



REPORT OF

THE THIRD MEETING OF

THE EUROPEAN AVIATION SYSTEM PLANNING GROUP

(Paris & Teleconference, 30 November – 2 December 2021)

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1. INTRODUCTION

Place and duration

1.1 The Third Meeting of the European Aviation System Planning Group (EASPG) took place in the ICAO EUR/NAT premises in a hybrid format from 30 November to 2 December 2021.

Attendance

1.2 The Meeting was attended by 159 participants from 44 States, 9 international organisations and 2 Industries. The list of participants is provided at **Appendix A**.

Officers and Secretariat

1.3 The Meeting was chaired by Mr. Levan Karanadze and Mr. Alessandro Ghilari. Mr. Elkhan Nahmadov, ICAO Deputy Regional Director, Europe and North Atlantic, was the Meeting Secretary, assisted by Mrs. Isabelle Hofstetter, Leyla Suleymanova, Natalia Savvina, Catherine Daly, Patricia Cuff, Florence Benjamin, Blandine Ferrier, Mr. Sven Halle, Abbas Niknejad, Arkadii Merkulov, Arnaud Desjardin, Chris Keohan, Sarantis Poulimenakos, Ulas Sahin, Herman Pretorius and Herve Forestier.

Agenda and Documentation

1.4 The Meeting agreed to the following agenda:

Agenda Item 1: Review of significant international aviation developments

Agenda Item 2: Review of the EASPG follow-up actions

Agenda Item 3: Aviation Safety

Agenda Item 4: Air Navigation Planning and Implementation

Agenda Item 5: Environment

Agenda Item 6: Any other business

1.5 The list of Meeting documentation is provided at **Appendix B**. The Meeting agreed that due to the amount of working papers to discuss, the information papers would not be presented.

2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

2.1 ICAO DEVELOPMENTS

HLCC 2021 Outcomes

2.1.1 An Information Paper (IP) was made available to the meeting providing the Report of the High-Level Conference on COVID-19 (HLCC 2021) which was held virtually from 12 to 22 October 2021.

Results from the DGCA Meeting on Crisis Management

2.1.2 The Meeting noted the report of the latest EUR/NAT Directors General Civil Aviation (DGCA) meeting on regional crisis management which was held, in cooperation with the European Aviation Safety Agency (EASA), on 29 September 2021. The meeting was presented with the main

outcome/conclusions of the meeting and supported the proposal to amend the current version of the ICAO EUR Doc 031 (ICAO EUR Crisis Management Framework) with lessons learned from the Covid-19 pandemic crisis, considering the EUR/NAT DGCA meeting conclusions, as well as the HLCC outcome.

2.1.3 EUROCONTROL offered to lead the Project Team (European Aviation Crisis Coordination Cell (EACCC) Secretary, Mr Hans de Haan) and EASA proposed to extend the timeframe of the PT to October 2022 so that the new version of the EUR Doc 031 could be endorsed at the EASPG/04 meeting. Consequently, the meeting agreed to the following decision:

EASPG Decision 3/1 – Project Team on ICAO EUR Doc 031

That, the ICAO EUR/NAT Regional Director, on behalf of the EASPG, take appropriate measures to establish the EUR Doc 031 Review Project Team with the ToRs as provided in **Appendix C** to review and amend the ICAO EUR Doc 031 taking in to account the conclusions of the EUR/NAT DGCA meeting and the High-Level Conference on COVID-19 outcome.

No Country left behind Technical Assistance Activities

2.1.4 The Meeting noted information on the results of the EUR/NAT Technical Assistance Activities in 2020 and 2021. The following conclusion was agreed by the meeting in order to further strengthen and support this programme:

EASPG Conclusion 3/1 – NCLB Technical Assistance Programme

That, the ICAO EUR/NAT Regional Director, on behalf of the EASPG:

- a) Invite States and International Organizations that have capacity for technical assistance to other States to share this information with the EUR/NAT Office to enable cooperation on technical assistance in the region and support the EUR/NAT projects through providing of experts on short-term assignments;
- b) Invite States to contact the ICAO EUR/NAT Office if interested in ICAO iPACKs and other forms of TCB Assistance.

ICAO Update

2.1.5 An IP providing an update on the latest ICAO developments, including the list of the latest amendments to the ICAO global and regional documents, important future meetings and State letters was made available.

2.2 UPDATE FROM STATES AND INTERNATIONAL ORGANIZATIONS

EASA Update

2.2.1 An IP was made available to the meeting providing the main highlights of EASA's activities in 2021.

EUROCONTROL Aeronautical Information Management (AIM) Group Activities in 2021

2.2.2 An IP was provided to the meeting informing about the EUROCONTROL AIMG activities in 2021.

3. REVIEW OF THE EASPG FOLLOW-UP ACTIONS

3.1 UPDATE ON FOLLOW-UP ACTIONS TO EASPG/1 & EASPG/2 CONCLUSIONS AND DECISIONS

3.1.1 The Meeting was presented with the status review of the EASPG/1 And EASPG/2 Conclusions and Decisions. The updated list of follow up actions is provided in **Appendix D**.

3.2 REVIEW OF THE ACTION TAKEN BY ANC AND ICAO COUNCIL ON EASPG/2 OUTCOMES

3.2.1 An IP was provided with a review of the actions taken by the Air Navigation Commission (ANC) and Council on EASPG/2 outcomes.

3.3 EASPG STRUCTURE LEVEL 3

3.3.1 The Meeting noted the developments related to the ICAO EUR Doc 001 and in particular the follow up activities performed by the Small Group on Level 3 of the ICAO structure in response to the tasks agreed at EASPG/02 on the further update of the EASPG Handbook.

3.3.2 It was noted that the group has developed a new, clearer, more comprehensive and consistent document, replacing the Appendix B to the EASPG Terms of Reference, providing additional guidance on:

- a) Rules for the establishment of the contributory bodies;
- b) Generic ToR for the contributory bodies;
- c) Standard template for the work programme of the contributory bodies.

3.3.3 Based on these discussions, a proposal for amendment to the EASPG Handbook was developed. It was agreed that with the revision of the EASPG Handbook the Group on Level 3 had addressed all its tasks and would be disbanded.

3.3.4 Therefore, the Meeting agreed the following:

EASPG Decision 3/2 – Amendment of the EASPG Handbook based on the Revision of Level 3 Terms of References (ToRs)

That;

- a) the revised *EASPG Handbook* be endorsed as provided at **Appendix E**;
- b) the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to publish the endorsed EASPG Handbook;
- c) the work of the group on Level 3 arrangements is considered completed and the group disbanded.

4. AVIATION SAFETY

4.1 OUTCOMES OF THE REGIONAL EXPERT SAFETY GROUP (RESG) WORK PROGRAMME

4.1.1 The Meeting was informed about the outcomes of the work of the Regional Expert Safety Group. The Meeting agreed that in order to ensure continuous future updates and maintenance of the EUR Regional Aviation Safety Plan (RASP), as well as to manage the implementation of the EUR RASP monitoring mechanism, a standing sub-group should be established within the RESG. The sub-group would start its activities in the beginning of each calendar year and work throughout the year with necessary intermediate consultations with RESG and present their proposals to the annual EASPG meetings. Therefore, the following was agreed:

EASPG Decision 3/3 – Establishment of the RESG RASP Working Group

That:

- a) The RESG RASP Working Group (WG) be established with the Terms of Reference as specified in **Appendix F**; and
- b) The ICAO Regional Director, Europe and North Atlantic, issue a State Letter calling EUR States and International and Regional Organizations to nominate members of the RESG RASP sub-group to ensure its start in the beginning of 2022.

4.1.2 The Meeting further discussed possible actions to foster the implementation of the EUR RASP through collective efforts of States, ICAO, regional and international organizations. It was noted that the National Aviation Safety Plans (NASPs) were the key instruments to achieve the foregoing goal. Technical assistance activities provided by ICAO, EUR States and Organizations would be also important to foster the RASP implementation. Other actions could include elevating the RASP status to the equivalent of the regional Air Navigation Plans (ANPs) and making NASPs a standard provision of Annex 19. In this regard, the following was agreed:

EASPG Conclusion 3/2 – Support for EUR Regional Aviation Safety Plan Implementation

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

- a) Issue a State Letter urging States, Regional and International Organizations:
 - i. to support EUR RASP implementation through National Aviation Safety Plans;
 - ii. to prioritize Technical Assistance activities to support EUR RASP implementation;
 - iii. to share best practices on EUR RASP implementation at the national level through dedicated workshops
- b) Present to the ICAO Council, as part of EASPG/03 outcomes, a request to investigate the possibility:
 - i. to elevate the status of Regional Aviation Safety Plans (RASPs) to align with the Regional Air Navigation Plans; and
 - ii. to incorporate the requirement for the development of National Aviation Safety Plans that should take into account RASPs into Annex 19.

4.1.3 The Meeting was presented with a proposal to update the EASPG Safety Advisory 07 on mitigation of risks related to Controlled Flight Into Terrain (CFIT). It was recalled that the EASPG/2 requested to update the Advisory to include information on Performance Based Navigation (PBN) safety benefits (**EASPG Decision 2/2** refers). In this regard, it was noted that RESG had not sufficient expertise on this subject to propose such amendment. However, there was sufficient material on PBN safety benefits that was already available in ICAO and provided by other organisations. Therefore, it was agreed that the Safety Advisory could be updated as proposed. In the meantime, the Performance Based Navigation Consolidated Task Force (PBNC TF) in collaboration with EUROCONTROL Navigation Steering Group (NSG) was invited to confirm whether additional material would need to be developed to promote the PBN safety benefits.

4.1.4 Therefore, the following was agreed:

EASPG Decision 3/4 – Update of EASPG Safety Advisory 07

That ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to update the EASPG Safety Advisory 07 with deleting the reference note for Performance Based Navigation (PBN).

4.1.5 The Meeting noted the RESG decisions to discontinue the Air Navigation Services Safety Oversight (IE-ANS), Safety of Helicopter Operations (IE-HOST) and Taxonomy and Safety Data Analysis Group (IE-TSG) teams, as well as closure of the Safety Enhancement Initiative (SEI) on MPL implementation and establishment of the project teams on runway safety and pilot training.

4.2 EUR ANNUAL SAFETY REPORT 2020

4.2.1 The Meeting reviewed a draft EUR Annual Safety Report for 2020 and agreed the following:

EASPG Decision 3/5 – EUR 2020 Annual Safety Report (EUR ASR 2020)

That the EASPG endorse the EUR 2020 Annual Safety Report (EUR ASR 2020) and request the ICAO Regional Director, Europe and North Atlantic, to undertake the necessary action to publish the EASPG-endorsed EUR 2020 ASR, as detailed in **Appendix G**.

4.3 EUR REGIONAL AVIATION SAFETY PLAN (RASP)

4.3.1 The Meeting was provided the 3rd Edition of the EUR Regional Aviation Safety Plan (RASP) drafted with the support of the EUR RASP Project Team, supported by the ICAO EUR/NAT Regional Office and by EASA. It was stated that it was developed in parallel with the next European Plan for Aviation Safety (EPAS) edition (11th Edition 2022-2026) and considering EUR RESG/01 & 02 outcomes.

4.3.2 Therefore, the following was approved:

EASPG Conclusion 3/3 – Update of EUR Regional Aviation Safety Plan (RASP) (2022-2024)

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

- a) Publish the updated version of EUR RASP 2022-2024 as indicated in **Appendix H** at the EUR/NAT webpages;
- b) Undertake necessary actions to organize translation into Russian and publication of the Russian version of EUR RASP 2022-2024; and
- c) Issue State Letter calling States to update their National Aviation Safety Plans to include or update relevant safety actions as indicated in the EUR RASP 2022-2024, to ensure their timely implementations and to cooperate with established EUR RESG RASP working group in providing necessary inputs with regards to the monitoring of EUR RASP implementations.

4.4 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES

2021 EUR and EURASIA RMA Safety Monitoring Report

4.4.1 The Meeting noted information presented by EUR and EURASIA Regional Monitoring Agencies (RMAs) and agreed the following:

EASPG Decision 3/6 – EUR RVSM Safety Monitoring Report

That the EASPG, noting the reports provided by the EUR and EURASIA Regional Monitoring Agencies (RMAs), is satisfied that Reduced Vertical Separation Minimum (RVSM) operations in

the ICAO European Region met the four safety objectives for period January 2020 to September 2021 inclusive.

Note: It should be noted that confidence in the accuracy of the estimate for the total risk remains very low due to the low number of Large Height Deviations (LHDs) and other operational error reports received by the EUR RMA.

4.4.2 In addition, the Meeting noted information from the EUR RMA on aircraft originating from outside of the EUR listed in the EUR RMA Bulletin for more than 6 months. In line with the previous EASPG agreement, the following was agreed:

EASPG Conclusion 3/4 – Take Appropriate Action with regards to Aircraft originating from Outside of the European Region listed on the EUR RMA Bulletin for a Period greater than 6 Months

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

- a) invite ICAO WACAF and ESAF Regional Offices to take appropriate measures to justify removal of the aircraft from the EUR Regional Monitoring Agency (RMA) Bulletin; and
- b) Recommend that States not taking appropriate action should be added to the WACAF and ESAF Air Navigation deficiency list.

4.4.3 The EURASIA RMA informed the meeting about the lack of information on the status of Performance Based Communication and Surveillance (PBCS) approvals and respective focal points. Therefore, to facilitate the RMA work, the following was agreed:

EASPG Conclusion 3/5 – Actions by States on Performance Based Communication and Surveillance (PBCS) approvals

That the Regional Director, Europe and North Atlantic, on behalf of the EASPG, take action to request States accredited to the RMA EURASIA to provide information on:

- a) contact persons for issues regarding performance-based communication and surveillance (PBCS) approvals (to be sent to rma@rma-eurasia.ru);
- b) status of PBCS approvals for aircraft operating in the airspace where PBCS is required.

PBCS Non-Compliance Reports

4.4.4 The Meeting was informed about the recent discussions related to thresholds for the reporting of aircraft assessed as PBCS non-compliant in the North Atlantic Systems Planning Group (NAT SPG) and the NAT Doc 011. In this regard, a proposal from the EUR RMA was noted to invite States to consider the validity of low confidence PBCS non-compliant reports in the analysis of aircraft PBCS performance and provide feedback. However, taking into account that NAT Doc 011 is NAT specific document that was endorsed for temporary use until amendments are made to the appropriate ICAO Manual and the discussions for amendment of the Manual was still ongoing, the Meeting agreed that the proposed action was premature at this stage. The EUR RMA would therefore refrain from sending the low-confidence non-compliance reports in the EUR until the work on the Manual is completed.

4.5 REDUCED VERTICAL SEPARATION MINIMA PROJET TEAM REPORT (RVSM PT)

4.5.1 The Meeting was presented with the discussions, conclusions and recommendations of the Reduced Vertical Separation Minima (RVSM) Project Team, established by the second meeting of the EASPG Programme Coordination Group (PCG/02) to review issues associated with flights by non-RVSM approved aircraft in European RVSM airspace.

4.5.2 The PT recommendation was noted that the extension of the Flight Plan RVSM Approval Verification Process (FPRAVP) scheme throughout the IFPS zone should be separated into two phases. Within the scope of the PT, the EUR RMA, together with Germany, will draft a State Letter inviting other States within the Integrated Initiation Flight Plan Process (IFPS) zone to participate in the FPRAVP to tackle aircraft included in the Bulletin for more than two (2) months (Phase 1). In addition, these States will be invited to provide comments to assist in the development of any future modification to the FPRAVP with particular emphasis on the handling of State aircraft. Following this initial response, it was recommended that additional investigations of handling State aircraft should be conducted in the IFPS zone with a view to submit future proposals by the EUR RMA to EASPG/04 in 2022.

4.5.3 The Meeting also noted that an improved awareness campaign was needed at the highest levels of civil and military coordination to ensure that authorities responsible for certifying special purpose military derivative designs, are aware about all RVSM approval related issues. Appropriate actions should be taken to investigate the improved use of Safety Assessment of Foreign Aircraft/Safety Assessment of Community Aircraft (SAFA/SACA) alerting systems for the investigation of potentially non-RVSM approved aircraft operating in the EUR RVSM airspace. States should also be requested to review whether the use of Aeronautical Information Circulars (AICs) and/or Aeronautical Information Publications (AIPs) could be used to raise awareness of the requirements for operating within their sovereign RVSM airspace.

4.5.4 The Meeting welcomed the work performed by the RVSM project team. It was agreed that the proposed verification approval procedure was balanced, in that it gave the aircraft operator, following initial rejection of the flight plan of an aircraft which had been on the bulletin for more than two (2) months, opportunities to manually file the flight plan, and/or confirm verbally that the aircraft was RVSM approved. It was recalled that, currently, the majority of aircraft on the bulletins were State aircraft. The new verification procedure offered prospects for progress on a longstanding issue which had safety implications, and should be addressed with some urgency. Finally, the Meeting considered that the tasks of the PT were completed and the PT could be disbanded.

4.5.5 Therefore, the Meeting agreed the following:

EASPG Conclusion 3/6 – Initiate High Level Discussions to ensure Compliance with RVSM Height keeping Performance Requirements by State Aircraft.

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

- a) Submit a request to ICAO Air Navigation Commission (ANC) and EUROCONTROL to initiate appropriate discussions at high level civil/military coordination forums to instigate civil/military coordination to raise awareness to ensure all appropriate aircraft derivative designs are compliant with RVSM altimetry performance requirements; and
- b) Invite States to review their internal processes for the certification of special purpose aircraft intending to operate as RVSM approved.

EASPG Conclusion 3/7 – Develop Procedures to assist in the Identification of non-RVSM Compliant State Aircraft in RVSM Airspace

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

- a) Invites the EUR RMA, in collaboration with RMA EURASIA, to develop procedures for the identification and reporting of non-RVSM compliant aircraft operating as RVSM approved; and
- b) Invite States to coordinate procedures for the sharing of RVSM approval information with the two RMAs, or provide other means for coordinating information related to the RVSM compliance status of State aircraft operating as RVSM approved.

EASPG Conclusion 3/8 – Invite States to participate in the Flight Plan RVSM Approval Verification Process (FPRAVP)

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

- a) Invite States associated with the IFPS zone to indicate their intention to participate in the Flight Plan RVSM Approval Verification Process (FPRAVP);
- b) Invite the same States to indicate whether they consider non-RVSM approved State aircraft should be included in any future revised process;
- c) Invite EUR RMA, EASA and Germany to develop procedures for an improved use of the Safety Assessment of Foreign Aircraft/Safety Assessment of Community Aircraft (SAFA/SACA) alerting system; and
- d) Invite States to review the use of AICs and/or AIPs to raise awareness of technical performance requirements to operate in RVSM airspace.

4.6 EUR SEARCH AND RESCUE TASK FORCE PROGRESS REPORT

4.6.1 The Meeting was informed about the progress of the work performed by the EUR Search and Rescue Task Force (SAR TF) including the development of:

- a) Amendment proposal to EUR Doc 039 – EUR SAR Plan ;
- b) Development of a Training program for SAR Inspectorate Staff;
- c) Development of a EUR Search and Rescue Inspector's handbook; and
- d) Development of Guidance Material for the implementation and monitoring of PSCS of EUR SAR plan.

4.6.2 Based on these inputs, the following was agreed:

EASPG Decision 3/7 – Proposal for Amendment (PFA) to ICAO EUR Doc 039 – EUR Search and Rescue (SAR) Plan

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the EUR Doc 039 (EUR SAR Plan), Third Edition, as detailed in **Appendix I**.

EASPG Decision 3/8 – EUR Training Program for Search and Rescue Inspectorate Staff

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the Training Program for Search and Rescue Inspectorate Staff, presented at **Appendix J** as an ICAO EUR Document (EUR Doc 043).

EASPG Decision 3/9 – EUR SAR Inspector’s Handbook

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the SAR Inspector’s Handbook, presented at **Appendix K** as an ICAO EUR Document (EUR Doc 044).

EASPG Decision 3/10 – Guidance Material for the Implementation and Monitoring of Preferred SAR Capability Specifications (PSCS)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the Guidance Material for the implementation and monitoring of PSCS of EUR SAR plan, as presented at **Appendix L**, as an ICAO EUR Document. (EUR Doc 045)

4.6.3 It was agreed that the EUR RASP will be amended to include references to the foregoing new EUR documents.

4.6.4 It was noted that a total of Twenty-Nine (29) EUR States, six International Organizations as well as military organizations have been participating in the ten (10) EUR SAF TF plenary meetings so far, with the latest one on 29 November 2021. In addition to the production of EUR SAR guidance documents mentioned above, the work allowed for the sharing of SAR information from ICAO-GADSS, IMO-SAR, ICAO/IMO JWG-SAR, Cospas-Sarsat, EC/Galileo SAR-RLS, EUROCONTROL-SAR Funding, SAR Webinar series (ICAO, EUROCONTROL), FMCC, SAR training and SAR Plan, SAR exercises, RASARAC, process of amending SAR docs, and other ICAO SAR activities from the other ICAO regions (MID, WACAF, SAM, NACC and APAC).

4.6.5 As a result of this work, all the tasks included in the Terms of Reference for the second meeting of the ICAO EUR SAR TF were successfully completed. However, the need to promote the enhancement of SAR facilities and services within the EUR Region and adjacent regions, in accordance with Annex 12 and the International Aeronautical and Maritime SAR Manual (IAMSAR) is still present. The Meeting agreed that, while the current tasks of the EUR SAR TF were successfully completed, the SAR TF should continue its work to focus on the following:

- a) Support the implementation of EUR SAR Documents, in accordance with the Global Air Navigation Plan (GANP), Global Aviation Safety Plan (GASP), EUR Regional Aviation Safety Plan (RASP) and the EUR Air Navigation Plan (EUR eANP) (Doc 7754);
- b) Share global SAR information among EUR States and other stakeholders;
- c) Promote the strengthening of SAR safety oversight capabilities;
- d) Propose amendments to EUR SAR documents;
- e) Promote SAR training activities and exercises.

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

EASPG Decision 3/11 – Update of the EUR Search and Rescue Task Force (SAR TF) Terms of Reference (ToR)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake appropriate actions to update the EUR SAR TF ToR in the EASPG Handbook as provided in **Appendix M**

4.7 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION

4.7.1 The Meeting noted the status report of the Language Proficiency Requirement Implementation (LPRI) Task Force (TF) and the establishment of three (3) work streams to tackle the items on its work programme. In this regard, the meeting endorsed the proposed structure of the EUR Doc xx “Guidance on the harmonized implementation of Language Proficiency Requirements and its oversight”. It was noted that the outcome of this work was expected to be completed by end of 2022.

4.8 **USE OF ISAGO TO COMPLEMENT OVERSIGHT OF GROUND HANDLING SERVICE PROVIDERS**

4.8.1 The Meeting was provided with information about the IATA Safety Audit for Ground Operations (ISAGO) designed as an independent cost-recovery based assessment of a ground handling service provider against industry-developed organization, management, and operational standards. In this regard, it was noted that ISAGO was not to supplant the Civil Aviation Authority (CAA) roles and responsibilities, but it could be considered as a possible complementary safety assurance measure.

4.8.2 While recognising that the need for an even level playing field for all service providers should be kept in mind, the following was agreed:

EASPG Conclusion 3/9 – Use of ISAGO to complement Oversight of Ground Handling Service Providers

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, take the necessary action to invite States to consider the extent of a possible inclusion of IATA Safety Audit for Ground Operations (ISAGO) in their State Safety Programme and air operator regulatory activities as complementary safety assurance measure.

4.9 **AIR NAVIGATION DEFICIENCIES**

4.9.1 The Meeting was provided with an update on the ICAO EUR Air Navigation (AN) Deficiency list. In reviewing the deficiency list, it was noted that many EUR States have not submitted their corrective action plans. It was also noted that the work on updating the unified methodology for identification of air navigation deficiencies was ongoing and the updated methodology was intended to provide more clarity on the expected timelines for implementation of corrective action plans.

4.9.2 The Meeting agreed the following:

EASPG Conclusion 3/10 – Update of the EUR Air Navigation (AN) Deficiencies List

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, take appropriate actions to:

- a) To publish the updated EUR AN Deficiencies list as included in **Appendix N**;
- b) Send a State letter urging States to update their corrective action plans including timelines, focal persons and actions taken and inform accordingly the EUR/NAT Office.

5. AIR NAVIGATION PLANNING AND IMPLEMENTATION

5.1 EUR GANP ASBU IMPLEMENTATION STATUS

ASBU Implementation Monitoring Report 2020

5.1.1 The Meeting was informed about the outcome of the EUR Region GANP Transition Project Team (EURGANT – PT) which performed a thorough review of the new GANP Aviation System Block Upgrade (ASBU) framework, and developed a list of eighty-seven (87) ASBU Elements (40 for Block 0 and 47 for Block 1) that should be monitored in the ICAO EUR Region from 2020 onwards. The results and

proposals of the EURGANT-PT were approved by an EASPG written consultation procedure on 8 May 2021 and were used for preparation of this year's ASBU implementation monitoring report (for the reference period 2020) which included items that are currently covered by the Local Single Sky Implementation Process (LSSIP) and a slightly revised questionnaire for the nine (9) States outside the LSSIP process.

5.1.2 It was noted that this version of the ASBU implementation Monitoring Report (Appendix O refers) includes the updated progress/status of implementation of ASBU Block 0 modules (reference period 2020) from fifty-three (53) out of the fifty-five (55) States within the ICAO EUR Region. This edition of the Report included information on seventy (70) out of eighty-seven (87) ASBU Elements, representing roughly 80% of the total set of elements, which had been proposed for monitoring by the EURGANT-PT. It was explained that this was mainly due to data availability reasons, as well as the fact that there are still standardization activities ongoing for some ASBU elements. Due to substantial changes in the structure of the ASBU framework, no comparison with previous reporting cycles were made.

5.1.3 The Meeting was presented with a high-level summaries of implementation progress achieved for ASBU elements implemented and reported at airport level, as well as State and/or Air Navigation Service Provider (ANSP) level.

5.1.4 The Meeting supported the three (3) recommendations and in the discussion the importance of this report as a key document for the EASPG to monitor and analyse the ASBU implementation within the EUR Region and to further expand the LSSIP reporting process for including the GASP elements in the future was highlighted. The EASPG appreciated the joint work of EUROCONTROL and the ICAO EUR/NAT Office and agreed to the following:

5.1.5 The following was agreed:

EASPG Decision 3/12 – Approval of the EUR ASBU Implementation Report

That:

- a) the EASPG endorses the 2020 ICAO/EUROCONTROL ASBU Implementation Monitoring Report (Version 0.3 from 16.11.2021) and;
- b) that the ICAO Regional Director, Europe and North Atlantic take appropriate measures to publish the endorsed ASBU Implementation Monitoring Report as provided in **Appendix O**.

EUR eANP Volume III, v2020

5.1.6 The Meeting was presented with several updates to the electronic Air Navigation Plan (eANP) Volume III including the following:

- a) Under Part I “General Planning Aspect”, an updated Table GEN III-I “Implementation Indicators for each ASBU Block 1 & Block 1 Module”;
- b) The latest seventh edition of the EUR ASBU Monitoring Report that was prepared based on the 6th edition of the GANP, as well as an update to the figure “ANS-ASBU III EUR-1 – ASBU Monitoring Reporting of ICAO EUR States”;
- c) Updated ASBU-EUR-B0-AMET: Meteorological Information supporting enhanced operational efficiency and safety, and the ASBU-EUR-B1-AMET: Enhanced Operational Decisions through Integrated Meteorological Information (planning and near-term service) tables;
- d) Updated ASBU DAIM tables.

5.1.7 Based on the above, the following was agreed:

EASPG Decision 3/13 – Volume III of the EUR Air Navigation Plan (eANP), v2020

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, take the necessary actions to publish the 2020 ICAO European Air Navigation Plan, Volume III (EUR eANP, Doc 7754, Vol III) and its Companion Document, the ASBU Implementation Monitoring Report - Reference Period 2020, as contained at **Appendix P**.

5.2 ATM***Navigation Reference System – The Limitation of the Current System and Possible Way Forward***

5.2.1 The Meeting was presented with information about ongoing developments addressing the shortage of pronounceable five-letter name-codes (5LNCs), the use of five-alphanumeric name-codes (5ANNs) as well as new alphanumeric code option, while extending the lifetime of the current navigation reference system and maintaining continuity and supporting global interoperability.

5.2.2 It was noted that according to Recommendation 3.5/1 of the Thirteenth Air Navigation Conference (AN-Conf/13), ICAO has recently initiated work (IFPP job card) to improved governance and adherence to 5LNCs assignment principles. Also, Germany has coordinated its initiative within FABEC, which is scheduled for discussion during next Route Network Development Sub-Group (RNDSDG/105) meeting in February 2022. The next PCG meeting will be informed about the progress of this work. To refresh the importance of the subject and raise its profile within the ICAO work programme, the information is to be brought to the attention of the appropriate Technical Panels as part of the EASPG report to the ICAO Air Navigation Commission.

Separation in the Vicinity of Aerodromes

5.2.3 The Meeting was presented with an analysis of provisions in ICAO Doc. 4444, PANS-ATM, section 6.1, arguing that their applicability is limited to a set of scenarios, which is not complete and not consistent with provisions in other sections of PANS-ATM. It was proposed that the analysis and recommended potential changes are brought to the attention of the appropriate Technical Panels of the ICAO Air Navigation Commission as part of the EASPG report to the ICAO Air Navigation Commission.

5.2.4 It was also proposed that regional requirements and recommendations are considered for introduction in ICAO Doc. 7030, Regional Supplementary Procedures for the European Region (EUR-SUPPs), as means to facilitate a harmonised and consistent implementation of the global provisions at aerodromes in ICAO EUR Region.

5.2.5 In this regard, the Meeting agreed to a proposal by the United Kingdom member to bring the foregoing Doc 4444 related proposal to the Air Traffic Management Operations (ATMOPS) panel for discussion. At the same time, the meeting agreed there was value to pursue the top-down approach as well, by submitting the proposals to the ANC for consideration as a possible job-card for the ATMOPS panel.

5.2.6 The ICAO Secretariat pointed out that although the EASPG ToR included an item on providing feedback to continuously improve the ICAO provisions, this channel should be used judiciously to address only the urgent issues with evidence of safety or efficiency impact. For more routine proposals for amendment of ICAO global provisions, the work in the existing ICAO structures responsible for the updates and maintenance of those global provisions should not be duplicated. In the opinion of the Secretariat, there was no evidence of urgency in the current proposal for amendment to justify pursuing it through a direct action from the EASPG to the ANC. Therefore, it was suggested that the proposal should be brought directly as proposed by the member for the United Kingdom to the ATMOPS panel. The Secretariat also commented that the proposed amendment to Doc 7030 was not appropriate for the purpose of the ICAO SUPPs document. The proposed material was more appropriate to be promulgate as a regional guidance or advisory bulletin.

5.2.7 Based on comments from several members supporting the urgency and importance of the proposals for Doc 4444 and 7030 amendments, the Meeting agreed the following:

EASPG Conclusion 3/11 – Separation in the Vicinity of the Aerodromes

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

- a) submit the draft proposal for amendment to ICAO Doc. 4444, PANS-ATM to ICAO Air Navigation Commission for assign it to its appropriate technical panel for further analysis from a global perspective, as per **Appendix Q**;
- b) initiate the necessary steps for processing the proposal for amendment to ICAO Doc.7030, Regional Supplementary Procedures for the European Region 5(EUR SUPPs), as per **Appendix R**.

5.3 CNS

Outcomes of the Twenty-Seventh Meeting of the Frequency Management Group (FMG/27)

5.3.1 The Meeting was presented with a summary of the FMG/27 discussions. In particular, the meeting noted a set of recommendations that were developed for setting in motion and expediting the off-load process of the AOC data link traffic. The IATA representative proposed some comments on the Appendix B of the FMG report to improve the document for a better readability and consistency. The proposals, also considering the views of the Secretariat and FMG Chair, was found not only addressing the readability of the document but changing its content, therefore the Meeting decided to keep the original Appendix B and the IATA comments to be discussed in the framework of the FMG work. Therefore, the following was agreed:

EASPG Conclusion 3/12 – Recommendations for Relieving the Traffic Congestion in the Data-Link Sub-Band

That, the Recommendations for Relieving the Traffic Congestion in the Data-Link Sub-Band at **Appendix S** are endorsed.

5.3.2 Furthermore, the Meeting was provided with amendment proposals to EUR Doc 011 and agreed the following:

EASPG Decision 3/14 – Frequency Management Manual, EUR Doc 011, Edition 2021

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR Frequency Management Manual (EUR Doc 011) and supplement, as at **Appendices T**.

Additional Frequencies for VDL Mode 2; Possible use of Channels 136.675 and 136.650 (guard band)

5.3.3 The Meeting was presented with a proposal to reserve the use of 136.650 and 136.675 MHz for their future possible use for VHF Data Link Mode 2 (VDL2) and start work on developing an amendment to EUR Doc 011 regarding removing the possibility of usage of these channels for temporary allocation for voice communications. The need for this action was corroborated by the expected saturation of the available VDL 2 channels by around 2025-2026.

5.3.4 The Meeting noted that Greece disagreed with the proposal as, in their view, the proposed action was not justified and also discouraged stakeholders from a spectrum-efficient exploitation of the present data link sub-band.

5.3.5 The Meeting noted this position, however, based on the overwhelming majority of FMG experts opinion on this subject, it was agreed to pursue the proposed actions with the understanding that a

proposal for Doc 011 amendment would be developed and presented to the next EASPG. Therefore, the following was agreed, with the exception of Greece:

EASPG Conclusion 3/13 – Possible use of Channels 136.675 and 136.650 for VDL Mode 2

That:

- a) frequency channels 136.650 and 136.675 MHz be reserved for their possible future use for VHF Data Link Mode 2 (VDL2);
- b) FMG to develop a proposal for amendment to the EUR Doc 011 regarding removing the possibility of usage of these channels for temporary allotment for voice communications, for further review/endorsement by the EASPG.

Note – channels 136.650 and 136.675 are not allocated to VDL but reserved for future possible allocation.

Outcomes of the Second AFS to SWIM Transition Task Force (AST TF/2)

5.3.6 The Meeting was presented with the outcomes of the AST TF/02 meeting held from 19 to 22 October 2021. It was noted with concern that there were no nominations to the positions of the AST TF Chairperson received, nor to the rapporteurs of the planning and operations sub-groups.

5.3.7 The Meeting noted the substantial contribution to the EASPG work are provided by the AST TF and its subgroups. However, the task force urgently needed a chairperson to steer and lead its work. Therefore, the following was agreed:

EASPG Conclusion 3/14 – Chairpersons of the AFS to SWIM Transition Task Force and its subgroups (AST TF)

That, States be urged to provide necessary support and allocate more resources on the AST TF activities and its subgroups, and in particular nominate candidates for the vacant positions of (AST TF Chairperson, Operations Group (OG) Rapporteur and Planning Group (PG) Secretary).

Interregional network connectivity for the exchange of message types utilising extended AMHS FTBP

5.3.8 The Meeting noted that since 5 November 2020, the exchange of OPMET data in IWXXM format over the AFS had been required by ICAO Annex 3. The exchange of IWXXM and other XML data (AIXM, FIXM, etc.) is a key enabler for the transition to SWIM Services. Within the EUR Region, the mature level of AMHS implementation and the widespread use of the PENS network infrastructure allow IWXXM exchanges utilizing FTBP. Between ICAO regions, OPMET data is exchanged between IROGs (Interregional OPMET Gateways), which rely on Interregional AFS Gateways to provide AFS communications between Regions.

5.3.9 The Meeting agreed that interregional co-ordination should be initiated between relevant Working Groups of ICAO EUR Region (OG, PG, AMC), APAC and SAM Region, as well as appropriate PENS Group(s) (e.g. PENS Steering Board - PSB) with the support of the ICAO Secretariat, in order to discuss possible technical solutions with regards to connectivity on the physical layer.

5.3.10 Based on the above, the meeting agreed the following:

EASPG Conclusion 3/15 – Coordination on the Interregional AFS Gateways

That, the ICAO Regional Director, Europe and North Atlantic, to initiate necessary interregional coordination with other Regions (i.e. APAC, SAM) in order to support the AFS to SWIM Transition Task Force (AST TF) to:

- a) Develop proposals for the existing system to improve the interregional AFS Gateways (e.g. in terms of bandwidth, capabilities, etc.); and
- b) Discuss and propose on the methods for inter-connection of the Regional networks, with the involvement of appropriate responsible groups (i.e. PSB).

EASPG Conclusion 3/16 – Interregional AFS Gateways in the EUR Region

That,

- a) Existing EUR Interregional AFS Gateways (Athens, Bergen, Bordeaux, Lisbon, London, Madrid, Moscow, Nicosia and Rome) are encouraged to implement AMHS interconnections; and
- b) Interested EUR COM Centres are invited to coordinate with the AST TF (Operations Group) to form proposals for the PCG/EASPG for the establishment of new interregional AFS Gateways in the EUR Region.

5.3.11 The Meeting further highlighted the importance of considering cybersecurity issues in the EUR AFS network and its exchanges with other Regions. It was noted that the AST TF addresses the cybersecurity issues related to AMHS. The EASPG invited the AST TF to coordinate with relevant groups at the Regional and Global level on the relevant cybersecurity issues.

5.3.12 The Meeting furthermore was presented with updates to the EUR documents and agreed the following :

EASPG Decision 3/15 – ICAO EUR AMHS Manual (EUR Doc 020), Version 16.0

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR AMHS Manual (EUR Doc 020), Version 16.0, as at **Appendix U**.

EASPG Decision 3/16 – ICAO EUR ATS Messaging Management Manual (EUR Doc 021), Version 16.0

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR ATS Messaging Management Manual – AMMM (EUR Doc 021), Version 16.0, as at **Appendix V**.

EASPG Decision 3/17 – ICAO EUR ATN NSAP Address Registry (EUR Doc 028), Version 11.0

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR ATN NSAP Address Registry (EUR Doc 028), Version 11.0, as at **Appendix W**.

EASPG Decision 3/18 – ICAO EUR AMHS/Third Party Interconnection Architecture (EUR Doc 035), Version 6.0

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR AMHS/Third Party Interconnection Architecture (EUR Doc 035), Version 6.0, as at **Appendix X**.

EASPG Decision 3/19 – ICAO EUR ATS Messaging Routing Directory - Part IV – COM Charts, Version 14.0

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR ATS Messaging Routing Directory - Part IV – COM Charts as Version 14.0, as at **Appendix Y**.

EASPG Decision 3/20 – ICAO EUR AMHS Documentation Inventory Update, Version 12.0

That the ICAO Regional Director, Europe and North Atlantic take actions to update and publish the amended ICAO EUR AMHS Documentation Inventory, Version 12.0, as at **Appendix Z**.

Continuation of NSAP Tool

5.3.13 The Meeting noted that the NSAP tool was developed and maintained by EUROCONTROL to support the change control mechanism of the EUR ATN NSAP Registry. In order to ensure continuation of applications on the upgraded infrastructure, the NSAP tool needed to be updated/migrated to the new infrastructure.

5.3.14 Accordingly, the Meeting agreed the following:

EASPG Conclusion 3/17 – Migration of the NSAP Tool

That, taking into consideration that the EUROCONTROL infrastructure is being upgraded, ICAO EUR/NAT office invite EUROCONTROL to support necessary update/migration of the NSAP Tool to the upgraded EUROCONTROL infrastructure, in order to maintain the NSAP Tool supporting the maintenance process of EUR ATN NSAP Address Registry.

Endorsement of an EUR OPS Bulletin on Loss of Communication and suggested amendments to ICAO Provisions

5.3.15 The Meeting was presented the main results of the OPS-B Project Team, which had developed an EUR OPS Bulletin in order to raise awareness on loss of communication procedures in particular amongst flight crews, air traffic controllers and military personnel with the view to minimize the number and impact of such events. Emphasis of all actors is to be put on timely action to recovery communication. The Project Team also proposed amendments/changes to current ICAO provisions (especially in the areas of comprehensive, clear and unambiguous definitions; review RCF procedures and its promulgation; RCF based on IMC and VMC; adjustment of level and speed for 7 or 20 minutes; monitoring of 121.5 MHz; integration of Remotely Piloted Aircraft).

5.3.16 The Meeting agreed to introduce additional changes to the draft OPS Bulletin to further highlight the need for a positive safety culture environment that encourages individuals to report these events without fear of punishment. Consequently, the following was agreed:

EASPG Conclusion 3/18 – EUR OPS Bulletin 2021_001 on Loss of Communication Procedures

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

- a) Undertake the necessary action to publish the EUR OPS Bulletin 2021_001 on Loss of Communication Procedures, as provided at **Appendix ZA**; and
- b) Invite States and International Organisations to distribute the EUR OPS Bulletin to their national aviation stakeholders and aviation associations.

5.4 MET

Outcomes of the Thirty-First Meeting of the Meteorology Group (METG/31)

5.4.1 The Meeting noted that World Area Forecast Centres (WAFCs) London and Washington have been working to define the next generation World Area Forecast System (WAFS) provisions, which involves an upgrade to the horizontal, vertical and temporal resolutions of all WAFS data sets. Furthermore, the meeting noted that the WAFS SIGWX forecasts will be produced for 3-hourly intervals for the 6-hour to 48-hour period. A single SIGWX forecast that covers airspace between FL100 and FL600 will be produced in ICAO Meteorological Information Exchange Model (IWXXM) format and therefore the medium level SIGWX charts will be retired.

5.4.2 In order to manage the significant increase in the volume of data, the data delivery system will be upgraded. The next generation SADIS (also referred as SADIS API (Application Programming Interface)) will be System Wide Information Management (SWIM)-compliant and use Web-Coverage Services (WCS) and APIs to enable users to customize the data sets that are downloaded. The meeting also noted that beginning late 2022 or early 2023 SADIS users will be invited to test a demonstration or Beta version of the SADIS API service. The existing SADIS FTP server will continue to operate until November 2028; however, it will not host the November 2023 upgraded WAFS gridded or SIGWX data sets

5.4.3 Based on the above, the meeting agreed the following:

EASPG Conclusion 3/19 – November 2023 WAFS and SADIS Upgrades

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, undertake the necessary action to encourage States to familiarize themselves with the proposed WAFS changes planned for November 2023 and commence preliminary discussions with their technical departments about how their organization could adapt to these technological changes.

5.4.4 The Meeting noted many proposed updates to the *EUR SIGMET and AIRMET Guide* (EUR Doc 014) provided by the METG SIGMET ad-hoc group. Mainly, the proposed updates include improved guidance on expressing polygons in IWXXM and Traditional Alphanumeric Code (TAC) formats, agreed upon best practices related to AIRMET, reflect current regional provisions related to SIGMET on tropical cyclone and add a recommendation to visualize TEST and EXER SIGMETs to avoid confusion with actual SIGMET.

5.4.5 Given the above, the meeting agreed to the following:

EASPG Decision 3/21 – EUR SIGMET and AIRMET Guide (EUR Doc 014), 4th Edition

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the revised *EUR SIGMET and AIRMET Guide* (EUR Doc 014), 4th Edition, as provided in **Appendix ZB** to this report.

5.4.6 The Meeting noted many proposed updates to the *EUR OPMET Data Management Handbook* (EUR Doc 018) provided by the Data Management Group (DMG) of METG. Mainly, the proposed updates reflect the implementation of Regional OPMET Centre (ROC) Moscow, includes monitoring of OPMET data in IWXXM format, clarifies that Inter-regional OPMET Gateways (IROG)s do not function as IWXXM translation centres, includes guidance on the headers used for SPECI messages, includes new SIGMET messages on tropical cyclone and provisions related to tropical cyclone advisories for some parts of the EUR Region provided by Tropical Cyclone Advisory Centres (TCAC)s Miami and Tokyo, clarifies the exchange of space weather advisory information messages, and includes tropical cyclone and space weather advisory information in the annual special monitoring exercise.

5.4.7 Based on the above, the meeting agreed to the following:

EASPG Decision 3/22 – EUR OPMET Data Management Handbook (EUR Doc 018), 11th Edition

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the revised *EUR OPMET Data Management Handbook* (EUR Doc 018), 11th Edition, as provided in **Appendix ZC** to this report.

5.4.8 The Meeting thanked Ms. Larisa Nikitina of the Russian Federation for serving as Vice-Chair of the METG as well as Mr. Patrick Simon of France for serving as Chair of the DMG of METG for their good work and contributions.

VOLCEX Events

5.4.9 An IP on VOLCEX in the EUR/NAT Regions (West of the Ural Mountains) was made available.

VOLMET

5.4.10 An IP on the status of the VOLMET broadcast service suspension trial in France was made available.

Summary of Activities related to the Implementation of the New Global Reporting Format (GRF) for Runway Surface Conditions

5.4.11 The Meeting recalled that the new Global Reporting Format (GRF) for Runway Surface Conditions entered into force on 4 November 2021. The meeting was provided a summary of activities related to the implementation of GRF in the EUR Region and tools provided on the global ICAO GRF website to assist in implementation of GRF.

5.4.12 It was noted that the EUR Region had the highest implementation rate globally of 81.5%. However, the remaining States were still of concern. It was discussed whether such States should be considered for inclusion to the list of air navigation deficiencies in the EUR Region. It was agreed that discussion was not mature at this stage but could be revisited later. Also, the EASPG would need to discuss where in its structure the future GRF implementation issues could be potentially discussed.

5.4.13 The Meeting noted a concern raised on the non-harmonized dissemination of GRF information (versus the legacy runway surface condition information provided in METAR before new GRF provisions became applicable) that may lead to some pilots not receiving this information needed for calculating landing distance. The meeting noted that GRF information is provided in various ways (e.g. SNOWTAM, ATIS, D-ATIS, ACARS, EFB and last resort from ATC via voice). The meeting noted that ICAO plans to resolve this issue in the medium to long term in the context of SWIM.

5.4.14 In conclusion, the Meeting encouraged States to use the tools provided on the global ICAO GRF website to assist in implementation of GRF and, for those States that have already implemented GRF, share experiences, difficulties/lessons learned and recommendation on the implementation of GRF.

5.5 AIM/SWIM

ICAO EUR SWIM Project Team Activities

5.5.1 The Meeting recalled that the EASPG PCG/2 meeting (8 - 10 June 2021) agreed that the SWIM PT members (Task 4) continue the development of an initial training kit on SWIM implementation based on available global provisions and experience gained in Europe and provide further feedback to EASPG/3.

5.5.2 The Meeting noted that ICAO and EUROCONTROL agreed that promoting existing information and experience gained in Europe can be done via a Webinar in Q1 2022 with a tour of the following website: <https://reference.swim.aero/knowledge.html>, which contains information such as: What is SWIM;

Essentials; Knowledge; Resources and FAQ with many more details under each category. In addition, by this time frame, more SWIM services are expected to become available, which will be provided on the SWIM Registry. In this context, some examples of SWIM services could be provided in this event, which should be organised in close collaboration with CANSO.

5.5.3 It was therefore agreed that the proposed Webinar would replace the efforts of Task 4 of SWIM PT and therefore SWIM PT could be disbanded. Therefore, the meeting agreed the following:

EASPG Conclusion 3/20 – Webinar on Available Information related to SWIM

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, undertake the necessary action to coordinate and conduct with EUROCONTROL a Webinar on available information related to SWIM in Q1 2022.

5.6 REGIONAL PERFORMANCE FRAMEWORK

5.6.1 The Meeting was presented with the results from activities related to the tasks assigned to the Regional Performance Framework Task Force (PERF TF) by the EASPG/02 meeting and the activities carried out in the preparation of the annual Regional Performance Report.

5.6.2 It was noted that thirty-three (33) States had submitted their performance reports to the 2021 exercise, which showed a very good level of participation (best ever) especially considering the challenges that all Member States had to face due to the Covid-19 pandemic crisis and for European Union Members in particular for the overlap with the activities aimed at the preparation of the RP3 Performance Plans. This remarkable result has been achieved thanks to the support by EUROCONTROL that made available the pre-filled templates, as well as the direct coordination of EUROCONTROL and the ICAO Office with the Member States in the submission of performance reports.

5.6.3 The 2021 Regional Performance Report outlined a detailed view of the performance results on Key Performance Areas and Key Performance Indicators that are part of the regional framework. The report showed the aggregation of performance results, recalling that the aim of the activity is not the benchmarking of States' performance, but rather the support to States to implement the performance-based approach principles and the identification of areas, in the region, where improvements are most needed.

5.6.4 The key highlights from the 2021 Regional Performance Report were presented. The Meeting agreed that given the growing priority of environment related matters, the task force would address in its future work the inclusion of the environmental and flight efficiency aspects. In this regard, EUROCONTROL was invited to present results of their study on the use of airspace which was released by the military at the next PCG meeting. It was noted that the subject of the EUROCONTROL study was the apparent lack of use by civil aircraft operators of the airspace released by military authorities, especially on weekends. This situation was needlessly increasing the passenger's flying time, and was obviously negatively impacting the environment. Consequently, the following was agreed:

EASPG Conclusion 3/21 – Implementation of the ICAO EUR Region Performance Framework

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

- a) Publish the endorsed 2021 performance report as provided in **Appendix ZD**;
- b) Take appropriate actions in coordination with the Performance Task Force (PERF TF) to organise dedicated performance workshop(s) (in Russian and English/French language) in 2022; and
- c) Request States to actively participate and provide performance results according to the new ICAO EUR Doc 030 provisions, in preparation for the regional report in 2022.

5.7 UPDATE ON PERFORMANCE BASED CONSOLIDATION TASK FORCE (PBNC TF)

5.7.1 The Meeting was provided with the report of the Performance Based Navigation (PBN) Consolidation Task Force focusing on the implementation of the EUR Transition Plan for changes of the instrument approach charts naming from RNAV to RNP.

5.7.2 It was noted that the overall implementation level of the transition to RNP chart naming in the EUR Region was 90% (on 7 October 2021).

5.7.3 The Meeting noted discussions on GNSS Radio Frequency Interference issues in particular when the source of interference was identified originating from another State within or outside of the EUR. It was noted that a resolution process for such RFI cases existed through the ITU Radio-communications Bureau (ITU BR). The meeting noted that EUROCONTROL has written a letter to the ITU-BR giving details of geographical location and magnitude of the interference impact.

5.7.4 Based on the above, the following was agreed:

EASPG Conclusion 3/22 – Reporting of GNSS Radio Frequency Interferences (RFI) to ITU

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to invite States to report GNSS radio frequency interferences originating from other States to ITU Radio-communication Bureau (ITU-BR).

5.7.5 The Meeting noted that the tasks assigned to the PBNC TF were largely completed. Taking into account that the timeline for transition to the new PBN chart naming was by end of 2022, it was agreed that the PBNC TF would continue until December 2022 in order to finalize its main mandate (implementation of Cir 353) and consolidate other PBN-related pending items.

6. ENVIRONMENT

6.1 ICAO ENVIRONMENT ACTIVITIES

6.1.1 The Meeting was presented with the latest updates on the ICAO environmental capacity building activities in the EUR/NAT regions related to States' Action Plan Initiatives and CORSIA to further support ICAO Member States. The Meeting congratulated on the work done to support ICAO EUR/NAT States implementing ICAO Environmental Policies and noted the enhanced collaboration from the Regional Organizations. The Meeting encouraged the continuation of this work, especially considering the outcomes of the recent COP26 and preparation to the next ICAO Assembly where Environment will be one of the highest priority items.

6.1.2 In conclusion the following was agreed:

EASPG Conclusion 3/23 – Strengthening ICAO Environment Capacity Building Activities in the EUR Region

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

- a) Invite EUR States to develop or update their quantified States' Action Plans on CO2 Emissions Reduction Activities in accordance with the provisions in the *Guidance on the Development of States' Action Plans on CO2 Emissions Reduction Activities* (ICAO Doc 9988) and submit them as soon as possible;
- b) Invite EUR States that did not submit yet the list of AOs and Verification Bodies to ICAO using the CCR to contact the ICAO EUR/NAT Office for assistance if needed and to submit to ICAO the CO2 emissions data for the year 2020 as soon as possible.

6.2 DESTINATION 2050 – DECARBONISATION ROADMAP FOR EUROPEAN AVIATION

6.2.1 An IP was made available to the Meeting providing information on the CANSO Decarbonisation 2050 Roadmap for European Aviation.

7. ANY OTHER BUSINESS

7.1 ELECTION OF A CHAIRPERSON

7.1.1 The Meeting recalled that on 19 November 2021, the ICAO EUR/NAT sent an email to the EASPG members informing that the EASPG Chairman Mr. Luis Ribeiro (DG CAA of Portugal) has notified about his resignation from the EASPG Chairman position due to the changes in his work responsibilities.

7.1.2 The Meeting thanked Mr. Luis Ribeiro for his excellent chairmanship during his tenure and wished him all the best for his future endeavors. The Meeting also thanked the EASPG vice-chairs, Mr. Levan Karanadze and Mr. Alessandro Ghilari, for stepping in at a short notice and ensure the smooth and uninterrupted conduct of the current meeting.

7.1.3 The Meeting noted that in accordance with the EASPG ToR, a 2 months advance notification period for the chairpersons nominations and elections was required. Postponement of the election to the next meeting would mean that there would be no Chairperson in place until December 2022 which would have a detrimental impact on the continuity of the EASPG work. In this regard, it was noted that from the onset of the COVID-19 crisis, the workload of the Chairteam has significantly increased with regular Chairteam meetings to ensure the implementation of the EASPG programme between the meetings.

7.1.4 At the same time, the Meeting recognised that the current EASPG ToR was not fully catering for all possible circumstances and scenarios. The Meeting agreed that compliance with the existing procedures was important but at the same time exceptional situations required in some cases more flexibility.

7.1.5 Therefore, the Meeting agreed to elect Mr. Karanadze as a Chair of the EASPG for the transition period until the new elections of the Chairteam for the 2023-2026 term with full observance of the ToR procedures at the next meeting. Mr. Karanadze thanked the meeting for their trust and support and expressed his readiness to undertake the Chairperson duties with the support of the remaining vice-chairs for the elected period and thus ensure the continuity of the EASPG work. The Meeting thanked Mr. Karanadze for his availability and congratulated him with the election.

7.2 NEXT MEETING

7.2.1 The Meeting agreed that the EASPG/4 meeting will take place from 29 November to 1st December 2022 in Paris. The next PCG meeting will take place on 7-8 June 2022 (venue TBD).

Appendix A – List of Participants

(paragraph 1.2 refers)

ALBANIA

Fioralba KASAJ

ALGERIA

Abdelkader BANNEKHAL

Chakib BOURAOUI

Aicha BOUROUIS

Abdelouahab DJATOUF

ARMENIA

Artur GASPARYAN

AUSTRIA

DI Tino SCHILL

BELARUS

Nikolay KOVALEV

Aliaksandr SHYRSHOV

BELGIUM

Danny KLEIJKENS

Theodomir NSENGIMANA

BOSNIA AND HERZEGOVINA

Vladimir CEKLIC

BULGARIA

Milan MARINOV

CROATIA

Dino SLAVICA

CYPRUS

Nicolas MYTIDES

Loizos VALIANTIS

Andreas HADJITHEMISTOS

CZECH REPUBLIC

Vladimir NEKVASIL

DENMARK

Patrick Alexander LIEBGOTT

Line Lykke RASMUSSEN

FINLAND

Heli KOIVU

Kari SIEKKINEN

FRANCE

Matthieu BARREAULT

Luc LAPENE

Eric LIEUTAUD

Pascale ROBERT

GEORGIA

Zurab AVALISHVILI

Levan KARANADZE

Lado KULJANISHVILI

GERMANY

Dr. Martina SAHLIGER

Torsten JACOB

Raimund KAMP

GREECE

Epaminondas AMORATIS

Georgia GLIATI

Vassilios HOUDZOOMIS

Georgios SOURVANOS

IRELAND

Paul KENNEDY

ISRAEL

Moti SHMUELI

Ofer VAKNIN

ITALY

Alessandro GHILARI

Silvio ZAPPI

KAZAKHSTAN

Oleg AVDEYEV

Vyacheslav SKITEIKIN

Kairat TLENSHIN

Adil UMURTAYEV

KYRGYZSTAN

Genadii SIZINTSEV

LATVIA

Erika NEIMANE

LITHUANIA

Margarita PAULAUSKIENE

MONTENEGRO

Mileta NIKOLIC

Veselin POPOVIC

Ivan SCEKIC

MOROCCO

Mohamed ETTEMRI

Mohamed SABBARI

NETHERLANDS

Eric De Vries

NORWAY

Eivind RAKNES

POLAND

Krzysztof BANASZEK

Karol KAZMIERCZAK

Michal KOZLOWSKI

Katarzyna KRZYSZTOFIK

Robert PRZYBYLSKI

PORTUGAL

Carlos ALVES

Vitor Hugo DUARTE VALAGAO

Vasco MORAO

Artur SOUSA

ROMANIA

Liviu BUNESCU

RUSSIAN FEDERATION

Alexey A. NOVGORODOV

Kristina BYVALINA

Elena GRACHEVA

Ekaterina KUZNETSOVA

Pavlina MALININA

Vladimir PUSTOVAROV

Anvar M. SHAIKAMALOV

Evgeny SHCHERBAKOV

Igor SITNIKOV

Maria ZABAVKA

SERBIA

Zarko KATANCEVIC
Nikola SARANCIC

SLOVENIA

Sabina GOLOB
Andreja KIKEC-TRAJKOVIC
Jerneja SIFRER

SPAIN

José Alberto GUTIÉRREZ
GARCIA
Joaquin RELLOSO PRIETO
Raquel SANZ PASCASIO

SWEDEN

Anne-Marie RAGNARSSON

SWITZERLAND

Fiona LOMBARDI
CHRIS ROUECHE
Barbara SCHAFFNER

TAJIKISTAN

Jahongir KHAKIMOV
Bakhtiyor SHERALIEV

TUNISIA

Rafik CHAHED
Hedi CHARFADI
Haithem FOUZAI
Hamadi KALAI
Nizar KOUKI
Sofiene SLAMA
Chahine SOMRANI
Brahim TOUIR

TURKEY

Sitki Kagan ERTAS
Serdar GENC
Fusun GEZER SILTU
Serhan KARACA
Batin SIMSEK
Caglar SISMAN
Irem YUCESoy

UKRAINE

Danylo DAVYDOV
Oleksandr GNATIUK
Sergii KORSHUK
Sergii PEREVEZENTSEV
Iryna SHEVCHUK
Ihor SHYSHKOVSKIY
Andrii YARMAK
Alina ZADOROZHNIYA

UNITED KINGDOM

Harry DALY
Kirsten L. RIENSEMA

UNITED STATES

Heidi AMES
Travis FIEBELKORN
Jennifer KILEO
Jennifer SOLOMON
Madison WALTON

UZBEKISTAN

Ravshan NABIEV
Andrey ZAYTSEV

BOEING

Sergey BORIS
Majed BOUZOUTA
Scott PEPPER

AIRBUS

Alexander EGOROV

CANSO

Eduardo GARCIA GONZALEZ
Tanja GROBOTEK

EASA

Daniela DEFOSSAR
Regine HAMELIJNCK

EUROCONTROL

Neculai (Nic) COJOCARIU
Danny DEBALS
Andrew LEWIS
Alexandra PAPAGHIUC
Goran PAVLOVIC
Rob PETERS
Javier ROSENDO

EUROPEAN COMMISSION

Pierre-Adrien MAREST

IAC

Kirill PANCHEV
Victor RUKHLINSKIY
Elena SKOMOROKHINA
Roman VDOVENKO

IATA

Giancarlo BUONO
Dragos MUNTEANU

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Hervé FORESTIER
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Elkhan NAHMADOV
Blandine FERRIER
Sven HALLE
Chris KEOHAN
Arkadii MERKULOV
Abbas NIKNEJAD
Sarantis POULIMENAKOS
Leyla SULEYMANOVA
Isabelle HOFSTETTER



Appendix B – Meeting Documentation

WP	Ag It	Title	Presented by
WP01	-	Provisional Agenda	Secretariat
WP02 + App	4	Outcomes of the Thirty-First Meeting of the Meteorological Group (METG/31)	Secretariat
WP03	4	ICAO EUR SWIM Project Team Activities	Secretariat
WP04 + App	4	Updates to EUR eANP (Air Navigation Plan) Volume III	Secretariat
WP05 + App	4	Outcomes of the Second Meeting of the AFS to SWIM Transition Task Force (AST TF/02)	Secretariat
WP06	4	Performance Task Force Outcomes	Secretariat
WP07 + App	4	ASBU Implementation Monitoring Report for Reference Period 2020	Secretariat
WP08	4	Endorsement of an OPS Bulletin on Loss of Communication and suggested amendments to ICAO provisions	Secretariat/
WP09	4	Results from the DGCA Meeting on Crisis Management	Secretariat
WP10	2	EASPG/2 Conclusion and Decisions Follow-Up	Secretariat
WP11 + App	4	Outcomes of the Twenty-Seventh Meeting of the Frequency Management Group (FMG/27)	Secretariat
WP12	3	Use of ISAGO to complement oversight of ground handling service providers	IATA
WP13	4	Summary of Activities related to the Implementation of the New Global Reporting Format (GRF) for Runway Surface Conditions – ICAO EUR Region	Secretariat
WP14	4	Update on PBNC TF	Secretariat
WP15	4	Separation in the Vicinity of Aerodromes	EUROCONTROL.
WP16	2	Final Report EASPG Structure Level 3	Secretariat
WP17	5	Environment	Secretariat
WP18	3	Outcomes of the Regional Expert Safety Group (RESG) Work Programme	Secretariat
WP19 + App	3	EUR Search and Rescue Task Force Progress Report	S&R TF Chair
WP20 + App	3	EUR RASP Third Edition	EASA
WP21 + App	3	EUR Annual Safety Report 2020	Secretariat
WP22	3	PBCS Non-Compliance Reports	EUROCONTROL
WP23	3	EUR RMA 2021 Safety Monitoring Report Analysis	EUROCONTROL
WP24 Rev1	3	Air Navigation Deficiencies	Secretariat

WP25 + App	3	RVSM Project Team Progress Report	EUROCONTROL
WP26	4	Related to the Outcomes of FMG/27 (FMG Decision 27/4)	Greece
WP27	4	Language Proficiency Requirement Implementation (LPRI)	Secretariat
WP28	1	NCLB	Secretariat
WP29	4	Navigation Reference System – The Limitation of the Current System and Possible Way Forward	Germany
WP30	3	EURASIA RVSM SMR	EURASIA RMA
IP	Ag It	Title	Presented by
IP01	1	Meeting Schedule	Secretariat
IP02	1	List of documents	Secretariat
IP03 Rev1	1	ICAO Update	Secretariat
IP04	2	Review of the action taken by the ANC and the Council on the report of EASPG/2 meeting	Secretariat
IP05	1	HLC Outcomes	Secretariat
IP06	4	VOLCEX Events	Secretariat
IP07	1	EASA Update	EASA
IP08	4	VOLMET	France
IP09	3	EURASIA Deficiency List	RMA EURASIA
IP10	1	2021 AIMG Meetings Outcomes	EUROCONTROL
IP11	3	RVSM Based Analysis of the long term trend in higher altitude operations	EUROCONTROL
IP12	5	Destination 2050 – Decarbonisation RoadMap for European Aviation	CANSO
FL	Ag It	Title	Presented by
FL01	6	EASPG Chairperson/ViceChairperson Elections	Secretariat
FL02	3	In support of WP12 - Use of ISAGO to complement oversight of ground handling service providers	Belgium
FL03	3	In support of WP18 – Outcomes of the Regional Expert Safety Group (RESG) Work Programme	Secretariat
FL04	6	In support of FL01 – EASPG Chairperson/ViceChairperson Elections	Russian Federation
FL05	3	In support of WP19 – Search and Rescue	SAR TF Chairperson
FL06	4	In support of WP08 – OPS Bulletin on Comm Loss	IFALPA
FL07	3	In support of WP12 - Use of ISAGO to complement oversight of ground handling service providers	Russian Federation
FL08	4	In Support of WP08 and FL06 – OPS Bulletin on Comm Loss	OPS-B PT Rapporteur
FL09	3	In Support of WP12 - Use of ISAGO to complement oversight of ground handling service providers	Secretariat

PR	Ag It	Title	Presented by
PR01	4	In support of WP02 – METG Outcomes	Secretariat
PR02	4	In support of WP07 – ASBU	Secretariat & EUROCONTROL
PR03	4	In support of WP08 – EUR OPS-Bulletin on Loss of Communication	Germany
PR04	3	In support of WP12 – Use of ISAGO	IATA
PR05	4	In support of WP15 – Separation in the Vicinity of Aerodromes	EUROCONTROL
PR06	3	In support of WP20 – EUR RASP Third Edition	EASPG RESG Co-Chair

The following Appendices are available in a separate folder:

Appendix C –para 2.1.3	EUR Doc 031 Project Team Terms of Reference
Appendix D –para 3.1.1	EASPG/1 and EASPG/2 Decision and Conclusion Follow-Up
Appendix E –para 3.3.4	EASPG Handbook, EUR Doc 001, 3 rd Edition, 2021
Appendix F – para 4.1.1	RESG RASP WG Terms of Reference
Appendix G –para 4.2	EUR 2020 Annual Safety Report
Appendix H –para 4.3.2	EUR Regional Aviation Safety Plan (RASP) (2022-2024)
Appendix I –para 4.6.2	EUR Search and Rescue Plan, EUR Doc 039, 3 rd Edition, 2021
Appendix J –para 4.6.2	EUR Training Program for Search and Rescue Inspectorate Staff
Appendix K –para 4.6.2	EUR Search and Rescue Inspector’s Handbook
Appendix L –para 4.6.2	Guidance Material for the Implementation and Monitoring of PBCS
Appendix M –para 4.6.6	Search and Rescue Task Force Terms of Reference
Appendix N –para 4.9.2	EUR Air Navigation Deficiencies List
Appendix O –para 5.1.5	ASBU Implementation Monitoring Report, ICAO EUR States, Period 2020
Appendix P –para 5.1.7	EUR Air Navigation Plan, Volume III
Appendix Q –para 5.2.7	Proposal for Amendment to ICAO Doc 4444, PANS-ATM
Appendix R –para 5.2.7	Proposal for Amendment to Regional Supplementary Procedures for the EUR (Doc 7030)
Appendix S –para 5.3.1	Recommendations for relieving the traffic congestion in the Data-Link Sub-Band
Appendix T –para 5.3.2	Frequency Management Manual, EUR Doc 011, Edition 2021 and Supplement
Appendix U –para 5.3.12	EUR AMHS Manual, EUR Doc 020, Version 16.0
Appendix V –para 5.3.12	EUR ATS Messaging Management Manual, EUR Doc 021, Version 16.0
Appendix W –para 5.3.12	EUR ATN NSAP Address Registry, EUR Doc 028, Version 11.0
Appendix X –para 5.3.12	EUR AMHS /Third Party Interconnection Architecture, EUR Doc 035, Version 6.0
Appendix Y –para 5.3.12	EUR ATS Messaging Routing Directory, Part IV – COM Charts, Version 14.0
Appendix Z –para 5.3.12	EUR AMHS Documentation Inventory Update, Version 12.0
Appendix ZA –para 5.3.16	EUR OPS Bulletin 2021 on Loss of Communication Procedures
Appendix ZB –para 5.4.5	EUR SIGMET and AIRMET Guide, EUR Doc 014, 4 th Edition
Appendix ZC –para 5.4.7	EUR OPMET Data Management Handbook, EUR Doc 018, 11 th Edition
Appendix ZD –para 5.6.4	2021 EUR Performance Framework Report

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