



**REPORT OF**

**THE FOURTH MEETING OF**

**THE EUROPEAN AVIATION SYSTEM PLANNING GROUP**

*(Paris, 29 November – 1 December 2022)*

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## 1. INTRODUCTION

### *Place and duration*

1.1 The Fourth Meeting of the European Aviation System Planning Group (EASPG/4) took place in the ICAO EUR/NAT premises from 29 November to 1 December 2022.

### *Attendance*

1.2 The Meeting was attended by 95 participants from 37 States, 7 international organisations and 2 Industries. The list of participants is provided at **Appendix A**.

### *Opening and Elections of a New Chairteam*

1.3 The meeting was opened by Mr. Nicolas Rallo, ICAO EUR/NAT Regional Director. The election of the new chairteam took place based on the nominations received in response to the ICAO EUR/NAT State Letter (Ref. 22-0243) of 7<sup>th</sup> July 2022. The Meeting elected the following members for the positions of the EASPG Chair and Vice-Chairpersons:

a) EASPG Chairperson:

Mr Levan Karanadze (Georgia)

b) EASPG Vice-Chairpersons:

Mr Alessandro Ghilari (Italy)

Mr Torsten Jacob (Germany)

Mr Luc Lapène (France)

1.4 The Meeting congratulated the new chairteam and wished them success in their new capacity and future endeavours. Following the elections, the new chairteam immediately started their duties.

1.5 During the opening session, France, on behalf of the European Union members of the EASPG, European Commission, and European Union Aviation Safety Agency made a statement (contained in **Appendix C**) related to the ongoing military aggression against Ukraine by the Russian Federation. This statement was supported by Georgia, the United Kingdom and the United States.

### *Officers and Secretariat*

1.6 The Meeting was chaired by Mr. Levan Karanadze. Mr. Nicolas Rallo was the Meeting Secretary, assisted by other ICAO EUR/NAT personnel as listed in **Appendix A**.

### *Agenda and Documentation*

1.7 The Meeting agreed to the following agenda:

Agenda Item 1: Review of significant international aviation developments

1.1 ICAO developments

1.2 Updates from States, International and Regional Organisations

Agenda Item 2: Review of the EASPG/3 follow-up actions



Agenda Item 3: Aviation Safety

Agenda Item 4: Air Navigation Planning and Implementation

Agenda Item 5: Environment

Agenda Item 6: Innovation

Agenda Item 7: Any other business

1.8 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**

#### ***41<sup>st</sup> ICAO Assembly Outcomes***

2.1.1 The Meeting was provided with the highlights of the 41<sup>st</sup> ICAO Assembly. In follow-up discussions, the following was agreed:

#### **EASPG Decision 4/1 – Follow-Up on A41 Resolutions**

That, the ICAO EUR/NAT Regional Office coordinate with the EASPG contributory bodies in order to review the relevant A41 outcomes and propose amendments to their work programmes, as appropriate.

#### ***EASPG/3 Report Review by ANC***

2.1.2 The Meeting was provided with the outcomes of the EASPG/3 report review by the ICAO Air Navigation Commission (ANC). In particular, the discussion in connection with the EASPG Conclusion 3/11 on a draft Proposal for Amendment (PfA) to ICAO Doc 4444 and the decision that the PfA would be submitted by the ATM Operations Panel (ATMOPSP) member from the United Kingdom was noted. Based on this, it was agreed that for any future PfAs to global provision emanating from the EASPG, a similar approach would be taken inviting subject matter experts of the global panels nominated by EUR States to bring the EASPG endorsed PfA for the consideration of the appropriate panels. Also, the ANC recognized that the items related to RVSM, such as non-RVSM approved aircraft operating in the EUR RVSM airspace and sharing of height monitoring data with regional monitoring agencies (RMAs) affected several Regions as highlighted in Conclusion 3/6 and agreed that the subject be flagged as a global challenge.

#### ***ICAO Update***

2.1.3 An Information Paper (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.

#### ***ICAO EUR/NAT No Country Left Behind Technical Assistance Programme***

2.1.4 An IP providing information on the results of the ICAO EUR/NAT implementation support activities in 2022 was made available to the Meeting.

### **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 the European Union Aviation Safety Agency (EASA) activities in 2022.

### 3. REVIEW OF THE EASPG FOLLOW-UP ACTIONS

3.1.1 The Meeting reviewed the status review of the EASPG Conclusions and Decisions. The updated list of follow-up actions is provided in **Appendix D**.

### 4. AVIATION SAFETY

#### 4.1 OUTCOMES OF THE REGIONAL EXPERT SAFETY GROUP (RESG)

4.1.1 The Meeting was informed about the outcomes of the work of the Regional Expert Safety Group (RESG). It was noted that in line with EASPG Decision 3/3, the RESG RASP sub-group was established and continued the work to finalize implementation of the EUR RASP Implementation survey making use of the monitoring mechanism and tool established for Local Single Sky Implementation (LSSIP) monitoring.

#### *EUR RASP Implementation Monitoring*

4.1.2 It was noted that the first formal EUR RASP survey had been launched as a structured means for providing information pertaining to State safety management activities with reference to the latest EUR RASP edition. This would facilitate the development and further evolution of the EUR RASP and National Aviation Safety Plans (NASPs). States were invited to share information on specific regional safety actions and additional risks and actions. The EUR RASP survey would be periodically reviewed and updated by the EUR RESG based on inputs from States and other stakeholders. The survey results would form a basis for compiling the annual EUR RASP implementation report by the ICAO EUR/NAT Office that would be presented to the RESG together with recommendations on additional risks and actions for the next EUR RASP edition. The annual EUR RASP implementation report and EASPG RESG recommendations would subsequently be presented to the EASPG for endorsement and decision on publication.

4.1.3 Based on the foregoing, the following was agreed:

#### **EASPG Conclusion 4/1 – Support to the Deployment of EUR RASP Implementation Monitoring Mechanism**

That the EASPG:

- a) Support the official launch of EUR RASP Implementation survey using the LSSIP mechanism and tool;
- b) Request the ICAO Regional Director, Europe and North Atlantic, to issue a State Letter:
  - i) Officially launching EUR RASP Implementation Monitoring Mechanism using LSSIP tool;
  - ii) Calling for missing States to nominate as a matter of urgency EUR RASP Implementation focal points; and
  - iii) Requesting to complete the survey by 31 January 2023;
- c) Task the RESG RASP through RESG RASP WG to analyse the results of the survey for possible proposed changes to EUR RASP and prioritization of technical assistance for implementation support;
- d) Task the ICAO Secretariat, with the support of EUROCONTROL and EASA, to compile of the first EUR RASP Implementation report to be made available by end of May 2023;

- e) Agree to review the first EUR RASP monitoring report via correspondence subject to preliminary review by next EASPG PCG meeting in 2023;
- f) Concur that the first EUR RASP monitoring report be used for EASPG-internal purposes only and not be disclosed to the general public;
- g) Decide at the next meeting on publication of subsequent reports, with consideration to the practice in place for the ASBU report.

#### ***EUR RASP Update to 2023-2025 version***

4.1.4 The Meeting noted the progress of work on development of a proposed amendment to the EUR RASP based on inputs from RESG members and on the latest Global Aviation Safety Plan (GASP) edition as endorsed by A41 and agreed that the draft would be presented to the next EASPG Programme Coordination Group (PCG) meeting.

#### ***Safety Implementation Activities related to CFIT Prevention***

4.1.5 The Meeting was presented with information and recommendations related to the mitigation of risk related to CFIT. It was noted that CFIT prevention remained a priority for the EUR.

4.1.6 Therefore, the proposal to update the EUR Safety Advisory 06 with the additional guidance developed by IATA was supported as follows:

#### **EASPG Decision 4/2 – EASPG Safety Advisory 06**

That the ICAO Regional Director, Europe and North Atlantic, take the necessary action to publish and circulate the modified EASPG Safety Advisory 06 (ESA-06) as detailed in **Appendix E**.

#### ***Safety Implementation Activities related to LOC-I Prevention***

4.1.7 The Meeting noted the RESG work in the area of upset prevention and recovery training. It was agreed that a dedicated workshop on the topic would be organized in 2023.

#### **EASPG Conclusion 4/2 – Upset Prevention and Recovery Training (UPRT) Workshop**

That the ICAO Regional Director, Europe and North Atlantic, take the necessary action to organise a workshop on Upset Prevention and Recovery Training (UPRT) to exchange current status, best practices of implementation by the industry and regulatory approach for the approval and oversight of the related training.

4.1.8 The Meeting also noted and supported the ongoing RESG work on competency based training, runway safety, and helicopter operations.

#### ***EUR Annual Safety Report 2021***

4.1.9 The Meeting noted that the EUR Annual Safety Report for 2021 has been endorsed by correspondence in June 2022 (**Appendix F** refers).

#### **4.2 EUR REGIONAL SAFETY PRIORITIES**

4.2.1 The Meeting was provided with an overview of the latest Global Aviation Safety Plan (GASP) edition, in particular related to the development and implementation of National Aviation Safety Plans (NASPs). It was recalled that the NASP was the master planning document containing the strategic direction of a State for the management of aviation safety for a set period. This plan lists national safety issues, sets national aviation safety goals and targets, and presents a series of safety enhancement initiatives (SEIs) to

address identified safety deficiencies and achieve the national safety goals and targets. The NASP reflects the State's commitment and allocation of resources on priority actions.

4.2.2 The Meeting noted that in accordance with the ICAO EUR Annual Safety Report for 2021:

- a) 72% of required corrective action plans (CAPs) were submitted by EUR States;
- b) 24% of CAPs were completed by EUR States; and
- c) 30 (55%) of EUR States have issued a national aviation safety plan.

4.2.3 It was agreed that these figures demonstrated that more work was needed to ensure completion of the GASP and the EUR RASP related safety targets. Therefore, it was agreed that the following key safety priorities should be included for the EUR for 2023-2025:

- a) Assistance in the establishment and implementation of a NASP by all EUR States (covering operational safety, safety oversight, accident & serious incident investigation, and safety management);
- b) Coordination with State on CAP updates, CAP implementation progress and PQ self-assessment to be updated by States on the USOAP CMA OLF on continuous basis.

4.2.4 Based on the foregoing, the following was agreed:

#### **EAPSG Conclusion 4/3 – Identification of Safety Priorities Areas for 2023-2025**

That the EASPG:

- a) Support that areas identified in para 4.2.3 should be included in ICAO EUR regional safety priorities for 2023-2025 to be presented at the next Director General Civil Aviation (DGCA) meeting for endorsement;
- b) Request ICAO Regional Director, Europe and North Atlantic, to issue a State Letter calling EUR States:
  - i) to intensify their work on self-assessment and Corrective Action Plan (CAP) update;
  - ii) to identify key challenges in building safety oversight capability and share with ICAO EUR/NAT office for possible collaborated assistance; and
  - iii) to establish or update a National Aviation Safety Plan (NASP) and notify the ICAO EUR/NAT by the end of 2023; and
- c) Task RESG to review feedback from the States and identify possible safety actions of common interest to EUR region to be included in EUR RASP in the area of strengthening safety oversight capacities of the EUR States.

#### **4.3 ASSISTANCE TO VICTIMS OF ACCIDENTS AND THEIR FAMILIES**

4.3.1 The Meeting was provided with information on a joint European Civil Aviation Conference (ECAC)-ICAO EUR/NAT workshop on 20 February 2023 aimed at supporting States' efforts in enhancing assistance to aircraft accident victims and their families through the sharing of information and experience on the State oversight of air operators' and aerodrome operators' family assistance plans.

4.3.2 The Meeting noted that the expected outcomes were the enhanced understanding and capability of States' for the establishment and implementation of effective mechanisms for the oversight of air operators' and aerodrome operators' family assistance plans; and for the adoption or adaptation of legislation, organization, guidance and/or practices developed by other States for use in their national environments.

4.3.3 The workshop would also present a unique opportunity to exchange information and enhance expertise and would be of benefit for States and their relevant national authorities, aircraft and airports operators, international organizations, and other relevant stakeholders.

4.3.4 Based on the foregoing, the following was agreed:

#### **EAPSG Conclusion 4/4 – Assistance to Aircraft Accident Victims and Families**

That, the ICAO Regional Director, Europe and North Atlantic, take the necessary action to invite the EUR States, regional and international organisations, to:

- a) Support the conduct of the joint ECAC-ICAO EUR/NAT regional workshop assistance to aircraft accident victims and their families on 20 February 2023 in Italy (Milan);
- b) Promote the sharing of their States' legislation, organization, guidance and practices, with regard to the oversight of family assistance plans of their air operators and aerodrome operators; and
- c) Encourage the participation of their representatives in the proposed workshop, in response to the invitation sent jointly by the Executive Secretary of the European Civil Aviation Conference (ECAC) and the ICAO Regional Director, Europe and North Atlantic.

#### **4.4 INVESTIGATION OF SERIOUS INCIDENTS**

4.4.1 The Meeting was presented with a working paper calling for the effective investigation of aircraft serious incidents conducted in accordance with Annex 13 by Accident Investigation Authorities (AIA) of States in the EUR Region to foster the opportunities to identify safety issues and further help the prevention of future accidents.

4.4.2 It was noted that the lack of publicly available Final Reports of serious incidents in some States in the EUR Region, as well as ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) results show that more than 45% of States in the EUR Region have not implemented the necessary process to ensure the effective investigation of serious incidents, as required by Annex 13.

4.4.3 The Meeting also noted that the ICAO EUR/NAT strategy included the coordination with States on CAP updates, CAP implementation progress and PQ self-assessment to be updated by States on the USOAP CMA Online Framework (OLF) on a continuous basis.

4.4.4 Based on the foregoing, the following was agreed:

#### **EAPSG Conclusion 4/5 – Effective Investigation of Serious Incidents**

That the ICAO Regional Director, Europe and North Atlantic, urge States, in particular those identified in **Appendix G** to:

- a) Establish or enhance their process for the effective investigation into serious incidents to ensure that:
  - i) Notifications of incidents within the State are sent to the Accident Investigation Authority (AIA) with sufficient details on the type of incidents that are or may be serious incidents;
  - ii) A risk-based methodology, taking into consideration the global high-risk categories of occurrences (G-HRCs) identified in the GASP, is used to assess and decide whether a particular incident, involving circumstances indicating that there was a high probability of an accident, should be classified as a serious incident;
  - iii) The notifications of serious incidents are forwarded to the other States concerned and, when required, to ICAO, in accordance with Annex 13;

- iv) The investigations of serious incidents are conducted by an independent AIA with sufficient personnel and financial resources to investigate not only accidents but also serious incidents;
  - v) Investigations into serious incidents are completed within a reasonable timeframe, and the Final Report made publicly available, if possible within 12 months; and
  - vi) A copy of the Final Report and the Incident Data Report (ADREP) are sent to ICAO, as soon as practicable after the investigation.
- b) Ensure that the procedures and guidelines established for incident investigations are sufficiently detailed and are customized to the system in place;
  - c) Update as necessary the Corrective Action Plan (CAP) and the self-assessment of the USOAP-CMA online framework (OLF) with the process established for the investigations into serious incidents, and attach the evidence in the OLF to confirm effective implementation.

4.4.5 In conjunction with the above, the Meeting discussed that further actions to promote a positive safety culture would need to be undertaken. Therefore, the following was agreed:

#### **EASPG Conclusion 4/6 – EUR Workshop on a Positive Safety Culture**

That the ICAO Regional Director, Europe and North Atlantic, take the necessary action to coordinate with appropriate contributory bodies, States, regional and international organisations, in order to prepare and conduct an EUR workshop to promote a positive safety culture.

### **4.5 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES**

#### ***2022 EUR RVSM Safety Monitoring Report***

4.5.1 The Meeting noted information presented by the EUR Regional Monitoring Agency (RMA). It was noted with concern that the EURASIA RMA report was not presented at this meeting. Therefore, the following was agreed:

#### **EASPG Decision 4/3 – EUR RVSM Safety Monitoring Report**

That the EASPG, noting the report provided by the EUR RMA, endorse that Reduced Vertical Separation Minimum (RVSM) operations in the part of the ICAO European Region covered by the EUR RMA met the four safety objectives for period January 2021 to September 2022 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 Deviation Reports and other operational error reports received by the EUR RMA.*

4.5.2 Regarding the above Note on the low level of operational error reports and as a follow up of EASPG/2, the EUR RMA explored together with the European Commission and EASA whether the ATM incident reports contained in the European Central Repository (ECR), could be assessed for contribution to the statistical estimation of the collision risk values. Initial discussions indicated that although the contents of the ECR could be useful for identifying the general nature and frequency of events, it was unlikely that sufficient quantitative data would be included to permit an improved statistical evaluation towards the risk assessment.

#### ***Provision of Historic Data for RVSM Approvals***

4.5.3 The Meeting was informed that the EUR RMA was receiving requests from States outside of its area of responsibility to provide aircraft height monitoring data to operators of re-registered aircraft to support an application for Reduced Vertical Separation Minimum (RVSM) approval. The Meeting noted that the EUR RMA's policy was not to provide this information and that the EUR RMA requested that a formal endorsement of this policy be agreed by the EASPG.

4.5.4 Based on the foregoing, the following was agreed:

**EASPG Conclusion 4/7 – EUR RMA Height Monitoring Data**

That the EASPG:

- a) Endorse the policy of the EUR RMA not to make height monitoring data obtained under previous registrations and/or operators available to States and/or operators for the purposes of granting an RVSM approval, and
- b) Invite RMA CG to coordinate a globally harmonised policy in this respect in coordination with other ICAO Regional Offices.

***Non-RVSM Approved Aircraft in the EUR RVSM Area***

4.5.5 In follow up to EASPG Conclusions 3/6, 3/7 and 3/8, related to the operation of non-RVSM approved aircraft in European RVSM airspace, the Meeting was provided with a status report on the EUR RMA Bulletin and the Flight Plan RVSM Approval Verification Process (FPRAVP), together with an outline plan to extend the coverage area of the FPRAVP. In this regard, it was recalled that the EUR RMA publishes on a regular basis a bulletin of aircraft identified as operating in the EUR RVSM airspace with no or unknown RVSM approval status.

4.5.6 With regard to the States that have indicated their wish to be integrated into the FPRAVP system, the EUR RMA proposed to implement a single change in 2023. This change will include the three States which indicated their approval in response to the initial State Letter sent in February 2022, plus a number of additional States. France indicated its willingness to join the scheme during the meeting. Any additional State that may wish to join the FPRAVP was invited to notify the ICAO EUR/NAT Secretariat no later than 31 January 2023.

4.5.7 Based on the foregoing, the following was agreed:

**EASPG Decision 4/4 – Amendment to the FPRAVP Coverage Area**

That the EASPG endorse to proceed with the modification of the Flight Plan RVSM Approval Verification Process (FPRAVP) area of operation based on the list of States provided in **Appendix H**.

**4.6 EUR SEARCH AND RESCUE UPDATE**

4.6.1 The Meeting was informed about the outcomes of the EUR Search and Rescue (SAR) Task Force work and proposed amendments to the EUR SAR Plan (EUR Doc 039).

4.6.2 In particular, it was noted that the SAR capability matrix in EUR Doc 039 (EUR SAR Plan, 3<sup>rd</sup> edition) and 41 SAR Performance Indicators (EASPG Conclusion 1/29 on *Regional SAR Plan Monitoring and Reporting Form refers*) were reviewed. Based on the updates from States concerning their SAR capability information, the following was agreed:

#### **EAPSG Decision 4/5 – Proposal for Amendment (PfA) to ICAO EUR Doc 039 – EUR Search and Rescue (SAR) Plan**

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish on the ICAO EUR/NAT website the EUR Doc 039 (EUR SAR Plan), 4th Edition, as detailed in **Appendix I**

#### **EAPSG Decision 4/6 – Update of the SAR Performance Indicators of EUR States**

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish on the ICAO EUR/NAT secure portal the 41 SAR Performance Indicators of EUR States, as detailed in **Appendix J**

4.6.3 Furthermore, the Meeting noted that in the context of the introduction of the Global Aeronautical Distress and Safety System (GADSS) State's SAR Services and Air Traffic Services Units (ATSUs) will need to be prepared to respond to ELT Distress tracking (DT) alerts as increasing numbers of aircraft fitted with this system may become operational from late 2022 onwards. The Meeting was informed about a survey conducted by the ICAO APAC Region on States' readiness for autonomous distress tracking (ADT). This survey was a set of questions to aviation authorities, aircraft operators (Annex 6 Part 1), SAR service providers, and Air Navigation Service Providers (ANSP) intended to:

- a) Gauge State readiness for ADT alerts; and
- b) Serve as a checklist of considerations for regulatory authorities, SAR services and Air Traffic Service Units (ATSUs) to support their preparation for the reception and handling of ADT alerts.

4.6.4 Based on the foregoing, the following was agreed:

#### **EAPSG Conclusion 4/8 – Survey on the Readiness of EUR States for Autonomous Distress Tracking**

That the ICAO Regional Director, Europe and North Atlantic, send a State letter inviting EUR States to:

- a) Respond to a survey on States' readiness for autonomous distress tracking (ADT) containing a set of questions to aviation authorities, aircraft operators (Annex 6 Part 1), SAR service providers and Air Navigation Service Providers (ANSP) intended to:
  - i) Gauge State readiness for ADT alerts; and
  - ii) Serve as a checklist of considerations for regulatory authorities, SAR services and Air Traffic Service Units (ATSUs) to support their preparation for the reception and handling of ADT alerts;
- b) Coordinate with the ICAO NAT Region concerning their work on ADT readiness assessment and possible exercises.

4.6.5 The Meeting noted the SAR TF was planning the next SAR workshop in 2023 in Cyprus. Therefore, the following was agreed:

#### **EAPSG Conclusion 4/9 – EUR SAR Workshop and Exercises**

That the ICAO Regional Director, Europe and North Atlantic:

- a) Take appropriate measures to organise an EUR SAR workshop in 2023; and
- b) Invite EUR States, regional and international organisations to actively support and participate in the workshop.

#### **4.7 SUPERSONIC OPERATIONS**



4.7.1 The Meeting was provided with information on a number of manufacturers developing supersonic and hypersonic aircraft for commercial passenger service. These new generation aircraft are expected to have a significantly reduced sonic boom noise profile compared to other supersonic aircraft, such as the Concorde. It was anticipated that operators of these aircraft would be seeking to operate at supersonic/hypersonic speeds across the North Atlantic Oceanic Airspace and over land. The paper presented sought to harmonize existing and planned procedures/rules meant to accommodate these new entrants.

4.7.2 The Meeting was informed that the European Union Aviation Safety Agency's (EASA) Notice of Proposed Amendment 2022/04 to the Standardised European Rules of the Air (SERA) 5015 Instrument Flight Rules would prohibit Instrumental Flight Rules (IFR) flights from operating at transonic and supersonic speeds over land and territorial waters. There was also an effort through the European Concept of Higher Airspace Operations (ECHO) to explore commercial space operations as well as the accommodation of supersonic and hypersonic flights over continental Europe.

4.7.3 The Meeting supported the need for coordination between ICAO Regions to ensure harmonised implementation and taking into account multi-dimensional related aspects, such as environment impact in terms of fuel consumption and noise, airspace restrictions and as the research and development work continues.

4.7.4 In order to support further work on this issue, the following was agreed:

**EAPSG Conclusion 4/10 – Coordination to enable the Introduction of next Generation Supersonic/Hypersonic Aircraft**

That the ICAO Regional Director, Europe and North Atlantic, take action to help enhance coordination on issues related to the operation of next generation supersonic/hypersonic aircraft across regions.

**4.8 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION**

4.8.1 An IP with the status report of the Language Proficiency Requirement Implementation (LPRI) Task Force (TF) was made available to the Meeting.

**4.9 EUR AIR NAVIGATION DEFICIENCIES**

4.9.1 The Meeting was informed that in line with the EASPG Conclusion 3/10, the ICAO EUR/NAT State Letter (Ref. 22-0075 of 21/02/2022) invited States to notify about their correction actions taken. Specifically States were encouraged to update and report the relevant Correction Action Plan (CAP), with timelines, responsible focal point including contact details of designated person/position, agreed action(s) to be taken or report on action(s) already taken.

4.9.2 The following States responded to the above mentioned State Letter.

- a) Austria (updates on EUR-AIS-06-03)
- b) Czech Republic (updates on EUR-AIS-06-10)
- c) Germany ( updates on EUR-AIS-06-15)
- d) Hungary (updates on EUR-AIS-06-17)
- e) Kyrgyzstan (resolution of EUR-AIS-02-05 and updates on EUR-AIS-04-05 and EUR-AIS-06-21)
- f) North Macedonia (resolution of EUR-AIS-05-03)
- g) Netherlands (updates on EUR-AIS-06-26)
- h) Spain (resolution of EUR-AIS-06-32)

- i) Sweden (updates on EUR-AIS-06-33)
- j) Switzerland (updates on EUR-AIS-06-34)
- k) Uzbekistan (updates on EUR-AIS-01-07).

4.9.3 Based on the foregoing, the following was agreed:

#### **EASPG Conclusion 4/11 - Update the EUR Air Navigation Deficiencies List**

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

- a) Update the EUR AN Deficiencies list as included in **Appendix K**;
- b) Send a letter to States encouraging to update their corrective action plans including timelines, focal persons and actions taken and inform accordingly the EUR/NAT Regional Office.

4.9.4 The Meeting noted that the work within ICAO on amendment of the suspended Uniform methodology for identification of air navigation deficiency was continuing and the update report would be provided to the next EASPG Programme Coordination Group (PCG).

4.9.5 The Meeting was also informed that Cyprus would submit an Information Paper to the next meeting concerning their air navigation deficiency EUR-ATM-03-01 and proposing its closure.

## **5. AIR NAVIGATION PLANNING AND IMPLEMENTATION**

### **5.1 EUR GANP ASBU IMPLEMENTATION STATUS**

#### ***ASBU Implementation Monitoring Report 2021***

5.1.1 The Meeting was presented with the 2021 EUR ASBU implementation monitoring report for endorsement which was prepared in cooperation between the ICAO EUR/NAT Office and EUROCONTROL.

5.1.2 In this regard, it was recalled that the Global Air Navigation Plan required States to report the status of their ASBU implementation and in accordance with ICAO Assembly Resolution A41-6 (ICAO global planning for safety and air navigation) and that the annual ASBU implementation report was a key document for the EASPG to monitor and analyse the ASBU implementation within the EUR Region and a companion document of the Electronic Air Navigation Plan (eANP), Volume III. It was also an additional means for ensuring transparency and coordination with airspace users.

5.1.3 Based on the analysis of the reported implementation status and the lessons learned from the development of this version of the report, the following recommendations were endorsed:

- a) Recommendation 1: Continue to ensure that no duplication of reporting activities will be requested from the States, meaning that the data available through existing reporting mechanisms such as the Local Single Sky Implementation Monitoring (LSSIP) shall be always used.
- b) Recommendation 2: States need a continuous support with ASBU workshops (with French and Russian language support) in individual States or group of States so that the GANP transition can be explained and implementation data can be (again) collected from all 55 States in the ICAO EUR Region. This will support that the regional developments and deployment actions can be coordinated across the whole EUR Region and that interoperability can be ensured at the highest level.
- c) Recommendation 3: States are invited to further address carefully the completeness of the reported data and their timely availability. In this context, States should be more encouraged to ask for additional support and clarification of the data before the final submission of the questionnaire.

5.1.4 Therefore, the following was agreed:

**EASPG Decision 4/7 – Approval of the 2021 EUR ASBU Implementation Report**

That,

- a) the EASPG endorse the 2021 ICAO/EUROCONTROL ASBU Implementation Monitoring Report (Version 0.2 from 10.11.2022);
- b) the EASPG support the 3 recommendations in 5.1.3; and
- c) the ICAO Regional Director, Europe and North Atlantic take appropriate measures to publish the endorsed ASBU Implementation Monitoring Report as provided in **Appendix L**.

***Fifth Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/05)***

5.1.5 An IP was included in the meeting documentation providing the updates on the work of the ANSISG.

***EUR eANP Amendments***

5.1.6 The Meeting was presented with a proposal to update Part II – Aerodromes/Aerodrome Operations (AOP) and Part V- Meteorology (MET) of the European (EUR) Air Navigation Plan Volumes I and II (Doc 7754). It was noted that in 2014, the ICAO Council approved the templates of the Air Navigation Plan which no longer provides for the aerodrome designation “RG – International General Aviation, regular use”. All ICAO Regions are expected to comply by removing the designation “RG – International General Aviation, regular use”. The latter may be replaced by the designation RNS — international non-scheduled air transport, regular use. States who elect to indicate that an international aerodrome is used for general aviation may do so by mentioning this in the Remarks column of the Table AOP II-1 of the EUR ANP Volume II.

5.1.7 The Meeting noted that no impact on facilities was foreseen from the proposal of replacing the designation “RG – International General Aviation, regular use” by the designation RNS — international non-scheduled air transport, regular use. Therefore, the following was agreed:

**EASPG Conclusion 4/12 – Amendment to the EUR ANP Volumes I and II (Part II-AOP and Part V-MET)**

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to process a Proposal for Amendment (PfA) to the EUR ANP (Doc 7754) Volumes I and II (Part II-AOP and Part V- MET).

5.1.8 The Meeting additionally agreed to the Proposal for Amendment (PfA) affecting the following sections of Part VII AIM:

- a) *General regional requirements*
- b) *3.2 European Union Regulation concerning Aeronautical data and aeronautical information quality*
- c) *3.3 European ATM Master Plan - implementation plan - level 3 – AIS/AIM Actions*
- d) *3.4 European Guidance Material.*

5.1.9 Based on the foregoing, the following was agreed:

### **EAPSG Conclusion 4/13 – Update to the EUR ANP Volume II (Part VII AIM)**

That the ICAO Regional Director, Europe and North Atlantic process the proposed amendment to Part VII – Aeronautical Information Management (AIM) of the *EUR Air Navigation Plan*, Volume II (EUR eANP, Doc 7754) as detailed in **Appendix M**.

5.1.10 The Meeting was also presented with several updates to the electronic Air Navigation Plan (eANP) Volume III related to AMET and DAIM Tables, as well as the revised introduction on GANP methodology.

5.1.11 Based on the above, the following was agreed:

### **EAPSG Decision 4/8 – Volume III of the EUR eANP, v2021**

That the ICAO Regional Director, Europe and North Atlantic take appropriate action to publish the updated version of the *ICAO European Air Navigation Plan*, Volume III (EUR eANP, Doc 7754, Vol III) and its Companion Document, the *ASBU Implementation Monitoring Report - Reference Period 2021*, as provided in **Appendix N** and **Appendix L**.

### ***Regional Working Group on Aerodrome Operations (RWGAO)***

5.1.12 The Meeting was provided with a summary of the Regional Working Group on Aerodrome Operations (RWGAO) activities that was established by the EASPG/2 and started its work in 2022. The Meeting was provided with a proposed work programme of the RWGAO and a proposal to establish a Sub-Group in charge of Intelligence Gathering and Analysis (IGA) in the area of aerodrome operations. The mandate of the sub-group would include:

- a) Identifying common aerodrome operations related deficiencies at the EUR Regional and Sub-Regional levels where technical assistance is most needed;
- b) Coordinating the elaboration and the implementation of action plans in order to address aerodrome operations related deficiencies; and
- c) Fostering collaboration, facilitating the exchange of know-how, the transfer of knowledge and experience among States of the region.

5.1.13 Based on the above, the following was agreed:

### **EASPG Decision 4/9 – Endorsement of the RWGAO's Work Programme and Establishment of the IGA Sub-Group**

That:

- a) The EASPG endorse the Work Programme of the Regional Working Group on Aerodrome Operations as provided in **Appendix O** and establishment of the Intelligence Gathering and Analysis (IGA) sub-group; and
- b) The Work Programme of the Regional Working Group on Aerodrome Operations be kept under review by the EASPG PCG.

## **5.2 AIM**

### ***EUROCONTROL Aeronautical Information Management Group Activities in 2022***

5.2.1 An IP on AIM related activities of EUROCONTROL was included in the meeting documentation.

## **5.3 ATM**

### *EUR DOC 031 Project Team Update*

5.3.1 The Meeting was provided with an IP on the status of work of the project team on revision of EUR Doc 031. The report of the PT was planned for the PCG meeting in June 2023.

### *Use of ATS Surveillance for Flight Information Services*

5.3.2 The Meeting was presented with a proposal to introduce a new section “6.13.6 Use of ATS Surveillance in the Flight Information Services” within the chapter 6.13 FLIGHT INFORMATION SERVICE (FIS) of ICAO Doc 7030, EUR-SUPPS.

5.3.3 In the following discussions, it was agreed that the proposal in **Appendix Y** should be brought to the next ANSISG meeting in April 2023 in order to enable more detailed discussions between ICAO, originators of the proposal and other EUR States and organisations. The outcome of this coordination would be reported to the next PCG in May 2023.

5.3.4 The attention of the ICAO Secretariat was drawn to the fact that the phraseologies used in PANS-ATM 12.4.1.10 (termination of radar and/or ADS-B service), and, for consistency, in the PfA in Appendix Y, are technology-based. It was suggested that consideration be given to using technology-agnostic terminology (such as “interruption of surveillance service”) in the PANS-ATM and Doc 7030, when a future opportunity arises.

### *Distance to go to Runway*

5.3.5 The Meeting was presented with a proposal highlighting the importance that information about distance-to-go to runway was made available to a pilot as close as possible to the top of descent. In many places, the position of top of descent is not necessarily within the area of responsibility of the Air Traffic Service (ATS) unit providing the approach services. Therefore, arrangements between the ATS unit concerned should also be pursued for coordination and transfer of control conditions so that the information on the distance to fly to landing is available to the Air Traffic Control (ATC) unit delivering the initial descent clearance. It was noted that although there is nothing to prevent the ATC to provide such information within the existing PANS-ATM framework, harmonization, effectiveness, and consistency in providing distance-to-go information could be achieved if a recommendation to such extent is provided in PANS-ATM.

5.3.6 In line with the general approach agreed in paragraph 2.1.2 above, subject matter experts of relevant global panels nominated by EUR States would need to be invited to bring the PfA to the appropriate panels for the consideration. Based on the foregoing, the following was agreed:

### **EASPG Conclusion 4/14 – Distance to go to Runway**

That, ICAO Regional Director, Europe and North Atlantic, encourage EASPG members and observers that have membership in the appropriate ICAO Panels to submit the proposal in **Appendix P** to the relevant ICAO Air Navigation Commission Technical Panel(s).

5.3.7 The Meeting noted with thanks the proposal from IFALPA to submit the foregoing proposal to the ATM Operations Panel (ATMOPSP).

### *Use of Five-Letter Name-Codes (5LNCs) and Five-Alphanumeric Name-Codes (5ANNCs) within the EUR Region*

5.3.8 The Meeting was presented with the results of the two ICAO Workshops on the use of Five-Alphanumeric Name Codes (5ANNC) and Five-Letter Name-Codes (5LNCs) which were held in April and September 2022 and proposes short- and medium-term actions.

5.3.9 Based on the above, the following was agreed in order to address the shortage of 5LNCs for major airspace improvement projects within the EUR Region, whilst adhering to the current ICAO provisions in ICAO Annex 11, Annex 10, Doc 8168 PANS-OPS, Doc 10066 PANS-AIM.:

#### **EASPG Conclusion 4/15 – Use of 5LNCs, 5ANNCs and ICARD**

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

- a) Invite ICAO HQ to send out another State Letter that encourage States to further rationalise the use of 5LNCs and release unused 5LNCs in ICARD when they are removed from the AIP;
- b) Request ICAO HQ to remove the regional reserve lists in ICARD as quickly as possible, so that all ICARD Users can access all globally available 5LNCs in ICARD, thus enhancing the number of usable (in terms of pronounceability and proximity checked) 5LNCs in all ICAO Regions;
- c) Invite ICAO HQ to insert 5LNCs triple letter blocks into the ICARD system (before the end of 2023) which can be used by States for ATM purposes through the ICAO Regional Office (ATM system codes which may be used for flight planning and/or Air Traffic Services);
- d) Invite ICAO HQ to introduce new/updated pronounceability algorithms, e.g. CCVCV, CVVCV, CVCCC for 5LNCs and generate the codes (before the end of 2023) for further validation before they can be finally used in ICARD;
- e) Invite ICAO HQ to development a filtering option in the current ICARD system (before the end of 2023), so that ICARD users can select 5LNCs which should be excluded from their future searches (simple tick box);
- f) Invite ICAO HQ to amend the ICARD system (before the end of 2023) so that the use of random proximity search and selection of codes with specific letter patterns can be combined; and
- g) Invite ICAO HQ to amend the ICARD 5LNC User Guidelines accordingly.

5.3.10 The Meeting recalled that AN-Conf/13 discussed the need for a longer-term solution, addressing in particular capacity and performance limitations of the current system. It requires a more fundamental change. Future provisions should promote an intensified use of digital data in a service-oriented environment and allow implementing new and enhanced capabilities. Any future solution should support improved machine-to-machine exchange of aeronautical information in a structured format based on widely used information technology and provide a means for aeronautical database users and application software to properly identify, access and update information.

#### **5.4 CNS**

##### ***Outcomes of the Twenty-Eighth Meeting of the Frequency Management Group (FMG/28)***

5.4.1 The Meeting was presented with a summary of the FMG work. In particular, it was recalled that EASPG Conclusion 3/13, agreed that the frequencies 136.650 and 136.675 MHz be reserved for their possible future use for VDL Mode 2; and FMG should develop a proposal for amendment to the EUR Doc 011 regarding removing the possibility of usage of these channels for temporary voice communications, for further review/endorsement by the EASPG.

5.4.2 Accordingly, a proposal for amendment to the EUR Frequency Management Manual (EUR Doc 011) was presented and the following was agreed:

## **EASPG Decision 4/10 - New Allotment Plan for VDL2 Channels**

That, the amendments to the EUR Doc 011 related to the allotment of the frequency 136.675 MHz for VDL 2, including the new channel allotment plan for data link, as in **Appendix Q**, are endorsed.

*Note 1 – the allotment of the frequency 136.675 MHz for VDL 2 would be on a temporary basis for 18 months (1 April 2023 to 30 September 2024), with reference to the EASPG Conclusion 3/13 that agreed on the temporary reservation of channels 136.650 and 136.675 for VDL Mode 2 services.*

*Note 2 – the temporary reservation of channels 136.650 and 136.675 for VDL Mode 2 services be removed by end of 2025.*

*Note 3 – until the end of 2025, no proposals for frequency assignments on channels 136.650 and 136.675 for voice communication services should be admitted and that such proposals on a temporary basis be readmitted as of 1 January 2026.*

5.4.3 The Meeting was informed that further to EASPG PCG Decision 2/3 (*Regional Agreement on RPAS C2 Link Requirements*), an amendment to Doc 7030 and EUR Doc 011 with regard to the EUR regional procedures on the assignment of Remotely Piloted Aircraft System (RPAS) C2 link was prepared (as a consequence of Amendment 90 of ICAO Annex 10, Volume V).

5.4.4 Therefore, the following was agreed:

## **EASPG Conclusion 4/16 - Proposed Amendment to the Regional Supplementary Procedures (Doc 7030) and EUR Doc 011 related to RPAS C2 Link**

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to:

- a) Process the following amendment to the EUR Regional Supplementary Procedures (Doc 7030):

*“3.7.1.2 In the EUR region, assignment of frequencies for the operation of RPAS C2 links shall only be made in accordance with EUR Doc 011 (EUR Frequency Management Manual)”*

- b) Update and publish the EUR Doc 011, Part I to include the following:

*“3.8 No frequency assignment for the provision of RPAS C2 links should be made in the bands 108-137 MHz and 960-1164 MHz prior to the development of adequate frequency planning criteria agreed by the FMG for use in the EUR Region.”*

5.4.5 The Meeting noted the outcome of the review of the frequency assignments in SAFIRE that were objected for more than three months and those declared temporary assignments with an expired date. Based on the information presented, the following was agreed:

## **EASPG Conclusion 4/17 - Old Objected Frequency Assignments**

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to urge States to review their objections to frequency assignments as listed at **Appendix R** and possibly withdraw them or provide justification in case there is a need to keep an old objected assignment.

## **5.5 MET**

### ***Outcomes of the Thirty-Second Meeting of the Meteorology Group (METG/32)***

5.5.1 The Meeting was presented with the outcomes of the METG/32. Concerning the SADIS upgrades, it was noted that legacy WAFS hazardous weather products would cease in November 2023, requiring users to utilize the higher resolution WAFS hazardous weather data sets. Improved SADIS delivery system will enable users to customize the meteorological data sets that are downloaded.

5.5.2 Also, concerning the WAFS data, actions were required to prepare States and SADIS users on visualizing and creating charts from the new WAFS SIGWX data sets in IWXXM format by using the test data sets available to meet their operators needs.

5.5.3 Based on the foregoing, the following was agreed:

#### **EASPG Conclusion 4/18 – SADIS Upgrades**

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to encourage States and SADIS users to:

- a) Integrate the 0.25-degree WAFS hazard data (cumulonimbus, icing and turbulence) into their systems and software prior to November 2023 if they have not already done so; and
- b) Participate in trying out the SWIM-compliant SADIS API's once the beta services are available.

#### **EASPG Conclusion 4/19 – WAFS data**

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to encourage States and SADIS users to prepare their systems for visualizing and creating charts from the new WAFS SIGWX data sets in IWXXM format by using the test data sets available at <https://www.metoffice.gov.uk/services/transport/aviation/regulated/wafs-sigwx-test-data>.

5.5.4 Furthermore, the Meeting was provided with a revised EUR Doc 014 to assist Meteorological Watch Offices (MWOs) on correctly issuing and disseminating SIGMET and AIRMET in accordance to ICAO global and regional provisions. Given the above, the following was agreed:

#### **EASPG Decision 4/11 – EUR SIGMET and AIRMET Guide (EUR Doc 014)**

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) as provided in **Appendix S**

5.5.5 The Meeting agreed that the ICAO MET Panel may consider providing more clarity on the expression of the number of letters used for volcano and tropical cyclone names in the TAC (Traditional Alphanumeric Code) SIGMET templates of Annex 3 and PANS-MET noting these names well exceed 10 letters at times, which is currently the number of letters used in the Annex 3 SIGMET template.

5.5.6 Therefore, to avoid ambiguity in interpreting Annex 3 templates related to the length of volcano and tropical cyclone names used in SIGMET, the following was agreed:

#### **EASPG Conclusion 4/20 – TAC SIGMET Templates in Annex 3 and PANS-MET**

That the ICAO MET Panel and/or other appropriate group, through one of its EUR members, is invited to consider providing more clarity on the expression of the number of letters used for volcano and tropical cyclone names in the TAC SIGMET templates in Annex 3 and PANS-MET, where applicable, noting that these names well exceed 10 letters at times.

5.5.7 The Meeting noted the revised *EUR OPMET Data Management Handbook* (EUR Doc 018) to assist MET ANSPs on correctly issuing and disseminating OPMET data in TAC and IWXXM formats in accordance to ICAO global and regional provisions. Based on the foregoing, the following was agreed:



**EASPG Decision 4/12– EUR OPMET Data Management Handbook (EUR Doc 018)**

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) as provided in **Appendix T**.

5.5.8 Concerning the IWXXM status, it was noted that the number of States supporting the production of IWXXM increased from 23 to 29. In order to encourage States to provide updates on the status of IWXXM implementation needed to enable SWIM, the following was agreed:

**EASPG Conclusion 4/21 – IWXXM Implementation Progress**

That the ICAO Regional Director, Europe and North Atlantic, invite States to provide input to ICAO EUR/NAT as well as the responsible ROC on the current IWXXM implementation status based on information provided in **Appendix U**.

***VOLCEX Events***

5.5.9 An IP on VOLCEX in the EUR/NAT Regions was made available.

***Global Reporting Format for Runway Surface Conditions***

5.5.10 The Meeting was provided with a summary of activities related to the implementation of the New Global Reporting Format (GRF) for Runway Surface Conditions in the EUR.

5.5.11 It was noted that in order to assist in populating the GRF implementation map, States were requested to fill out a GRF implementation questionnaire by 15 July 2021 (Ref.: State letter EUR/NAT 21-0156.TEC (KEC/SAN) dated 15 June 2021).

5.5.12 Based on the above , the following was agreed:

**EASPG Conclusion 4/22 – GRF Implementation Status in the EUR**

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

- a) Use the tools provided on the global ICAO Global Reporting Format (GRF) website to assist in implementation of GRF for those States that have not yet implement GRF; and
- b) Provide the latest status on GRF implementation to the ICAO EUR/NAT Office for those States that have not yet done so.

**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) and the activities carried out in the preparation of the annual Regional Performance Report. The report included the main results from the Regional Performance Report on the 2020/2021 performance results based on 27 States' submissions in 2022, also noting that during the meeting two additional States submitted their reports, namely Finland and Montenegro.

5.6.2 With reference to the next steps, the work of the ICAO Performance Task Force in 2023 will address the following key activities:

- a) running of the 2023 performance exercise;
- b) organization of the workshop to raise awareness in the EUR Region;

- c) monitoring of developments at regional and global level and to launch the activities for the possible update to the ICAO EUR Doc 030.

5.6.3 In light of the above, the following was agreed:

#### **EASPG Conclusion 4/23 – Implementation of the ICAO EUR Region Performance Framework**

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

- a) Publish the EUR performance report 2022 as provided in **Appendix V**;
- b) Take appropriate measures to organise dedicated performance workshops (in Russian and French language) in 2023.

### **5.7 PERFORMANCE BASED NAVIGATION**

5.7.1 The Meeting was provided with a request on the extension of the Performance Based Navigation Consolidation Task Force (PBNC TF) until December 2025, with an updated PBNC TF TORs, for endorsement.

5.7.2 It was noted that these proposals were presented to the EASPG PCG/4 (Bonn, Germany, 7-8 June 2022). The PCG acknowledged that continuation of the PBNC TF, in conjunction with the EUROCONTROL NSG, would be beneficial to support PBN ongoing activities in the ICAO EUR Region, taking into consideration that PBN is a priority under the Strategic Objective, Capacity and Efficiency (CAP). It was agreed that the PBNC TF should continue monitoring developments of the relevant ICAO SARPs and guidance material (GANP, PANS-OPS, PBN Manual, GNSS Manual, Annex 10, etc.) and keep the relevant ICAO EUR Docs updated, as needed (EUR Doc 025, etc.). Furthermore, the PBNC TF should continue to follow-up on the implementation of the Regional Transition Plan for IFP Charts from RNAV to RNP and upcoming PBN charting requirements (SIDs, STARs). It must also address States' PBN implementation aspects in the ICAO EUR Region as well as navigation matters, in coordination with the ICAO's Navigation-related operational and technical bodies, when needed (such as the ICAO NSP, ICAO IFPP and the ICAO PBN SG). It was also noted that there would be a need to evaluate improvements gained through PBN implementation in terms of fuel saving, reduction of CO2 emission, increased capacity and airport accessibility.

5.7.3 Based on the foregoing, the following was agreed:

#### **EASPG Decision 4/13 - Updated PBNC TF Terms of Reference**

That the Performance Based Navigation Consolidation Task Force (PBNC TF) is extended until December 2025 with the updated Terms of Reference (TOR) at **Appendix W**.

5.7.4 The Meeting was presented with a proposal that an ICAO EUR bulletin be published in 2023, and also sent to States and international organizations, with a view to sensitizing the EUR aviation community to vulnerabilities of baro-VNAV approaches, in particular their dependence on correct altimeter setting. It was noted that the main vulnerability of baro-VNAV approaches lies in their dependence on correct altimeter setting, which involves multiple human interventions. Other vulnerabilities exist, such as the risk of overestimating the precision of the vertical guidance.

5.7.5 As a result, the following was agreed:

## **EAPSG Decision 4/14 – Development of a Regional Bulletin on Baro-VNAV Approaches**

That the EASPG PBNC TF be tasked to develop a draft ICAO EUR OPS Bulletin with a view to sensitizing in 2023 the EUR aviation community to vulnerabilities of baro-VNAV approaches, in particular their dependence on correct altimeter setting.

## **EAPSG Conclusion 4/24 – Development of a Regional Bulletin on Baro-VNAV Approaches**

That, the EUR States, regional and international organisations be invited to contribute to the work of the EASPG PBNC TF.

## **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.

6.1.2 Based on the foregoing, the following was agreed in order to continue strengthening environment capacity building activities in the EUR Region:

## **EAPSG Conclusion 4/25 – 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 identify their needs for environment related capacity building activities and contact the EUR/NAT Office with requests for assistance related to CORSIA implementation, States Action Plan on CO2 emissions reduction and Sustainable Aviation Fuels;
- 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 to submit this as soon as possible;
- c) Invite EUR States to start to 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) for a submission in June 2024; and
- d) Strongly encourage the Regional Organizations to continue working in coordination with the ICAO EUR/NAT Office to facilitate capacity building activities and avoid duplication

## **7. ANY OTHER BUSINESS**

### **7.1 EUR DOC 001 AMENDMENT**

7.1.1 The Meeting was provided with a proposal for amendment to the EASPG Handbook concerning the working arrangements and procedures, namely the language support for the EASPG and its contributory bodies.

7.1.2 In addition the Meeting noted the proposed amendments to correct some definitions and add IFALDA and WMO to the list of EASPG observers.

7.1.3 Based on the foregoing, the following was agreed:

**EAPSG Decision 4/15 – Amendment to EASPG Handbook, EUR Doc 001**

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

- a) Correct the name of EASA to ‘European Union Aviation Safety Agency’ in Appendix A – Chapter 2;
- b) Expand Appendix A, Chapter 2 to include the international bodies IFALDA and WMO; and
- c) Consider, whether the term ‘international bodies’ or the term ‘International Organizations’ is better suited and use the appropriate term consistently through the document.
- d) Take appropriate action to amend the EASPG Handbook (EUR Doc 001), as provided at **Appendix X** and publish the amended document on the ICAO EUR/NAT website.

**7.2 HIGH SEAS COORDINATION**

7.2.1 The Meeting recalled that the EUR High Seas coordination procedure was suspended in April 2021 by ICAO due to identified gaps that rendered the use of the procedure impractical. It needs to be recalled that Annex 11 provisions stipulate that “Those portions of the airspace over the high seas or in airspace of undetermined sovereignty where air traffic services will be provided shall be determined on the basis of regional air navigation agreements.” The phrase “regional air navigation agreements” refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings. Uncertainties regarding in particular Council involvement resulted in the temporary suspension of the procedure. The ICAO Secretariat has initiated work on the revision of the procedure in order to develop a globally harmonised procedure that would also resolve the inconsistencies that existed in the suspended procedure. It was clarified that the procedure was still partially used for information sharing on air navigation changes planned over the high seas, complementing the well-established regional coordination mechanisms that exist in the EUR through the EASPG Route Development Group East (RDGE) and the EUROCONTROL Route Network Development Sub-Group (RNDSG).

**7.3 HYBRID MEETINGS**

7.3.1 The Meeting recalled that when EASPG and its working structure opted for hybrid meetings in the past years, this was due to COVID-19 related travel restrictions. It was noted that the option of hybrid meetings would be still considered on a case-by-case basis in the future in close coordination between the Secretariat, the chairs and members of the contributory bodies. However, this option would not be feasible for the meetings that require interpretation, such as EASPG plenary meetings.

**7.4 NEXT MEETING**

7.4.1 The Meeting agreed that the EASPG/5 meeting would take place from 28 November to 1<sup>st</sup> December 2023 in Paris and that the next PCG meeting would take place on 30-31 May 2023 in Tbilisi, Georgia.

## Appendix A – List of Participants

(paragraph 1.2 refers)

### ALBANIA

Muhedin HYSENI

### ALGERIA

Abdelouahab DJATOUF

### ARMENIA

Arthur GASPARYAN

### AUSTRIA

DI Tino SCHILL

### AZERBAIJAN

Bahrur MALIKOV

### BELARUS

Aliaksandr APET

Anton PANTSIALEI

### BULGARIA

Ivan DIAKSOV

Nikolay SOKOLOV

### BOSNIA AND HERZEGOVINA

Vladimir CEKLIĆ

### CROATIA

Dino SLAVICA

### CYPRUS

Charalambos ANTONIADES

Nicolas MYTIDES

### CZECH REPUBLIC

Martin DILLINGER

### FINLAND

Heli KOIVU

Kari SIEKKINEN

### FRANCE

Luc LAPENE

Louis TEODORO

### GEORGIA

Zurab AVALISHVILI

Levan KARANADZE

Evgeni TAVADZE

### GERMANY

Dr. Martina SAHLIGER

Torsten JACOB

### GREECE

Konstantinos KARAGEORGIS

Georgios SOURVANOS

### IRELAND

Paul KENNEDY

### ISRAEL

Moti SHMUELI

### ITALY

Selene FERRANTE

Alessandro GHILARI

Stefano PIERACCINI

### KAZAKHSTAN

Zhanat ABDUGALIMOV

Oleg AVDEYEV

Zhanna SHEK

Kairat TLENSHIN

Adil UMURTAYEV

### MONTENEGRO

Mileta NIKOLIC

Ivan SCEKIC

### NETHERLANDS

Eric De VRIES

### NORWAY

Eivind RAKNES

### POLAND

Karol KAZMIERCZAK

Krzysztof BANASZEK

### PORTUGAL

Andre MAIA

Luis NETO

### REPUBLIC OF MOLDOVA

Andrei CEBANU

Cristina NOVAC

### SERBIA

Zarko KATANCEVIC

Nikola SARANCIC

### SLOVENIA

Natasa BESTER

### SPAIN

Maria ANTA-GARCIA

Joaquin RELLOSO PRIETO

### SWEDEN

Anne-Marie RAGNARSSON

### TAJIKISTAN

Aziz Abdusamad NABIZODA

Odina ODINAEV

### TUNISIA

Haithem FOUZAI

Oussama MOKHTAR

Sofien SELAMA

### TÜRKIYE

Sitki Kagan ERTAS

Fusun GEZER SILTU

Burak KOF

Osman ARIKAN

### UKRAINE

Oleksandr BILCHUK

Ihor SHYSHKOVSKYI

Alina ZADOROZHNIYA

### UNITED KINGDOM

Harry DALY

### UNITED STATES

Biruk ABRAHAM

Travis FIEBELKORN

### UZBEKISTAN

Andrey ZAYTSEV

**CANSO**

Eduardo GARCIA GONZALEZ

**EASA**

Daniela DEFOSSAR

**EUROCONTROL**

Neculai COJOCARIU

Andrew LEWIS

Maya MARKOVA

Dragana SAMARDZIC

**IATA**

Rory SERGISON

**IFALPA**

Arnaud DU BEDAT

Paul VISSERS

**IFATCA**

Philippe DOMOGALA

**ICAO**

Nicolas RALLO

Elkhan NAHMADOV

Arnaud DESJARDIN

Blandine FERRIER

Sven HALLE

Chris KEOHAN

Arkadii MERKULOV

Hatem OUESLATI

Catalin POPA

Sarantis POULIMENAKOS

Chloé THOMAS

Patricia CUFF

Isabelle HOFSTETTER

Leyla SULEYMANOVA

**INNOVATION SESSION - SPEAKERS**

James BELL (CAA, United Kingdom)

Daniela DEFOSSAR (EASA)

Farid ZIZI (FRACS, France)

Eduardo GARCIA GONZALEZ (CANSO)

Olivier HUSSE (AIRBUS)

Christoph FALTER (SYNEHLION, Switzerland)

## Appendix B – Meeting Documentation

(paragraph 1.8 refers)

WP	Ag It	Title	Presented by
WP01	-	Provisional Agenda	Secretariat
WP02	4	METG/32 Outcomes	Secretariat
WP03	4	GRF	Secretariat
WP04	4	RWGAO Work Programme	Secretariat
WP05	4	Updates to EUR ANP Vol I and II	Secretariat
WP06	4	Updates to EUR ANP Vol III	Secretariat
WP07	4	AIM related updates to EUR ANP Vol II	Secretariat
WP08	1.1	Outcome of EASPG/3 Review by ANC	Secretariat
WP09	1.1	High-Level Review of the ICAO 41 <sup>st</sup> Assembly	Secretariat
WP10	3	Provision of Historic Height Monitoring Data for RVSM Approval Purposes	EUR RMA / ECTL
WP11	3	EUR RMA 2022 Safety Monitoring Report Analysis	EUR RMA / ECTL
WP12	3	EUR AN Deficiencies	Secretariat
WP13	4	Outcomes of the FMG/28 combined with RAFT/22	Secretariat
WP14	4	Extension of PBNC TF and updated Terms of Reference (ToRs)	Secretariat
WP15	4	ASBU Implementation Monitoring Report for Reference Period 2021	Secretariat / ECTL
WP16	4	Implementation of the Regional Performance Framework	Secretariat
WP17	4	Use of Five-Letter Name-Codes (5LNCs) and Five-Alphanumeric Name-Codes (5ANNCs) within the EUR Region	Secretariat
WP18	3	Regional Workshop on Assistance to Aircraft Accident Victims and their Families	Secretariat
WP19	3	RESG Outcomes	Secretariat
WP20	2	Follow-Up EASPG/3 Conclusions and Decisions	Secretariat
WP21 Rev1	7	Proposal for amendment to EASPG Handbook (EUR Doc 001)	Secretariat
WP22	3	BARO-VNAV Approaches	France
WP23	3	Investigation of serious incidents	Secretariat
WP24	3	Non-RVSM Approved Aircraft in the EUR RVSM Area	EUR RMA / ECTL
WP25	3	Amending the EUR Regional Safety Priorities	Secretariat

WP26	4	Use of ATS Surveillance in the Flight Information Services (Draft Proposal for Amendment to ICAO Doc 7030 EUR SUPPs)	EUROCONTROL
WP27	4	Distance to go to Runway	EUROCONTROL
WP28	3	EUR Search and Rescue Update	Secretariat
WP29	5	ICAO Environmental Capacity Building Activities in the EUR/NAT Regions	Secretariat
WP30 Rev1	3	Supersonic and Hypersonic Operations in the North Atlantic	USA
<b>IP</b>	<b>Ag It</b>	<b>Title</b>	<b>Presented by</b>
IP01 Rev1	1	Meeting Schedule	Secretariat
IP02	1	List of documents	Secretariat
IP03	1	ICAO Update	Secretariat
IP04	4	VOLCEX	Secretariat
IP05	3	Migration of EUR RMA Bulleting Platform	EUR RMA
IP06	3	Verification of Pilot Declarations of RVSM Approval	EUR RMA
IP07	4	Results from the 5th Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/05) and the ICAO UAS/RPAS/Drones Workshop	Secretariat
IP08	4	EUR DOC 031 Project Team Update	Secretariat
IP09	3	LPRI	Secretariat
IP10	4	EUROCONTROL Aeronautical Information Management Group Activities in 2022	Secretariat
IP11	1.2	EASA Update	EASA
IP12	1.1	ICAO EUR/NAT No Country Left Behind Technical Assistance Programme	Secretariat
<b>FL</b>	<b>Ag It</b>	<b>Title</b>	<b>Presented by</b>
FL01	7	EASPG Chairpersons Elections	Secretariat
FL02 Rev1	4	High Seas Coordination Procedure	Türkiye
<b>PR</b>	<b>Ag It</b>	<b>Title</b>	<b>Presented by</b>
PR01	4	In support of WP02 - METG/32 Outcomes	Secretariat
PR02	4	In support of WP15 - ASBU Implementation Monitoring Report for Reference Period 2021	Secretariat / ECTL



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PR03	4	In Support of WP26 - Use of ATS Surveillance in the Flight Information Services (Draft Proposal for Amendment to ICAO Doc 7030 EUR SUPPs)	EUROCONTROL
PR04	4	In Support of WP27 - Distance to go to Runway	EUROCONTROL
PR05	5	In Support of WP29 - ICAO Environmental Capacity Building Activities in the EUR/NAT Regions	Secretariat

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**The following Appendices are available in a separate folder:**

<b>Appendix C –</b>	Statement by France, on behalf of the European Union Members of the EASPG, European Commission and European Union Aviation Safety Agency
<b>Appendix D –</b>	EASPG/3 Conclusions and Decisions Follow-Up
<b>Appendix E –</b>	EASPG Safety Advisory 06
<b>Appendix F –</b>	EUR 2021 Annual Safety Report, 2022 Edition
<b>Appendix G –</b>	States in EUR Region with Insufficient Process for Serious Incident Investigations
<b>Appendix H –</b>	List of States related to the Flight Plan RVSM Approval Verification Process (FPRAVP) Coverage Area
<b>Appendix I –</b>	EUR Search and Rescue Plan, EUR Doc 039, 4 <sup>rd</sup> Edition, 2022
<b>Appendix J –</b>	SAR Performance Indicators EUR Region
<b>Appendix K –</b>	EUR Air Navigation Deficiencies List
<b>Appendix L –</b>	ASBU Implementation Monitoring Report, ICAO EUR States, Ref. Period 2021
<b>Appendix M –</b>	Proposal for Amendment to the EUR Air Navigation Plan (Doc 7754), Volume II, Part VII AIM
<b>Appendix N –</b>	ICAO EUR Air Navigation Plan, Volume III, 2022 (EUR eANP, Doc 7754, Vol III)
<b>Appendix O –</b>	Regional Working Group on Aerodrome Operations (RWGAO) Work Programme
<b>Appendix P –</b>	Proposal for Amendment to ICAO Doc 4444, PANS-ATM
<b>Appendix Q –</b>	Approved Amendment to the EUR Frequency Management Manual, EUR Doc 011
<b>Appendix R –</b>	List of objected Frequency Assignments
<b>Appendix S –</b>	EUR SIGMET and AIRMET Guide, EUR Doc 014, 5 <sup>th</sup> Edition
<b>Appendix T –</b>	EUR OPMET Data Management Handbook, EUR Doc 018, 12 <sup>th</sup> Edition
<b>Appendix U –</b>	IWXXM Implementation Status
<b>Appendix V –</b>	EUR Performance Framework Report
<b>Appendix W –</b>	Performance Based Navigation Consolidation Task Force (PBNC TF), Updated Terms of Reference (ToRs)
<b>Appendix X –</b>	Approved Amendment to EASPG Handbook, EUR Doc 001
<b>Appendix Y –</b>	Draft Proposal for Amendment to ICAO Doc 7030, EUR SUPPs

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