Doc 7754) as follows:
>
> a)   Volume I (Basic ANP) shown at **Appendix M** to this report concerning the elimination of the requirement for voice routine reporting, the completed transition from MOTNE to EUR RODEX, the replacement of the METG Bulletin Management Group by the METG EUR OPMET Data Management Group, and enhanced regional requirements concerning MET support for low-level flights; and
>
> b)   Volume II (FASID) as given at **Appendix N** to this report concerning meteorological observations and reports from offshore structures in support of helicopter operations, meteorological service required at aerodromes, and exchange requirements of METAR/SPECI and TAF.

Meteorological information from offshore structures to support helicopter operations

4.7.15   The EANPG noted that METG/20 had considered matters concerning the supply of MET information from offshore structures to support helicopter operations, and recalled that FASID Table MET 1C had been introduced to the EUR ANP in 2009 since the supply of MET information to support such operations was subject to regional air navigation agreement. METG/20 had been pleased to note that representatives from four States in the EUR Region with offshore commitments had met in June 2010 to discuss, in more detail, issues relating to meteorological reports from and forecasts for offshore installations provided in support of offshore helicopter operations. The States concerned (Denmark, Netherlands, Norway and United Kingdom) had formed a mutual alliance called the "MET Services for Aviation Offshore North Sea" (MetSAO North Sea) group, and had discussed a range of topics including regulations for the provision of MET information to offshore structures (including ICAO and national regulations), observations, education and skills for MET observers offshore, MET equipment, and forecasts.

4.7.16   Recognizing that supplementary information such as sea surface temperature and state of the sea from MET stations established on offshore structures in support of helicopter operations should be included in METAR (and SPECI) in accordance with regional air navigation agreement, the EANPG was informed that three of the four States involved in the MetSAO North Sea alliance were providing METAR that were compliant with the requirements and, in the majority of cases, providing AUTO METAR on a regular basis. The EANPG was informed that METG/20 had acknowledged that the Eighth Meeting of the Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG/8 held 15 to 18 February 2010) had proposed that in order to disseminate the actual wave height, the reporting of 'wave height' as an alternative to that of 'state of the sea' should be allowed (through an Amendment to Annex 3 provisions). Whilst the addition of wave height would provide a greater level of detail and was required by the North Sea helicopter operators, the AMOFSG had determined that such a change would be costly, as it would involve a change to the aeronautical meteorological codes. Accordingly, the AMOFSG had determined that a more robust user requirement should be sought from other States operating in the North Sea area in view of forming a common position.

4.7.17   In view of the foregoing, METG/20 had noted that the four States in the EUR Region involved in the MetSAO North Sea alliance had agreed that it would be beneficial if wave height (specifically *significant* wave height) could be reported as an alternative to that of state of the sea, and that an option should be provided in the METAR/SPECI as supplementary information. Acknowledging the

METG/20 view that the introduction of (significant) wave height into METAR/SPECI would have *no* bearing on those States *without* offshore operations, and would provide a greater level of detail for those States *with* offshore operations, the EANPG agreed to the following:

EANPG Conclusion 52/32 -   Significant wave height as supplementary information in METAR and SPECI

>   That, ICAO be invited to consider the use of 'significant wave height' as an alternative to 'state of the sea' when providing supplementary information in METAR and SPECI in support of helicopter operations at offshore structures.

Activities in the context of volcanic ash contingency

4.7.18   To facilitate awareness, the EANPG was informed of actions undertaken by ICAO at a regional and global level in response to the eruption of the Eyjafjallajökull volcano in Iceland during April and May 2010. Specifically, the EANPG was informed of the activities of the EUR/NAT Volcanic Ash Task Force (EUR/NAT VATF), which had completed its necessary and urgent work in June 2010 to update the prevailing regional volcanic ash contingency plan. In addition, the EANPG was informed of the recent and ongoing activities of the International Volcanic Ash Task Force (IVATF), which was assisting the Secretariat in developing a global safety risk management framework that would make is possible to determine the safe levels of operation in airspace contaminated by volcanic ash.

4.7.19   Recalling events particularly during the first and second week of the eruption of Eyjafjallajökull in April 2010, Turkey questioned the EANPG as to whether a 60NM buffer zone that had been included on volcanic ash concentration charts (produced by EUROCONTROL and certain States in the ICAO EUR Region) had been removed at the discretion of EUROCONTROL, the States concerned or ICAO. In response, the United Kingdom outlined the decision making processes that had taken place within Europe, and that, from a United Kingdom perspective, the decision to remove the buffer zone had been taken once sufficient scientific evidence had been available to support the volcanic ash concentration forecasts. The United Kingdom outlined that the rationale that had led to this decision had been published in UK CAA communication at the time.

4.7.20   In recalling the wording in the prevailing Volcanic Ash Contingency Plan for the European and North Atlantic Regions (EUR Doc 019/NAT Doc 006 Part II), France expressed some concern regarding an inference that Area Control Centres (ACC) rather than Air Traffic Services (ATS) were responsible for issuing NOTAM, given Annex 11 (*Air Traffic Services*) provisions in this regard. In response, the Secretariat outlined that the current wording in the Plan that ACCs were "responsible for ensuring that NOTAM were issued" was intended to remove any impression that the ACC was required to publish the NOTAM, which was the responsibility of the International NOTAM Office of the State concerned.

4.7.21   The EANPG noted information provided by the United Kingdom that *Guidance Material on Management of Flight Operations with Known or Forecast Volcanic Ash Cloud Contamination* was currently being developed on behalf of the IVATF AIR 04 Team and made available a Draft Version 2 of the material, dated 24 November 2010, for consideration and possible use by the appropriate authorities.

4.7.22   The EANPG was afforded an insight into the activities of the EUR/NAT Volcanic Ash Exercises Steering Group (EUR/NAT VOLCEX/SG), which included, amongst others, the conducting of regular volcanic ash contingency exercises and volcanic ash awareness events in the ICAO EUR and NAT Regions. The EANPG noted that the EUR/NAT VOLCEX/SG had scheduled a planning meeting in Paris on 16 and 17 December 2010 to prepare the aims/objectives and scenario for the next regional volcanic ash exercise that was expected to take place circa April 2011. The EANPG was informed that in view of the lessons learned from the real eruption of Eyjafjallajökull during April and May 2010, the EUR/NAT VOLCEX/SG had determined that there should be *at least* 3 months between the planning and execution of a regional exercise. In addition, taking into consideration ongoing developments such as EUROCONTROL's

EVITA tool (European Crisis Visualization Interactive Tool for ATFCM), the EANPG acknowledged that the EUR/NAT VOLCEX/SG was not in a position to hold the next exercise any earlier than April 2011. The EANPG was pleased to note that the United States intended to participate in the next regional exercise, and that the level of interest already shown amongst airline operators had shown marked improvements when compared to similar exercises held over recent years.

4.7.23   The EANPG was informed that COG/48 had recently agreed that a Volcanic Ash Exercises Steering Group for the (far) Eastern part of the ICAO EUR Region (EUR (EAST) VOLCEX/SG) be established in order to increase awareness and initiate volcanic ash exercises with impact scenarios on trans-east, trans-polar, cross-polar routes. The EANPG was informed that further details on this initiative were available in the COG/48 report.

Activities of the meteorological/air traffic management task force of the EANPG COG (MET/ATM TF)

4.7.24   To facilitate awareness, particularly amongst the ATM community, the EANPG was informed of the ongoing activities of the Meteorological/Air Traffic Management Task Force (MET/ATM TF) of the EANPG COG, which had been tasked to pursue matters related to the development of integrated MET and ATM requirements supporting the regional implementation of the *Global ATM Operational Concept* (Doc 9854). The EANPG was informed that the work of MET/ATM TF was taking into account ATM developments such as SESAR and NextGen and the need to ensure seamlessness and interoperability across the EUR/NAT interface and other regional developments, and that the MET/ATM TF was expected to complete its task in time for COG/51 and, as appropriate, EANPG/53 consideration in 2011.

4.7.25   The EANPG supported this initiative and encouraged States and International Organizations to ensure that necessary ATM expertise was offered to assist the work of the MET/ATM TF.

Reforming the structure of meteorological services for civil aviation in the Russian Federation

4.7.26   The EANPG was apprised of changes in aeronautical meteorological services in the Russian Federation made by the Federal Service for Hydrometeorology and Environmental Monitoring (Roshydromet). The structure of meteorological services for civil aviation in Roshydromet was being reformed to fully meet the obligations of the Russian Federation arising from the Convention on International Civil Aviation and the State Programme on flight safety issued by the Russian Federation government on 6 May 2008. The objective to the Programme was to alleviate deficiencies and implement a flight safety management system that would enable steady reduction in the number of accidents and casualties together with the increasing rates of modernization in the aviation industry.

4.7.27   The EANPG welcomed the ongoing and phased approach to reform that the Russian Federation had embarked upon in this regard, and noted that the Russian Federation would ensure that resultant changes to the meteorological facilities and services would be communicated to the Regional Office, as and when appropriate, to ensure necessary reflection in Part VI (MET) of the EUR Air Navigation Plan.

4.8   IMPLEMENTATION OF THE NEW CONTENTS OF THE FPL IN 2012

Implementation of flight plan amendments for 2012

4.8.1   The EANPG recalled that it had requested EUROCONTROL to expand its planning activities with regard to the CFMU implementation of Amendment 1 to the PANS-ATM, 15th edition[1] to include all States in the ICAO EUR Region. Specifically, EUROCONTROL had been invited to develop an implementation plan of the new contents to the ICAO FPL for the ICAO EUR Region and to coordinate and

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[1] State Letter AN 13/2.1-08/50 dated 25 June 2008 refers.

monitor the progress of the Plan to ensure its timely implementation (*EANPG Conclusion 50/40 – Implementation of the new contents of the Flight Plan (FPL)* refers). Much of this work was being carried out under the auspices of the EUR Region 2012 FPL Task Force, which was jointly supported by EUROCONTROL and the EUR/NAT Office of ICAO.

4.8.2   The EANPG was advised that, despite repeated requests, some States had still not provided information concerning their implementation plans and that many States which had provided initial information had not provided updates or detailed information regarding their implementation plans. To date, 40 (70%) of States had indicated their intention to be ready on time (i.e. by 15 November 2012, the applicability date of Amendment 1), while 2 States had provided feedback but had not yet been willing to express their readiness. Two States had indicated they would not be ready until mid 2013 or later. As a result, thirteen States had not yet provided an indication as to their intentions, 10 of which (18%) were providing an area control service.

4.8.3   The EANPG agreed that it was not possible to ensure a regionally coordinated implementation without the necessary information and that it was also crucial that information be updated in order to ensure the continuing robustness of the implementation planning. Finally, the EANPG was advised that EUROCONTROL, in coordination with the EUR/NAT Office of ICAO, intended to develope a form or questionnaire to assist States in providing the necessary detailed information for updating the technical aspects of the EUR FPL 2012 Implementation Plan. Therefore the EANPG agreed on the following:

EANPG Conclusion 52/33 -   Request States to confirm intentions regarding implementation of FPL 2012

> That the ICAO Regional Director, Europe and North Atlantic:
>
> a)   urge States who have not already done so to confirm their intentions regarding the implementation of Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS ATM, Doc 4444), 15th Edition; and
>
> b)   request States who have already provided information concerning their implementation plans to provide updates and more detailed planning information as it is available.

4.8.4   As regards the translation service being offered by the Initial Flight Plan Processing System (IFPS), it was confirmed that such a service was in conformance with the applicable European Commission regulation. It was pointed out that the obligation of States under the regulation was to ensure that the IFPS checked the flight plans for correct format, completeness, accuracy and took action, if necessary, to make the flight plan acceptable to the air traffic services. Accordingly, if States wished to have this translation service provided, they would need to formally make a request. It was also noted that it was incumbent upon the State to ensure, together with its ANSP, that the operational consequences, if any, of such a request were fully mitigated throughout the period the translation service was being requested. Finally, it was expected that a request for translation beyond March 2013 should be accompanied by a clear commitment from the State as to its implementation planning of the necessary changes.

4.8.5   The EANPG noted that the EUR Region 2012 FPL Task Force had identified a number of issues that required clarification by ICAO, as had been reported during the 48th meeting of the EANPG COG (*COG Conclusion 48/02 – European requirement for additional indicators in Item 18 of FPL from 15 November 2012* refers). These clarifications would be communicated to the Task Force when available.

4.8.6   The EANPG was advised of issues that had been identified by CFMU in contemplating the implementation of Amendment 1. The amendment placed some restrictions on the contents of Item 18 of the FPL and it was believed that these restrictions would significantly impact current operational procedures in the ICAO EUR Region unless suitable measures were taken. The new provisions required certain potentially operationally-critical information not explicitly addressed by Amendment 1 to be inserted under the RMK/

designator in Item 18. The new provisions also inhibited the possibilities for introducing new procedures in the future until supporting amendments were made to the PANS-ATM.

4.8.7   The EANPG was presented with a proposal to amend the *EUR Regional Supplementary Procedures* (EUR SUPPs, Doc 7030) to permit existing operational procedures to continue despite the above-mentioned restrictions and to provide some flexibility for new procedures to be introduced in the years to come. The EANPG was advised that the ICAO Secretariat had been maintaining close coordination between the EUR/NAT Office and Headquarters specialists regarding the concerns that had been identified with regard to the implementation of Amendment 1 in the ICAO EUR Region.

4.8.8   In the course of this coordination, serious concerns had arisen that the proposal to amend the EUR SUPPs would not be supported because some provisions appeared to be in contradiction to Amendment 1 to the PANS-ATM and it was believed highly likely, based on information received from other Regional Offices, that States outside the ICAO EUR Region would object to the proposal. It was recalled that, in the case of an objection being raised to a proposal to amend the SUPPs, further processing of the proposal would cease until the objection could be resolved or was withdrawn. If either result was not achieved, the matter would be raised to the ANC for resolution. If an amendment to the EUR SUPPs was ultimately not supported, then the only recourse for documenting ICAO EUR Region requirements would be via publication in States' AIPs. The EANPG noted that, even if documented in the EUR SUPPs, there was no guarantee that States in other Regions would comply with the ICAO EUR Region requirements; compliance was seen as less likely if the requirements could only be documented in AIPs.

4.8.9   The EANPG noted that, in Amendment 1, a set of 23 indicators was defined for item 18 of the FPL. They were to be inserted in item 18 in the order given in the amendment, with STS/ first and RMK/ last. Truncations of the flight plan message would usually result in the truncation of information in RMK/. In the view of some, RMK/ would contain less important information than the other indicators, in which case truncation of RMK/ might be tolerable. It was expected that the number of truncated FPLs would increase after 15 November 2012 because Amendment 1 would lead to longer FPL messages. It was also noted that automated extraction and syntax checking of information in RMK/ in FPL messages would be difficult, if not impossible, because this was a free text field.

4.8.10   The EANPG reaffirmed that the proposed EUR/ indicators were necessary as was the retention of the RVR/ and RFP/ indicators and concurred that it was important for this necessity to be understood and supported when the proposal was circulated for comments. In order to improve the chances that the proposal would be supported, the EANPG agreed that supporting analyses, including the potential effects on flight operations, should be provided to support the creation of the EUR/ indicator and the retention of the RVR/ and RFP/ as flight planning requirements in the ICAO EUR Region.

4.8.11   It was noted that the necessary expertise existed within the EUR Region FPL 2012 Task Force to provide this information in as short a time as possible. The EANPG was advised that timelines were limited, due to the lead times required for States to finalize requirements with their FDPS suppliers. As a result, it was agreed that this information should be provided no later than the end of January 2011, but in any case the processing of the amendment would be initiated immediately upon the supporting material being received by the EUR/NAT Office of ICAO. Therefore the EANPG agreed on the following:

EANPG Conclusion52/34 -   European requirement for additional indicators in Item 18 of FPL from 15 November 2012

       That:

a)   the EUR Region FPL 2012 Task Force develop supporting analyses to justify the ICAO EUR Region requirements intended to be maintained in or added to the *European Regional Supplementary Procedures* (EUR SUPPs, Doc 7030) as detailed in the proposal for amendment contained at **Appendix O** to this report; and

b)   the ICAO Regional Director, Europe and North Atlantic, on behalf of EANPG, process the proposal for amendment to the EUR SUPPs contained at Appendix O to this report immediately upon receiving the material referred to in a) above.

4.8.12   The EANPG was advised that this issue had also been discussed during TRASAS/3 and that the following conclusion had been agreed:

TRASAS Conclusion 03/04 – Inter-regional coordination of implementation solutions
That, the ICAO Regional Directors, Asia and Pacific (APAC), Europe and North Atlantic (EUR/NAT) and North America, Central American and Caribbean (NACC):

a)   *facilitate regular coordination between the task forces established in their regions to support the implementation of Amendment 1 to* Procedures for Air Navigation Services – Air Traffic Management *(PANS-ATM) (Doc 4444), Fifteenth Edition;*

b)   *coordinate with the Regional Directors in adjacent Regions to facilitate the participation of as many regional task forces as possible in the activity described in a) above;*

c)   *acknowledging the EUR specific requirements, coordinate with ICAO Headquarters to develop a mechanism to agree, on a multi-regional basis, specific flight planning requirements that are not currently documented in PANS ATM; and*

d)   *take all possible steps to discourage States from implementing solutions that are not documented in PANS ATM or agreed through the multi-regional process described above.*

4.8.13   The EANPG welcomed this information and hoped that this would result in the necessary level of inter-regional coordination for the implementation of Amendment 1. Such coordination was seen as crucial for a successful, globally interoperable implementation of the new provisions that would meet the operational needs of all Regions.

Activities related to the implementation of flight plan amendments for 2012 in EUR and NAT Regions

4.8.14   The EANPG was informed that, in response to EANPG Conclusion 51/34 – FPL 2012 awareness workshops, an ICAO EUR Workshop on the new format of flight plan (FPL2012) was generously hosted by Ukraine in Kiev from 29 June to 1 July 2010. The Workshop was attended by 52 participants from 18 States and 3 international organisations. All documentation from the workshop along with other documentation concerning the implementation of Amendment 1 to the PANS-ATM, 15th edition, was available on the ICAO EUR/NAT website under *Other Meetings, Seminars & Workshops >> FPL 2012* or via the following URL:

http://www.paris.icao.int/documents_open_meetings/files.php?subcategory_id=114.

4.8.15   The Workshop provided an opportunity to review the status of FPL2012 implementation planning by various stakeholders in the ICAO EUR Region, with participating States presenting their individual updates. The Workshop confirmed that the overwhelming majority of the States in the ICAO EUR Region intended to complete their ANS system upgrades by the applicability date of 15 November 2012. The only known exceptions at the time of the Workshop were Greece, Spain and Ukraine, but Ukraine had recently informed of its intention to comply with the 15 November 2012 implementation deadline. In the case of Spain, transition should be achieved by the end of 2013 and Greece did not participate at the workshop. It was emphasized that necessary arrangements should be in place to ensure that the delays in technical systems readiness would not cause any problems for airspace users or neighbouring ATC systems. Following the workshop, a State Letter was circulated requesting updates from all States in the ICAO EUR Region and the EUR Region FPL2012 Implementation Plan was subsequently updated; updated versions of

the plan were posted to the FPL 2012 area of the ICAO EUR/NAT website, as described in paragraph 4.8.14 above.

4.8.16   The Workshop noted that the interim text of the Amendment circulated with the ICAO State Letter dated 25 June 2008 contained some inconsistencies which were expected to be corrected when Amendment 1 would be distributed (planned for March 2012). The Workshop emphasized that in view of the ongoing implementation planning, the availability of the final official version of Amendment 1 was essential to finalising operational and technical specifications required to secure contracts with system providers and enable the timely completion of the FPL2012 programme. The EANPG was informed that it had been agreed by ICAO to provide, on the Flight Plan Implementation Tracking System (FITS)[2], information concerning the changes that would be made to the content in order to finalize the amendment. In view of the high workload associated with the 37th Assembly, it was not foreseen that this information would be available on FITS prior to January 2011.

4.8.17   The EANPG noted that the participants had found the Workshop extremely helpful in clarifying some questions, sharing experiences and gauging the implementation progress. It was requested that a follow up workshop be organized to further support the implementation of FPL2012 provisions. The EANPG was advised that ICAO, in coordination with the ICAO EUR FPL2012 Task Force and EUROCONTROL would endeavour to create some technical material to assist in the implementation, e.g. developing a regional safety case.

4.8.18   The EANPG was advised that, in the ICAO NAT Region, the NAT Implementation Management Group (NAT IMG) had developed and was maintaining the "NAT Region FPL 2012 Implementation Plan", which contained information on contact points and national implementation plans from NAT provider States and ANSPs. A recent review of the NAT Region FPL 2012 Implementation Plan resulted in an agreement that a Test Readiness Date (TRD) should be established. "Test Readiness" meant readiness to accept the new ICAO flight plan form on a test basis from airlines and from the EUROCONTROL CFMU. It was noted that it was not feasible and practicable to agree on a common TRD for all ICAO NAT Region service providers; nevertheless, target TRDs were provided and included in the NAT Table of implementation dates. The ICAO NAT Region TRDs ranged from the third quarter of 2011 to the second quarter of 2012.

4.8.19   The EANPG was informed that, in parallel to the implementation of the new flight planning provisions, the ICAO NAT Region planned to achieve full ATS Interfacility Data Communications (AIDC) implementation by the same date as the deadline for the implementation of the new flight plan provisions (15 November 2012). The AIDC implementation was based on the NAT AIDC Interface Control Document (ICD), which was being reviewed to identify any amendments necessary to account for Amendment 1 to the PANS-ATM. Coordination was also taking place with the ICAO APAC Region with the goal of producing a harmonised pan-regional ICD for oceanic AIDC.

5.   MONITORING

Report on the Altimetry System Error

5.1   The EANPG took note of the comprehensive results of the first Workshop on Altimetry System Error (ASE) held at EUROCONTROL in Brussels in September 2010. This first workshop was well attended by 90 participants. The workshop provided the regulators, manufacturers and operators with increased confidence in accuracy of current RVSM height monitoring systems. The workshop reinforced the need to properly address RVSM approval requirements, in particular ensuring that altimetry system error is contained within limits. Regarding RVSM operations, changes to Annex 11 and Annex 6 have fixed the requirement for continuous long term monitoring of aircraft to assess altimetry system error. Training,

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[2] State Letter AN 13/2-2010/31, dated 29 March 2010 refers

exchange of information and increase awareness of all stake holders are important. The EANPG was advised that it was intended to organize another ASE Workshop in mid-September 2011.

5.2   Considering the paramount importance of the altimetry system accuracy and its preservation over a long time period (10 years survey) in the RVSM environment, the EANPG agreed to the following:

EANPG Conclusion 52/35 -   Altimetry System Error

That, during the first quarter of 2011, the ICAO Regional Director, Europe and North Atlantic:

a)   urge the States (Regulatory Authorities) to:

   i)   ensure the adequacy of current altimetry maintenance procedures and schedules to respond to the RVSM data package requirements;

   ii)   ensure through training the aircraft engineers awareness of the causes of altimetry system error as well as rectification and calibration procedures;

   iii) ensure that the RVSM performance requirements are appropriately addressed during aircraft modifications and repairs;

   iv)   consider the service life of altimeter system components;

b)   remind States of their responsibilities with regard to the RVSM certification, operations approval and continued airworthiness; and

c)   initiate the process to request that EUROCAE WG-68 (Altimetry) be re-activated.

Regional Monitoring Agency (EUR RMA) Annual Report

5.3   The EANPG was presented with the main results of the EUR RMA 2010 Safety Monitoring Report for the European RVSM Airspace and the action taken by the EUR RMA since EANPG/51. The four Safety Objectives set out in the EUR RVSM Safety Policy were met. The first objective, the height-keeping performance (for which the Target Level of Safety (TLS) was 2.5×10^{-9} fatal accidents per flight hour) had an estimated figure for 2010 of 0.03×10^{-9}. The second objective was the overall vertical collision risk with the TLS being 5×10^{-9}, and the estimation for 2010 of 0.4×10^{-9} fatal accidents per flight hour. The third objective, the requirement that the continuous operation of EUR RVSM had not adversely affected the overall risk of en-route mid-air collision. The fourth objective required that all issues that were active when the 2009 Safety Monitoring Report was issued have been addressed satisfactorily.

5.4   Therefore the EANPG agreed to the following:

EANPG Statement 52/1 –   Reduced Vertical Separation Minimum

That, the EANPG, noting the report provided by the European Regional Monitoring Agency, is satisfied that Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the safety objectives for the year 2009.

5.5   Another important activity of the EUR RMA was the provision of assistance to Russian Federation and other States in the creation of the EURASIA RVSM area.

5.6   With respect to the difficulties encountered in the domains of reporting of altitude deviations, of RVSM technical and operational approvals as well as notification of approvals to the accredited RMA, the EANPG agreed to the following:

a)   Related to altitude deviation reporting by States to the RMA, the EANPG agreed to the following conclusion:

EANPG Conclusion 52/36 -   Reporting altitude deviations to the EUR RMA

> That, the ICAO Regional Director, Europe and North Atlantic, urge States to report regularly to the EUR Regional Monitoring Agency the altitude deviation occurrences within the EUR Reduced Vertical Separation Minimum (RVSM) airspace.

b)   Related to the reporting of RVSM technical- and RVSM operational- approvals to the RMA, the EANPG agreed to the following conclusion:

EANPG Conclusion 52/37 -   Reporting technical and operational approvals for RVSM operations to the EUR RMA

> That, the ICAO Regional Director, Europe and North Atlantic, invite States to report to the EUR Regional Monitoring Agency the technical as well as operational approvals for Reduced Vertical Separation Minimum (RVSM) operations.

c)   Considering the lack of requirement for notification of RVSM technical as well as operational approvals to the accredited RMA, the EANPG agreed to the following conclusion:

EANPG Conclusion 52/38 -   Requirement for States for Reporting of technical and of operational approvals for RVSM operations to the RMA

> That, the ICAO Regional Director, Europe and North Atlantic, undertake necessary action to amend the *EUR Regional Supplementary Procedures* (SUPPs, Doc 7030) to incorporate a requirement for notification by States to the accredited Regional Monitoring Agency (RMA) of the Reduced Vertical Separation Minimum (RVSM) technical as well as the operational approvals for RVSM operations.

6.   DEFICIENCIES

Review of the deficiencies

6.1   The EANPG noted information concerning Air Navigation Deficiencies in the ICAO EUR Region agreed with the suggested editorial updates and deletions. With respect to the newly identified deficiencies, Italy explained the difficulties encountered with a service supplier, in relation to their identified deficiency for non-adherence to AIRAC dates. Ukraine mentioned their efforts for the implementation of WGS84, which was in the final stage of implementation. IFALPA questioned the absence of deficiencies in the MET domain when considering the outcome of the METG/20 meeting. The Secretariat agreed to review the report of the METG/20 meeting, to analyse the identified MET "deficiencies" and assess their eligibility for inclusion to the List of Air Navigation Deficiencies.

Updated List of Deficiencies

6.2   The EANPG endorsed all editorial changes and agreed to all suggested deletions of deficiencies (total of 7) as substantiated by the reports of expert groups or service providers. The EANPG also agreed to the inclusion of 15 new deficiencies (registered in two categories: *Non-adherence to AIRAC Procedures* and *Aeronautical charts and flight instrument procedures*). The approved version of the List of Air Navigation Deficiencies is presented at **Appendix P** to this report.

7.   ANY OTHER BUSINESS

Safety training

7.1   The Czech Republic informed the EANPG that four international aviation safety training courses would take place in Prague in May 2011:

- Human Factors for Accident Investigators (Prague, 2-6 May 2011);

- Investigation Management (Prague, 9-13 May 2011);

- Safety Management Systems Complete (Prague, 16-20 May 2011);

- Investigation in Safety Management Systems (Prague, 23-27 May 2011).

Detailed information for these events can be found at the following website address: www.scsi-inc.com.

Departure of Mr Karsten Theil

7.2   The EANPG was informed that Mr Karsten Theil, the ICAO Regional Director, Europe and North Atlantic and Secretary of the EANPG, would retire at the end of the year. Recalling with appreciation his many years of contributions to the ICAO EUR and NAT Regions and as an ICAO Council Member prior to his current role, the EANPG wished him a very happy retirement. Many well-wishers recalled with thanks his tremendous efforts to unify the planning and support activities within the ICAO EUR Region, bringing the common interests of both the Eastern and Western parts of the Region together. Mr Theil thanked the EANPG for the gracious words and expressed his sincere hope that his next endeavours would involve working with them again in a different capacity.

Next Meeting

7.3   The EANPG agreed to convene its next meeting in Paris in the European and North Atlantic Office from 28 November to 1st December 2011 (1st day starting at 14:00).

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APPENDIX A – LIST OF PARTICIPANTS

(paragraph 0.2 refers)

CHAIRMAN
Phil ROBERTS

BALTIC STATES (Estonia, Latvia, Lithuania)
Algimantas RAŠČIUS (Lithuania)
Kazimieras JAKAS (Lithuania)
Andrej DUDAREVS (Latvia)

BELARUS
Mr/Mrs

BULGARIA
Plamen Ivanov TASEV

CZECH Republic
Ladislav MIKA (EANPG Vice Chairman)

CYPRUS
Nicos NICOLAOU
Eva YIASEMIDOU

FRANCE
Thierry LEMPEREUR
Denis LEMARCHAND
Yann MENET
Annick SARRADE
Sébastien TRAVADEL

GEORGIA
Igor GORDIENKO
Giorgi EDISHERASHVILI
Levan KARANADZE

GERMANY
Karsten Dr BAUMANN
Bernd RANDECKER
Nancy SICKERT
Dirk ENGELBART

GREECE
Elpida KORYFIDOU
Vasileios TAGKALOS

IRELAND
Malcom CAMPBELL
Terry TREANOR

ITALY
Alessandro GHILARI
Pierluigi D'ALOIA

NETHERLANDS
Robin VALKENBURCHT

NORDIC STATES (Denmark, Norway, Sweden)
Kirsten SONDERBY
Anne-Marie RAGNARSSON

POLAND
Wieslaw BACZEWSKI
Piotr GOZDZIK

PORTUGAL
Carlos ALVES

RUSSIAN FEDERATION
Dmitriy SAVITSKIY
Sergey POGREBNOV
Alexander POLYAKOV
Galina SAVINA
Elena STEPANOVA
Vasily TOPCHIEV
Elena GRACHEVA

SAUDI ARABIA (observer)
Khaled ATTIAH
DRIDI Ridha

SERBIA
Zoran DJURANOVIC

SLOVAKIA
Jan BREJA

SWITZERLAND
Thomas BUCHANAN

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

  Jasmin MALINKOV

  Vladimir TRPKOVSKI

TUNISIA

  Hatem OUESLATI

TURKEY

  Mustafa OZTOPRAK

  Ridvan CINKILIC

  Deniz ERDOGAN

  Ayhan ÖZTEKİN

UKRAINE

  Vitaliy SIMAK

  Oleksey PESTERNIKOV

UNITED STATES

  Kevin HAGGERTY

EUROCONTROL

  Istvan BOZSA

  Kim BREIVIK

  Andrew HILL

  Andy LEWIS

  Tony LICU

  Gerry McAULEY

EUROPEAN COMMISSION

  Marinus DE JONG

IAC

  Oleg ERMOLOV

  Nikilai ZOBOV

IFALPA

  Paul VISSERS

  Heinz FRÜHWIRTH