REPORT OF

THE FIFTY-THIRD MEETING OF

THE EUROPEAN AIR NAVIGATION PLANNING GROUP

(Paris, 28 November to 1 December 2011)

PREPARED BY THE EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO 2011

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0. INTRODUCTION

Place and duration

0.1 The Fifty-Third 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 28 November to 1 December 2011.

Attendance

0.2 The Meeting was attended by 97 representatives of 34 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 Luis Fonseca de Almeida, 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 Christopher Keohan, Mr Sven Halle, Mr Victor Kourenkov, Mr Elkhan Nahmadov, Mr Nicolas Rallo, from the ICAO EUR/NAT Office, Mr Mohamed Smaoui from the MID Office and Mr Holger Matthiesen 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 Joseph (Ben) Benoist, Mr Aurel Moater from the European and North Atlantic Office.

0.4 The Chairman welcomed Mr Javier Herrero, Member of the ICAO Air Navigation Commission as an Observer.

Conclusion, Decisions and Statements

0.5 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

0.6 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) Performance Based Navigation;

f) Meteorology;

g) Implementation of the new content of the FPL in 2012;

h) Human resources – Language proficiency requirements;

i) Performance framework.

Agenda Item 5: Monitoring

Agenda Item 6: Deficiencies

Agenda Item 7: Any Other Business

1. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

1.1 The Chairman indicated that the area of accreditation of the Paris Regional Office had been extended to cover the State of Israel and, with effect from 1 January 2011, the Tel Aviv Flight Information Region had been included within the scope of the European Air Navigation Plan. As a consequence this was the first plenary session of the EANPG to follow that change and, as a consequence, the Chairman extended a very warm welcome to colleagues from Israel to their first meeting and looked forward to their participation in the full range of regional sub-groups and working arrangements.

ICAO Update

1.2 The EANPG was advised about recent significant international aviation developments and took note of the amendments to the ICAO Annexes and Documents (Annexes 1, 6, 8, 9, 10, 16, 18 and PANS-TRG) and the proposed amendments to ICAO Annexes and PANS Documents (Annexes 2, 6, 7, 10, 11, 13, 14 and PANS-ATM, PANS-TRG) that had been adopted since the EANPG/52 meeting. A State Letter had been issued on proposals to amend the EUR Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) concerning the updates to flight planning requirements coincident with FPL2012. A number of ICAO documents, manuals and circulars on a wide range of subjects (e.g. Fatigue Risk Management Systems, Unmanned Aircraft Systems UAS, Civil-Military Cooperation in ATM, environmental aspects) had been published since the last meeting.

1.3 The EANPG noted that as part of an overall improvement of its web services, ICAO had redesigned the ICAO-NET service, which is now provided on the ICAO Portal (http://portal.icao.int). The new platform would provide improved functionality and increased security. This would require current users of the ICAO-NET website (http://www.icao.int/icaonet/) to request access to the new Portal-based service. Detailed information concerning the foregoing is provided in State Letter 2011/4.

1.4 The EANPG was informed that the EUR/NAT Office of ICAO received a letter from the Irish Aviation Authority (IAA) and the United Kingdom Civil Aviation Authority (UK CAA) informing that plans had begun to jointly implement a single Transition Altitude at 18 000 ft throughout the UK and Irish airspace on the target date of November 2013. The intention was to progress a joint project to deliver the revised arrangements during the winter of 2012-13 with a current target date of November 2013, subject to consultation and coordination internally and with neighbouring States (during the winter of 2011-12).

1.5 The EANPG was informed on the convening of the 12th Air Navigation Conference in Montréal (ANC12) (19 to 30 November 2012). It also noted that the Sixth Worldwide Air Transport Conference would be held at ICAO Headquarters from 18 to 22 March 2013 (State Letter 2011/62 refers) and the Global Security Conference would be held at ICAO Headquarters as well in September 2012.

1.6 A Regional Preparatory Symposium for the Twelfth Air Navigation Conference 2012 (ANC12) would be held in Moscow, Russian Federation, from 20 to 21 March 2012 (ICAO EUR/NAT Letter ref: EUR/NAT 11-0647.TEC (NAE/DAC) of 17 October 2011 refers.)

1.7 The EANPG also noted that the third meeting of the Inter-Regional SATCOM Voice Task Force was planned to take place at the Asia and Pacific Office of ICAO in Bangkok, Thailand, from 14 to 17 February 2012. The alternate location for this meeting would be the EUR/NAT Office of ICAO (same dates).

European Commission

1.8 The European Commission (EC) presented the EANPG with an update on the Single European Sky (SES) ATM developments, including the activities on SES regulations since EANPG/52. The presentation emphasised the EU Regulation 691/2010, laying down the performance scheme for air navigation services and network functions based on several principles: a) 4 key performance areas (safety, environment, capacity, cost-efficiency); b) Incentives and cost-efficiency linked with charging scheme; and c) EU wide targets as a reference for the adoption of National or FAB performance plans.

1.9 Regarding the Functional Airspace Blocks, the EANPG noted that EU States had been urged to expedite establishing the FABs (24 June 2012 deadline for information and 4 December 2012 deadline for implementation). The EANPG also noted the information related to the establishment of the Network Manager, the on-going activities related to the interoperability, airspace regulations (SERA) and the extension of the European Aviation Safety Agency (EASA) competences to ATM and airports.

1.10 The European Commission stated that the relation and collaboration with ICAO would be the key to ensure the success of the SES initiative. In this respect, the on-going activities meant to enhance the cooperation at the global and regional level with the goal to ensure a single mechanism to facilitate a harmonized implementation of ICAO standards was underlined.

Global Harmonization - ASBU

1.11 The EANPG noted the information provided on the subject of the elaboration of the Aviation System Block Upgrades (ASBU) Concept. Particular attention was drawn to the relevance of the subject for the 12th ICAO Air Navigation Conference. The EANPG was informed that, within the concept, PIRGs would continue to be directly involved in regional implementation issues. The aspect of common global performance indicators was highlighted as an important issue by EANPG, consistent with initiatives being undertaken by the Secretariat for the development of such indicators, which are now the subject of regional office consultation. The EANPG highlighted the importance of coordination of regional inputs into the ASBU processes, given the extent of the European working arrangements on this subject and noted the EC's readiness to undertake such coordination for the European Union States.

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

1.12 The EANPG was informed about the successful implementation on 17 November 2011 of the Reduced Vertical Separation Minimum (RVSM) project in which the Russian Federation, Kazakhstan, Tajikistan, Turkmenistan, Kyrgyzstan and Uzbekistan implemented in their entire airspace not only between FL290 and FL410, but also the ICAO tables of cruising levels as outlined in ICAO Annex 2 (Flight Level Allocation Scheme). Mongolia (using the Metric RVSM Flight Level Allocation Scheme implemented in China) and Afghanistan (partially implementing the RVSM between FL320 and FL410) which were also part of the EURASIA RVSM project, also reported their successful RVSM implementation on this day.

1.13 After two years of excellent cooperation between the participating and neighbouring States, airspace users and other aviation stakeholders, the project was successfully implemented. The transition to the ICAO vertical separation system and the final introduction of RVSM between FL290 and FL410 in all involved States (which are covering around 20 Mio km² of area/airspace) would result in a more seamless airspace, further ATS Route and airspace improvements (which would significantly increase the effectiveness of operations) and an enhancement of flight safety in the eastern part of the ICAO EUR Region. The EANPG took note of the initial estimate of environmental benefits from the implementation of RVSM in this large portion of airspace that indicated a fuel reduction from 10 to 18% per flight due to the availability of more flight levels enabling the airspace users to operate closer to optimum flight profiles.

1.14 While congratulating the States involved for the excellent outcome of their common efforts, the EANPG raised questions regarding the installation of Height Monitoring Units which would be needed to monitor the height-keeping performance of the aircraft operating in the EURASIA RVSM airspace. The EANPG was informed about a phased approach on the installation of Height Monitoring Units, which was already discussed within the RMA working group of the EURASIA RVSM TF. It was expected that during the next meeting of the EURASIA RVSM TF, which would take place in March 2012, a report on the experiences/findings for the first period of 90 days after the implementation date in November 2011 would be presented. This information, together with further updates on the phased installation approach would be presented at the EANPG-COG/53 and to the EANPG/54 meetings.

2. PREVIOUS EANPG FOLLOW UP

Review/update of the EANPG Conclusions and Decisions

2.1 The Secretariat presented the EANPG with a report on the implementation of EANPG Conclusions and Decisions and the activities performed by the ICAO EUR/NAT Office and a summary of pending tasks.

Review of the actions of the ANC on the Report of EANPG/52

2.2 The EANPG was informed on the actions taken by the Air Navigation Commission (ANC) on the report of the fifty-second 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.

2.3 The Air Navigation Commission referred the EANPG/52 Report to its Working Group for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the report on 27 January 2011, following which the Commission itself reviewed the report in March 2011. The Commission noted the EANPG/52 Report and took specific action on certain conclusions. The following are highlights of the review by the Commission.

Review of significant international aviation developments

2.4 *Keeping standards relevant*: The ANC noted Conclusion 52/1, related to States' air navigation modernization plans having an impact on ICAO SARPs and supported the conclusion for States to share the plans with ICAO in a timely manner, for their review and assessment in order to ensure global compatibility and harmonization and call upon the Secretariat to conduct the assessment of ICAO SARPs based on the impact of these modernization plans.

Previous EANPG follow-up

2.5 *Clarification of limit of a vector*: The Commission noted the request made by EANPG in Conclusion 52/2 that the Secretariat should clarify the intent of the requirement to specify the limit of a vector (EANPG Conclusion 51/1 refers) as shown in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444, paragraph 8.6.5.1 b)). The ANC noted with concern that this matter was still unresolved and called upon the Secretariat to provide a formal response to EANPG.

2.6 *Paragraph 2.13- EANPG Conclusion 51/03- Amendment to ICAO Document 7754 (regarding FUA over the high seas)*: The ANC agreed with the Secretariat that there was an opportunity, with the new Regional Director of ICAO EUR/NAT Office for working toward a compromise with stakeholders and would like him to review the process for this particular amendment affecting EUR FASID, Doc 7754, Volume II. The Secretariat was requested to keep the Commission updated on this matter.

Planning and implementation issues

2.7 *SSR code allocation at the interface between two ICAO Regions*: The ANC noted the actions taken by Europe and North Atlantic Office to convene an inter-regional coordination meeting to resolve secondary surveillance radar (SSR) code management issues concerning flights operating in the buffer area between the ICAO EUR and Middle East Regions and recommended other regions to solve similar situations (Conclusion 52/6 refers).

2.8 *All weather operations*: With regard to Conclusion 52/8, the ANC requested the Secretariat to ensure coordination and harmonization of these procedures with other regions. The ANC supported the intention of the EUR Region to conduct a runway safety seminar in 2012 in coordination with runway safety activities at the global level and recommended that Commission be informed of these efforts. (Conclusion 52/9 refers).

2.9 *ICARD (ICAO Five Letter Name Codes and ATS Route Designators*): The ANC supported the conclusion and requested the Secretariat to provided clarification and guidance on the use of five-letter name codes. Conclusions 52/12, 52/15 and 52/16 refer. Regarding ATS route designators, the ANC supported the conclusion and called the Secretariat to provide guidance on the use of ATS route designators (Conclusions 52/13 and 52/14 refer).

2.10 *Aeronautical information management*: With regard to AIRAC AIP amendments contained in Conclusion 52/17, the ANC noted and considered this situation a significant issue affecting safety not only in the European Region but in other regions as well. The ANC recommended to the Secretariat to issue a State letter urging States to observe AIRAC cycles.

2.11 *Aeronautical information management*: The ANC noted the conclusion (Conclusion 52/18 refers). The ANC requested the Secretariat to continue the efforts to ensure the global implementation of WGS 84.

2.12 *EUR aeronautical radio frequency spectrum requirements:* With regard to Conclusion 52/25, the ANC noted how EANPG is addressing aeronautical frequency spectrum congestion in the EUR Region

including the implementation of 8.33 kHz channel spacing, the development of future operational requirement for VHF voice communication and the gradual removal of VHF omnidirectional radio range (VORs) and non-directional radio beacon (NDBs). The ANC requested the Secretariat to continue working on the development for VHF voice communication and to monitor cases as 8.33 kHz congestion and gradual removal of VOR and NDBs for the impact at global level.

2.13 *Performance-based navigation (PBN) implementation*: The ANC noted Conclusion 52/26 related to the status of implementation of PBN in the EUR Region and encouraged States to continue with these implementation efforts. The ANC also noted the actions requested by EANPG to urge States to grant approval to use the global navigation satellite system (GNSS) as a valid means of navigation for approach, to establish RNP APCH/APV Baro-VNAV/LVP/LNAV implementation and requested the Secretariat to develop a globally agreed mechanism of single satellite-based augmentation system (SBAS) channel number assignment (Conclusion 52/27 refers).

2.14 *Language proficiency of aeronautical MET personnel performing oral pre-flight briefings*: The ANC noted Conclusion 52/30 and requested the Secretariat to consult the matter with WMO prior to formulating a formal action to develop additional job competency requirements concerning English language proficiency for aeronautical meteorological personnel.

2.15 *Meteorological information from offshore structures to support helicopter operations*: The ANC confirmed the request for a proposal to amend Annex 3 — Meteorological Service for International Air Navigation to provide supplementary information in METAR and SPECI in support of helicopter operations at off-shore structures and call upon the Secretary General to include the task in the work programme of the Secretariat (Conclusion 52/32 refers).

2.16 *Implementation of the new contents of the FPL in 2012*: With regard to Conclusion 52/34 on a proposal for amendment to the EUR Regional Supplementary Procedures (Doc 7030) with a European requirement for additional indicators in Item 18 of the flight plan (FPL), the ANC noted the information provided by the Secretariat that the proposal would conflict with the PANS-ATM and might hinder current efforts to implement the new FPL and had the potential to put the 2012 flight plan implementation at risk and could not be circulated.

2.17 The ANC called upon the Secretariat to ensure that States in other regions are informed about the “RVR” and “RFP” designators to be “grand-fathered” into the 2012 amendment implementation and a future PANS-ATM amendment. The ANC agreed to create an ad-hoc group to study the FPL 2012 situation raised by the EANPG in order to find the best global solution on the issue of exemptions.

2.18 The ad-hoc group created to study the FPL 2012 issue triggered by the Conclusion 52/34 of EANPG/52 meeting prepared a report with their results that was reviewed by the ANC Working Group on AN Work Programme Deliverables Production AN-WG/PDP). The report which contained five identified alternative solutions was reviewed by the Commission on 19 May 2011 (187-4). The Commission decided that no proposals for amendments to the PANS-ATM flight plan provisions would be circulated and requested the Secretariat to prepare a response to the EANPG conveying the decision of the ANC and providing an explanation of the process leading to the decision.

2.19 *Monitoring* - The Commission noted with satisfaction the report that RVSM operations in the EUR Region met the safety objectives for the year 2009 (Statement 52/1 refers).

2.20 The ANC report indicated several areas concerning implementation that the ANC believed warranted closer attention by the Commission or by the WG/SRP itself in a suitable forum including the link between the CNS symposium of 2011 and the Twelfth Air Navigation Conference in 2012, AIRAC AIP amendments, language proficiency and PBN implementation.

2.21 The EANPG noted the information provided by the Secretariat on the subject of clarification of the limit and purpose of a vector. The EANPG noted as well the importance of a global solution to the issue of mechanisms for single satellite-based augmentation system (SBAS) channel number assignment.

2.22 The EANPG recalled that, at its 52nd meeting, it had reviewed a proposal to revise the provisions related to Radio Communication Failure (RCF) but noted parallel activities were also taking place in this area which would likely affect the content of the proposal (*Report of the Fifty-Second Meeting of the European Air Navigation Planning Group*, paragraphs 4.1.39 through 4.1.44 refer). The EANPG was advised that the 50th meeting of the EANPG Coordinating Group (EANPG-COG/50) had reviewed and endorsed an updated proposal (EANPG-COG Conclusion 50/06 refers). Subsequently, the Secretariat became aware that ICAO had initiated a global activity to review the current RCF provisions. Accordingly, the support of the EANPG for the EANPG-COG endorsed proposals had been obtained via correspondence[1] and they had been forwarded to ICAO Headquarters. The EANPG was advised that the proposals would be included in the global review activity and that participation from Europe would be sought, along with participation from other Regions, to ensure that a broad range of perspectives would be considered.

2.23 The EANPG recalled that, as of its 52nd meeting, the clarifications that had been requested concerning paragraph 8.6.5.1 b) of the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) had not yet been provided (EANPG Conclusion 51/5 refers). The provision related to a requirement that, when an aircraft was given its initial vector diverting it from a previously assigned route, the pilot "shall be informed what the vector is to accomplish, and the limit of the vector shall be specified". In previous iterations of this provision the words "shall" were stated as "should". The EANPG was advised that the clarification had been received along with input concerning the appropriateness or otherwise of any alleviation (or relaxation) of the PANS-ATM requirements.

2.24 The EANPG considered the input from ICAO Headquarters, which mainly focused on the importance of ensuring the predictability of subsequent flight crew actions in the event of a radio communications failure. It was agreed that this issue should be examined further, with a view to developing a common way forward that would comply with the spirit of paragraph 8.6.5.1 b) of the PANS-ATM whilst at the same time recognising the practicality of using the procedure in a densely utilised and complex airspace within which radar vectors were routinely employed to maximise airspace capacity. The EANPG discussed some draft principles which could be followed by States and agreed that the EANPG-COG should further refine them and propose a way forward. Accordingly, the following decision was agreed:

EANPG Decision 53/1 - Application of PANS-ATM 8.6.5.1 b)

That the EANPG-COG, taking account that paragraph 8.6.5.1 b) of the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) states that when an aircraft is given its initial vector diverting it from a previously assigned route, the pilot "*shall be informed what the vector is to accomplish, and the limit of the vector shall be specified*":

a) review and refine the following principles:

i) Where possible and without detriment to airspace safety or capacity the procedures contained in PANS-ATM 8.6.5.1 b) should be applied in full;

ii) The procedures contained in Annex 2 (3.6.5.2.2 c)) and PANS-ATM 15.3.3 b) adequately address the radio communications failure scenario and deliberately mention the situation in which the limit of the vector is not specified;

iii) In those areas of high traffic density/complexity within which radar vectors are routinely applied, and the workload associated with specifying the limits of each and every vector would be intolerably high and potentially result in confusion or a reduction

[1] State Letter EUR/NAT 11-0549.TEC dated 29 August 2011 refers.

in capacity, the area within which the provisions of PANS-ATM 8.6.5.1 b) will not be applied should be published in the State's Aeronautical Information Publication (AIP);

iv) If the airspace mentioned in iii) above constitutes a significant volume of airspace of the State or a significant percentage of a State's overall IFR traffic then consideration should be given to publish the applied procedures in the State's AIP;

v) If it should be necessary to apply a vector outside this notified airspace, or in areas adjacent to mountainous terrain or complex airspace restrictions then the limit of the vector should be specified whenever possible; and

b) propose how the resulting principles should be taken into account by States in applying the PANS-ATM 8.6.5.1 b) requirements.

3. AVIATION SAFETY

Update on the European Regional Aviation Safety Group (RASG-EUR)

3.1 The EANPG noted the preparatory work which was underway for the first meeting of the European Regional Aviation Safety Group (RASG-EUR/01), which was scheduled to be held in Paris from 23 to 24 January 2012. The need for the RASG-EUR to coordinate applicable safety-related issues with the EANPG was again highlighted. The EANPG also noted the provisional agenda of the RASG-EUR/01.

Review of the proposed revisions to the GASP

3.2 The EANPG noted the information that work was underway for a revision of the Global Aviation Safety Plan (GASP), which was considered necessary as a function of recent developments in the area of safety management principles. The work of updating the GASP was noted as being in line with the relevant resolution of the 37th ICAO Assembly, directing the Council to update the material. The EANPG noted an outline of the proposed revisions of the Plan.

ECAC States ATM safety framework monitoring

3.3 EUROCONTROL updated the EANPG on the progress made with EANPG Conclusion 52/3 and advised the EANPG of the current situation in regard to the monitoring of ATM safety frameworks within the ICAO EUR Region. The results of the 2010 survey were introduced, as well as the programme for the 2011 ICAO EUR Region survey including initial results.

3.4 The 2010 survey found that the mean Safety Maturity Score for ANSPs within the SES States was 68.6%, compared with 60.8% for those outside of the region, giving an overall mean score of 67.4%. Using the definition of Maturity Level provided in Appendix 1, the ICAO EUR regional average is Maturity Level 3. For Regulators the mean Safety Maturity Score within the SES States is 50.2%, compared with 39.4% for those outside of the region, giving an overall mean score of 49.0%. Using the definition of Maturity Level provided in Appendix 1, the ICAO EUR Regional average is Maturity Level 2.

3.5 The EANPG was informed that the key findings of the 2010 survey were as follows:

1. Organisations were generally very supportive of the survey and frequently used it as an integral part of their own review and planning process;

2. The introduction of Functional Airspace Blocks was seen, by ANSPs and Regulators alike, as a very positive step, as the cooperation already taking place was helping less advanced organisations to improve faster than they would otherwise be able to;

3. There was a shortage of suitably qualified and experienced staff, especially with regulators;

4. There appeared to be a group of 'mature' States who were marking themselves based on a deep understanding of their own strengths and weaknesses;

5. A second group appeared to mark themselves based on where they believed they should be, over-marking in some cases;

6. Statistically for ANSPs, there was little difference between the Safety Maturity profile of SES States and the Safety Maturity profile of those in the broader ICAO EUR Region;

7. Many Regulators would welcome further guidance and support concerning a coordinated and harmonised method of establishing and monitoring "Target Levels of Safety" - having any target greater than zero for serious incidents appearing to be unacceptable;

8. Changing Primary Legislation was time-consuming and some States were still finding it difficult to incorporate international requirements into State legislation. Similarly, the lack of a State Safety Plan was also a hindrance in some cases;

9. Regulators tried to make as much use as possible of the courses offered by EUROCONTROL; however time constraints and over-booking prevented them from attending at times; and

10. Regulators were trying to promote a "just/safety culture" but obstacles were met when dealing with judicial/police investigations.

3.6 The EANPG was further informed that, due to the changes in EUROCONTROL's responsibilities in respect of European ATM Regulation and the emergence of EASA, only ANSPs were included in the 2011 survey. A further change from previous surveys was the inclusion of an additional questionnaire on Just Culture.

ICAO EUR Region ATM safety framework maturity surveys

3.7 The EANPG was provided with background information regarding ATM safety framework maturity surveys, which had started back in 2002 and which had as an initial objective to determine the extent of progress made by the ANSP and ATM Regulator in each ECAC State with respect to the introduction of the requirements set out by ICAO, EUROCONTROL Safety Regulatory Requirements (ESARRs) and other safety enhancement requirements.

3.8 The methodology, which had been further revised, had been subsequently taken into account by the EU for the development of one of the three safety Key Performance Indicators against which safety performance would be assessed within the framework of the Single European Sky. This safety Key Performance Indicator is referred to in the relevant EC Regulation as "the effectiveness of safety management as measured by a methodology based on the ATM Safety Framework Maturity Survey".

3.9 The EANPG was informed that the next report, in preparation by the Network Manager Directorate of EUROCONTROL, would target the ANSPs and the ICAO EUR Region and was foreseen to be completed in February 2012. The EANPG was reminded that the future of ATM safety maturity surveys would take into account the transfer of competence of ATM regulatory issues to the European Commission and the European Aviation Safety Agency (EASA). In particular, as one of the three safety Key Performance Indicators referred to a methodology inspired by the ATM safety framework maturity surveys, the European Commission had requested EASA to develop Acceptable Means of Compliance and Guidance Material to support the application of the new EC Regulation on the performance scheme. This material would be available before 1 January 2012. The compliance with the EC Regulation including the replies to a

questionnaire would be reported to EASA by the national supervisory authorities. In the context of its standardisation inspections, EASA would monitor the implementation and measurement of the safety KPIs by national supervisory authorities.

3.10 The EANPG was also informed that issues related to the effectiveness of safety management would be discussed within the RASG-EUR, with a view to exchange information between all stakeholders, avoiding duplication and ensuring harmonization throughout the EUR region, and that the RASG-EUR would ensure coordination with EANPG on this matter.

4. PLANNING AND IMPLEMENTATION ISSUES

4.1 AMENDMENTS TO ICAO DOCUMENTS/PROVISIONS

Review of the Statement of Basic Operational Requirements and Planning Criteria (BORPC)

4.1.1 The EANPG was presented with the information that the Air Navigation Commission had agreed that development of an amendment to the BORPC be stopped in favour of its incorporation into an updated Global Air Navigation Plan (GANP). The EANPG noted the information that existing BORPC statements were also to be withdrawn from regional Air Navigation Plans (ANPs) at appropriate times.

Review of the outline and objectives for revised GANP

4.1.2 The EANPG noted the information that work was underway for a revision of the Global Air Navigation Plan (GANP), which was considered necessary as a function of rapid developments in the definition of future ATM concepts, notably in the EUR Region. The EANPG noted that the GANP would incorporate the ASBU concept, in particular associated elements necessary to sustain global interoperability. The EANPG noted the outline provided of the planned revisions to the GANP as well as general information pertaining to regional consultations on the matter in the very near future.

Progress of Revision of EUR ANP

4.1.3 The EANPG was presented with a progress report on the review of the European Regional Air Navigation Plan (EUR ANP, Doc 7754) in follow-up to EANPG Decision 48/12 [*Review the European Regional Air Navigation Plan*].

4.1.4 The EANPG recalled that Part 0 – Introduction, Part I - General Planning Aspects (GEN), Part IV – Air Traffic Management (ATM), Part VI – Search and Rescue (SAR) and Part VIII – Safety (SAF) had been endorsed at the EANPG/52, November 2010 and that the final Basic ANP and FASID drafts of Part VII – Aeronautical Information Management (AIM) were endorsed at the EANPG-COG/51 in October 2011. The Part IX — Human Resources and Training (HR&TNG), Part X — Contingency Planning (CPLN) and Part XI — Environment (ENV) were presented for the endorsement of EANPG/53. In reviewing the final package of the available completed Parts of the Basic ANP (presented in **Appendix B** to this report), the EANPG noted that the Part II – Aerodromes/Aerodrome Operations (AOP), Part III – Communications, Navigation and Surveillance (CNS) and Part V — Meteorology (MET) were not included as they had not been subject to revision. The EANPG also noted that it was intended to progress the work on the EUR ANP, Volume II, FASID, during the course of 2012 with the aim to obtain endorsement of the final package at EANPG/54 in November 2012.

<u>Part IX – Human Resources and Training (HR&TNG)</u>

4.1.5 The EANPG reviewed Part IX – Human Resources and Training (HR&TNG) which was presented as a new part for inclusion in the regional air navigation plans. It reflected the planning and

training elements that needed to be considered by all parties responsible for the regulation, supervision and provision of air navigation services within the wider context of planning for future aviation sector personnel. It was noted that the text on human resource planning was considered on the basis of the ICAO document *Global and Regional 20-year Forecasts*, (Doc 9956), which had been developed to provide the aviation sector with an informed forecast for the period 2010-2030 relating to air transport development – traffic, movement and fleet growth; pilot; maintenance; and air traffic controller personnel requirements. In this respect both global and EUR Region forecasts are reflected. The EANPG was informed that the text on training provided information on the ICAO Training Policy and latest developments in respect of ICAO's TrainAir Plus initiative. Reference to access the Aviation Training Directory of ICAO was provided. The related EUR/NAT Office support to the European Region and State support was also reflected.

Part X – Contingency Planning (CPLN)

4.1.6 The EANPG noted that the final version of Part X – Contingency Planning (CPLN) had been updated to include minor editorial changes and a reference update following consultation with States who had provided comments.

Part XI - Environment (ENV)

4.1.7 With regard to Part XI - Environment (ENV), the EANPG/53 noted that although Paragraph 13 in the proposed text had significant resource implications on the Regional Office which could not be fulfilled in the current circumstances, it had been maintained with the understanding that the information would be updated in light of the on-going work taking place in ICAO to fulfill these requirements. Additionally, the EANPG noted the new text in paragraphs 31 and 32 regarding the available aviation environmental tools and those that are under development. It was noted that the Table of Environmental Tools and Modelling Techniques attached as an appendix to this Part of the Basic ANP would be considered for inclusion in the FASID as this work progressed.

Outstanding issues and further action

4.1.8 The EANPG noted that a Foreword providing the principles that had been adopted in the drafting of the new text of the EUR ANP had been inserted in the beginning of the final package of the available completed Parts of the Basic ANP (presented in Appendix B to this report) and that a temporary Remarks page had been inserted at the beginning of each Part to provide an executive summary of the text as well as to provide reminders of any outstanding tasks to be carried out before final publication.

4.1.9 In respect of the outstanding tasks, the EANPG noted some of the issues related to work currently being carried out by other bodies to be reflected in the relevant parts of the Basic ANP and FASID prior to publication. In addition, it was noted that the EUR/NAT Office should carry out coordination with ICAO Headquarters and other Regional Offices for a globally coordinated and updated version.

4.1.10 Accordingly, the EANPG endorsed the package of the available completed Parts of the Basic ANP as presented in Appendix B to this report and agreed that the EUR/NAT Office should undertake the necessary action to obtain a globally coordinated and updated version and following this coordination and relevant update, process it as a proposal for amendment to the ICAO EUR ANP.

EANPG Conclusion 53/1 – Proposal for Amendment of the new format of the EUR Basic ANP

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

a) include the Part IX — Human Resources And Training (HR&TNG), Part X — Contingency Planning (CPLN) and Part XI — Environment (ENV) as endorsed by EANPG/53 in the final package of the available completed Parts of the Basic ANP, as presented in **Appendix B** to this report;

b) circulate the new format of the EUR ANP, Volume I, Basic ANP, as presented in Appendix B to this report, to ICAO Headquarters and Regional Offices for comments; and

c) undertake the appropriate action to ensure that the new format of the EUR ANP, Volume I, Basic ANP, as presented in Appendix B to this report, after appropriate coordination and update, is processed as a proposal for amendment to the EUR ANP, Volume I, Basic ANP.

Proposal to amend the EUR SUPPs – Advising TORA

4.1.11 The EANPG was advised that EANPG-COG/51 had discussed a concern regarding phraseology in the *European Regional Supplementary Procedures* (EUR SUPPs, Doc 7030) which appeared to conflict with guidance provided in the *Manual on the Prevention of Runway Incursions* (Doc 9870). Specifically, Doc 9870 stated that the words "take off" should only be used when an aircraft was cleared for take-off, or when a take-off clearance was cancelled. The EUR SUPPs included the following phraseology for advising of reduced Take-Off Run Available (TORA) from an intersection: REDUCED TAKE-OFF RUN AVAILABLE RUNWAY (number), FROM INTERSECTION (name of intersection), (distance in metres).

4.1.12 The EANPG noted that informal coordination had been undertaken immediately following EANPG-COG/51 which had resulted in the development of a proposed amendment to the EUR SUPPs as contained in Appendix C. This proposal reflected the consensus of the informal group that it would be acceptable to refer to "TORA", pronounced TOR-AH, rather than "take-off run available", as the term TORA was well-understood and was expected to be globally applicable. It was also agreed that flexibility was required in describing how to refer to an intersection and that it was desirable to highlight that flight crews should be provided with the TORA from an intersection upon request, whilst retaining the ability for Air Traffic Controllers (ATCO) to use their judgment and provide this information whenever it was deemed appropriate. The EANPG concurred with the foregoing and supported the proposal. It was also agreed that this use of the current phraseology should cease immediately.

4.1.13 The EANPG further noted there were no global provisions regarding how to refer to take-off run available (TORA). The EANPG agreed it would be beneficial to ensure there was global agreement on how to refer to TORA without using the phrase "take-off". Taking account of all of the foregoing, the following conclusion was agreed:

EANPG Conclusion 53/2 - Updating provisions related to intersection departures and the phraseology for advising TORA

That the ICAO Regional Director, Europe and North Atlantic, taking account of the safety guidance provided in the *Manual on the Prevention of Runway Incursions* (Doc 9870) that the words "TAKE OFF" should only be used when issuing a clearance for take-off or when cancelling a take-off clearance, take the necessary actions to:

a) process the proposal to amend the *European Regional Supplementary Procedures* (Doc 7030) provided in **Appendix C** to this report;

b) initiate the development of globally applicable phraseology for advising take-off run available (TORA); and

c) immediately advise all States in the ICAO European Region of the EANPG decision that use of the phraseology related to issuing TORA currently provided in Chapter 10, paragraph 10.4 of the EUR SUPPs must be suspended.

Regional air navigation agreement coordination procedure for airspace changes and ATS routes over the high seas

4.1.14 The EANPG was presented with the detailed background information (rationale, outline and procedure detail) for the regional air navigation agreement coordination procedure for the implementation of airspace changes and ATS routes over the high seas. Based on the moratorium on the formal processing of proposals for amendments to Table ATS 1, with the exception of routes over the high seas, which was announced to all EUR provider and user States and several international organisations in July 2007 (ICAO EUR/NAT State letter ref: DOC/ANP/EUR/GEN – 07-0219.SLG of 5 July 2007 refers), States agreed that the existing route planning and coordination process practised in the ICAO European Region through the EUROCONTROL Route Network Development Sub-Group (RNDSG) and the Route Development Group - Eastern Part of the ICAO EUR Region (RDGE) would be maintained and States were requested to ensure the observance of the established arrangements.

4.1.15 Accordingly, the "High Seas Coordination Procedure" to obtain regional air navigation agreement before implementing all airspace changes and ATS routes (regional and non-regional) over the high seas was put in place. Upon receiving an official letter from States or through the RDGE Summary of Discussions, as a direct outcome of the RDGE meeting, the ICAO Secretariat will circulate the proposed changes over the high seas on behalf of the "initiating" States. The States consulted generally have a four week deadline for comments. The "silent procedure" is applied (i.e. no comments received means agreement) and after the deadline, if no objections are received, the ICAO Secretariat officially will inform all States consulted that the "initiating" State(s) may proceed with the implementation.

4.1.16 The EANPG took note of the discussions that took place at the RDGE/15 (September 2011) and RNDSG/73 (May 2011) meetings on the Free Route Airspace projects, particularly regarding the ICAO provision when the implementation of a Free Route Airspace project would include portions of High Seas airspace and therefore would require the coordination of any changes to the High Seas airspace. The EANPG re-confirmed the "High Seas Coordination Procedure" arrangements in order to obtain regional air navigation agreement before implementing all airspace changes and ATS routes (regional and non-regional) over the high seas and reminded States to use the proposed template for the initiation of this procedure.

EANPG Conclusion 53/3 - Implementation of the Free Route Airspace Concept

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG-COG, raises the awareness of States that are implementing Free Route Airspace concepts, on the institutional aspects, especially when portions of airspace over the High Seas are included, and remind States on the application of the procedure to obtain regional air navigation agreement for all airspace changes and ATS routes (regional and non-regional) over the High Seas, as outlined at **Appendix D** of this report.

4.1.17 In the ensuing discussion, it was highlighted that clarification was required on the wording "airspace changes" to avoid possible misinterpretation. It was agreed to task the EANPG-COG to make a review of all documentation referring to high seas airspace to determine if further action was required on the procedure outlined in Appendix D.

EANPG Decision 53/2 - Clarification on airspace changes in the "High Seas Coordination Procedure"

That, the EANPG-COG:

a) review and catalogue all ICAO documentation making references to high seas airspace;

b) decide if more precise wording on “airspace changes” need to be made to the procedure to obtain regional air navigation agreement for all airspace changes and ATS routes (regional and non-regional) over the high seas, as outlined at Appendix D of this report; and

c) report to EANPG/54 on its findings.

4.2 AIR TRAFFIC MANAGEMENT

All-Weather Operations

4.2.1 The EANPG took note of the outcome of the seventeenth meeting of the All-Weather Operations Group of the European Air Navigation Planning Group (AWOG/17) which was held in the ICAO EUR/NAT Office, Paris, from 6 to 7 September 2011.

4.2.2 The EANPG noted 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, the work of the Approach Classification Task Force (ACTF) and the reports from the ICAO Navigation System Panel.

4.2.3 The EANPG also noted the EASA rulemaking activities regarding All Weather Operations, which included the EASA rule structure, the drafting principles for drafting OPS rules, the transposition of AWO Rules in EU-OPS legislation and the future rulemaking task for Low Visibility Operations (LVO). The PT/LVP collected a list of already identified issues/problems related to AWO provisions and forwarded this list to EASA in order to support the multi-disciplinary AWO rulemaking Task Force. In addition, EASA was invited to send out the regulatory material to AWOG members for informal consultation.

4.2.4 The EANPG took note of the various activities regarding All Weather Operations and agreed to the following:

EANPG Conclusion 53/4 - Harmonisation of LVP provisions

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG-COG, send a letter to States, EASA and FAA and urge them to continue their participation in the harmonization of LVP provisions.

4.2.5 The EANPG was informed about the status of the PBN implementation in the EUR Region, an overview of the activities from the PBN TF, including the development of a proposal for Guidance Material for the Implementation of RNP APCH Operations and the upcoming PBN workshops.

4.2.6 The EANPG took note of the working arrangements on the revisions of the All-Weather Operations Manual (Doc. 9365) and the Global Navigation Satellite System GNSS Manual (Doc 9849) and noted the endorsement of the PT/LVP approach in the revision of the ICAO Doc 013 (European guidance material on All Weather Operations at Aerodromes). The EANPG was also informed on the temporary suspension of the PT/BRA and on the proposed PT/ROAD approach on the revision of ICAO Doc 017 (transition key issues) and took note of the endorsed AWOG work programme.

Emphasis on global implementation of ICARD

4.2.7 The EANPG was informed about the implementation status of the ICAO five-letter name-codes (5LNC) and route designators (ICARD) database as a global tool, the importance of the global use of ICARD and the need for reliable data within the database.

4.2.8 The EANPG noted that the development of the global ICARD database has improved the management of 5LNCs and at the same time made evident that major 5LNC data updates needed to be made in coordination with all concerned. To that end, it is important that States be reminded that "requirements for unique five-letter pronounceable name-code designators shall be notified to the Regional Offices of ICAO for coordination" (paragraph 3.5 of Appendix 2 to Annex 11 refers). It was suggested that all ICAO States should be informed of the database which has been designed for their use.

4.2.9 The EANPG also noted that the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE) and the Route Network Development Sub-Group (RNDSG), have been organising and carrying out the necessary coordination of planning and implementation activities for improving and upgrading the ATS route network in the ICAO EUR Region, and in particular, the European Civil Aviation Conference (ECAC) area of the ICAO EUR Region. Their outcome as well as the ICARD Forum of September 2010 pointed out examples of safety-related concerns with a number of 5LNCs being duplicated or within close proximity of a similar sounding 5LNC (termed "proximity" in ICARD) which are not in accordance with the Appendix 2 of Annex 11 on principles governing the establishment and identification of significant points.

4.2.10 The EANPG agreed that a State letter, issued by ICAO Headquarters, emphazing the need for all States to use the global ICARD Database, would be the best means to increase awareness and to promote the benefits of an updated and reliable database.

EANPG Conclusion 53/5 - Implementation of the global ICARD database

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, invite ICAO Headquarters to issue a State letter, with a view to emphasize the use of the global ICARD Database and compliance with ICAO provisions regarding the uniqueness of 5LNCs, inviting States to:

a) use the Global ICAO five-letter name-codes (5LNC) and route designators (ICARD) database as the unique tool for the management of codes allocation and comply with the principles stated in Appendix 2, Section 3 of Annex 11, "Designators for significant points not marked by the site of a radio navigation aid";

b) communicate the name(s) of their route planning expert(s) who will become the ICARD authorised users;

c) coordinate with their regional office in order to clear duplicate designators and comply to the required "uniqueness of codes", as defined in Appendix 2, Section 3 of Annex 11; and

d) replace their 5LNCs whenever there is a safety-related concern with like-sounding 5LNCs in close proximity.

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 EUR Region based on the information provided by both EUROCONTROL (for the ECAC States) and the COG/AIM TF/21 meeting for the States of the Eastern part of the European Region, as well as the replies to the questionnaire on the transition from AIS to AIM received from States; with a special focus on the identified deficiencies. It was highlighted that the implementation of the current ICAO Annex 4 and Annex 15 provisions represented 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 The EANPG noted with concern that notwithstanding EANPG-COG Conclusion 44/2 "Publication of AIP Greece in the new ICAO format" of June 2009 and the ICAO EUR/NAT Office letter addressed to Greece on the subject, the issue remained unsolved, which was considered a major case of non-adherence to Annex 15. Accordingly, the EANPG agreed to the following:

EANPG Conclusion 53/6 - Deficiency related to Greece AIP format

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, update the list of deficiencies to include Greece for non-compliance with Annex 15 provisions related to the AIP Format (3 Parts).

4.3.3 With regard to the AIRAC adherence (P-03), the EANPG noted that, as a follow-up action to the EANPG Conclusion 52/17, the ICAO EUR/NAT Office, through State Letter Ref.: EUR/NAT 10-0960.TEC dated 21 December 2010, urged all European States to comply with Annex 15 provisions related to the AIRAC System and perform thorough and timely planning of all major aeronautical information changes involving all parties concerned, in order to avoid the late postponement of AIRAC AIP Amendments.

4.3.4 The EANPG noted with appreciation that Tajikistan and Turkmenistan had fully implemented the AIRAC provisions and the list of air navigation deficiencies had been updated accordingly.

4.3.5 The EANPG was informed that a single significant breach of AIRAC in the ECAC Area was recorded since the last report to EANPG/52. It was related to the publication by Spain of significant changes to a large number of STARs at LEBL with a non-AIRAC AIP Amendment, which left the onboard navigation databases of Flight Management Systems unusable for LEBL until the next AIRAC effective date. The EANPG recalled that Spain was already included in the list of Air Navigation Deficiencies for non-adherence to AIRAC procedures and that, as a follow-up action to the EANPG Conclusion 52/17, the ICAO EUR/NAT Office sent a specific State Letter to Spain on the subject (EUR/NAT 10-0959.TEC dated 21 December 2010).

4.3.6 The EANPG was apprised also of the case of unexpected failure of Belgrade VOR, where Serbia had to review all the flight procedures at Belgrade Airport. The consequential changes to the aeronautical information publications were published by NOTAM and AIP Supplement (SUP). It was highlighted that the distribution of AIP SUP by post in these circumstances was not efficient. Therefore, the EANPG agreed that a study be carried out by EUROCONTROL, in coordination with ICAO and the COG/AIM Task Force, to further explore the possibility of formalizing the use of AIS AGORA as a supplementary means for the notification of publication of aeronautical information in contingency situations (force majeure), through the amendment of the Supplementary Procedures (Doc 7030). In this regard, the issue of aeronautical data quality, safety and security requirements had been underlined. The EANPG agreed that this would be addressed by the study, within the broad context of use of the public internet for the publication of aeronautical information.

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

EANPG Conclusion 53/7 - Use of AIS AGORA as supplementary means for the notification of publication of aeronautical information

That, the ICAO Regional Director Europe and North Atlantic, on behalf of the EANPG invite EUROCONTROL and the COG/AIM Task Force to:

a) further explore the possibility of formalizing the use of AIS AGORA as a supplementary means for the notification of publication of aeronautical information in contingency situations (*force majeure)*, through the amendment of the Supplementary Procedures (Doc 7030); and

b) develop the associated draft proposal for amendment to Doc 7030, if deemed necessary.

4.3.8 With respect to WGS-84 implementation (P-05), the EANPG noted with concern that no significant progress had been achieved. In this regard, the EANPG recalled that as a follow-up action to the EANPG Conclusion 52/18, the ICAO EUR/NAT Office, through State Letter Ref.: EUR/NAT 11-0109.TEC dated 8 February 2011, requested the Interstate Aviation Committee (IAC), which was 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 The EANPG noted the information from IAC that, since as of today a number of IAC member States applied at national level a geodetic systems different from WGS-84, the aviation rules on aerodrome certification, developed by the IAC, did not include specific requirements on the utilization of a particular geodetic system. However, the IAC should propose for consideration by its Council, which included Aerodrome Experts from member States, the inclusion of WGS-84 implementation in the list of requirements for the certification of aerodromes, **after the acceptance of WGS-84 as a national geodetic system by all IAC member States**. In addition, it was confirmed that the provisions pertaining to aeronautical data quality requirements were specified in the procedures applied to assess aerodrome compliance to the IAC aviation rules.

4.3.10 Based on the outcome of the COG/AIM TF/21 meeting, the IAC was invited to **reconsider** the inclusion of the WGS-84 implementation in the list of minimum requirements for the certification of aerodromes, **without mandatory adoption** of WGS-84 as national geodetic system.

4.3.11 Based on the review of the progress made towards the implementation of the ICAO Roadmap steps related to Phase 1 (Consolidation), the EANPG recognized that deficiencies still existed with regard to the provision of AIS/MAP services in accordance with Annex 4 and Annex 15 requirements. In particular, it was highlighted that 11 States (Belarus, Bosnia and Herzegovina, Georgia, Greece, Kazakhstan, Kyrgyzstan, Malta, Tajikistan, The Former Yugoslav Republic of Macedonia, Turkmenistan and Uzbekistan) had not yet fully complied with Annex 15 provisions related to the implementation of Quality Management System (QMS) and accordingly they would continue to be reflected in the EANPG list of air navigation deficiencies.

4.3.12 The EANPG noted also with concern that all the deficiencies related to the non-compliance with ICAO provisions related to aeronautical charts and flight instrument procedures were still not eliminated and highlighted the need for improved cooperation between the Procedure design offices/services and AIS/AIM services.

4.3.13 In connection with the above, the EANPG recalled that the lack of national regulations was an important contributing factor in many States. Accordingly, it was reiterated that the most effective and transparent means of ensuring compliance with applicable specifications/regulatory provisions, was the

availability of a separate safety oversight entity and a well-defined safety oversight mechanism with support of appropriate legislation/regulations.

4.3.14 The EANPG noted that currently, the certification of the Air Navigation Services (ANS) is not yet mandated by ICAO. However, for the EU member States, it has been mandated through EC Regulations.

4.3.15 The EANPG recognized that the inclusion of a requirement for the certification of AIM Services in the national regulations would ensure that the AIM Service Providers would meet their obligations in accordance with the terms and conditions of the AIM Certificate. It would also vest the regulatory authority with the necessary power to enforce compliance with the regulations. Accordingly, the meeting agreed to the following:

EANPG Conclusion 53/8 – Certification of the AIM Services

That the ICAO Regional Director, Europe and North Atlantic, in order to improve the level of compliance with the Standards and Recommended Practices of Annex 4 and Annex 15 and pave the way for the transition from AIS to AIM, undertake necessary action, in coordination with ICAO Headquarters, consider the inclusion of a requirement for the certification of AIM Services in Annex 15.

Progress made towards AIM implementation in the European Region

4.3.16 The EANPG was informed about the latest developments related to AIM at the global level and reiterated the need for a strategic and harmonized transition from AIS to AIM. In this regard, the EANPG was apprised of the outcome of the fourth and fifth meetings of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG).

4.3.17 The EANPG was apprised of the EUROCONTROL developments in the AIM/SWIM field occurring in 2011, such as aeronautical data quality implementation (ADQ and ADQ-2), digital NOTAM and the ATM Information Reference Model (AIRM). The EANPG was informed also about the new AIS/AIM working arrangements at EUROCONTROL, especially it was highlighted that the newly established Aeronautical Information Management/System Wide Information Management Team (AIM/SWIM Team) would take over the tasks of the former Aeronautical Information Team (AIT) and provide a direct channel of consultation between all stakeholders involved in activities pertaining to performance and delivery aspects for the AIM and SWIM area. The EANPG noted the Terms of Reference (TOR) of the AIM/SWIM Team whose first meeting was scheduled to be held in EUROCONTROL, Brussels, 13 to 14 December 2011.

4.3.18 The EANPG re-iterated the need for the development of national plans for the transition from AIS to AIM and reviewed the progress made towards the implementation of the different steps of the ICAO Roadmap for the transition to AIM in the European Region.

4.3.19 The EANPG reviewed the results of the survey carried out as a follow up to the EANPG Conclusion 52/19. It was noted that 37 States replied to the questionnaire related to the transition from AIS to AIM. The following was highlighted:

- An important number of States had not yet developed/provided a National Plan for the transition from AIS to AIM, based on the ICAO Roadmap;

- 27 over 37 States had completed the implementation of Phase 1 (consolidation);

- The majority of States that had replied to the questionnaire (24 over 37) confirmed that they are encountering/expecting some difficulties during the transition from AIS to AIM, in particular:

- tight timescales;
- financial constraints;
- manpower availability, capacity, and knowledge (required expertise);
- training of Staff;
- lack of detailed ICAO guidance material; in particular an AIS-AIM Transition Manual with detailed description of steps to assist States in the implementation process;
- necessity to amend the National Regulations to include AIM requirements;
- institutional issues (especially regarding electronic/digital data);
- implementation of an Integrated Aeronautical Information Database;
- increased workload for the regulators to oversight the whole data chain (e.g. surveyors, aerodromes, etc.);
- implementation of data quality and data integrity monitoring according to ADQ regulation adopted by the European Commission;
- awareness and commitment of data originators, and adoption of appropriate arrangements with all data originators;
- electronic data exchange with all data originators; and
- Electronic Terrain and Obstacle Data (eTOD) implementation.

4.3.20 The EANPG noted also that some States had requested assistance from ICAO, especially for the:

- development of appropriate AIM SARPs and guidance material to assist States in the transition from AIS to AIM;
- organisation of special training courses, Seminars, Workshops and awareness campaigns related to AIM;
- development of specific web portals for the dissemination of information/guidance material related to the transition from AIS to AIM;
- expansion of the Roadmap to address additional phases to guide the move towards SWIM (e.g. web-based data services based on standardised data models and protocols); and
- alignment of the Roadmap for the Transition from AIS to AIM with SESAR, NextGen and other regional initiatives to enable international harmonization.

4.3.21 The EANPG noted that SWIM had emerged as a fundamental requirement with respect to the evolution of the Future Global ATM System and the development of a Global SWIM concept that suitably incorporated the basic requirements of SESAR, NextGen and other National/Regional programmes has become a priority. As a consequence, the development of an AIM Operational Concept that would move beyond the present AIS-AIM Roadmap target of “digital AIS products” to a more fully expressed and integrated information resource (the AIM domain being one of several) was becoming an urgent need. Such a concept should serve as a guide for the development of Amendment 38 to Annex 15 (by 2016) and ensure that AIM fits within a larger SWIM environment.

4.3.22 The EANPG further noted that an AIM Operational Concept would be developed and presented to the 12th Air Navigation Conference (November 2012) and a Draft PANS-AIM Document could be ready for presentation to the MET/AIM Divisional Meeting scheduled for 2014.

4.3.23 Considering all the foregoing, the EANPG agreed to the following:

EANPG Conclusion 53/9 - AIM/SWIM Seminar, SIP for the EUR Region

That the ICAO Regional Director, Europe and North Atlantic, in order to provide States with a better understanding of the planning and implementation issues related to the transition from AIS to AIM to Information Management/SWIM, and expedite the implementation of the AIM/SWIM requirements in a harmonized manner, undertake necessary action, in coordination with EUROCONTROL, for the organisation of an AIM/SWIM Seminar, as a Special Implementation Project (SIP) for 2013.

4.3.24 With respect to eTOD implementation, the EANPG recalled Amendment 36 to Annex 15 brought stability, clarity and less stringent requirements related to eTOD, although a number of minor inconsistencies had been identified. It was re-iterated that these inconsistencies, which would be addressed/resolved through Amendment 37 to Annex 15 (in 2013) were related mainly to Area 2 and would 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.

4.3.25 The EANPG noted that, as a follow-up action to the EANPG Conclusion 52/22 and in addition to the feedback required from States through the questionnaire on the transition from AIS to AIM (P-13 and P-14 of the Roadmap), the ICAO EUR/NAT Office, through State Letter Ref.: EUR/NAT 11-0125.TEC dated 15 February 2011, requested all European States to take all necessary measures to implement the provisions of the above-mentioned EANPG Conclusion and send the ICAO EUR/NAT Office their updated eTOD implementation plan, specifying in particular, the status of implementation of Area 1 and Area 4, which were applicable since November 2008.

4.3.26 The EANPG noted that based on the replies received from six (6) States and according to the national aeronautical information publications, the status of implementation of eTOD provisions related to Area 1 and Area 4 was far below expectations (6 States had provided electronic terrain data set satisfying the ICAO requirements for Area 1 and 2 States had provided electronic obstacle data set fully satisfying the ICAO requirements for Area 1).

4.3.27 The EANPG recognized that the main reason for such a low level of implementation of the eTOD provisions was linked to the question of who was to pay for it. It was noted that the eTOD originators, were not willing to accept the responsibility for providing these data. In this respect, it was highlighted that the fact that eTOD requirements were currently included only in ICAO Annex 15 could be a contributing factor. Accordingly, the EANPG agreed to the following:

EANPG Conclusion 53/10 - Inclusion of appropriate provisions related to eTOD in Annex 14

That, in order to expedite the Electronic Terrain and Obstacle Data (eTOD) implementation, the ICAO Regional Director, Europe and North Atlantic undertake necessary action, in coordination with ICAO Headquarters, to consider the inclusion of appropriate provisions related to eTOD in Annex 14, including in the minimum requirements for aerodrome certification.

4.4 COMMUNICATION, NAVIGATION AND SURVEILLANCE

ICAO EUR NSAP Address Registry

4.4.1 The EANPG reviewed a proposal to establish the EUR Network Service Access Points (NSAP) Address Registry in support of the Aeronautical Telecommunication Network/Control-Pilot Data Link Communication (ATN/CPDLC) implementation programme in the ICAO EUR Region. The purpose of this document was to collect the Context Management application addressing information of the ground ATC systems providing ATN/CPDLC data link services (the NSAPs were registered within the avionics systems in order to allow aircrews to perform a first LOGON with any of the participating centres).

4.4.2 The draft *EUR NSAP Address Registry* document was derived from the "*Addressing database for LINK2000+"* document, in close coordination with the LINK2000+ Implementation Team. As the Link 2000+ programme would be discontinued before 2013, it was noted that the EUR/NAT Office of ICAO, supported by the Aeronautical Fixed Services Group (AFSG) (responsible for the planning of ATN transition) would take over the task to maintain the *EUR NSAP Address Registry* for the ICAO EUR Region. It was highlighted that this solution would be an interim step until a global mechanism, or any other practical solutions, would be developed and implemented.

4.4.3 It was also noted that the addressing information contained in the Registry was uploaded into the aircraft avionics; therefore the published data should be as stable as possible and change proposals infrequent. Therefore the EANPG agreed to the following:

EANPG Conclusion 53/11 - EUR NSAP Address Registry

That the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of EUR Network Service Access Point (NSAP) Address Registry document presented at Appendix E to this report, including its change control procedure, as version 1.0, by 1 January 2012.

ICAO European principles and procedures for SSR Mode S ICs allocation

4.4.4 The EANPG recalled that introduction of SSR Mode S in the EUR had highlighted the need for a coordinated approach to the allocation of the relevant Interrogator Codes (IC) used by both ground based and airborne platforms. The design of the Mode S system limited the number of codes available (excluding zero) to 15 Interrogator Identifier (II) codes and 63 Surveillance Identifier (SI) codes. In order to avoid ambiguity in the operation of the system it was essential that the allocation of ICs was regionally coordinated.

4.4.5 With an increasing number of fixed and mobile interrogators over an expanding area, careful management of the Interrogator Code (IC) allocations became both necessary and urgently required over the whole of the EUR Region to ensure the problems were resolved to the extent possible.

4.4.6 In 2002, it was determined that the installation scene had developed to the extent that a regional air navigation agreement on Mode S ICs allocation principles and procedure was necessary. Accordingly, the 44th Meeting of the EANPG (2-5 December 2002) had formally agreed to the inclusion of the EUR Principles and Procedures for SSR Mode S Interrogator Code (IC) Allocation in the ICAO EUR Air Navigation Plan (Doc 7754). The FASID Supplement Table CNS 6 - Mode S Interrogator Code Allocations Status provided the latest status of the SSR Mode S IC allocations for the ICAO EUR Region. The Supplement Table was updated on a semi-annual basis and published on the ICAO EUR/NAT website. The latest version of the Table (version 1.9) was published in August 2011. The EUR Mode S Interrogator Code Coordination Group provided by EUROCONTROL on the request of the ICAO EANPG was the responsible body in the EUR for coordination of Mode S Interrogator Codes. The EUR States participating in the EUR

Mode S IC allocations process had nominated their focal points to take part in the work of the coordinating group.

4.4.7 The EANPG agreed that in order to simplify references to the principles and procedures pertaining to SSR Mode S ICs allocation in the EUR Region, it was necessary to publish the EUR Principles and Procedures for SSR Mode S Interrogator Code Allocation as an EUR Document (EUR Doc 024) to consolidate all appropriate requirements, including the material contained in the Attachments D to the EUR FASID. This would also serve to simplify the process of updating the material when necessary. Consequently, the FASID Supplement Table CNS 6 would become Attachment A to EUR Doc 024.

4.4.8 Therefore the EANPG agreed to the following:

EANPG Conclusion 53/12 - Publication of the European Principles and Procedures for Secondary Surveillance Radar (SSR) Mode S Interrogator Code Allocation (EUR Doc 024 v. 1.0)

That the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the European Principles and Procedures for Secondary Surveillance Radar (SSR) Mode S Interrogator Code Allocation (EUR Doc 024, version 1.0) (Appendix F to this report) by 1 January 2012.

4.4.9 Furthermore, the EANPG noted that the proposed change necessitates deletion of Attachment D to the EUR ANP FASID (Doc 7754) and modification of the FASID text. In this regard, the following Conclusion was endorsed.

EANPG Conclusion 53/13 - Proposal for amendment to the EUR ANP Volume II (FASID) concerning Mode S IC allocation

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary actions to amend Part IV (CNS) of the EUR Air Navigation Plan (Doc 7754) Volume II (FASID), as given in Appendix G to this report, to reflect the changes necessitated by publication of European Principles and Procedures for Secondary Surveillance Radar (SSR) Mode S Interrogator Code Allocation (EUR Doc 024), v. 1.0.

Outcome of the Fifteenth Meeting of the Frequency Management Group of the EANPG

Support the FMG work programme

4.4.10 The EANPG reviewed the prioritized actions on the Frequency Management Group (FMG) work programme and noted that the slow progress on some of them was mostly due to the lack of resources. It was emphasised that the most urgent actions were related to developing necessary guidance material on frequency planning in support of the ongoing major implementation programmes in the EUR. The list of programmes included the 8.33 kHz channel spacing implementation, data link communications and optimisation of the aeronautical frequency spectrum usage. The delays in developing of the necessary support guidance and frequency planning material could be detrimental to the progress of these programmes.

4.4.11 The EANPG agreed to urge States and International organisations to ensure that sufficient resources, including laboratory test facilities and equipment, were made available in support of the FMG activities. Therefore the EANPG agreed to the following:

EANPG Conclusion 53/14 - Support of the FMG Work Programme

That the ICAO Regional Director, Europe and North Atlantic, urge States and International Organisations to ensure that necessary resources, including laboratory test facilities and equipment are made available in support of the high priority tasks on the Frequency Management Group (FMG) work programme.

Support the ICAO Position for WRC-12

4.4.12 The EANPG was presented with the State Letter E 3/5-11/59 dated July 2011 containing updates to the ICAO Position on issues of critical concern to civil aviation to be decided at the International Telecommunication Union (ITU) World Radiocommunication Conference (2012) (WRC-12, 23 January - 17 February 2012, Geneva, Switzerland).

4.4.13 The EANPG noted that the updated ICAO Position would be submitted to the ITU WRC-12 as an information paper. As the active support from States was the only way to ensure that the results of the WRC-12 reflect civil aviation's need for spectrum, the EANPG agreed to the following:

EANPG Conclusion 53/15 - Updates to the ICAO Position for WRC-12

That the ICAO Regional Director, Europe and North Atlantic, urge States and International Organisations to ensure that the global civil aviation radio frequency spectrum needs as reflected in the ICAO Position (Appendix H to this report) are supported at the World Radiocommunication Conference 2012 (WRC-12).

Removal of the EUR States names from the ITU RR footnotes

4.4.14 The EANPG was presented with a summary of the ICAO EUR/NAT Preparatory Workshop for WRC-12 that was convened on 17 - 18 March 2011. The Workshop enabled to review the progress of ICAO preparation to WRC-12 and examine the strategy for promoting the ICAO Position on the issues of critical concern for international civil aviation to be discussed at WRC-12. The Workshop also carried out a comparison of the ICAO Position for WRC-12 against preliminary position of the regional telecommunication organisations, e.g. Conference Européenne des Administrations des Postes et des Télécommunications (CEPT) and Regional Commonwealth in the field of Communications (RCC).

4.4.15 The review identified several discrepancies that were of concern for international civil aviation and not in line with the ICAO Position. The outcome of the Workshop, including the above mentioned discrepancies, was reported to the EUR States through a State Letter (EUR/NAT 11-0192.CNS dated 30 March 2011) whereby the EUR States were invited to bring these differences to the attention of the National Telecommunication Agencies so that these were taken into account in the national and regional preparatory activities for WRC-12. The EANPG noted that the latest positions of the CEPT and RCC could be downloaded from http://www.cept.org/ecc/groups/ecc/cpg/page/cept-briefs-and-ecps-for-wrc-12 and www.rcc.org.ru.

4.4.16 Furthermore, the EANPG was informed that under agenda item 1.4 of WRC-12, the 960 – 1164 MHz band was addressed as part of the ITU Resolution 417 that required a coordination process between the new AM(R)S system and non-ICAO ARNS systems operating in the States listed in footnote RR. 5.312. This requirement introduced significant constraints on the deployment of the new AM(R)S systems. In order to reduce these constraints, it would be helpful to limit the number of States mentioned in the footnotes.

4.4.17 Similarly, the EANPG noted that under agenda item 1.1 of WRC-12 there were several EUR States included in the footnotes. This also imposed additional constraints for the current operations and evolution of aeronautical systems. Therefore the EANPG agreed to the following:

EANPG Conclusion 53/16 - Removal of the country names from the footnotes

That the ICAO Regional Director, Europe and North Atlantic, urge the following States to remove their country names from the footnotes of the ITU RR as listed below in support of the ICAO Position at WRC-12.

a) No. 5.72 – Norway;

b) No. 5.181 - Israel;

c) No. 5.259 – Israel;

d) No. 5.362B - Armenia, Azerbaijan, Belarus, Bulgaria, France, Georgia, Germany, Kazakhstan, Kyrgyzstan, Lithuania, Moldova, Poland, Romania, Russian Federation, Spain, Tajikistan, Turkmenistan, Ukraine, and Uzbekistan;

e) No. 5.362C – Israel;

f) No. 5.312 - Armenia, Azerbaijan, Belarus, Bulgaria, the Russian Federation, Georgia, Hungary, Kazakhstan, Moldova, Uzbekistan, Poland, Kyrgyzstan, Slovakia, the Czech Republic, Romania, Tajikistan, Turkmenistan, and Ukraine.

4.4.18 The EANPG noted the information that France and the Czech Republic had already initiated the necessary actions to address this issue.

Radio frequency interference on 135.985 MHz and 135.975 MHz

4.4.19 The EANPG was provided with a harmful interference occurrence report pertinent to the use of 135.985 MHz frequency channel. It was recalled that this interference was first reported in 2004 to EANPG/46 by the Swiss air navigation service provider, Skyguide. The interference was evident only on Airbus A320 aircraft and the effect was an unacceptable poor reception on board. As a direct consequence, in August 2004, about four months after its implementation, the operational use of 135.985 MHz had to be discontinued for safety reasons.

4.4.20 It was recalled that in follow up to the request by Switzerland, the DGAC of France had published a DGAC Recommendation Bulletin concerning this problem. This Bulletin was informing about the availability of a fix, developed by Airbus, but conformance was not mandatory because the issue was considered minor and with no direct impact on safety of flights as only one of the radios on board was affected.

4.4.21 The EANPG was informed that in June 2010, being confident that the actions that started in 2004 had been conclusive, the frequency 135.985 MHz was reintroduced for operational use within the Zurich upper control sector. A few days later, air traffic controllers started to relay complaints from aircrews experiencing severe interference problems not only with one VHF COM transceiver but with two or all three transceivers. The operational use of 135.985 MHz was once again suspended.

4.4.22 The EANPG agreed that this event required revisiting the previous decisions that were based on the assumption that only one radio would be affected. One identified solution was to recommend that the status of the above-mentioned recommendation bulletin to be elevated to an airworthiness directive.

4.4.23 The EANPG noted that France would contact EASA (as well as Skyguide and Airbus) before 1 February 2012 in order to collect more information on this case and coordinate with the ICAO

Secretariat. Consequently, and pending the outcome of the foregoing coordination, the EANPG agreed to the following:

EANPG Conclusion 53/17 - Harmful interference on 135.985 MHz and 135.975 MHz.

That the ICAO Regional Director, Europe and North Atlantic, invite EASA to consider elevating the status of the Recommendation Bulletin (Appendix I to this report) to the status of an Airworthiness Directive.

FMG and NMF RFF coordination

4.4.24 The EANPG was informed that a joint FMG and NMF RFF workshop would take place on 12 December 2011 in Paris, France. The EANPG invited the FMG to provide a report on the outcome of the Workshop to EANPG-COG/53.

Report of the AFSG – PENS-SWIM-AMHS Concepts

4.4.25 The EANPG was presented with the status of work of the EANPG AFSG. It was noted that the operational requirements for AFS were evolving, particularly in connection with the following:

a) Introduction of ADEXP format by CFMU;

b) Amendment 1 to PANS ATM Doc 4444 – FPL 2012 (15 November 2012);

c) xNOTAM using XML (planned in 2012-2016); and

d) XML based OPMET (planned in 2012/2013).

4.4.26 In addition, there was a new requirement from the Volcanic Ash Advisory Centres (VAAC) to be able to transmit messages longer than the current 1800 characters limit of AFTN.

4.4.27 The above mentioned emerging operational requirements necessitated the availability of the following new AFS messaging capabilities:

a) Capability for long messages;

b) Extended line length; and

c) Extended character set.

4.4.28 The EANPG noted that in view of the emerging requirements and continuing AFS evolution, references were often made to the Pan-European Network Services (PENS), System Wide Information Management (SWIM) and ATS Messaging Handling System (AMHS). Unfortunately, these terms were sometimes used in a broad and often interchangeable manner leading to confusion and potentially wrong assumptions and conclusions. The EANPG was informed that the EANPG AFSG had developed a reference document (Appendix J refers) that clarified these concepts and their interrelation within the ICAO EUR AFS environment.

4.4.29 Furthermore, the draft reference document provided information on current implementations and strategies for the deployment of PENS, SWIM and AMHS, aiming to familiarise the reader on the intended use of the respective technologies within the EUR framework.

4.4.30 The EANPG agreed that the draft version of this informative document should be made available to the EUR States and other Regions for information and any feedback, so that a comprehensive first edition could be produced next year. Therefore, the EANPG agreed to the following:

EANPG Conclusion 53/18 - PENS/SWIM/AMHS Concepts reference document

That the ICAO Regional Director, Europe and North Atlantic, circulate the PENS/SWIM/AMSH Concepts reference document (Appendix J to this report) to the EUR States and other ICAO Regional Offices by 1 January 2012 for comments.

8.33 kHz below FL195 implementation

4.4.31 The EANPG noted the progress of the 8.33 kHz channel spacing below FL195 programme provided by EUROCONTROL.

4.4.32 The EANPG noted that on 18 July 2011 EUROCONTROL delivered the draft Implementing Rule to the European Commission (the *Draft implementing rule on the extension of 8.33 kHz Voice Channel Spacing (VSC) in the airspace below Flight Level 195*, version 2.0; and the *Justification material for the draft implementing rule on the extension of 8.33 kHz Voice Channel Spacing in the airspace below Flight Level 195*, version 2.0 were available at:
http://www.eurocontrol.int/ses/public/standard_page/sk_vcs_II.html).

4.4.33 The first presentation of the draft VSC IR to the Single Sky Committee (SSC) took place at SSC/43, 28-29 September 2011. A working group of the SSC had reviewed the draft rule in October 2011 and submitted it to SSC/44, 29-30 November 2011 for adoption.

4.4.34 The EANPG noted that the European Commission was expected to adopt the updated Regulation following the formal opinion of the Single Sky Committee.

Aircraft identification (ACID) programme

4.4.35 The EANPG recalled the information provided concerning the establishment by EUROCONTROL of the Aircraft Identification Programme (ACID) in December 2009 to resolve the problems with Mode 3/A code assignment (*EANPG/53 Summary of Discussions*, paragraphs 4.2.10 through 4.2.16 also refer). The EANPG had agreed to request States, as a matter of urgency, to confirm their intentions regarding implementation of aircraft identification solutions beyond February 2012 (EANPG Conclusion 52/7 refers), in order to provide the necessary information to the SSR Code Secretariat to continue the effective management of the *European Secondary Surveillance Radar (SSR) Code Management Plan* (EUR SSR CMP, EUR Doc 023). It was further recalled that the SSR Code Secretariat managed the implementation of EUR SSR CMP on behalf of the EANPG through the SSR Code Planning Group (SCPG).

4.4.36 The responses received to the State Letter indicated that a significant number of ANSPs had changed their plans. Most ANSPs that had changed their position indicated that, instead of using the Centralized Code Assignment Method System (CCAMS), they would implement either Mode S or enhanced Originating Code Assignment Method (ORCAM) followed by a transition towards Mode S. In order to mitigate programme risks, particularly to CCAMS, and ensure a balanced approach for the overall ATM system while securing CCAMS, the SSR Code Secretariat proposed that a limited number of transit codes be released for permanent CCAMS usage in ORCAM Participating Area B. This would be done in a progressive manner to accommodate expected increased in traffic. Additionally, a number of transit codes would need to be delegated to CCAMS for a limited time period in order to accommodate the temporary increase of traffic expected to be generated by special events in 2012. The positive response received to this proposal indicated that CCAMS feasibility was secured for the 2012 Initial Operational Capability.

4.4.37 The EANPG was informed that 15 States would implement CCAMS gradually in the period February 2012 to March 2013. The CCAMS Central Server was completed and ready for operations. A number of States had already tested their connection to the Central Server or planned to test before the end of 2011 and transition plans for the implementing States were in the final review stage. It was expected that the

final go-ahead decision would be made in December 2011 and that CCAMS would begin operations on 9 February 2012.

4.4.38 The EANPG was advised that the Mode S implementation was proceeding as planned with trials and city pairs operations being conducted between declared airports in France, Germany, Netherlands and Switzerland. It was expected that trial flights and city pairs operations would soon start for Belgium, Czech Republic, Hungary and Italy. In this initial phase, only flights departing and arriving from declared Mode S aerodromes, for which the whole route was contained exclusively in the Mode S declared airspace, were eligible to use the Mode S conspicuity code. The next phase would permit inbound flights entering and landing in the Mode S declared area to be eligible for the use of the Mode S conspicuity code, which would significantly increase the number of eligible flights and alleviate the pressure on the use of Mode 3/A codes for Mode S States. It was expected that this phase would become operational on 25 April 2012.

4.4.39 The EANPG was informed that the SCPG had finalised the update to Part B of the SSR Code Allocation List (CAL) which was a Supplement to the EUR ANP FASID Part IV. It would be submitted for publication through the appropriate ICAO process in the near future. The next edition of the CAL would include CCAMS code usage and an updated CAL visualisation tool (the CAL viewer).

4.4.40 The EANPG noted that two European Commission regulatory actions would have a direct impact on the ACID programme and the associated code management activities, namely Commission Regulation No. 677/2011 laying down detailed rules for the implementation of air traffic management (ATM) network functions (NMF IR) and the Commission Regulation laying down requirements on aircraft identification for surveillance for the single European sky (ACID IR). The NMF IR had been published and EUROCONTROL had been nominated as the Network Manager. The ACID IR had received a positive vote in the Single European Sky Committee and was expected to be published in the coming weeks. The provisions of this regulatory material would apply to European Union Member States and to States that had signed aviation agreements with the European Union.

4.4.41 The ACID IR contained provisions for two baselines. For 2012, Annex I of the regulation defined the volumes of airspace (FIR/UIR) where the down-linked aircraft identification was to be used as the primary means of identification. States continuing to exclusively use discrete Mode3/A codes would need to implement the functional requirements defined in Annex III of the regulation. In practical terms this meant these Sates would have the option to implement either CCAMS or enhanced ORCAM. The 2020 baseline required all ANSPs subject to the regulation to have the capability to use the down-linked aircraft identification. This meant that for the period 2012 to 2020 the three possible technical solutions (enhanced ORCAM, CCAMS and downlink of the aircraft identification) would co-exist in the area of applicability of the ACID IR while basic ORCAM would continue to be used in the rest of the ICAO EUR Region. However, it was expected that the area where downlinked aircraft identification was used would gradually extend during this period, with a number of ANSPs planning to use this means of identification in the 2014 to 2015 period.

4.4.42 The NMF IR also directed the Network Manager to "coordinate the improvement of the SSR transponder code allocation process"; specific requirements for this task were described in Annex III of the regulation (the Transponder Code Function) and included collaborative decision making mechanisms, a detailed associated consultation mechanism and requirements for the provision of data to the Network Manager. The NMF IR also provided for oversight of the functions to be performed and specified a deadline (12 months from the date of adoption of the nomination Decision) for the Network Manager to comply with the regulation. Accordingly, EUROCONTROL was required to put in place the necessary working arrangements, consultation and reporting mechanisms and detailed processes by July 2012. The EANPG noted that the NMF IR also took account of specific areas related to the functions of the SSR Code Secretariat, namely:

a) the important role and work of ICAO with regard to transponder (SSR) code management;

b) the requirement for full alignment with ICAO EUR ANP FASID;

c) that EUROCONTROL currently provided the SSR Code Secretariat on behalf of ICAO; and

d) the requirement to coordinate with third countries (i.e. countries not subject to the regulation).

4.4.43 The EANPG noted that the Network Management function would be fulfilled by the same personnel within EUROCONTROL which provided the SSR Code Secretariat function for the ICAO EUR Region on behalf of the EANPG. Accordingly, it was agreed that a pragmatic approach should be taken, whereby efforts would not be duplicated, costs would be minimized and both the ICAO EUR Region and NMF IR requirements would be met. EUROCONTROL agreed to coordinate with the Secretariat to develop terms of reference for the necessary working arrangements, which would be submitted to the EANPG and the Network Management Board for endorsement. In view of the July 2012 deadline, it was agreed that the EANPG-COG should review the terms of reference and, if appropriate, approve them on behalf of the EANPG. In support of the foregoing, the EANPG agreed to the following:

EANPG Conclusion 53/19 - Coherent approach for SSR code management activities within the ICAO EUR Region

That the ICAO Regional Director, Europe and North Atlantic, invite EUROCONTROL to develop a common set of procedures and working arrangements to ensure a coherent approach to the activities supporting Secondary Surveillance Radar (SSR) code management on behalf of the EANPG and those required for the Network Management Transponder Code function of EUROCONTROL.

EANPG Decision 53/3 - Approval of updated terms of reference for the SSR Code Secretariat

That the EANPG Programme Coordinating Group (EANPG-COG) review and, if appropriate, endorse updated terms of reference for the Secondary Surveillance Radar (SSR) Code Secretariat on behalf of the EANPG.

Airborne Collision Avoidance System (ACAS) II - Common Airspace Usage And Operating Procedures Requirements

4.4.44 The EANPG was informed about the differences in the mandatory carriage requirements from the upcoming EASA Implementing Rule ATM/ANS.002 and the ICAO Annex 10, Amendment 85 which became effective in November 2010. The proposed EASA rule is compliant with ICAO Standards and Recommended Practices in that it does not extend the equipage requirement to any additional aircraft population other than that already included by ICAO. However, the proposed rule does introduce the requirement to carry ACAS II with collision avoidance logic version 7.1 before the dates recently adopted by ICAO. The aircraft affected by this proposed rule are those to which the existing limitations and exceptions specified in ICAO Annex 6 Operation of Aircraft Part 1 International Commercial Air Transport – Aeroplanes and ICAO Doc 7030/4 regional supplementary procedures apply. Also those aircraft which are not affected by the current requirement but have voluntarily installed an ACAS II system are required to be equipped with ACAS II containing collision avoidance logic version 7.1, which is then also a deviation from the recommendation in Annex 10.

4.4.45 The EANPG recognised that as a consequence to these diverging mandatory carriage requirements, the EU Member States (together with the States which would also apply this EASA Implementing Rule) would need to file a harmonised difference against the ICAO Annex 10 mandatory carriage and operations requirements as defined in chapter 4.3.5.3.

4.4.46 The EANPG noted with concern cases when implementing rules would contain provisions different to ICAO standards and highlighted the need to improve the coordination process with ICAO when formulating and adopting implementing rules developed by the European Commission, EASA and EUROCONTROL. This process should then also include the development of harmonised difference proposals.

4.5 PERFORMANCE BASED NAVIGATION IMPLEMENTATION

PBN implementation in the EUR Region

4.5.1 The EANPG was presented with the outcome of the EUR Performance Based Navigation (PBN) TF work. It was recalled that the EUR PBN TF was established by the EANPG to promote the regionally coordinated effort for PBN implementation and assist States by providing necessary regional guidance material. As part of this undertaking, the EUR PBN TF developed the EUR PBN Performance Frameworks and regional action plans for the following PBN related improvement areas:

a) Optimized en-route trajectories;

b) Optimized terminal trajectories; and

c) Safe and optimized approaches.

4.5.2 The performance frameworks described the performance benefits to be achieved as well as examples of performance targets and metrics. These performance targets and metrics were provided for States for implementation at the national level on a voluntary basis. At the regional level, some targets and metrics were identified that would be relatively easy to implement. The implementation of such regional targets would not require additional work by States. The collection of data necessary for this would be done through the existing ICAO ANP mechanisms.

4.5.3 The EUR strategic action plans identified actions that would be carried out by various entities in the EUR Region in order to progress the implementation of the ICAO Assembly Resolution 37-11 on PBN. The execution of the future tasks would require the EUR PBN TF to continue its work in line with its original ToR as endorsed by EANPG-COG/41.

4.5.4 The EANPG noted that the EUR PBN TF and ICAO EUR/NAT were working with Jeppesen and EUROCONTROL to make use of their databases in order to track the progress of implementation of PBN routes, SID/STARs, Continuous Descent Operations (CDO) and PBN based approaches. This would allow maximising the use of available resources without placing additional burden on States related to the regional PBN performance monitoring and associated data collection. The information from the Jeppesen and EUROCONTROL databases would allow as a first step to quantitatively assess the number of PBN based approaches, SID/STARs and CDOs. Acknowledging the benefits to be generated from Continuous Climb Operations (CCO) implementation, work was ongoing on defining/revising performance framework forms for CCOs.

4.5.5 The EANPG was presented with the preliminary results of the above-mentioned work and noted that there was a healthy growth of published PBN approach procedures in the EUR (comparison January 2008 to January 2011). It was noted that the results presented currently included approach procedures only and work on inclusion of SID/STARs and potentially CDO/CCOs was in progress.

4.5.6 As a next step, ICAO was developing an ICAO Fuel Saving Estimate Tool (IFSET), one of the main applications of which would be to estimate fuel/CO2 emission reductions compared to the pre-PBN implementation. The EUR PBN TF intended to exploit this tool, when available, and based on information obtained in the first phase, to translate the regional benefits stemming from the PBN implementation into fuel/CO2 reduction estimates.

4.5.7 The EANPG was informed that the European Commission had issued a mandate to EUROCONTROL in cooperation with EASA to develop an implementing rule on performance based navigation (PBN IR) that would define navigation requirements and identify the functionalities required in en-route and terminal airspace, including arrival, departure, and approach. The aforementioned PBN IR should address the implementation of ICAO Assembly Resolution 37-11. The EANPG emphasised that one of the objectives of the EUR PBN TF should be the close coordination and harmonisation of ICAO and EU activities in this domain, in order to achieve coherent PBN implementation in the Single Sky area and within the whole of the ICAO EUR region. Participation in the development of the draft PBN IR would include the identification of operational needs, benefits and costs.

4.5.8 Consequently, the following Conclusion was endorsed:

EANPG Conclusion 53/20 - EUR PBN performance frameworks

That the ICAO Regional Director, Europe and North Atlantic, invite States to use on a voluntary basis the EUR PBN performance framework forms (Appendix K to this report) in their national PBN planning and implementation activities.

4.5.9 The EANPG also noted that EANPG-COG/52 endorsed the PBN strategic action plans as part of the regional performance frameworks and agreed to include the execution of the plans on the EUR PBN TF work programme.

4.6 METEOROLOGY

Outcome of the Twenty-First Meeting of the Meteorology Group of the EANPG and activities of the Meteorological/Air Traffic Management Task Force of the EANPG-COG (MET/ATM TF)

4.6.1 The EANPG reviewed the outcomes of the twenty-first meeting of the Meteorology Group (METG/21) of the EANPG that was held at the EUR/NAT Regional Office of ICAO in Paris from 6 to 9 September 2011.

Outstanding EANPG-COG, EANPG Decisions/Conclusions

4.6.2 The EANPG noted six outstanding Conclusions from previous years that were initiated by the METG and/or EANPG-COG. With reference to the development of meteorological key performance indicators (KPI) within the EUR Region (METG draft Conclusion 19/15 and EANPG-COG Decision 45/08 refer), the METG/21 meeting formulated an ad-hoc group consisting of the United Kingdom (rapporteur), the Netherlands, France and IATA which facilitated the METG/21 meeting to agree that a draft working paper on identifying the minimum set of KPIs noting there were two possible components: technical (e.g. timeliness and format of OPMET data) and qualitative (e.g. accuracy of forecasts). The first draft of KPIs would be circulated by ICAO to the METG by late December 2011 for comments that the United Kingdom would consider in a working paper for METG/22 in September 2012. Furthermore, coordination between the ad-hoc group and the Data Management Group (DMG) in developing the technical KPIs was planned.

4.6.3 With reference to training on the intended use of new gridded World Area Forecast System (WAFS) forecasts for icing, turbulence and cumulonimbus (CB) clouds (METG draft Conclusion 19/01 and EANPG Conclusion 51/25 refer), the METG/21 meeting noted that this effort was ongoing and deferred to 2013 as WAFSOPSG/6 Conclusions 6/12 and 6/13 entail the review of training requirements based on guidance on the interpretation of the forecasts for review by the WAFSOPSG/7 meeting in September 2012.

4.6.4 With reference to the establishment of a Volcanic Ash Exercises Steering Group for the (far) Eastern part of the EUR Region (EUR (EAST) VOLCEX/SG) (EANPG-COG Decision 48/04 refers), the ICAO EUR/NAT Regional Office has received nominations from the Russian Federation and Japan on

behalf of Volcanic Ash Advisory Centre (VAAC) Tokyo. The United States was not in a position to participate at this time and no reply was received from IATA. The Russian Federation offered to host the first EUR (EAST) VOLCEX/SG in 2012 in the eastern part of the Russian Federation during the third week of August 2012. The EUR (EAST) VOLCEX/SG/1 meeting could consider outcomes from the International Volcanic Ash Task Force (IVATF) TF-VAA11 that is developing a regional template on volcanic ash exercises.

4.6.5 With reference to allowing significant wave height to be used as an alternative to 'state of the sea' when providing supplementary information in METAR and SPECI in support of helicopter operations at offshore structures (METG draft Conclusion 20/11 and EANPG Conclusion 52/32 refer), the EANPG-COG/51 meeting was pleased to know that the ninth meeting of the Aeronautical Meteorological Observing and Forecast Study Group (AMOFSG/9, Montréal, 27-30 September 2011) agreed to propose this initiative as part of Amendment 76 to Annex 3 applicable in November 2013 (AMOFSG/9 Action Agreed 9/20) which was expected to be reviewed by the ANC at the end of November 2011. State consultation associated with this amendment was expected in February 2012.

4.6.6 The last outstanding EANPG Conclusion that was still ongoing related to the development of additional job competency requirements concerning English language proficiency for aeronautical meteorological personnel providing oral flight briefings to operators and flight crew members performing international flights (METG draft Conclusion 20/09 and EANPG Conclusion 52/30 refer), the EANPG noted that discussions between ICAO and WMO had been initiated to address this Conclusion with consideration to various language proficiency rating scales as defined in Annex 1, Appendix 1, Attachment A.

4.6.7 The EANPG would consider the outcomes of the IAVWOPSG/7 meeting (March 2013) in the development of an ATM response to radioactive emergency.

METG/21 initiatives

4.6.8 The EANPG noted five Decisions developed by the METG/21 meeting and that the EANPG-COG/51 was able to take action on one of the six draft Conclusions formulated by the METG/21 meeting. The EANPG-COG/51 meeting agreed to forward five draft Conclusions to the EANPG/53 meeting.

4.6.9 The EANPG noted that EANPG-COG/51 reviewed proposed changes related to the EUR SIGMET and AIRMET Guide (EUR Doc 014) that included:

a) updates provided by States (Finland, Kazakhstan, Russian Federation, and the Ukraine) that reflected current practices, typically the consolidation of Meteorological Watch Offices (MWOs) and MWO and FIR nomenclature changes;

b) inclusion of new appendix containing SIGMET test focal points;

c) preferred user method of expressing SIGMET location as a closed-line of co-ordinates or location indicators of waypoints or airports only;

d) clarification on distribution of SIGMET to Regional OPMET Centres;

e) clarification on relaying air-reports; and

f) other editorials provided by States.

4.6.10 The EANPG noted that EANPG-COG/51 concurred that the above changes be included in EUR Doc 014 and be posted on the ICAO EUR/NAT Regional Office website (EANPG-COG Conclusion 51/1 refers; derived from METG draft Conclusion 21/01).

4.6.11 The EANPG noted that guidance material relating to the flexibility of providing flight levels for a number of layers of volcanic ash throughout the validity period of SIGMET and possible guidance

relating to the dissemination of special air-reports when moderate turbulence and icing is reported and AIRMET and SIGMET were not issued would be considered by an ad-hoc group consisting of the United Kingdom (rapporteur), Denmark, Latvia, IATA and ICAO (METG/21 Decision 21/02 refers).

OPMET data and exchange

4.6.12 The EANPG noted developments associated with OPMET data and exchange and in particular to improvements to OPMET data availability from the African Region through efforts by the Data Management Group (DMG) and coordination by the Regional OPMET Centre (ROC) Toulouse. In addition, monitoring of OPMET data reception revealed more than 90% of expected OPMET data was received at the EUR ROCs Brussels, Toulouse, and Vienna. Routine SIGMET tests in the EUR Region were conducted as well as participation in the annual Asia and Pacific (APAC) SIGMET tests which assists ICAO in informing States of deficiencies identified.

4.6.13 Proposals were made by the METG/21 meeting to update the EUR OPMET Data Management Handbook (EUR Doc 018) to mainly include a summary of Annex 3 requirements of exchanging various types of AIREPs and information on their respective WMO headings in section 9 of EUR Doc 018. The EANPG concurred with these proposed changes and agreed the following:

EANPG Conclusion 53/21 - Revision to EUR OPMET Data Management Handbook (EUR Doc 018)

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to include the proposed updates to the EUR OPMET Data Management Handbook (EUR Doc 018) as presented at Appendix L to this report, which introduces guidance on dissemination of different types of special air-reports.

4.6.14 The EANPG reviewed the initiative by the METG/21 meeting for States to emphasize the dissemination of special air-reports from the ATS units to the Meteorological Watch Office(s) as required by Annex 3, 5.8. This initiative was formulated to assure special air-reports on volcanic activity (pre-eruption volcanic activity, volcanic eruption or volcanic ash cloud) since these reports assist in providing more accurate volcanic ash advisories and SIGMET, which allows airlines to construct more accurate safety risk assessments for their operations. Given the above, the EANPG agreed the following:

EANPG Conclusion 53/22 - States' obligations in the dissemination of special air-reports

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

a) review the procedures in place between the meteorological authority and the ATS authority to ensure that special air-reports received by the ATS unit shall be disseminated without delay to associated meteorological watch office (MWO) (and WAFCs if received by data link) for onward dissemination by MWO*;

b) review updated EUR OPMET Data Management Exchange Handbook (EUR Doc 018) Section 9 noting the WMO Headers used for different special AIREPs that include those for volcanic ash; and

c) provide to the ICAO Regional Office, Paris, WMO headings that will be used to send the special AIREPs received by ATS units.

Note: c) will assist the EUR Regional OPMET Centres in their routing data base so recipients stipulated in Annex 3 receive special air-reports.

** dissemination of special air-reports by MWO depends on circumstance as provided in Section 9 of EUR Doc 018.*

4.6.15 The EANPG noted the need to improve the time elements of amended aerodrome forecasts (TAF AMD) as METG/21 Decision 21/06 tasked the ICAO Regional Office to notify States of the time groups used in TAF AMD. Specifically, to change the beginning of validity of TAF versus using the original TAF beginning of validity time and to keep the date-time group in the WMO abbreviated bulletin header unchanged when an amendment is produced. The EANPG was pleased to note that a State letter was issued by the ICAO EUR/NAT Regional Office in coordination with the DMG of the METG and AMOFSG Secretariat.

PT/LLF of METG

4.6.16 The EANPG took note of the work by the project team on regional harmonization of MET services for low-level flights (PT/LLF). The third meeting of the PT/LLF (PT/LLF/3 held in Belgrade/Serbia from 19 to 20 April 2011) identified a number of inconsistencies within Annex 3 relating to formatting, flexibility in reporting layer of a weather element, the order of weather elements used in GAMET as well as special air-reports and SIGMET. In order to provide greater consistency amongst the information provided that would improve the interpretation by the user and assist MET services in the creation of these products, the EANPG agreed the following:

EANPG Conclusion 53/23 - Need for improvement of GAMET, AIRMET, SIGMET and AIREP provisions in Annex 3

That, the ICAO Regional Director, Europe and North Atlantic, undertake necessary action to coordinate the proposed revision of GAMET, AIRMET, SIGMET and AIREP provisions in Annex 3 – Meteorological Service for International Air Navigation (**Appendix M** to this report), with the aim of eliminating reported inconsistencies in content and format.

4.6.17 The EANPG noted the METG/21 initiative to update the list of designated public Internet websites providing MET forecasts in support to low-level flights (LLF) (METG/21 Decision 21/07 refers), which was currently underway as States were responding to the associated State letter. This website was also recently updated to emphasize that the description of content of the respective website be provided in the State Aeronautical Information Publication (AIP), under GEN 3.5.9 other automated meteorological services (reference Annex 15, Appendix 1).

PT/EAST

4.6.18 The EANPG noted progress related to tasks of the project team on implementation of MET services in the Eastern part of the EUR Region (PT/EAST) and in particular to the ICAO/World Meteorological Organization (WMO) Quality Management System (QMS) Seminar held in Tbilisi, Georgia from 2 to 4 May 2011. Other accomplishments included obtaining SIGMET test focal points and ACC AFTN addresses for reception of notification of a radioactive release by the Regional Specialized Meteorological Centre (RSMC) collocated with Volcanic Ash Advisory Centre (VAAC) London. The next meeting (PT/EAST/12) was expected to take place in Kazakhstan in 2012.

Regional Air Navigation Plan

4.6.19 The EANPG noted the proposed changes to the EUR Air Navigation Plan (EUR Doc 7754) Volume I (Basic ANP) and Volume II (FASID) provided by the METG/21 meeting. Some components of the proposed changes warranted further consideration such as:

a) Requiring TAF to be either 24- or 30-hours period of validity in the EUR Region;

b) Providing TAF one hour in advance of the start period of validity; and

c) Allowing TAF to be issued by a State at various times to allow for optimization of resources.

4.6.20 The EANPG noted that these issues were being addressed by an ad-hoc group consisting of France (*rapporteur*), IATA, Sweden and United Kingdom established by the METG/21 meeting that was expected to propose changes to the METG/22 meeting (METG/21 Decision 21/08 refers). This ad-hoc group was expected to consider the outcomes of the AMOFSG/9 meeting (e.g. AMOFSG/9 Action Agreed 9/31 requested an update to Annex 3 relating to the issuance of TAF less than one hour before its validity period commences and therefore regional requirements would reflect this change).

4.6.21 With reference to proposed changes that could be processed in the near term, the EANPG concurred with the following METG/21 proposed changes to the European Air Navigation Plan, Volume I, Basic ANP (EUR Doc 7754) and Volume II, FASID that included:

a) inclusion of surface wind direction provided in the GAMET area forecasts (provided by PT/LLF);

b) the requirement for 30-hour TAF for 3 aerodromes in 2 States (United Kingdom and Spain) in the EUR Region to support flight planning from the MID Region (provided by IATA);

c) update to routing of OPMET information from outside the EUR Region to specific gateway addresses as well as provide clarity in that FASID Table MET 2A was derived from the SADIS User Guide (provided by DMG); and

d) inclusion of a TAF column in FASID Table MET 1C, meteorological observations and reports from offshore structures, in support to helicopter operations (provided by Norway) and an asterisk indicating aerodromes provided with a national agreed product NAF (North Sea Area Forecast) which is a TAF area forecast (provided by the Netherlands).

4.6.22 Given the above, the EANPG agreed the following:

EANPG Conclusion 53/24 - Proposal for amendment of Part VI (MET) of the EUR Air Navigation Plan

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to process a proposal for amendment to Part VI (MET) of the EUR Air Navigation Plan (EUR Doc 7754) that takes into account:

a) Volume I (Basic ANP) shown at **Appendix N** to this report that:

i. removes the term speed associated with wind in paragraph 18-c-2; and

ii. notes the FASID Table MET 2A is derived from SADIS User Guide Annex 1; and

b) Volume II (FASID) as given at **Appendix O** to this Report that takes into account:

i. States input;

ii. new IATA requirements (30-hour TAF for 3 AOP aerodromes); and

iii. inclusion of a column for TAF in FASID Table MET 1C, meteorological observations and reports from offshore structures, in support of helicopter operations as well as an asterisk indicating aerodromes provided with the North Sea Area Forecast.

4.6.23 The EANPG noted that the PT/LLF would consider developing a proposal for the METG/22 meeting that includes information for MET services supporting low-level flight in FASID Table MET 1B and reflected in the future work programme of the METG.

MET/ATM

4.6.24 The EANPG noted there was a significant exchange of information related to MET/ATM provided at the METG/21 meeting. Exchange of information between MET and ATM had also been achieved through five EUROCONTROL MET support to ATM workshops, which discussed issues such as flight dispatch, flow management and air traffic control, collaborative decision making, MET information for decision support tools, use of composite weather radar (EUMETNET OPERA), and utilization of the European Aviation Crisis Coordination Cell (EACCC) in developing severe weather event criteria. Outcomes of discussions were expected to be considered in SESAR Work Package 11 – Flight and Wing Operations Centres/MET Services.

4.6.25 In terms of developments associated with the MET/ATM TF which was to be assessed at the EANPG after a series of five meetings of the MET/ATM TF since 2009, the EANPG reviewed the main initiative by the MET/ATM TF that developed three components of guidance material. The MET/ATM related guidance material included guidance on winter weather, MET aloft data and MET/ATM Strategy that considered performance based navigation techniques. This guidance material had been reviewed by the MET/ATM TF and in the case of guidance on winter weather, the ATM Airport Performance (ATMAP) group of EUROCONTROL provided input. Furthermore, regional guidance on MET aloft data was considered mature enough to post on the ICAO AMOFSG website (AMOFSG/9 Action Agreed 9/38). With reference to the MET/ATM Strategy, the EANPG/53 meeting concurred that the vision statement be broadened to capture the general essence that MET information supports ATM systems instead of being too specific. The Secretariat would coordinate with the MET/ATM TF in formulating a new vision statement. The EANPG agreed that the guidance material related to MET/ATM had matured and would assist States in harmonizing services related to winter weather and MET data aloft and agreed the following:

EANPG Conclusion 53/25 - Inclusion of EUR MET/ATM related guidance material

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

a) Guidance Material on Winter Conditions for the European Region as per **Appendix P** to this Report;

b) Guidance on MET aloft data as per **Appendix Q** to this Report; and

c) A revised MET strategy that considered ATM techniques (e.g. performance based navigation) as per **Appendix R** to this Report.

4.6.26 The EANPG noted that efforts were made to provide generic best practices with reference to forecasting runway visual range (RVR); however, uncertainties in the accuracy of producing a forecast of RVR due to sensitivities to the local environment and low number of survey returns made it too difficult to develop guidance material at this time. In addition, best practices for weather radar data in the ATC environment were associated with many uncertainties (e.g. which ATC working position should have access to the information, what are their needs, and what are their responsibilities) to generate guidance material at this time. The EANPG noted that future guidance material related to the above could be considered after progress had been made at the global (AMOFSG) and regional (e.g. SESAR) levels and concurred that MET/ATM TF activities could be re-examined at each autumn EANPG-COG as reported by the Secretariat (EANPG-COG Decision 51/1 refers).

Meteorological observations from aircraft

4.6.27 The EANPG noted the initiative provided by the METG/21 meeting to examine Annex 3 provisions with reference to automated routine MET observations by aircraft to ensure these related provisions were current. Specifically, the generic reference to Automatic Dependent Surveillance (ADS) in paragraph 5.3.1 did not reflect current capabilities and differences. For example, ADS-C had the capability of providing automated routine MET observations; however, the update rate of position reporting of 65 seconds was 35 seconds less than the requirement interval to transmit MET observations from aircraft as defined in Annex 3, paragraph 5.3.1 of 30 seconds for the first ten minutes of climb-out phase. The impact of transmitting at a fast rate automated MET observations via ADS-C on the network as not to negatively impact the primary use of position reporting was also deemed necessary. The EANPG also noted that other aspects should be considered such as the impact on bandwidth spectrum and cost of providing data. Another point made was that ADS-B does not have the capability of providing automated routine MET observations. The method of selection (ADS-C versus secondary surveillance radar (SSR) Mode S) was possibly not up to the individual user and the EANPG agreed that further guidance on designating aircraft to provide automated routine MET observations was needed. Given the above, the EANPG agreed the following:

EANPG Conclusion 53/26- Clarification on automated routine MET observations by aircraft

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

a) replacing the referenced generic data link communication means, ADS, with a specific reference to a preferred means of communication, potentially ADS-C, in paragraph 5.3.1 of Annex 3;

b) developing acceptable specifications for aircraft providing automated routine MET observations in paragraph 5.3.1 of Annex 3 with considerations to:

   i) transmission times, frequencies and formats, especially associated with SSR Mode S and ADS-C; and

   ii) the impacts of transmitting at a fast rate automated routine MET observations via ADS-C on the network from an operational ATC perspective; and

c) developing guidance related to designation of aircraft to provide automated routine MET observations.

4.6.28 The EANPG noted that progress has been made related to regulations on interoperability by EUROCONTROL. A conformity assessment task force was established to create guidance material in support of conformity assessment activities. The second edition of the EUROCONTROL Guidelines on Conformity Assessment (EGCA) included ‘systems for the use of meteorological information’ (European Air Traffic Management Network (EATMN) system No. 8), which referred to meteorological information in ICAO Annex 3 as meteorological reports, analysis, forecasts, and any other statements relating to existing or expected meteorological conditions.

4.6.29 The EANPG noted the successful award of a contract for Sub-Work Package 11.2 (SWP11.2), MET services in support to the Single European Sky ATM Research (SESAR) was expected by the end of 2011. These services related to the enhancement of the provision and utilisation of MET information services that was traversal to the SESAR programmes noting two main aspects: 1) derive user and system requirements for MET information and 2) derive and validate required MET capabilities.

4.6.30 The EANPG noted progress on implementation rules related to meteorological service providers under the European Aviation Safety Agency (EASA). EASA Working Group 02 (WG/02-MET) had been drafting the rules that would involve transposing ICAO Annex 3 within the context of the European

Regulatory, in particular to Regulation 216/2008 (the new adopted regulation on common requirements for the provision of air navigation services, and Single European Sky (SES)). It was noted that one main advantage of providing common implementation rules was that it would promote harmonization and would eliminate various implementation interpretations, aiming at providing a high uniform level of safety. Implementation measures regarding the MET providers were expected to be published the first quarter of 2012.

Deficiencies

4.6.31 The EANPG noted there were no documented deficiencies in the MET field in the EUR deficiency database and encouraged the Secretariat to coordinate with IATA and IFALPA in determining if there were any significant deficiencies in the MET field from an operations perspective. ICAO would then seek verification and consult the State on developing a corrective action plan. The DMG of METG could then be used to verify progress on stated deficiencies. Long term deficiencies could be considered for inclusion in the EUR deficiency database at the METG meeting for possible EANPG-COG consideration.

Future work programme

4.6.32 The EANPG noted that the future work programme of the METG had been updated to reflect two new tasks for the PT/LLF: examine the possibility of including regional requirements for the issuance of area forecasts for low-level flights into FASID Table MET 1B and to assist the DMG in providing information on GAMET Exchange in Chapter 10 of the EUR OPMET Exchange Data Management Handbook (EUR Doc 018) as other tasks had been completed; modifications of PT/EAST tasks to continue efforts in the implementation of QMS and improve MET services for international air navigation utilizing different weather information (e.g. weather radar); and to modify DMG task to take into account coordination with AMOFSG in the migration to digital data driven code.

4.6.33 The EANPG noted that the METG/22 meeting was expected to take place the first week of September 2012.

Overview of Global Activities Related to Volcanic Ash and Radioactive Cloud

Global activities related to volcanic ash

4.6.34 The EANPG noted that despite the absence of draft Decisions and Conclusions on the subject of volcanic ash, significant developments were underway globally through the International Volcanic Ash Task Force (IAVTF), Volcanic Ash Challenge Team (VACT) and the International Airways Volcanic Ash Operations Group (IAVWOPSG). Some of the highlights of these fora were provided to the meeting. In general, future changes to the Volcanic Ash Contingency Plan – EUR and NAT Regions (EUR Doc 019/NAT Doc 006, Part II) were possible depending on outcomes of these global fora, and in particular to:

a) an expected update to the ICAO Manual on Volcanic Ash, Radioactive Material and Toxic Chemical Clouds (Doc 9691) with reference to flight crew procedures for a volcanic ash encounter;

b) the determination of operationally applicable characteristics that can be used as a threshold value for the concept of ‘visible ash’;

c) the continued development of a regional volcanic ash template that may contain phase changes (e.g. alerting, reactive and proactive phases could be reconsidered to alerting, outbreak and ongoing eruption phases);

d) the determination of the use of danger area with reference to safety management principals;

e) the development of a standardized volcanic ash product that meets the user requirements so as to allow for safe and efficient flight operations;

f) the development of guidance on the format of supplementary volcanic ash products; and

g) the simplification of information (SIGMET, NOTAM, ASHTAM, VAA/VAG – e.g. the use of VAA/VAG instead of SIGMET on volcanic ash to handle complex volcanic ash situations such as multiple layers or multiple eruptions within a FIR).

4.6.35 The EANPG noted that changes to EUR Doc 019/NAT Doc 006, Part II would not be considered until global outcomes were available beginning likely in 2012. A reassessment of changes to the regional volcanic ash contingency plan would be expected at future EANPG-COGs with continued coordination with NAT IMG. A future EANPG-COG meeting could also consider the resurrection of the regional volcanic ash task force.

Radioactive cloud

4.6.36 With reference to the development of a EUR/NAT contingency plan for nuclear emergency (EANPG-COG Conclusion 50/07 and NAT SPG Conclusion 47/07 refer), the EANPG noted no progress has been made on this contingency plan, but that a parallel track effort by IAVWOPSG was underway to a) develop guidance material for MWOs on the use of Regional Specialised Meteorological Centre (RSMC) products in the issuance of SIGMET on radioactive cloud and b) longer term consideration to provisions on radioactive material information for international civil aviation (e.g. use of regional and/or global centres that have more relevant expertise). The EANPG noted that the appropriate groups (EANPG-COG and NAT IMG and their sub-groups) would consider the IAVWOPSG/7 outcomes expected in March 2013 in the development of an ATM response to radioactive emergency.

4.6.37 The EANPG/53 meeting noted that information on the global activities related to space weather such as the concept of operations, high-level requirements and the Manual on Guidance on Space Weather was available for comments and could be accessed at the following website:

http://www2.icao.int/en/anb/met/iavwopsg/Space%20Weather/Forms/AllItems.aspx.

Activities of the EUR/NAT Volcanic Ash Exercises Steering Group of the EANPG-COG (EUR/NAT VOLCEX/SG)

VOLCEX

4.6.38 Noting that changes to EUR Doc 019/NAT Doc 006, Part II were not imminent, the first volcanic ash exercise in 2012 (VOLCEX12/01) would focus on conducting a volcanic ash exercise in accordance to the current arrangements in place (volcanic ash exercises operating instructions (OPINS) and EUR Doc 019 and NAT Doc 006, Part II). The EANPG noted that the European and North Atlantic Volcanic Ash Exercises Steering Group (EUR/NAT VOLCEX/SG) was actively planning VOLCEX12/01 that would simulate a two-day eruption of a volcano named Furnas located in San Miguel Island in the Azores during April 2012 that would influence the Santa Maria Oceanic FIR as well as some Mediterranean, South-eastern and Eastern European States. A first draft of flight information regions possibly impacted by this simulated event using archived weather data was provided in the invitations to the VOLCEX12/01 planning meeting to be held in Lisbon, Portugal from 6 to 7 December 2011. VAAC Toulouse would be the lead VAAC that provides test VAAC products (prescribed by Annex 3 as well as supplementary) for stakeholders including EUROCONTROL and the European Aviation Crisis Coordination Cell (EACCC). The EANPG noted that the VOLCEX/SG/8 meeting would be held back-to-back with the VOLCEX12/01 planning meeting noting that progress on actions from VOLCEX11/01 debrief meeting would likely be related to EVITA and EACCC as other actions were being considered at the global level.

4.6.39 In terms of planning for future volcanic ash exercises, IFALPA recommended resources be allocated to updating the regional volcanic ash contingency plan based on global outcomes versus conducting a second volcanic ash exercise in 2012.

4.6.40 The EANPG noted that the EANPG-COG/51 meeting agreed to include Germany as a member of the EUR/NAT VOLCEX/SG (EANPG-COG Decision 51/5 refers) noting Germany's commitment to provide accurate volcanic ash information to operators (e.g. development of volcanic ash measurements at over 50 locations in Germany utilizing ceilometers) and its continued interest in regional developments on improving volcanic ash information to operators.

4.7 IMPLEMENTATION OF THE NEW CONTENTS OF THE FPL IN 2012

4.7.1 The EANPG reviewed the actions undertaken in response to EANPG Conclusion 52/34 to address the European requirements for additional indicators in Item 18 of the ICAO Flight Plan Form (FPL). It was recalled that the Air Navigation Commission had not supported the proposal developed by the EANPG (*Report of the Fifty-Second Meeting of the EANPG*, paragraphs 4.8.7 through 4.8.11 and Appendix O refer). Accordingly, further coordination had been carried out to develop a compromise solution, which had been endorsed by the EANPG via correspondence (State Letter EUR/NAT 11-0414.TEC, dated 1 July 2011 refers). The EANPG was informed that all relevant EUROCONTROL specification documents had been updated to reflect the agreed solution, and there were no known outstanding questions about the system requirements for implementing Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), 15th Edition.

4.7.2 The solution agreed by EANPG, for indicating certain information in the flight plan for flight operations within the ICAO EUR Region was as follows:

> Exemptions for RNAV, CPDLC and 8.33 kHz were to be represented by inserting the letter Z in Item 10a of the FPL, and then inserting the appropriate descriptors in the following indicators in Item 18:
>
> i) In NAV/, insert RNAVX or RNAVINOP as appropriate;
>
> ii) In DAT/, insert CPDLCX; and/or
>
> iii) in COM/, insert EXM833.

4.7.3 The EANPG was advised this agreed solution differed from the flight planning provisions currently described in the EUR SUPPs, Chapter 2, Flight Plans. Paragraph.2.1.14.2 of the EUR SUPPs specified that flights conducted wholly or partly in the EUR Region airspace, where equipage with certain Controller Pilot Data Link Communications (CPDLC) applications was mandatory, but which had been granted an exemption, should indicate their exemption status by inserting the indicator RMK/CPDLCX in Item 18 of the flight plan. The EANPG agreed that the provision should be deleted, in consideration of the agreement that such an exemption should be indicated as described in paragraph 4.7.2 above. The ICAO Secretariat advised that, in the course of developing consequential amendments to Doc 7030 arising from Amendment 1 to the PANS-ATM, the foregoing amendment would be included, based upon the agreement of the EANPG. Accordingly, considering how to indicate certain information in the flight plan, the EANPG agreed that paragraph 2.1.14.2 should be deleted from the EUR SUPPs.

4.7.4 The EANPG was informed that the European FPL2012 Implementation Plan was regularly updated based on input from State focal points, but there were currently three States (Algeria, Tajikistan and Turkmenistan) from whom no feedback had yet been received. Seven States within the Initial Flight Plan Processing System (IFPS) distribution area (Armenia, Denmark, Greece, Hungary, Ireland, Malta and Sweden) had made it known they might need to receive the IFPS translation service beyond the originally foreseen spring 2013 deadline. In order to receive the translation service beyond spring of 2013, States would need to submit a written request to EUROCONTROL Network Operations, indicating their implementation planning and operational impact assessment for the complete period of the translation.

4.7.5 The EANPG was advised that two formal meetings of the ICAO/EUROCONTROL FPL 2012 Task Force had already taken place in 2011, with another planned for 6 December 2011. Along with further developing and updating the Implementation Plan for the ICAO EUR Region, the Task Force meetings also reviewed and further developed the Safety Register for the implementation of FPL2012. The Safety Register was a checklist of safety-related issues which States should consider when completing their safety assessment and assurance activities related the implementation of Amendment 1. All materials developed by the Task Force, along with other information and documentation to assist implementers, was available on the ICAO EUR/NAT website and the EUROCONTROL Central Flow Management Unit (CFMU) portal:

http://www.paris.icao.int/documents_open_meetings/subcategory.php?id=113

http://www.cfmu.eurocontrol.int/cfmu/public/subsite_homepage/homepage.html

4.7.6 The EANPG was advised that, at the generous invitation of Sakaeronavigatsia, the ANSP for Georgia, a Workshop on the implementation of the new ICAO flight plan provisions was held in Batumi, Georgia from 20 to 22 September, 2011. The workshop was supported by the EUR/NAT Office of ICAO under a Special Implementation Programme allowance. Another Workshop had taken place in the week prior to EANPG/53. There were more than 100 participants at the Workshops, representing States, ANSPs, aircraft operators and flight data processing system manufacturers. The Workshops had raised awareness and provided detailed information about the latest developments and testing arrangements. Most importantly, the workshops had provided an opportunity for stakeholders to share their planning and deployment expectations with each other.

4.7.7 The EANPG concurred that future events would need to be more local in nature, as it was necessary for stakeholders to focus on the detailed technical and procedural arrangements that would be required to ensure their exchanges of flight plan data would continue to support the needs of all stakeholders. Account would need to be taken of the different timescales for accepting NEW format flight plans and flight data messages and of the possible effects of a number of ANSPs indicating they would implement a translation service or function. Such a procedure would translate flight plans submitted using the new format and content into the syntax used for current flight plans. Such an approach would require coordination between stakeholders to ensure that subsequent coordination and exchanges of flight data would be in the correct formats and have the correct content. In this regard, the EANPG noted that Greece was planning to host such a sub-regional meeting in Athens in January of 2012.

4.7.8 The EANPG reviewed a number of recommendations and considerations that had been highlighted during the workshops that were considered important for a safe, successful and interoperable implementation of Amendment 1. It was noted that some of the recommendations concerned actions to be undertaken by ICAO, whilst others, listed below, were directed at States:

i) States should advise whether they will accept VFR flight plans/coordination more than 24 hours in advance of EOBT; this information should be made globally available (perhaps via the Flight Plan Implementation Tracking System (FITS)) and published in Aeronautical Information Publications;

ii) Pre-implementation testing is critical and must involve Operators;

iii) Successful static (off-line) testing should be completed prior to operational (OPT) testing;

iv) States should consider issuing AICs to provide advance notification and increase awareness of FPL2012 implementation;

v) The FPL 2012 Focal Points should consider including Operators in future FPL 2012 Task Force meetings, workshops and other activities; and

vi) States should organize sub-regional coordination meetings to finalize interface specific details.

4.7.9 The EANPG was advised that EANPG-COG/51 had supported the recommendations from the Workshop, and agreed to direct the next meeting of the Task Force, planned for 6 December 2011, to develop common wording for material suitable for publication in State aeronautical information publications to support States in providing advance notification of their implementation plans and providing information useful to stakeholders who submit and use flight plan data. The EANPG agreed that States should be advised of the recommendations developed by the Workshop, which might be useful to support their implementation planning. Accordingly, the following conclusion was agreed:

EANPG Conclusion 53/27 - Recommendations from FPL 2012 Workshop of interest for States

That the ICAO Regional Director, Europe and North Atlantic, taking account of the outcome of the recent workshop on the implementation of Amendment 1 to the PANS-ATM, 15th Edition in Batumi, Georgia, advise States of the recommendations developed by the workshop which may be beneficial to their planning and implementation tasks, as contained in Appendix S to this report.

4.7.10 Additionally, the EANPG supported the recommendations of the Workshop directed at ICAO and agreed to the following conclusion:

EANPG Conclusion 53/28 - Recommendations from FPL 2012 workshop

That the ICAO Regional Director, Europe and North Atlantic, taking account of the outcome of the recent workshop on the implementation of Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), 15th Edition, in Batumi, Georgia:

a) invite ICAO Headquarters to:

   i) develop guidance material to better describe the meaning and intended use of the descriptors and indicators in Item 18; and

   ii) when considering any future amendment of provisions relating to flight planning, take careful note that such amendments are not simply syntax changes; such amendments affect numerous systems and procedures; and

b) encourage airspace user organizations to participate in future FPL 2012 Task Force meetings, workshops and other activities.

4.7.11 The EANPG recalled that the EANPG COG had supported a recommendation, arising from the ICAO/EUROCONTROL FPL2012 Task Force, that States should minimize AIRAC changes at the date of FPL2012 implementation (*EANPG-COG/47 Summary of Discussions*, paragraph 4.46 refers). The EANPG noted the further discussion of this issue during the most recent meeting of the EANPG-COG and agreed that it was important to reduce system complexity and the number of concurrent, significant changes to be taken account of by operators when the new flight plan provisions become effective on 15 November 2012. Accordingly, the following conclusion was agreed:

EANPG Conclusion 53/29 - Avoidance of the AIRAC date 15 November 2012

That the ICAO Regional Director, Europe and North Atlantic, taking into consideration the worldwide impact of the ICAO NEW FPL format implementation, invite States to avoid the use of the AIRAC date 15 November 2012 as an effective date for the introduction of significant changes to aeronautical information publications.

4.7.12 The EANPG reviewed the draft Test Plan for the ICAO EUR Region which would be finalized at the upcoming Task Force meeting on 6 December 2012. The plan included a schedule of planned operational test sessions to be hosted by CFMU before 12 November 2012. The sessions would support regional and inter-regional testing and enable participation by operators and air navigation services providers worldwide, irrespective of their normal area of operation. Those intending to participate in the test sessions would be required to register; the registration form and other information would be provided in the Test Plan document. Participation in the test sessions would be open to flight plan originators, primarily Aircraft Operators, air traffic services reporting offices and flight plan service providers and to flight plan recipients, primarily air traffic services units (area control centres, aerodrome control towers, approach control units and air traffic services reporting offices (ARO), etc.).

4.7.13 The EANPG agreed that it was important to increase awareness of the planned operational test sessions in order to ensure the safe and successful implementation of Amendment 1 in the ICAO EUR Region. Accordingly, the following conclusion was agreed:

EANPG Conclusion 53/30 - OPT in support of implementation of FPL 2012

That the ICAO Regional Director, Europe and North Atlantic, advise States of the planned Operational Test (OPT) sessions which EUROCONTROL plans to host and request that all concerned stakeholders be informed.

4.8 HUMAN RESOURCES – LANGUAGE PROFICIENCY REQUIREMENTS

Use of one language in pilot-controllers communications in the international sectors

4.8.1 The EANPG raised the issue of importance to use one language in the same environment in order to avoid the pilots/controllers communication problems identified as contributing factors in many aviation accidents and runway incursions.

4.8.2 It was recalled that the ICAO language proficiency provisions adopted in 2003 required flight crews and air traffic controllers involved in international operations to have a minimum level of English language proficiency. These ICAO provisions represented a major initial step in forming a communicative competence in international aviation through common and standardized proficiency levels.

4.8.3 As the communication problems are implicated in many aviation accidents and runway incursion, the use of different languages in the same environment during the international operations could interfere with communication by creating misunderstanding, confusion, mistakes and could result in ambiguities and hazards for aviation safety. In practice this means that pilots and air traffic controllers should have the facility to achieve mutual understanding through the use of one language in the same environment. It was noted by the EANPG that during the ICAO EUR/NAT seminar "LPRI – A safety issue" (held in Saint Petersburg, Russian Federation, on 24-26 May 2011) this issue was raised and supported by various States' representatives.

4.8.4 The EANPG acknowledged that in some States of the ICAO European Region air traffic services are provided by use of two languages: national and English, and that the use of two languages in the same environment might lead in some cases to a lack of situational awareness for flight crews not understanding the languages used for radiotelephony in that airspace.

4.8.5 IFALPA highlighted the safety related aspect of use of one language in the same environment. It was particularly important that States who could not implement this should identify in their State Safety Programme (SSP) how they would achieve the equivalent level of safety.

4.8.6 Therefore, it was agreed that the establishment of a single-language radiotelephony environment that would rely only on the English language based on the ICAO language proficiency requirements could improve the communication effectiveness and, therefore, would contribute to the overall level of safety. It was also recognised that the establishment of such a single-language environment could be challenging for some non-native English-speaking States in the ICAO European Region. However, an initial phase of this process could start from the implementing measures that either require or encourage the use of English language only, at least in busy international sectors. After carefully considering the issue and paying due consideration to the national legal and regulatory constraints, the EANPG agreed to the following:

EANPG Conclusion 53/31 - Use of one language in the same environment

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

a) invite States in the ICAO European Region to give due consideration to the use of only English language by air traffic control personnel and flight crews in conducting radiotelephony communications, with special focus on the aerodromes and volumes of airspace with a high percentage of international traffic; and

b) identify means to provide assistance and advice, as appropriate, to those States who experience difficulties in implementing the above single-language environment.

Implementation of the ICAO language proficiency requirements

4.8.7 The EANPG recalled that the 37th Session of the Assembly adopted Resolution A37-10 *Proficiency in the English language used for radiotelephony communications* which urged States to use ICAO standardized phraseology in all situations for which it has been specified and those States that have not complied with the language proficiency requirement (LPR) to post their language proficiency implementation plans including interim measures to mitigate risk, as required, for pilots and air traffic controllers on the ICAO website.

4.8.8 For the above purpose ICAO created, on the existing Flight Safety Information Exchange (FSIX) website, a page dedicated to the implementation of the language proficiency requirements in order to collect implementation plans for compliance with the language proficiency requirements submitted by Contracting States.

4.8.9 Taking into account that compliance with these requirements is still challenging for some States in the ICAO EUR Region, the EANPG was informed that EANPG-COG Training Task Force, mandated by EANPG-COG, continue to provide affordable assistance to these States and monitor the implementation status based on the information published on the ICAO FSIX website.

4.8.10 The EANPG noted the following observations by the EANPG-COG Training Task Force about the current state of Language Proficiency Requirement implementation:

- discrepancies have been observed between States' official statements of compliance and actual compliance;
- some States' postings on the FSIX page of the ICAO website are not up to date;
- access to the FSIX page has recently become less obvious;
- there are reports (including from EUROCONTROL and ANSPs) of test standards slipping within the Region, with 'Test shopping' becoming increasingly common;
- the principle of mutual recognition of each others' approved tests within the whole of the EU is resulting in a trend towards the lowest common denominator, i.e. the tests perceived as easiest;

- there is a widespread lack of standardisation in proficiency test rating;
- the EU's proposed extension of the period of re-testing for pilots (but not ATCOs) at Level 4 has, in the Task Force's opinion, potentially serious safety implications;
- some LPR focal points are unable to obtain ICAO guidance material (2010 edition of Doc. 9835, Circulars 318, 323);
- non-standard approach to the LPR maintenance timelines (recurrent testing) is hindering the relevant actions (including regulatory requirements) for some States; and
- too little attention has been paid to standardising R/T among native speakers.

4.8.11 In view of the above the EANPG agreed on the following:

EANPG Conclusion 53/32 - Implementation of the ICAO Language Proficiency Requirements

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

a) Urge States to verify and update their postings on the ICAO Flight Safety Information Exchange (FSIX) website in order to ensure its effectiveness for accurate monitoring and draw their attention to the lack of standardization in test rating and the need for rater monitoring and refresher training; and

b) Tackling the global issue of language proficiency, undertake the necessary action in order for ICAO:

i) to make access to the FSIX page easier;

ii) request States to publish on the FSIX page percentage of pilots and ATCOs tested using ICAO-endorsed tests, when available;

iii) in future new Annex on Safety (Annex 19), refer to the safety implications according to the rules of best practice;

iv) in order to preserve the credibility of ICAO language proficiency requirement (LPR) up-grade re-testing periods from a Recommended Practice to a Standard;

v) provide LPR guidance material free of charge to all LPR focal points; and

vi) urge States where the native language is English to require the use of the ICAO standard phraseology.

4.8.12 The EANPG was informed that in order to assist States in implementing the ICAO language proficiency requirements which would affect, inter alia, personnel testing, training and licensing, the ICAO European and North Atlantic Office held the ninth workshop, thanks to the invitation of the Russian Federation, in St. Petersburg from 24 to 26 May 2011. One of the outcomes of this Workshop was the request to continue assisting States through the similar training events in the future.

4.8.13 In this respect, it was noted that the ICAO Regional Director was ready to organise a workshop in February 2012 and Austria kindly offered to host this event in Vienna. Representatives from interested States could exchange with each other their views on the issues of mutual interest and concern. These training events would give the opportunity to share the implementation experience.

4.8.14 This workshop would be of interest to civil aviation authorities, air navigation service providers, training institutions, airlines, and institutions providing aviation English courses and conducting language proficiency tests.

4.8.15 In view of the above the EANPG adopted the following:

EANPG Conclusion 53/33 - ICAO Language Proficiency Requirements Implementation Workshop

That, the ICAO Regional Director, Europe and North Atlantic on behalf of the EANPG, in close coordination with the EANPG-COG Training Task Force, organise the Language Proficiency Implementation workshop under the slogan: *Working together toward harmonization in Language Proficiency Requirement Implementation* for the States from the ICAO European Region to be held in Vienna, Austria, from 21 to 23 February 2012.

4.8.16 In order to achieve the original objective of the language proficiency requirements – to improve safety, IFALPA highlighted the need for ICAO to focus on language training as one of the means which would contribute to the completion of the assigned task related to language use and language proficiency in aeronautical radiotelephony communications. Language training should be undertaken with a priority to get and maintain the language skills by pilots and ATCOs at level 4 and higher.

4.9 PERFORMANCE FRAMEWORK

Measurement of environment benefits from operation improvements

4.9.1 Based on the 37th Assembly (2010), resolution A37-19 which calls upon the States to develop and implement procedures to reduce aviation emissions, the EANPG was presented with the need to measure the benefits from ongoing improvements, e.g. the reduction in fuel consumption by aircraft capable of using the new procedures, concepts of operations or technologies. The implementation of operational improvements will generally have benefits in areas such as improved airport and airspace capacity, shorter cruise, climb and descend times through the use of more optimized routes, and an increase of unimpeded taxi times. The importance of such information on the savings, which reflects the efforts made by the whole aviation industry in reducing fuel consumption, flight time, mileage and its impact on the environment (CO2 emissions), have been already identified by States at various regional meetings. However, to-date, a tool to assist those States without an automated means to estimate, model or report those benefits in a harmonized way, has not been available so far.

4.9.2 The EANPG supported the request on the estimation and reporting of fuel savings resulting from national or regional operational improvements and took note of the ICAO Fuel Savings Estimation Tool (IFSET) which was specifically designed for this purpose. The tool had been designed to assist the States to estimate and report fuel savings consistently with the models approved by ICAO's Committee on Aviation Environmental Protection (CAEP) and aligned with the Global Air Navigation Plan. IFSET can help States measure the benefits from shortening/eliminating level segments on departure and arrival routes, shorter ATS-Routes (either in time or distance), cruising at different altitudes, and reducing taxi times. The tool is not intended to replace the use of detailed measurement or modelling of fuel savings, where those capabilities exist. Rather, it is provided to assist those States or ANSPs without such facilities to estimate the benefits from operational improvements.

4.9.3 The EANPG agreed to the need to have a clearly defined regional approach for using IFSET as a tool for estimating environment benefits and that all States/ANSPs in the region start reporting the benefits as they plan or implement any type of operational improvement. The results will be extracted from the State reports at expert group meetings, as well as from the Regional Performance Reports and are then compiled into the Regional Performance Review Report. It is expected that the collected environmental data/information are sent to ICAO Headquarters on a regular basis and that will be used for the production of an annual global environmental report by ICAO Headquarters:

EANPG Conclusion 53/34 - Measuring and reporting of environmental benefits from operational improvements

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

a) States to consider that all plans to implement operational improvements to be encompassed by an environment benefits analysis;

b) States to use ICAO Fuel Savings Estimation Tool (IFSET) or a more advanced model/measurement capability available to estimate environment benefits accrued from operational improvements; and

c) The EANPG-COG Performance Task Force to investigate on how the IFSET or a more advanced model/measurement capability available be better used so as to meet the ICAO global reporting requirements on the environmental benefits from operational improvements.

Development of a Regional Performance Framework

4.9.4 The EANPG was presented with the main results of the work performed by the COG Performance Task Force, which was established by EANPG-COG/47 to develop a performance framework for the EUR Region and the outcomes of the recent COG PERF TF meetings, including the outcome of the ICAO workshop on performance framework (Rome, 21-22 September 2011).

4.9.5 The EANPG noted that the Task Force collected all available elements in the Region and prepared a comprehensive document, as the regional approach to the implementation of the Regional Performance Framework. This document identified a selection of performance areas (Safety, Capacity, Efficiency and Environment, Cost Effectiveness and Participation by ATM community), their objectives and a list of useful, realistic and measurable indicators that should become applicable in the whole EUR Region and be collected from all States without huge efforts.

4.9.6 The EANPG noted that information already collected on a national and/or FAB level and assessed through other mechanisms (e.g. European Commission or EUROCONTROL) would be used within the performance framework of the whole Region in order to avoid any duplication of effort.

4.9.7 Based on the identification of clear roles and responsibilities of 'the actors' involved in this work, processes were defined to ensure the functioning of the performance framework within the Region.

4.9.8 The EANPG also noted that additional details (e.g. a draft template of the Regional Performance Framework Form, an outline of the Regional Performance Review Report, terminology clarifications) were still under development within the Task Force or within ICAO Headquarters in order to support the better understanding of the performance framework.

4.9.9 The EANPG noted as well that the Performance Framework workshop (21-22 September 2011, Rome, Italy) made several proposals on possible future focus areas and indicators to be considered for the evolution of the initial performance framework; recent States activities in the environmental sector should also be considered for further refinement/additions in this area.

4.9.10 The EANPG was informed that the Task Force already started initial discussions on the next steps (implementation) and in particular how to ensure the effective running and management of the performance framework, aspects not included in the current COG/PERF TF Terms of References. This subject was discussed at EANPG-COG/51 which decided on the continuation of the COG PERF TF activity, with revised Terms of Reference (to address the matters related to the implementation of the Performance

Framework and to ensure a wider participation in the Task Force). Therefore the EANPG agreed to the following:

EANPG Conclusion 53/35 - Definition of the EUR Region Performance Framework

That:

a) The EANPG endorse the regional implementation of the Global Performance of the Air Navigation System as presented in the EUR Regional Performance Framework document in **Appendix T**; and

b) the ICAO Regional Director, Europe and North Atlantic, launch the EUR Region Performance Framework reporting mechanisms in 2012 on a transitional basis, so that an initial Regional Performance Review Report (RPRR) can be presented at the EANPG/54;

Note: information already collected on a national and/or FAB level and assessed through other mechanisms (e.g. European Commission or EUROCONTROL) would be used within the performance framework of the whole Region in order to avoid any duplication of effort.

5. MONITORING

Report on 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 was 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. The EANPG recognised that training, exchange of information and increase awareness of all stake holders were important. The EANPG was advised that it was intended to organize another ASE Workshop in mid-September 2012.

Regional Monitoring Agency – Annual Safety Monitoring Report

5.2 In common with previous years, the EANPG was presented with the *EUR RVSM Safety Monitoring Report 2010-2011*, in accordance with guidelines set out in ICAO Doc 9574 (2nd Edition). The Report provided quantitative estimates of collision risk, and qualitative arguments that the Safety Objectives set out in the EUR RVSM Safety Policy had been observed. The EANPG was also presented with the action taken by the EUR RMA since EANPG/52.

5.3 The EANPG noted that the RVSM Safety Objective 1 (the computed vertical collision risk due to technical height-keeping performance) met the Target Level of Safety (TLS) of 2.5×10^{-9} fatal accidents per flight hour. For the 2011 exercise the vertical collision risk due to technical height-keeping performance had been estimated at 0.04×10^{-9} fatal accidents per flight hour. The 2011 technical risk estimate respected the Technical Risk Target Level of Safety by almost two orders of magnitude.

5.4 The EANPG noted that the RVSM Safety Objective 2 (the overall vertical collision risk) met as well the ICAO overall TLS of 5×10^{-9} fatal accidents per flight hour. For the 2011 exercise the computed overall vertical collision risk had been estimated at 0.54×10^{-9} fatal accidents per flight hour. However, a significant reduction in the number and quality of altitude deviation and other operational reports received by the RMA, in conjunction with regional variations did not support a high confidence in the accuracy of this result.

5.5 The EANPG noted the foregoing with concern, particularly in view of the lack of improvement in this situation since EANPG/52 despite the State Letter sent reminding of the importance of submitting these reports (EANPG Conclusion 52/36 refers[2]). The EANPG was advised that this subject would be included in the discussions of the upcoming RASG EUR/01 meeting and in coordination meetings between the ICAO Regional Director, Europe and North Atlantic. The EANPG would keep this issue under review and consider further actions if improvements did not occur.

5.6 The EANPG noted that with the respect to the RVSM Safety Objective 3 (requiring that the continuous operation of EUR RVSM would not adversely affect the overall risk of en-route mid-air collision), the small number of reports submitted to the RMA indicated no evidence to suggest that the number of ATM induced accidents or serious risk bearing incidents was increasing. Both, the technical and overall risk of mid air collision estimates remained significantly below the Target Level of Safety and forecast increases in air traffic were not expected to have any notable impact in the next two to three year.

5.7 The EANPG noted that RVSM Safety Objective 4 required that all issues that were active when the 2010 Safety Monitoring Report was issued had been addressed satisfactorily and that any new concerns had been brought to the attention of the EANPG. The EANPG was informed that all the direct safety issues outstanding when the 2010 RVSM Safety Monitoring Report was released had either been resolved or addressed as ongoing issues in the current Reports.

5.8 The EANPG was advised of significant height-keeping issues related to the performance of some Airbus A380 aircraft and the SAAB 2000 and Piaggio 180 monitoring groups which had been identified by the EUR RMA. The EANPG agreed this information should be shared with EASA, in view of that agency's responsibilities for type-certification of aircraft and components and the approval of organisations involved in the design, manufacture and maintenance of aircraft. The EANPG also noted there no formal mechanism in place for ensuring that issues related to the height keeping performance of aircraft or monitoring groups would be brought to the attention of the authorities responsible for aircraft type certification. To address the foregoing, the EANPG agreed to the following:

EANPG Conclusion 53/36 - Informing EASA about issues related to aircraft height keeping performance

That the ICAO Regional Director, Europe and North Atlantic, inform the European Aviation Safety Agency (EASA) regarding issues identified by the European Regional Monitoring Agency related to aircraft height keeping performance for Airbus A380, Saab 2000 and Piaggio P180 aircraft.

5.9 The EANPG noted that the safety objectives had been originally agreed to support the planned implementation of RVSM in the ICAO EUR Region in 2002. It was agreed that it was appropriate at this time to consider whether revised safety objectives should be developed to support a mature operation and to take account of the improved air traffic management tools and procedures which had come into use since RVSM had been implemented. It was noted that, once the regionally specific aspects had been considered, there should be coordination to ensure an appropriate level of global harmonisation. Therefore, the EANPG agreed the following:

[2] State Letter EUR/NAT 11-0153.TEC dated 28 February 2011 refers.

EANPG Decision 53/4 - Review of the RVSM Safety Objectives

That the European Regional Monitoring Agency (EUR RMA), in coordination with the RMA EURASIA:

a) reassess the safety objectives agreed to support the implementation of Reduced Vertical Separation Minima (RVSM) in the ICAO EUR Region;

b) develop a proposal for suitable objectives against which to measure the safety of RVSM operations in the ICAO EUR RVSM airspace; and

c) present an update to the EANPG-COG/53.

5.10 The EANPG took note of the Safety Monitoring Report which presented the qualitative and quantitative evidence that the four RVSM Safety Objectives had been met, although the EANPG also recognised some reservations as to the veracity of the results regarding the safety objectives 2 and 3 and agreed the following:

EANPG Conclusion 53/37 - Informing aircraft type certification authorities when issues related to height keeping performance are identified

That the ICAO Regional Director, Europe and North Atlantic, take the necessary steps to ensure that the appropriate authorities responsible for aircraft type certification are informed, in a timely manner, when issues related to height keeping performance are identified by the European Regional Monitoring Agency.

EANPG Statement 53/1 - Reduced Vertical Separation Minimum

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 four safety objectives for the year 2010.

Accreditation of States to the EUR RMA for the reporting of aircraft RVSM approvals

5.11 The EANPG was presented with a recommendation to modify the accreditation of States to specific RMAs for reporting of RVSM approvals as contained in Appendix B of ICAO Doc. 9937, in order to resolve a number of inconsistencies (especially with regard to non-EANPG and non-ECAC Member States) between the list published in this document and the defined area of responsibility of the EUR RMA.

5.12 As a result of the discussions, the EANPG agreed to the proposed procedures for updating the list of states which should provide RVSM related approvals and reports to the EUR RMA and tasked the RMA to submit the revised list to the ICAO RMA Coordination Group (RMACG) for amendment of Doc. 9937.

5.13 Therefore the EANPG agreed to the following:

EANPG Conclusion 53/38 - Inclusion of Belarus and Israel in the European RVSM airspace

That the ICAO Regional Director, Europe and North Atlantic, taking account that Belarus and Israel are included in the RVSM airspace as defined in the *European Regional Air Navigation Plan* (EUR ANP, Doc 7754):

a) request EUROCONTROL to confirm its continued support of the activities of the European Regional Monitoring Agency (EUR RMA) to carry out its responsibilities within its area of responsibility, which conforms to the EUR RVSM airspace as defined in the EUR ANP;

b) advise EUROCONTROL that Belarus and Israel are included in the EUR RVSM airspace as defined in the EUR ANP; and

c) request Belarus and Israel to provide the necessary point of contact information to the EUR RMA.

EANPG Conclusion 53/39 - RVSM Regional accreditation of Tunisia and Morocco

That the ICAO Regional Director, Europe and North Atlantic, taking account that Tunisia and Morocco are included in the RVSM airspace as defined in the *African Regional Air Navigation Plan*, request Tunisia and Morocco to confirm their status with regard to the European RVSM region.

6. DEFICIENCIES

Review of the list of the air navigation deficiencies

6.1 The EANPG was informed of the developments related to the air navigation deficiencies in the EUR Region that took place after the EANPG/52 meeting, and agreed with the proposed new entries and amendments to the Air Navigation Deficiencies List.

6.2 In particular, the EANPG, having been informed about the successful implementation as of 17 November 2011 of the Reduced Vertical Separation Minimum (RVSM) project in which the Russian Federation, Kazakhstan, Tajikistan, Turkmenistan, Kyrgyzstan, Uzbekistan implemented in their entire airspace, not only the RVSM between FL290 and FL410, but also the ICAO tables of cruising levels as outlined in ICAO Annex 2 (Flight Level Allocation Scheme), agreed to delete the related deficiencies for the 6 States concerned. IFALPA informed the EANPG that the transition to RVSM operations went smoothly and seamlessly with a very positive feedback from the flight crews.

6.3 Regarding the newly added deficiency regarding the non compliance with the AIP format, Greece indicated that the new format AIP would be published, on a trial basis on the AIRAC date of 9 February 2012, followed by the publication for operational use in April 2012.

6.4 All States were reminded of the importance to send updates of their corrective action plans as needed.

Updated List of Deficiencies

6.5 The approved updated version of the List of Air Navigation Deficiencies is presented at **Appendix U** to this report.

7. ANY OTHER BUSINESS

Safety training in the Czech Republic

7.1 The Czech Republic informed the EANPG that four international aviation safety training courses would take place in Prague in April-May 2012:

- Aircraft Accident Investigators (Prague, 23 April-4 May 2012);
- Human Factors for Accident Investigators (Prague, 7-11 May 2012);
- Safety Management Systems - Complete (Prague, 14-18 May 2012);

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

7.3 The EANPG conveyed its appreciation to the safety courses provided in the Czech Republic which would enhance aviation safety and contribute to the safety occurrences prevention.

7.4 The EANPG noted the request from Switzerland that more clarity should be provided to the stakeholders with respect to the role and responsibilities of various bodies and organisations dealing with civil aviation issues within the EUR Region (i.e. EUROCONTROL, European Commission, EASA, ECAC, ICAO, etc). The EANPG agreed that this issue be further addressed by EANPG COG.

Next Meeting

7.5 The EANPG agreed to convene its next meeting in Paris in the European and North Atlantic Office from 4 to 6 December 2012 (first day, starting at 10:00 hours on Tuesday 4).

Appendix A – List of Participants

*(paragraph 0.2 refers***)**

CHAIRMAN
Phil ROBERTS (United Kingdom)

ALGERIA
Chahrazed BOUGUERRA
Basma BOUKEHIL

ARMENIA
Aram TUNYAN
Artur GASPARYAN

BELARUS
Leanid CHURO
Tatiana PANACHEVNAYA

BOSNIA AND HERZEGOVINA
Marinko SIMUNOVIC
Radomir GAVRIC

BULGARIA
Plamen Ivanov TASEV

CROATIA
Mark BONACIC

CYPRUS
Nicos NICOLAOU

CZECH REPUBLIC
Ladislav MIKA (EANPG Vice-Chairman)

FRANCE
Luc LAPENE
Eric LIEUTAUD
Olivier ROUCHETTE
Annick SARRADE

GEORGIA
Igor GORDIENKO
Giorgi EDISHERASHVILI
Levan KARANADZE

GERMANY
Nancy SICKERT
Bernd RANDECKER

GREECE
Xenofon STERGIOU
Elpida KORYFIDOU

HUNGARY
István MUDRA

IRELAND
Terry TREANOR
Malcolm CAMPBELL

ISRAEL
Moti SHMUELI

ITALY
Alessandro GHILARI
Pierluigi D'ALOIA

LITHUANIA
Algimantas RAŠČIUS
Kazimieras JAKAS

MONTENEGRO
Zoran DJURANOVIC

NETHERLANDS
Robin VALKENBURCHT

NORDIC STATES
Anne-Marie RAGNARSSON

POLAND
Wieslaw BACZEWSKI
Piotr GOZDZIK

PORTUGAL
Carlos ALVES
Carlos ABREU

ROMANIA
Liviu BUNESCU
Traian COMSA

RUSSIAN FEDERATION
Dmitriy SAVITSKIY
Anki YZEHICHAGIN
Elena GRACHEVA
P. INOZEMTCEV
Mikhail PARNEV
M. PETROVA
Sergey POGREBNOV
Elena STEPANOVA
Yury TOKAREV
Vasily TOPCHIEV

SLOVAKIA
Tomáš BERÁNEK

SPAIN
José Alberto GUTIERREZ GARCIA

SWITZERLAND
Dieter NUSSBAUMER
Thomas BUCHANAN

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA
Jasmin MALINKOV
Vladimir TRPKOVSKI

TUNISIA
Chahine SOMRANI

TURKEY
Ayhan ÖZTEKİN
Sencer YONDEM
Murat CANPOLAT

UKRAINE
Dmytro LAMSKYI
Sergiy PEREVESENCEV
Oleksii PESTERNIKOV
Vitaliy SIMAK

UNITED KINGDOM
Brendan KELLY

UNITED STATES
Kevin HAGGERTY

EUROCONTROL
Istvan BOZSA
Kim BREIVIK
Andy LEWIS
Tony LICU
Rob PETERS

EUROPEAN COMMISSION
Marinus de JONG

IAC
Oleg ERMOLOV

IATA
Robert TOD

IFALPA
Heinz FRÜHWIRTH

ICAO
Luis FONSECA DE ALMEIDA (EANPG Secretary)
George FIRICAN (EANPG-COG Secretary)
Sven HALLE
Victor KOURENKOV
Christopher KEOHAN
Holger MATTHIESEN
Elkhan NAHMADOV
Nicolas RALLO
Mohamed SMAOUI
Carole STEWART-GREEN
Leyla SULEYMANOVA
Ben BENOIST
Patricia CUFF
Delia DIMITRIU
Nikki GOLDSCHMID
Aurel MOATER

Appendix B – Proposed new format and content of the European Air Navigation Plan, Vol I, Basic ANP

(paragraph 4.1.4 refers)

NB: The complete Appendix B of this EANPG/53 report is provided separately

EUROPEAN AIR NAVIGATION PLAN

VOLUME I, BASIC ANP

PROPOSED NEW LAYOUT AND CONTENT

7 December 2011

Appendix C - Proposal for amendment of the Regional Supplementary Procedures, EUR Region (Doc 7030/5)

(paragraph 4.1.12 refers)

(Serial No.: EUR/NAT-S 11/xx – EUR 6-5)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – EUR

b) **Proposed by:**

European Air Navigation Planning Group (EANPG)

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

1. *Modify* the following in EUR SUPPs, Chapter 6 – Air Traffic Services (ATS), paragraph 6.5.2:

6.5.2 Intersection take-off

6.5.2.1 An aircraft may be cleared to depart from a published intersection take off position upon request of the pilot, or if initiated by ATC and accepted by the pilot, provided that all of the conditions of 6.5.2.2 to 6.5.2.~~5~~6 are met.

6.5.2.2 The ~~reduced runway~~ declared distances for each published intersection take off position shall consist of the following:

a) ~~reduced~~ take off run available (~~reduced~~ TORA) from the intersection take-off position;

b) ~~reduced~~ take off distance available (~~reduced~~ TODA) from the intersection take-off position; and

c) ~~reduced~~ accelerate stop distance available (~~reduced~~ ASDA) from the intersection take-off position.

6.5.2.3 The reference point from which the reduced runway declared distances for a published intersection take off position are measured shall be in accordance with the relevant provisions in the *Air Navigation Plan — European Region*, Volume II — *FASID* (Doc 7754), Part III — AOP.

6.5.2.4 ~~Reduced runway d~~Declared distances for an intersection take off position shall be published in the relevant AIP, clearly distinguishable from full runway declared distances.

6.5.2.5 Information on the TORA from the intersection shall be issued when requested by an aircraft or whenever deemed necessary by the controller.

Note.—See 10.4 for relevant radiotelephony (RTF) phraseology.

6.5.2.~~5~~6 Signs shall be in accordance with Annex 14, Volume I.

2. *Modify* the following in EUR SUPPs, Chapter 10 – Phraseology, paragraph 10.4:

10.4 AERODROME OPERATIONS

Circumstances	*Phraseologies*
Request for departure from an intersection take-off position	*REQUEST DEPARTURE FROM RUNWAY (*number*), INTERSECTION (*designation or name of intersection*)
Approval of requested departure from an intersection take-off position	APPROVED, TAXI TO HOLDING POINT RUNWAY (*number*), INTERSECTION (*designation or name of intersection*)
Denial of requested departure from an intersection take-off position	NEGATIVE, TAXI TO HOLDING POINT RUNWAY (*number*), INTERSECTION (*designation or name of intersection*)
ATC-initiated intersection take-off	ADVISE ABLE TO DEPART FROM RUNWAY (*number*), INTERSECTION (*designation or name of intersection*)
Advising ~~reduced~~ take-off run available from an intersection take-off position	~~REDUCED TAKE-OFF RUN AVAILABLE~~ TORA RUNWAY (*number*), FROM INTERSECTION (*designation or name of intersection*), (*distance in metres*) *Note.—TORA pronounced TOR-AH*

** Denotes pilot transmissions*

d) **Date when proposal received:**

2 December 2011

e) **Proposer's reason for amendment:**

1. At its 53rd meeting, the European Air Navigation Planning Group (EANPG) was advised of a conflict between phraseology currently endorsed for use in the ICAO EUR Region and the guidance provided in the *Manual on the Prevention of Runway Incursions* (Doc 9870). Specifically, Doc 9870 states that the words “take off” should only be used when an aircraft was cleared for take-off, or when a take-off clearance was cancelled.

2. EANPG/53 agreed that the prevention of runway incursions was of paramount concern. Additionally, the EANPG noted the outcome of informal consultations which included seeking the advice of IFALPA on this matter. The informal consulation confirmed that it remained necessary to inform flight crews of the remaining take-off run available from an intersection, that referring to such distances as “reduced TORA” was ambiguous and that it was necessary to not use the term “TAKE OFF” except as recommended in Doc 9870. Furthermore, it was believed that the term “TORA”, pronounced as a spoken word, would be globally understood and that, perhaps, using this term, rather that “take-off run available” could have global applicability. In addition, the informal consultation showed that support existed for the global application of the proposed provisions and phraseology.

3. EANPG/53 endorsed the enclosed proposal to address all of the issues noted above.

f) **Proposed implementation date of the amendment:**

Upon approval by the Council

g) **Action by the Secretary General:**
The proposal has been circulated to the following States and international organizations.

Afghanistan
Albania
Algeria
Andorra
Angola
Argentina
Armenia
Australia
Austria
Azerbaijan
Bahamas
Bahrain
Bangladesh
Belarus
Belgium
Benin
Bhutan
Bosnia and Herzegovina
Botswana
Brazil
Brunei Darussalam
Bulgaria
Burkina Faso
Cameroon
Canada
Cape Verde
Central African Republic
Chad
Chile
China
Colombia
Congo
Côte d'Ivoire
Croatia
Cuba
Cyprus
Czech Republic
Democratic People's Rep. of Korea
Democratic Republic of the Congo
Denmark
Djibouti
Dominican Republic
Ecuador
Egypt
Eritrea
Estonia
Ethiopia
Finland
France
Gabon
Gambia
Georgia
Germany
Ghana
Greece
Guinea-Bissau
Haiti
Hungary
Iceland
India
Indonesia
Iran (Islamic Republic of)
Iraq
Ireland
Israel
Italy
Jamaica
Japan
Jordan
Kazakhstan
Kenya
Kuwait
Kyrgyzstan
Latvia
Lebanon
Libyan Arab Jamahiriya
Lithuania
Luxembourg
Madagascar
Malaysia
Maldives
Mali
Malta
Mauritania
Mauritius
Mexico
Monaco
Mongolia
Montenegro
Morocco
Mozambique
Namibia
Nepal
Netherlands
New Zealand
Niger
Nigeria
Norway
Oman
Pakistan
Paraguay
Philippines
Poland
Portugal
Qatar
Republic of Korea
Republic of Moldova
Romania
Russian Federation
San Marino
Saudi Arabia
Senegal
Serbia
Seychelles
Sierra Leone
Singapore
Slovakia
Slovenia
Somalia
South Africa
Spain
Sri Lanka
Sudan
Suriname
Swaziland
Sweden
Switzerland
Syrian Arab Republic
Tajikistan
Thailand
The former Yugoslav Republic of Macedonia
Togo
Trinidad and Tobago
Tunisia
Turkey
Turkmenistan
Uganda
Ukraine
United Arab Emirates
United Kingdom
United Republic of Tanzania
United States
Uruguay
Uzbekistan
Venezuela
Viet Nam
Yemen
Zambia
Zimbabwe

EUROCONTROL
CANSO
IACA
IAOPA
IATA
IBAC
IFALPA
IFATCA

h) **Secretariat's comments:**

The proposal presented to, and endorsed by, EANPG/53 resulted from focussed consultations involving the members of the EANPG Coordinating Group, the Secretariat and IFALPA. The IFALPA representative sought the input of that organization's Aerodrome Ground Environment and Air Traffic Services committees to provide his comments and recommendations.

Appendix D - "High Seas Coordination Procedure" and template for letter to ICAO to conduct regional air navigation agreement procedure for airspace changes and ATS routes over the high seas

(Paragraph 4.1.16 refers)

This procedure is aimed to obtain regional air navigation agreement before implementing all airspace changes and ATS routes (regional and non-regional) over the high seas.

1. States send an official letter to the ICAO Secretariat or indicate the requirement in the RDGE Summary of Discussions, as a direct outcome of the RDGE meeting.
2. The ICAO Secretariat circulates the proposed changes over the high seas on behalf of the "initiating" States.
3. The States consulted generally have a four week deadline for comments.
4. The "silent procedure" applies (i.e. no comments received means agreement).
5. After the deadline, if no objections are received, the ICAO Secretariat officially informs all States consulted that the "initiating" State(s) may proceed with the implementation.

The following is a possible template for the letter to implement changes to the ATS route network:

To:
Mr Luis Fonseca de Almeida
ICAO Regional Director
Europe and North Atlantic

[DATE]

*Subject : **ATS Route Network Changes over the High Seas***

Dear Mr Fonseca de Almeida,

1. In accordance with the provisions in Annex 11, paragraph 2.1.2 and the established procedure for amendment of the European Air Navigation Plan, [STATE OR STATES] wish to inform the ICAO EUR/NAT Office of their intention to amend ATS routes which will affect the route network over international waters.

2. The proposed changes to the ATS route network are as follows:

Route Designator:	
Route description:	
Route characteristics/ remarks:	

3. Coordination between all parties concerned has been carried out and a chart indicating the changes concerned is attached to this letter for ease of reference.

4. The planned date of implementation of these changes is [DD/MM/YY].

[SIGNED]

Note: For all airspace changes, such as change of airspace classification, change of TMA boundaries, etc., please adjust the text and provide all necessary information concerning this change, as appropriate.

Appendix E – EUR NSAP Address Registry

(paragraph 4.4.3 refers)

NB: The complete Appendix E of this EANPG/53 report is provided separately

EUR NSAP Address Registry

EUR NSAP Address Registry	
Document Reference:	EUR NSAP Address Registry
Revision Number:	Version 1.0
Date:	28/09/11
Filename:	EUR NSAP Address Registry v1_0.doc

Appendix F - European Principles and Procedures for SSR Mode S Interrogator Code Allocation, version 1.0

(paragraph 4.4.8 refers)

NB: The complete Appendix F of this EANPG/53 report is provided separately

EUR DOC 024

INTERNATIONAL CIVIL AVIATION ORGANIZATION

EUROPEAN PRINCIPLES AND PROCEDURES FOR THE ALLOCATION OF SECONDARY SURVEILLANCE RADAR MODE S INTERROGATOR CODES (IC)

- First Edition -

2011

PREPARED BY THE EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO SEPTEMBER 2011

Appendix G - Proposal for Amendment to
ICAO EUR ANP Volume II – FASID, Part IV- CNS

(paragraph 4.4.9 refers)

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

SURVEILLANCE SYSTEMS

27. Detailed information and guidance related to the provision of surveillance systems may be found in Attachments C and E of this part.

28. Principles, procedures and guidance on the use of Mode 3/A secondary surveillance radar codes in the EUR Region are found in the European Secondary Surveillance Radar (SSR) Code Management Plan (EUR Doc 023). The management of SSR codes in the ICAO EUR Region shall be in accordance with the procedures and technical requirements as detailed in EUR Doc 023. Attachment to EUR Doc 023 provides the latest SSR Code Allocation List (CAL) for the ICAO EUR Region.

29. Principles and procedures for SSR Mode S Interrogator Codes Allocation in the ICAO EUR are provided in the ICAO European Principles and procedures for SSR Mode S Interrogator Codes (IC) Allocation (EUR Doc 024). The management of Mode S ICs in the ICAO EUR Region shall be in accordance with the procedures and technical requirements as detailed in EUR Doc 024. Attachment to EUR Doc 024 provides the latest SSR Mode S Interrogator Code (IC) Allocations Status for the ICAO EUR Region.

-30. Supplement Table CNS 5* provides basic information on surveillance systems used in the ICAO EUR Region. Supplement Table COM 5* provides additional information on surveillance systems. Such information, where available, would facilitate the identification of compatible frequencies for aviation surveillance systems.

~~30. Supplement Table CNS 6 lists SSR Mode S Interrogator Code (IC) Allocations for the ICAO EUR Region.~~

~~31. Supplement Table CNS 7 lists SSR Code Allocation List for the ICAO EUR Region.~~

32.. The~~se~~ Supplement Table~~s~~ and Attachments to EUR Doc 023 and EUR Doc 024 are regularly updated (usually bi-annually) and made available on the following URL - www.paris.icao.int/documents_open/files.php?subcategory_id=36.

Appendix H – Updates to the ICAO Position on issues of critical concern to civil aviation to be decided at the International Telecommunication Union (ITU) World Radiocommunication Conference (2012) (WRC-12)

(paragraph 4.4.13 refers)

NB: ICAO State letter E 3/5-11/59 dated 22 July 2011 (English and Russian versions)

The complete Appendix H of this EANPG/53 report is provided separately

Appendix I – Harmful interference on 135.985 MHz and 135.975 MHz

(paragraph 4.4.23 refers)

Skyguide - Harmful interference occurrence report

NB: The complete Appendix I of this EANPG/53 report is provided separately

Appendix J – PENS/SWIM/AMHS - Concepts

(paragraph 4.4.28 refers)

NB: The complete Appendix J of this EANPG/53 report is provided separately

PENS/SWIM/AMHS - Concepts

PENS/SWIM/AMHS - Concepts	
Document Reference:	PENS/SWIM/AMHS
Author:	AFSG Planning Group
Revision Number:	Version 1.0
Date:	01/03/11
Filename:	PENS_SWIM_AMHS - Concepts v1.0.doc

Appendix K – EUR PBN performance frameworks forms

(paragraph 4.5.8 refers)

ATTACHMENT A

PERFORMANCE FRAMEWORK FORM
Performance Improvement Area
OPTIMISED EN-ROUTE TRAJECTORIES (PBN related)

Performance Benefits

Safety	Safety level maintained or improved
Environment	Reduced emissions through shorter flights and use of optimum routes/trajectories
Capacity	Increased capacity through better utilization airspace resources
Cost effectiveness	Fuel cost reduction through availability of more optimized routes/trajectories; and Ability of aircraft to conduct flights more closely to preferred trajectories

Performance targets

a) 100% PBN routes by 2016
b) Reduce fuel burn/ CO_2 emission in comparison to the pre-PBN situation

Performance Measurement

Metrics	Percentage of PBN routes implemented vs total number of routes *(To be measured on the regional level based on States reporting through the ICAO EUR ANP mechanism)*
	Percentage of fuel consumption and CO_2 emissions reduction achieved by implementing PBN *(TBD, to be measured on the regional and national levels depending on the availability of the ICAO tools)*

EUR Strategic action plan

ATM Operational Concept Components (Doc 9854)	TASKS	TIME	RESPONSIBILITY	STATUS
Airspace Organization and Management (AOM), Demand Capacity Balancing (DCB), Traffic Synchronization (TS) and Conflict Management (CM)	a) Develop the EUR PBN Harmonisation Strategy	2008-2009	EUR PBN TF	Completed Conclusion EANPG50/14 Conclusion COG44/8
	b) Develop the EUR regional PBN implementation plan	2008-2009	EUR PBN TF	Completed Conclusion EANPG50/14 Conclusion COG48/8
	c) Review, amend and approve the ICAO EUR SUPPS (Doc 7030) to reflect the equivalence of BRNAV vs RNAV5 and PRNAV vs RNAV1.	2008-2009	EUR PBN TF EANPG ICAO	Completed

	d) Develop the States PBN implementation plans that inter alia should also envisage the establishment of the national PBN collaborative implementation teams to progress PBN, identify training needs and address safety issues.	2008-2012	States	In progress
	e) Develop the EUR PBN related performance measurement plan.	2010-2012	EUR PBN TF	In progress
	f) Establish a regional collaborative decision making process with regards to the PBN implementation	2008-2009	EUR PBN TF EANPG RDGE RNDSG EANPG	Completed
	g) Review or develop and publish the appropriate regional/national regulations for aircraft and operational approvals (RNAV 5 and RNAV 1 related)	2008-2012	EASA States	In progress
	h) Provide inputs to the EC PBN IR development process to ensure a coordinated and harmonised implementation of PBN in the EUR	2011-2013	EUR PBN TF	In progress
	i) Provide regional inputs into the global work within the ICAO PBN SG to meet future (post 2015) EUR requirements.	2011-2012	EUR PBN TF EUROCONTROL EANPG	Start in 2012
	j) Review, amend and approve the ICAO EUR SUPPS (Doc 7030) to include the regional requirements for the future (post 2015) RNP implementations.	2012-2014	EUR PBN TF	Start in 2012
	k) Develop and publish the appropriate regional/national regulations for aircraft and operational approval (future RNP implementations related)	2014-2018	EASA States	TBD
	l) Monitor implementation progress and measure performance in accordance with the EUR PBN implementation plan and State implementation plan	2008-2016	EUR PBN TF States	In progress
	m) Implement PBN based routes	2008-2016	States	In progress
Supporting activities	Regional workshops and seminars			
	Development of the ICAO ATM improvement tool			

ATTACHMENT B

PERFORMANCE FRAMEWORK FORM

Performance Improvement Area

OPTIMISED TERMINAL TRAJECTORIES (PBN related)

Performance Benefits

Safety	Safety level maintained or improved
Environment	Reduced emissions through shorter flights and use of optimum trajectories
Capacity	Increased capacity through better utilization airspace resources
Cost effectiveness	Fuel cost reduction through availability of more optimized trajectories

Performance targets

a) 100% PBN based SID/STARS by 2016
b) Reduce fuel burn/CO_2 emission in comparison to the pre-PBN situation
c) 90% airports to offer CDOs by 2016 *(TBD)*

Performance Measurement

Metrics	Number of PBN based SIDs/STARs implemented vs total number of SIDs/STARs *(To be measured on the regional level based on States reporting through the ICAO EUR ANP mechanism)*
	Number of aircraft using PBN based SID/STAR vs total number of aircraft using SID/STARs *(potentially to be implemented at the national level)*
	Percentage of fuel consumption and CO_2 emissions reduction achieved by implementing PBN and CDO *(TBD, to be measured on the regional and national levels depending on the availability of the ICAO tools)*
	Percentage of CDOs implemented vs total number of STARs *(To be measured on the regional level based on States reporting through the ICAO EUR ANP mechanism)*

EUR Strategic action plan

ICAO ATM Operational Concept Component (Doc 9854)	TASK DESCRIPTION	TIME	RESPONDIBILITY	STATUS
	a) Develop the EUR PBN Harmonisation Strategy	2008-2009	EUR PBN TF	Completed Conclusion EANPG50/14 Conclusion COG44/8
	b) Develop the EUR regional PBN implementation plan	2008-2009	EUR PBN TF	Completed Conclusion EANPG50/14 Conclusion COG44/8

	c) Review, amend and approve the ICAO EUR SUPPS (Doc 7030) to reflect the equivalence of BRNAV vs RNAV5 and PRNAV vs RNAV1.	2008-2009	EUR PBN TF EANPG ICAO	Completed
	d) Develop the States PBN implementation plans that inter alia should also envisage the establishment of the national PBN collaborative implementation teams to progress PBN, identify training needs and address safety issues.	2008-2012	States	In progress
	e) Develop the EUR PBN related performance measurement plan.	2010-2012	EUR PBN TF	In progress
	f) Establish a regional collaborative decision making process with regards to the PBN based SIDs/STARs implementation	2008-2009	EUR PBN TF EANPG RDGE RNDSG EANPG	Completed
Airspace Organization and Management (AOM), Demand Capacity Balancing (DCB), Traffic Synchronization (TS) and Conflict Management (CM)	g) Review or develop and publish the appropriate regional/national regulations for aircraft and operational approvals (RNAV 1 related)	2008-2012	EASA States	In progress
	h) Provide inputs to the EC PBN IR development process to ensure a coordinated and harmonised implementation of PBN in the EUR	2011-2013	EUR PBN TF	In progress
	i) Provide regional inputs into the global work within the ICAO PBN SG to develop an advanced RNP specification to meet future (post 2015) EUR requirements.	2012-2014	EUR PBN TF EUROCONTROL	Start in 2012
	j) Provide regional inputs into the global work within the ICAO PBN SG to meet future (post 2015) EUR requirements.	2012-2014	EUR PBN TF EANPG ICAO	Start in 2012
	n) Review, amend and approve the ICAO EUR SUPPS (Doc 7030) to include the regional requirements for the future (post 2015) RNP implementations.	2014-2018	EASA States	TBD
	o) Develop and publish the appropriate regional/national regulations for aircraft and operational approval (future RNP implementations related)	2008-2016	EUR PBN TF States	In progress
	k) Implement PBN based SIDs/STARs	2008-2016	States	In progress
Supporting activities	Regional workshops and seminars			
	Development of the ICAO ATM improvement tool			

ATTACHMENT C

PERFORMANCE FRAMEWORK FORM

Performance Improvement Area

SAFER AND OPTIMISED APPROACHES (PBN and CDOs related)

Performance Benefits

Safety	Improvements in safety at aerodromes by replacing NPAs with APV or LNAVs
Environment	Reduction in CO_2 emission and noise
Cost effectiveness	Fuel cost reduction through availability of more optimized trajectories

Performance targets

d) 100% APV/LNAVs at all approaches at all instrument runway ends by 2016
e) Reduce fuel burn/CO_2 emission in comparison to the pre-PBN situation
f) 90% airports to offer CDOs by 2016 *(TBD)*

Note: Acknowledging the benefits to be generated from CCOs implementation, work is ongoing on defining/revising performance framework forms for CCOs

Performance Measurement

Metrics examples	Percentage of APVs and/or LNAVs implemented vs total number of approaches *(To be measured on the regional level based on States reporting through the ICAO EUR ANP mechanism)*
	Percentage of runways offering CDOs *(To be measured on the regional level based on States reporting through the ICAO EUR ANP mechanism)*
	Number of aircraft using APV/LNAVs and CDOs vs total number of approaches *(potentially to be implemented at the national level)*
	Percentage of fuel consumption and CO_2 emissions reduction achieved by implementing APV/LNAVs and CDOs *(TBD, to be measured on the regional and national levels depending on the availability of the ICAO tools)*

EUR Strategic action plan

ICAO ATM Operational Concept Component (Doc 9854)	TASK DESCRIPTION	TIME	RESPONSIBILITY	STATUS
	a) Develop the EUR PBN Harmonisation Strategy	2008-2009	EUR PBN TF	Completed Conclusion EANPG50/14 Conclusion COG44/8

Airspace Organization and Management (AOM), Demand Capacity Balancing (DCB), Traffic Synchronization (TS) and Conflict Management (CM)	b) Develop the EUR regional PBN implementation plan	2008-2009	EUR PBN TF	Completed Conclusion EANPG50/14 Conclusion COG44/8
	c) Develop the States PBN implementation plans that inter alia should also envisage the establishment of the national PBN collaborative implementation teams to progress PBN, identify training needs and address safety issues	2008-2012	States	In progress
	d) Develop the EUR PBN related performance measurement plan	2010-2012	EUR PBN TF	In progress
	e) Establish a regional collaborative decision making and coordinating process with regards to the PBN approaches implementation	2008-2009	EUR PBN TF EANPG	Completed
	f) Review or develop and publish appropriate regional/national regulations for aircraft and operational approvals	2008-2012	EASA States	In progress
	g) Implement APVs/LNAVs and CDOs	2016	States	In progress
	l) Monitor implementation progress and measure performance in accordance with the EUR regional and States PBN implementation plans	2008-2016	EUR PBN TF	In progress
Supporting activities	Regional workshops and seminars			
	Development of the ICAO ATM improvement tool			

Appendix L – Revised EUR OPMET Data Management Handbook (EUR Doc 018)

(paragraph 4.6.13 refers)

NB: The complete Appendix L of this EANPG/53 report is provided separately

ICAO EUR DOC 018

INTERNATIONAL CIVIL AVIATION ORGANIZATION

EUR OPMET DATA MANAGEMENT HANDBOOK

Fourth edition

2010

EUR OPMET Data Management Handbook	
Document Reference:	**EUR OPMET Data Management Handbook**
Author:	ICAO/METG/DMG
Revision Number:	Version 1.09
Date:	10. December 2010

Appendix M -
Need for improvement of GAMET, AIRMET, SIGMET and AIREP provisions in Annex 3

(paragraph 4.6.16 refers)

- Proposed deletion of blank spaces between numerical values and associated units in Annex 3; Table A5-3 and Example A5-3 (GAMET would conform to format of AIRMET and meteorological report)

- Proposed change of order of elements in GAMET forecast such that the location should be defined before vertical extent or level (GAMET would conform to order of elements provided in SIGMET, SPECIAL AIREP)

- Proposed inclusion of optional additional digit [n] in the group [SFC/][n]nnnnFT and all other relevant groups within the Table A6-1 (This would accommodate for transition levels that are higher than 10 000ft in the EUR/NAT Regions)

- Proposed inclusion of additional vertical extent combinations for weather elements in Table A6-1: [nnnn/[nnnnM (or [[n]nnnn/][[n]nnnnFT), [nnnnM/]FLnnn (or [[n]nnnnFT/]FLnnn) (This would provide more accuracy in depicting certain phenomena and not be restricted to the use of SFC at the lower end and allow for phenomena to cross the transition level)

- Proposed inclusion of vertical extent to cover range of levels or layer for SPECIAL AIREP in Table A6-1 (This would align Table A6-1 for use by MWOs to the reporting of SPECIAL AIREP in Table A4-1, which allows for level or range of levels)

- Proposed inclusion of providing surface wind (SFC WIND) versus the current surface wind speed (SFC WDSP) in GAMET and AIRMET Tables A5-3 and A6-1 (The addition of wind direction would facilitate in flight planning and contribute to safety of GA) – *note that for the near term, a proposal to the Basic ANP is requested in addressed in Agenda Item 4.*

- Proposed re-examination to possible lowering of wind threshold of 15m/s(30kt) to be reported in GAMET in Table A5-3 (This would facilitate in flight planning of lighter aircraft in particular)

Appendix N - Proposal for Amendment of PART VI (MET) of the EUR ANP

(paragraph 4.6.22 (a) refers)

BASIC ANP - PART VI - METEOROLOGY (MET)

INTRODUCTION

1. This part of the EUR Basic Air Navigation Plan contains elements of the existing planning system and introduces the basic planning principles, operational requirements and planning criteria related to Meteorological Service for International Air Navigation (MET) as developed for the EUR Region.

2. As a complement to the Statement of Basic Operational Requirements and Planning Criteria (BORPC) set out in Part I, Part VI constitutes the stable regional provisions considered to be the minimum necessary for effective planning of MET facilities and services. A detailed description/list of the facilities and/or services to be provided by States in order to fulfil the requirements of the Basic ANP is contained in the EUR Facilities and Services Implementation Document (FASID). During the transition and pending full implementation of the future CNS/ATM systems, it is expected that the existing requirements will gradually be supplemented and/or replaced by the new CNS/ATM related requirements. Further, it is expected that some elements of the CNS/ATM systems will be subject to amendment, as necessary, on the basis of experience gained in their implementation.

3. The Standards, Recommended Practices and Procedures to be applied are contained in the following ICAO documents:

a) Annex 3 — Meteorological Service for International Air Navigation, and
b) *European (EUR) Regional Supplementary Procedures (Doc 7030), Part 4 – Meteorology.*

4. European Air Navigation Planning Group (EANPG) conclusions and ICAO operations groups conclusions shown in brackets below a heading indicate the origin of all paragraphs following that heading. EANPG conclusions and ICAO operations groups conclusions shown in brackets below a paragraph indicate the origin of that particular paragraph.

METEOROLOGICAL SERVICE REQUIRED AT AERODROMES AND REQUIREMENTS FOR METEOROLOGICAL WATCH OFFICES

(FASID Tables MET 1A and MET 1B)
[EANPG conclusion 46/26, 49/14]

5. The service to be provided at the international aerodromes listed in the Appendix to Part III of the Basic ANP is set out in FASID Table MET 1A.

6. The service to be provided for flight information regions (FIR), upper flight information regions (UIR) and search and rescue regions (SRRs) is set out in FASID Table MET 1B.

7. Meteorological service should be provided on a 24-hour basis, except as otherwise agreed between the meteorological authorities, the air traffic service authorities and the operators concerned.

Note. Details of the service provided should be indicated in Aeronautical Information Publications, in accordance with the provisions in Annex 15.

METEOROLOGICAL OBSERVATIONS AND REPORTS
[EANPG conclusion 51/32]
(FASID Table MET 1C)

8. Half-hourly routine observations should be made at all RS (international scheduled air transport, regular use) and AS (international scheduled air transport, alternate use) aerodromes, as required in respect of operational needs, and reports issued as METAR and local reports together with local special reports. Half-hourly METAR should also be issued for any additional aerodromes, which are included in the EUR VHF VOLMET broadcast system.

Note: - Provisions for the EUR VHF VOLMET broadcast system are detailed in FASID Part VII - ATS.

9. At aerodromes with limited hours of operation, the issuance of METAR should commence at least two hours prior to the aerodrome resuming operations, or as agreed between the meteorological authority and the operators concerned, to meet pre-flight and in-flight planning requirements for flights due to arrive at the aerodrome as soon as it is opened for use.

10. When required, information on the state of the runway should be included as supplementary information in all METAR and SPECI.

11. States under whose jurisdiction off-shore structure or other points of significance in support of off-shore helicopter operations are located should, in consultation with the appropriate operators, establish or arrange for the establishment of aeronautical meteorological observing stations at suitable locations. Information of the state of the sea and sea surface temperature should be included in all METAR and SPECI from those stations. The offshore structures providing information on the state of the sea and/or sea surface temperature in METAR and SPECI are listed in FASID Table MET 1C.

FORECASTS

12. Routine TAF should be issued as required in respect of operational needs for designated aerodromes as specified in FASID Table MET 1A.

13. The period of validity of the routine TAF should be either 9 hours or 24 or 30 hours. The period of validity is specified in FASID Table MET 1A.
[EANPG Conclusion 49/43b]

14. The periods of validity for 9-hour TAF should commence at 00, 03, 06, 09, 12, 15, 18 and 21 UTC and for 24 and 30-hour TAF at 00, 06, 12 and 18 UTC. The periods of validity should be determined based on the types of operations (e.g., regional or inter-regional (long-haul) flights) and taking into account the hours of operation of the aerodrome, as agreed between the meteorological authorities and the operators concerned.
[EANPG Conclusion 49/43b]

15. The scheduled international exchange of TAF should be completed 30 minutes before commencement of the period of validity.
[EANPG Conclusion 49/43b]

16. The forecast maximum and minimum temperature together with their respective dates and times of occurrence should be included in the 24 and 30-hour TAF for certain aerodromes as agreed between the meteorological authority and the operators concerned.

17. Trend forecasts should be issued for designated aerodromes specified in FASID Table MET-1A.

18. When the area forecast for low-level flights is issued as a GAMET, the following regional procedures should be followed:

a) the term "widespread" should be used to indicate a spatial coverage of more than 75 per cent of the area concerned;
b) “mountain obscuration – MT OBSC” should be used to indicate widespread mountain obscuration. Depiction should also include additional information on cloud type causing obscuration together with, where feasible, height of cloud base and top above mean sea level (AMSL).

c) section II of the GAMET area forecast should include the following information in addition to the provisions in Annex 3:

1) short description of general weather situation in addition to the description of pressure centres and fronts;

2) information about mean surface wind ~~speed~~ also for values less than 15m/s (30kt);

3) upper wind and temperature in mountainous areas for altitude 15000ft, or higher if necessary;

Note.— Upper wind and temperature information should have a horizontal resolution no more than 500 km;

4) information about widespread surface visibility of 5000 m or more together with the weather phenomena (if any) causing a reduction of visibility and inserted between the upper wind and cloud information; and

5) state of the sea and sea surface temperature;

Note.— States under whose jurisdiction off-shore structure or other points of significance in support of off-shore helicopter operations are located should, in consultation with the appropriate operators, establish or arrange for the information on the state of the sea and sea surface temperature to be included in all low-level area forecasts.

6) an outlook concerning expected hazardous weather phenomena during the following validity period;

d) the visibility and cloud base information in section II may be complemented in the form of visibility/cloud base categories (paragraphs 18 and 19 refer).

[EANPG conclusion 51/32]

19. Where combined cloud/visibility information is provided, this information should be in the form of visibility/cloud base categories and should be supplied for well-defined sub-areas and/or route segments. The boundaries of sub-areas and/or route segments for which forecasts for low-level flights are provided in condensed form should be published in the AIP. For each sub-area and/or route segment, the reference height to which the cloud-base information refers, should be specified.

20. Where visibility/cloud-base categories are used in low-level forecasts these should be as follows:

O visibility equal to or more than 8 km and cloud-base equal to or higher than 600 m (2 000 ft);

D visibility equal to or more than 5 km but less than 8 km with cloud-base 300 m (1000 ft) or higher, or cloud-base equal to 300 m (1000 ft) or higher but less than 600 m (2 000 ft) with visibility equal to or more than 8 km;

M visibility equal to or more than 1.5 km but less than 5 km with cloud-base equal to or higher than 150 m (500 ft), or cloud-base equal to or higher than 150 m (500 ft) but less than 300 m (1000 ft) with visibility equal to or more than 5 km;

X visibility less than 1.5 km and/or cloud-base less than 150 m (500 ft).

The visibility/cloud-base category indicated in the forecast for a sub-area should refer to the prevailing conditions in the sub-area concerned. Cloud information should refer to clouds with a coverage of BKN or OVC.

21. Area forecasts for low-level flights exchanged between meteorological offices in support of the issuance of AIRMET information should be prepared as GAMET or low-level SIGWX chart.

22. Low-level forecasts should be amended where and when required. The amended forecast should also be supplied on automatic briefing facilities where these are available. In the case that the AIRMET/low-level forecast concept is not fully implemented, the criteria for amendments should as a minimum include the weather phenomena hazardous for low-level flights, which constitute the criteria for the issue of AIRMET.

23. When low-level forecast is issued as a SIGWX chart or as a wind and temperature (W+T) chart, it should, as appropriate, include the information as described in paragraph 19. The graphical part of a SIGWX chart should depict the weather situation at the beginning of validity period. Significant changes of initial weather parameters should be depicted together with time intervals determining duration of expected changes.

SIGMET AND AIRMET INFORMATION
(FASID Tables MET 1B, MET 3B and MET 3C)
[EANPG conclusion 49/14]

24. Volcanic ash advisory centres (VAACs) London, Tokyo and Toulouse have been designated to prepare advisory information. FASID Table MET 3B set out the areas of responsibility of the VAACs and, the MWOs and ACCs to which the advisory information should be sent.
[IAVWOPSG Conclusion 3/2]

25. In order for the VAACs to initiate the monitoring of volcanic ash from satellite data and the forecast of volcanic ash trajectories, MWOs should notify the relevant VAAC immediately on receipt of information that a volcanic eruption has occurred or volcanic ash has been observed in the FIR for which they are responsible. In particular, any special air-reports of pre-eruption volcanic activity, a volcanic eruption or volcanic ash cloud, received by MWOs should be transmitted without delay to the VAAC concerned.
[IAVWOPSG Conclusion 1/1]

26. Selected State volcano observatories have been designated for direct notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere to their corresponding ACC, MWO and VAAC. FASID Table MET 3C sets out the selected State volcano observatories and the VAACs, MWOs and ACCs to which the notification should be sent by the observatories.
[IAVWOPSG Conclusion 2/2]

27. IRMET information should be issued by a MWO if agreed on between users and the meteorological authority concerned. FASID Table MET 1B sets out the responsible MWOs and the areas for which AIRMET information should be provided.
[EANPG conclusion 46/26].

INFORMATION FOR OPERATORS AND FLIGHT CREW MEMBERS
[EANPG conclusion 51/32]

28. As far as possible, English should be among the languages used in meteorological briefing and consultation.

29. Meteorological information for pre-flight planning by operators of helicopters flying to offshore structures should include data covering the layers from sea level to FL 100. Particular mention should be made of the expected surface visibility, the amount, type (where available), base and tops of cloud below FL 100, sea state and sea surface temperature, mean sea level pressure and the occurrence or expected occurrence of turbulence and icing.

30. The low-level forecast prepared in support of AIRMET information should be part of pre-flight documentation for low-level flights. The documentation prepared should include GAMET or low-level SIGWX forecasts and appropriate wind and temperature (W+T) forecasts for the entire route.

31. Where feasible and cost-effective, automated MET/AIS systems should be used for the combined provision of MET and AIS information for pre-flight planning, flight documentation, briefing and consultation.

Note.— Further guidance is provided in the ICAO EUR Handbook "Harmonized Access to AIS and MET Services related to pre-flight planning" (ICAO EUR Doc 010)

EXCHANGE OF OPERATIONAL METEOROLOGICAL INFORMATION
(FASID Tables MET 2A)
[EANPG conclusion 46/26, 49/14]

32. The international OPMET data banks at Brussels, Toulouse and Vienna have been designated to serve States in the EUR Region.

33. The operational meteorological information as specified in FASID Table MET 2A (derived from SADIS User Guide Annex 1) should be disseminated through the European Regional OPMET Data Exchange (EUR RODEX) system, which should ensure distribution to the EUR States, to the international EUR OPMET data banks and to the uplink stations of the international satellite communication system (ISCS) and the satellite distribution system for information relating to air navigation (SADIS). The designated Regional OPMET Centres (ROC) in London, Toulouse and Vienna should ensure the availability in the EUR Region of all required OPMET data issued outside the EUR Region.

Note:- Further guidance concerning the EUR OPMET exchange procedures and EUR OPMET data banks is provided in the ICAO "EUR OPMET Data Management Handbook" (ICAO EUR Doc 018)

WORLD AREA FORECAST SYSTEM (WAFS)
(FASID Table MET 5)

34. FASID Table MET 5 sets out the EUR Region requirements for WAFS forecasts to be provided by WAFC London.
[WAFSOPSG Conclusion 1/2]

35. For back-up purposes, each WAFC should have the capability to produce WAFS forecasts for all the required areas of coverage.
[WAFSOPSG Conclusion5/2]

36. WAFS forecasts should be made available by WAFC London using the satellite distribution system for information relating to air navigation (SADIS) or using the SADIS FTP service.
[WAFSOPSG Conclusion6/2]

Editorial Note. – Insert "or using the SADIS FTP service" in the corresponding CNS procedure contained in Part IV of the ANP.

37. Each State should make the necessary arrangements to receive and make full use of operational WAFS forecasts made available by WAFC London. The lists of the authorized users of the SADIS services in the EUR Region and location of the operational VSATs and Internet-based services are available from the following website:

www/icao.int/anb/sadisopsg (click: "Status of implementation") for SADIS

[WAFSOPSG Conclusion 6/2]

COMMUNICATIONS REQUIREMENTS – SATELLITE DISTRIBUTION
[EANPG conclusion 46/26]

38. The satellite distribution system for information relating to air navigation (SADIS) is implemented and operated as a component of the AFS. The SADIS should provide an international point-to-multipoint service on a 24-hour basis. The SADIS should be operated so as to enable States and end-users as appropriate to obtain required WAFS products. In addition, it should provide a collection and dissemination service for OPMET information in alphanumeric form where required within the area of coverage of the system. The system should be capable of expansion to carry additional aeronautical meteorological products when required.

39. The following link design parameters are required:

a) *Frequency:* C-band.

b) *Capacity:* The service should provide adequate capacity to transport global GRIB-coded grid point forecast data, global BUFR-coded SIGWX forecasts, as required, and alphanumeric OPMET data to all users in a timely manner.

c) *Bit error rate*: Better than 1 in 10^7.

d) *Redundancy:* Provisions are required for protection against extended outages.

e) *Error correction:* Forward error correction.

f) *Availability:* 99.95 per cent, exclusive of solar transit outages.

40. Day-to-day operations of SADIS are controlled and managed by WAFC London. The multi-regional SADIS Operations Group (SADISOPSG) is established to manage and further develop SADIS.

Note: Terms of reference of the SADISOPSG, as well as, detailed information about the group's activities is available on: http://www.icao.int/anb/sadisopsg .

41. The United Kingdom is designated to implement and operate the SADIS service in accordance with the provisions given in paragraphs 37 to 39.

Appendix O - Proposal for Amendment of PART VI (MET) of the EUR ANP - FASID

(paragraph 4.6.22 (b) refers)

European and North Atlantic Office

PROPOSAL FOR AMENDMENT OF THE ICAO EUR FACILITIES AND SERVICES IMPLEMENTATION

DOCUMENT *Doc 7754, Vol. II*

Secretariat note: the text in amendment proposal will be updated to reflect proposed changes in the FASID Tables MET if approved - therefore skip to FASID Table MET 1A

(Serial No.: EUR/NAT-F 11/20 – MET ***Revised***)

a) **EUR Facilities and Services Implementation Document:**

- Doc 7754, Vol. II - 1st Edition, 2001, as updated by Amendment No. 3.
- Approved Proposal for Amendment (Serial N°: EUR/NAT-F 05/11-MET) circulated under cover of State letter reference: T 17/3.E/F – XR – 05-0570.SLG dated 18 August 2005.
- Approved PFA EUR/NAT-F 09/14 MET circulated under cover of State letter reference EUR/NAT 09-634.TEC dated 7 December 2009.
- Approved PFA EUR/NAT-F 09/17 MET circulated under cover of State letter reference EUR/NAT 10-73.TEC dated 15 January 2010.
- Approved PFA EUR/NAT-F 10/08 MET circulated under cover of State letter reference EUR/NAT 10-0271.TEC dated 10 March 2010.
- Approved PFA EUR/NAT-F 10/05 MET circulated under cover of State letter reference EUR/NAT 10-0293.MET dated 18 March 2010.
- Approved PFA EUR/NAT-F 10/11 MET circulated under cover of State letter reference EUR/NAT 10-0334.TEC dated 8 April 2010.
- Approved PFA EUR/NAT-F 10/10 MET circulated under cover of State letter reference EUR/NAT 10-0362.MET dated 20 April 2010.
- Approved PFA EUR/NAT-F 10/31 MET circulated under cover of State letter reference EUR/NAT 10-0712.TEC dated 21 September 2010
- Approved PFA EUR/NAT-F 10/39 MET circulated under cover of State letter reference EUR/NAT 11-0093.TEC dated 28 January 2011
- Approved PFA EUR/NAT-F 10/40 MET circulated under cover of State letter reference EUR/NAT 11-0077.TEC dated 24 January 2011

b) **Proposed Amendment:**

PART VI MET

1. **Amend** FASID Table MET 1A (Meteorological Service Required at Aerodromes), 1B (Meteorological Watch Offices), 1C (Meteorological Observations and Reports from Offshore Structures), 3B (Volcanic Ash Advisory Centres), Chart MET 2 (Map of Areas of Responsibilities of VAAC and Corresponding FIR), and FASID Table MET 5 (Requirements for WAFS Products) as indicated at **Appendix A** attached.

(c.f. Part VI – MET, FASID pages 1A-8, 1A-9, 1A-10, 1A-12, 1A-13, 1A-14, 1A-15, 1B-3, 1B-4, 1C-2, 1C-3, 2-A, 3B-2, 3B-3, Chart MET 2, 7-1)

c) **Originated by:**

Bulgaria, Germany, Kazakhstan, Israel, Norway, the Secretary General on behalf of the World Area Forecast System Operations Group (WAFSOPSG)

d) **Originator's reason for amendment:**

The intent of this amendment is to reflect current meteorological services that have been coordinated with the users such as providing 24-hour TAF at 4 AOP aerodromes in Germany and noting locations where trend forecasts are provided on a part-time basis (FASID Table MET 1A). Furthermore, Meteorological Watch Offices (MWOs) and their corresponding responsible areas (flight information regions) have been updated to reflect current practice in Germany (FASID Table MET 1B).

Kazakhstan provided the Eleventh Meeting of the Project Team for implementation in the Eastern European Region changes to the EUR FASID Tables MET 1A, 1B and 3B to reflect operational changes, such as the inclusion of two AOP aerodromes (FASID Table MET 1A), the removal of 8 MWOs listed in FASID Table MET 1B as a result of MWO responsibility changes and the inclusion of AIRMET for the remaining 4 MWOs. Subsequent changes were made to the MWO recipients of volcanic ash advisories from VAAC Toulouse in FASID Table MET 3B.

The hyperlink to access FASID Table MET 2A in the EUR Region has been modified.

Israel has provided MET information with relation to transferring regional requirements from the MID to EUR in association to the accreditation change.

Norway has provided updates to services provided for meteorological observations and reports from offshore structures (FASID Table MET 1C) as well as a TAF change for ENTC to meet user requirements (FASID Table MET 1A).

FASID Chart MET 3, Map of Areas of Responsibilities of VAAC and Corresponding FIR, was updated to reflect the current areas of responsibilities of VAACs and the name FASID Chart MET 3 changed to FASID Chart MET 2 for regional consistency.

Changes associated with WAFSOPSG/6 Conclusion 6/2 were made (provides clarity to services related to the Internet).

e) **Intended date of implementation:**

As soon as practicable after approval.

f) **Proposal circulated to the following States and organizations:**

Albania
Algeria
Andorra
Armenia
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia

Finland
France
Georgia
Germany
Greece
Hungary
Iceland
Ireland
Israel
Italy
Kazakhstan
Kyrgyzstan
Latvia
Lithuania
Luxembourg

Malta
Monaco
Montenegro
Morocco
Netherlands
Norway
Poland
Portugal
Republic of Moldova
Romania
Russian Federation
San Marino
Serbia
Slovakia
Slovenia
Spain
Sweden
Switzerland
Tajikistan
The former Yugoslav Republic of Macedonia
Tunisia
Turkey
Turkmenistan
Ukraine
United Kingdom
Uzbekistan

g) **Secretariat's comments:**

Support the proposed changes to **FASID Table MET 1A, 1B, 1C, 2A, 3B, and 5 as well as FASID Chart MET 3** in order to reflect the current meteorological services for international aviation by Germany, Kazakhstan and Norway (the later referencing meteorological observations from offshore installations). Furthermore, meteorological services for international aviation by Israel were included in this amendment to reflect the accreditation to the EUR Region. Further inter-regional harmonization is achieved with renaming FASID Chart MET 3, Map of Areas of Responsibilities of VAAC and Corresponding FIR, to FASID Chart MET 2. The contents were also updated to reflect current practices.

(NB: EANPG53 Report: the Appendix A referred to at (b) 1 above is given separately)

Appendix P – Guidance Material on Winter Conditions for the European Region

(paragraph 4.6.25 (a) refers)

NB: The complete Appendix P of this EANPG/53 report is provided separately

ICAO EUR DOC XXX

INTERNATIONAL CIVIL AVIATION ORGANIZATION

GUIDANCE MATERIAL ON WINTER CONDITIONS FOR THE EUROPEAN REGION

- *First Draft Edition –*

August 2011

Appendix Q – MET aloft information for ATM

(paragraph 4.6.25 (b) refers)

NB: The complete Appendix Q of this EANPG/53 report is provided separately

Appendix R – MET Strategy in supporting the Global ATM Operational Concept for the EUR Region

(paragraph 4.6.25 (c) refers)

NB: The complete Appendix R of this EANPG/53 report is provided separately

WORKING DRAFT of the

MET Strategy in supporting the Global ATM Operational Concept for the EUR Region

Prepared by the EANPG COG Meteorological/Air Traffic Management Task Force (MET/ATM TF)

Appendix S - Recommendations for States developed by the workshop on the implementation of the new FPL provisions

(paragraph 4.7.9 refers)

1. States should advise whether they will accept VFR flight plans / coordination more than 24 hours in advance of EOBT; this information should be made globally available (perhaps via the Flight Plan Implementation Tracking System (FITS)) and published in Aeronautical Information Publications;

1. Pre-implementation testing is critical and must involve Operators;

2. Successful static (off-line) testing should be completed prior to operational (OPT) testing;

3. States should consider issuing AICs to provide advance notification and increase awareness of FPL2012 implementation;

4. The FPL 2012 Focal Points should consider including Operators in future FPL 2012 Task Force meetings, workshops and other activities; and

5. States should organize sub-regional coordination meetings to finalize interface specific details.

Appendix T – EUR Regional Performance Framework document

(paragraph 4.9.10 refers)

NB: The complete Appendix T of this EANPG/53 report is provided separately

ICAO EUR REGION APPROACH TO THE DEFINITION OF A PERFORMANCE FRAMEWORK

COG Performance Task Force v 1.0

Appendix U – Updated list of Air Navigation Deficiencies

(paragraph 6.5 refers)

NB: The complete Appendix U of this EANPG/53 report is provided separately

List of Acronyms

ACAS	Airborne Collision Avoidance System
ACID	Aircraft Identification
ACTF	Approach Classification Task Force
ADQ	Aeronautical Data Quality
ADS	Automatic Dependent Surveillance
AFSG	Aeronautical Fixed Services Group
AFTN	Aeronautical Fixed Telecommunication Network
AIM	Aeronautical Information Management
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIRM	ATM Information Reference Model
AIS	Aeronautical Information Services
AIS-AIMSG	Aeronautical Information Services-Aeronautical Information Management Study Group
AIT	(EUROCONTROL) Aeronautical Information Team
AMNS	ATS Message Handling System
AMOFSG	Aeronautical Meteorological Observing and Forecast Study Group
ANC	(ICAO) Air Navigation Commission
ANSP	Air Navigation Services Provider
AN-WG/PDP	AN Work Programme Deliverables Production
AOP	Aerodromes/Aerodrome Operations
APAC	Asia and Pacific
APCH	Approach
ASBU	Aviation System Block Upgrades
ATMAP	ATM Airport Performance
ATN	Aeronautical Telecommunication Panel
ATM	Air Traffic Management
ATS	Air Traffic Services
AVP	Approach Procedure with Vertical Guidance
BORPC	Basic Operational Requirements And Planning Criteria
CAA	Civil Aviation Authority
CAEP	ICAO's Committee on Aviation Environmental Protection
CCAMS	Centralized Code Assignment Method System
CCO	Continuous Climb Operation
CDO	Continuous Descent Operation
DMG	Data Management Group
CNS	Communications, Navigation and Surveillance
COG	EANPG Programme Coordinating Group

CPDLC	Control-Pilot Data Link Communication
CPLN	Contingency Planning
Doc 4444	*Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM)
Doc 7030	*Regional Supplementary Procedures* (SUPPs)
Doc 7754	*European Regional Air Navigation Plan* (EUR ANP)
Doc 9365	*All Weather Operations Manual*
Doc 9750	*Global Air Navigation Plan* (GANP)
Doc 9849	*Global Navigation Satellite System (GNSS) Manual*
Doc 9868	*Procedures for Air Navigation Services – Training* (PANS-TRG)
EACCC	European Aviation Crisis Coordination Cell
EANPG	European Air Navigation Planning Group
EASA	European Avitation Safety Agency
EC	European Commission
ECAC	European Civil Aviation Conference
ENV	Environment
eTOD	Electronic Terrain and Obstacle Data
EU	European Union
EUR	European (ICAO European Region)
EUR ANP	*European Regional Air Navigation Plan* (Doc 7754)
EUR Doc 013	*European Guidance Material on All Weather Operations at Aerodromes*
FAB	Functional Airspace Block
FASID	Facilities and Services Implementation Document
FITS	Flight Plan Implementation Tracking System
FL	Flight Level
FLAS	Flight Level Allocation Scheme
FMG	(EANPG COG) Frequency Management Group
FPL	ICAO Flight Plan Form
FSIX	Flight Safety Information Exchange
FUA	Flexible Use of Airspace
GANP	*Global Air Navigation Plan* (Doc 9750)
GASP	*Global Aviation Safety Plan*
GNSS	Global Navigation Satellite System
HR&TNG	Human Resources and Training
IAA	Irish Aviation Authority
IAVWOPSG	International Airways Volcanic Ash Operations Group
ICARD	ICAO Five Letter Name Codes and ATS Route Designators
IFPS	Initial Flight Plan Processing System
IFSET	ICAO Fuel Savings Estimation Tool
ILS	Instrument Landing System

ITU	International Telecommunication Union
kHz	Kilohertz
KPI	key performance indicator
LNAV	Lateral Navigation
LPR	language proficiency requirement
LVO	Low Visibility Operation(s)
LVP	Low Visibility Procedure(s)
MID	Middle East (ICAO Middle East Region)
NAT	North Atlantic (ICAO North Atlantic Region)
NDB	Non-Directional Beacon
NSAP	Network Service Access Point
OPT	Operational Test
PANS	Procedures for Air Navigation Services
PANS-ATM	*Procedures for Air Navigation Services – Air Traffic Management* (Doc 4444)
PANS-TRG	*Procedures for Air Navigation Services – Training* (Doc 9868)
PBN	Performance Based Navigation
PENS	Pan-European Fixed Network Services
PIRG	Planning and Implementation Regional Group
PT/BRA	AWOG Project Team on the Building Restriction Areas
PT/LVP	AWOG Project Team on the Low Visibility Procedures
PT/Road	AWOG Project Team on the Road Map
QMS	Quality Management System
RASG	Regional Aviation Safety Group
RCF	Radio Communication Failure
RDGE	(EANPG COG) Route Development Group – Eastern Part of the ICAO EUR Region
RMA	Regional Monitoring Agency
RNDSG	(EUROCONTROL) Route Network Development Sub-Group
RNP	Required Navigation Performance
RPRR	Regional Performance Review Report
RSMC	Regional Specialised Meteorological Centre
RVR	runway visual range
RVSM	Reduced Vertical Separation Minima
SARPs	Standards and Recommended Practices
SATCOM	Satellite Communication
SBAS	Satellite-Based Augmentation System
SERA	Standardised European Rules of the Air
SES	Single European Sky
SESAR	Single European Sky ATM Research Programme
SI	Surveillance Identifier

SIP	Special Implementation Project
SSC	Single Sky Committee
SSP	State Safety Programme
SSR	Secondary Surveillance Radar
SUPPs	*Regional Supplementary Procedures* (Doc 7030)
SWIM	System Wide Information Management
TLS	Target level of safety
TOR	Terms of Reference
TORA	Take-Off Run Available
VAAC	Volcanic Ash Advisory Centre
VHF	Very High Frequency
VNAV	Vertical Navigation
VOLCEX/SG	Volcanic Ash Exercises Steering Group
VOR	VHF Omni-directional Range
WAFS	World Area Forecast System
WG/SRP	(ANC) Working Group for Strategic Review and Planning
WGS-84	World Geodetic System – 1984
WMO	World Meteorological Organization
WRC	World Radiocommunication Conference
5LNC	ICAO Five Letter Name Codes

- END -