



REPORT OF

THE FIFTH MEETING OF

THE EUROPEAN AVIATION SYSTEM PLANNING GROUP

(Paris, 29 November – 1 December 2023)

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1. INTRODUCTION

Place and duration

1.1 The Fifth Meeting of the European Aviation System Planning Group (EASPG/5) took place in the ICAO EUR/NAT premises in Paris, France, from 29 November to 1 December 2023.

Attendance

1.2 The Meeting was attended by 84 participants from 34 States and 8 International Organisations. The list of participants is provided in **Appendix A**.

Opening, Officers and Secretariat

1.3 The Meeting was opened by Mr. Nicolas Rallo, ICAO EUR/NAT Regional Director. The Meeting was chaired by Mr. Levan Karanadze. Mr. Nicolas Rallo was the Meeting Secretary, assisted by Mr. Sven Halle and other ICAO EUR/NAT personnel as listed in **Appendix A**.

Agenda and Documentation

1.4 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/4 follow-up actions

Agenda Item 3: Aviation Safety

Agenda Item 4: Air Navigation Planning and Implementation

Agenda Item 5: Any other business

1.5 The list of Meeting documentation is provided in **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

ICAO Update

2.1.1 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.

Update Regional Air Navigation Plan: Update on FIRs and SRRs

2.1.2 The EASPG was informed on the progress of inclusion of the Flight Information Regions (FIR)/Upper Flight Information Regions (UIR) and Search and Rescue Regions (SRR) coordinates in the European Regional Air Navigation Plan (EUR eANP, Doc 7754). It was noted that the EUR/NAT Office was verifying historical records, aligning and conducting informal validation with States in order to prepare Proposals for Amendment (PfA) to the EUR eANP. It was noted that this process of verification was being

conducted manually using historical data available for each amendment that was approved either by a Regional Air Navigation (RAN) meeting or a PfA to the Regional Air Navigation Plan as well as extracts from States' AIPs.

2.1.3 It was noted that the draft PfA to be originated by a State was first sent to the adjacent States who shared a common FIR and SRR boundary for informal consultation before it was formally circulated to all States concerned. It was highlighted that, contrary to the usual silent procedure for official State Letters, a reply of acceptance or confirmation from all adjacent States was required before the official circulation of the PfA concerned could be initiated.

2.1.4 The challenges faced by the ICAO EUR/NAT Office included the lack of complete historical data, lack of appropriate charting tools to verify data and to identify discrepancies, as well as lack of contact persons in the States concerned to support the verification and coordination process.

2.1.5 It was agreed that the Secretariat would make a presentation to the next SAR Task Force meeting to invite support in verifying the EUR Region's SRR coordinates. In addition, the EASPG agreed that the EUR States should be invited to nominate an eANP focal point(s) to facilitate this verification and coordination process of the FIR/UIR and SRR coordinates for the PfAs to the EUR eANP.

EASPG Conclusion 5/1 – EUR eANP Focal Point(s)

That the ICAO Regional Director, Europe and North Atlantic send a State Letter to invite the EUR States to nominate EUR eANP Focal Point(s) to facilitate the coordination and processing of Proposals for Amendment of the *European Regional Air Navigation Plan* (EUR eANP, Doc 7754) to include the descriptions of the Flight Information Regions (FIR)/Upper Flight Information Regions (UIR) and Search and Rescue Regions (SRR) of the EUR Region.

Update on Documents promulgated by EASPG

2.1.6 The meeting noted that, as per the EASPG PCG Decision 5/9, the ICAO Secretariat and the EASPG contributory bodies had started to review all the documents which were promulgated by EASPG (EUR Documents, OPS Bulletins, Safety Advisories and Stand Alone documents), in order to keep them of relevance and up-to-date for stakeholders.

2.1.7 As an outcome of the initial results of this work, a few documents are proposed to be discontinued:

- a) **EUR Doc 010 “Harmonized Access to AIS and MET Services**. Rationale: The METG did not access this document in recent memory and information deemed outdated. In the addition the AIMG group agreed also for this document to be discontinued.
- b) **EUR Doc 033 “Guidelines for Implementation of OPMET Data Exchange using IWXXM in the EUR Region”**. Rationale: Elements of this document have been integrated into EUR Doc 018 as described in EASPG/05 WP/02.
- c) **EUR AMHS Documentation, EUR AMHS Interoperability-Test Guidelines for FTBP**. Rationale: The guidelines were inserted into EUR Doc 020.
- d) **EUR AMHS Documentation, EUR AMHS Pre-operational Test Guidelines for FTBP**. Rationale: The guidelines were inserted into EUR Doc 020
- e) **ICAO SNOWTAM Q&A Webinar**. Rationale: It was incorporated into EUR Doc 041.

2.1.8 Based on the above, the following was agreed:

EASPG Decision 5/1 – Discontinuation of Several EUR Documents

That,

- a) EUR Doc 010 “Harmonized Access to AIS and MET Services;
- b) EUR Doc 033 “Guidelines for Implementation of OPMET Data Exchange using IWXXM in the EUR Region”
- c) EUR AMHS Documentation, EUR AMHS Interoperability-Test Guidelines for FTBP;
- d) EUR AMHS Documentation, EUR AMHS Pre-operational Test Guidelines for FTBP; and
- e) ICAO SNOWTAM Q&A Webinar

be discontinued and that the EUR/NAT Regional Director take the necessary action to have the documents removed from the ICAO EUR/NAT website.

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 2023.

Informal Consultation with IATA and IFALPA

2.2.2 The meeting was informed about an initiative from the EASPG Chair Team, which informally engaged through the ICAO Secretariat with IATA and IFALPA, for the identification of projects/activities in the Aviation Safety and Air Navigation fields that could be potentially added to the EASPG work programme. The meeting reviewed the five (5) proposals and agreed to the following EASPG Decisions and Conclusions:

EASPG Decision 5/2 – Regional Skills Shortage

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, undertake, in coordination with relevant stakeholders, actions to investigate the feasibility of setting up a regional skills shortage monitoring process and convene a meeting of States, international organisations, industry and aviation academies with a view to alleviating the identified situation of shortage of skills.

EASPG Decision 5/3 – Ground Handling Safety

The RWGAO is assigned a task to look into ways to increase ground handling safety, efficiency and risk management in the EUR region, propose recommendations and provide the EASPG/06 meeting with a progress report.

EASPG Conclusion 5/2 – Transition from Magnetic to True North

States are invited to:

- a) Promote in cooperation with industry stakeholders the transition from Magnetic to True North including at AnConf/14, if an opportunity arises
- b) Consider to actively support the True North multi-disciplinary advisory group that should support ICAO in the development of a robust and safe framework for True North implementation.

EASPG Conclusion 5/3 – Harmonized Cold Temperature Correction Procedure

States are invited to promote the need for further clarity regarding the practical applications of cold Temperature Corrections (CTCs) at AnConf/14, if an opportunity arises.

EASPG Decision 5/4 – Free Route Airspace Implementation in the Eastern part of the EUR Region

The RDGE and ANSISG are assigned a task to consider Free Route Airspace as a priority for further cooperative airspace development in the Eastern part of the Region.

Restructuring of the Irish Aviation Authority & the Establishment of AirNav Ireland

2.2.3 An IP informing about the restructuring of the Irish Aviation Authority was made available.

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 C**.

4. AVIATION SAFETY**4.1 OUTCOMES OF THE REGIONAL EXPERT SAFETY GROUP (RESG)*****RESG RASP WG and RESG work programme***

4.1.1 The Meeting was briefed on the discussions held at the fifth meeting of the EASPG Programme Coordinating Group (EASPG PCG/05) to optimize the use of resources for European Regional Aviation Safety Plan (EUR RASP) update and monitoring. The EASPG PCG/05 agreed to align the EUR RASP update cycle with the Global Aviation Safety Plan (GASP) update cycle every 3 years starting EUR RASP 2023-2025.

4.1.2 The Meeting reviewed the report on the related discussions held consequently at RESG, including the agreement in principal and the request to grant RESG with flexibility to review EUR RASP within agreed reference period. In addition, the Meeting supported the consensus of RESG to:

- a) Avoid contradictions between EUR RASP and EPAS;
- b) Allow for bottom-up approach based on lessons learned during developing and implementation of National Aviation Safety Plans (NASPs);
- c) Continue working on developing common EUR data sharing solutions to enable data-driven decisions on EUR RASP and regional safety performance monitoring;
- d) Work on optimizing and format of the EUR RASP to make it more readable and accessible based on specific areas of interest;
- e) Recommend the States to use EUR RASP as one of major sources for NASP development and update following individual risk assessment and applicability test performed with regards to EUR RASP safety actions by each State.

4.1.3 Based on the foregoing, to further clarify the work programme and functions of RESG and RESG RASP Working Group (WG), the Meeting agreed to the following:

EASPG Decision 5/5 – Amendment of Terms of Reference for RESG and RESG RASP WG

That,

- a) the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to process the proposed amendment to the ICAO EUR Doc 001 EASPG Handbook, as detailed in **Appendix D** and provide necessary allocation of resources for the ICAO Secretariat support of amended tasks;
- b) EASPG members and observers consider allocation of additional resources including possible secondment to the ICAO EUR/NAT office to support the development, perform monitoring and facilitate implementation of the EUR RASP; and
- c) RESG be granted with flexibility provisions to introduce, when prompted by urgency and based on consensus reached at RESG, new or to revise existing EUR RASP safety actions (for Volume II of EUR RASP) during the normal update cycle of 3 years.

4.1.4 The Meeting debated on the need to further clarify in the terms of references for RESG and RESG RASP WG the related decision making process. It was agreed to keep the existing practice: consensus agreement among RESG members with an option to go for voting process when consensus cannot be reached.

EUR RASP 2023 survey

4.1.5 The Meeting noted the launch of EUR RASP 2023 Survey and the request from ICAO Secretariat for timely submission of State's inputs before the deadline of 31 January 2024. It was essential to ensure timely preparation of EUR RASP 2023 Implementation report in front of the next EASPG PCG meeting.

New EUR RASP 2023-2025 Action

4.1.6 Based on the agreed flexibility provisions (para 4.1.3 c) above refers) the Meeting has reviewed a proposal presented by the United Kingdom to promote awareness of the risks associated with the carriage of misdeclared/undeclared lithium batteries in the cargo compartment and to encourage the proactive implementation of robust controls. The initiative found general support. Several States have reported to be quite advanced in addressing the issue. Therefore, the Meeting agreed to the following:

EASPG Decision 5/6 – Inclusion of New EUR RASP Safety Action into EUR RASP 2023-2025

That;

- a) the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to amend the EUR RASP 2023-2025 to include the new safety action (**Appendix E** refers), publish the revised version of the plan and issue State Letter calling the attention of the States to the performed revision; and
- b) EASPG members and observers with subject matter expertise and experience be invited to participate in the related development of the supportive materials and consequent delivery of safety promotion activities.

EASPG Safety Advisories

4.1.7 The Meeting recalled EASPG PCG Decision 5/9 to review RASG-EUR and EASPG Safety Advisories and related proposed way forward from RESG. The Meeting agreed to the following:

EASPG Decision 5/7 – Amendment of Safety Advisories

- a) Maintain EASPG Safety Advisories 06 and 07 as up-to-date and relevant;

- b) Task RESG to update RASG-EUR Safety Advisory 01 based on inputs from russian speaking RESG members;
- c) Task RESG to update RASG-EUR Safety Advisory 02 to minimize the text and make less airline specific based on inputs from IFALPA and IATA;
- d) Task RESG to update RASG-EUR Safety Advisory 03 based on inputs from IFALPA and SDCPSI PT;
- e) Task ICAO Secretariat to perform technical review and update RASG-EUR Safety Advisory 04 and RASG-EUR Safety Advisory 05 in line with updated guidance developed by the European Authorities Coordination Group on Flight Data Monitoring (EAFDM); and
- f) Further investigate the need and usage of Safety Advisories in correlation to the approved EUR RASP safety actions.

RESG Way Forward

4.1.8 The Meeting was presented with RESG's vision on the way how future work of RESG can be improved. After a foregoing debate the Meeting agreed to the following:

EASPG Decision 5/8 – Key Principals in RESG Future Work

The RESG is guided to:

- a) Move to a more safety data driven approach;
- b) Serve as platform for wider EUR regional network of safety analysis;
- c) Ensure that each RESG member prepares and discusses during each RESG meeting safety issue(s) being a national priority and expecting to be of relevance for other States together with possible mitigation measures; and
- d) Combine RESG meetings with safety workshops on addressing of one of the key safety issues identified previously.

4.2 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES

2023 EUR and EURASIA RVSM Safety Monitoring Report

4.2.1 The Meeting noted information presented by the EUR Regional Monitoring Agency (RMA), which included a completed quantified technical and total collision risk assessment for the 2022 calendar year and the provisional collision risk assessment for 21 months comprising the 2022 calendar year plus the first 9 months of 2023. Therefore, the following was agreed:

EASPG Decision 5/9 – 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 2022 to September 2023 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.

4.2.2 Due to the late submission of the report from the RMA EURASIA, the EASPG was not in a position to discuss in detail the information for the part of the ICAO European Region which is covered by the RMA EURASIA, but took note of the content of the WP.

Extension of the RVSM European Restriction List

4.2.3 The Meeting noted the update from the EUR RMA on the first full deployment of the RVSM European Restriction List (ERL) beyond the airspace of Germany. The RVSM ERL has been embedded within the EUROCONTROL IFPS, flight plan processing system, and involves the rejection of initial flight plans submitted by operators of non-RVSM approved aircraft, if those flight plans include a request to operate in the airspace included in the ERL. The Meeting supported the potential expansion of the RVSM ERL as an additional safety net to ensure that only RVSM approved aircraft operate above FL290 and therefore the following was agreed:

EASPG Conclusion 5/4 – Participation in the RVSM ERL System

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, undertake the necessary action to encourage those States, which have yet to respond to State Letter EUR/NAT 22-0064.TEC, to do so and indicate whether they would like their airspace to be protected from flights by non-RVSM approved aircraft, by participating in the RVSM ERL system.

Future Height Monitoring Strategy for the EUR RVSM RMA

4.2.4 The EUR RMA presented a proposal for a future height monitoring strategy as the current three (3) HMU systems are approaching the end of their operational life in 2024. The transition to an operational ADS-B monitoring system (region-wide monitoring infrastructure using ADS-B data utilising the SHERLOCK data management system, bearing in mind that any non-equipped, or ADS-B version 1 equipped aircraft will not be able to participate in the monitoring programme) in Europe was initially discussed, but a full assessment is still required to determine to what degree the data provided by the SHERLOCK system is equivalent to that provided by a HMU.

4.2.5 The Meeting recalled that the operation and management of a technical height monitoring infrastructure is a vital element of any RVSM aircraft height keeping performance monitoring programme. The data provided by the height monitoring infrastructure is used to verify individual airframe, and generic aircraft type, altimetry system performance. The data is also necessary to ensure a representative collision risk estimation for aircraft technical height keeping performance.

4.2.6 During the discussion the meeting recalled the discussions from the EASPG/01 meeting where the **Strategy for the Deployment of the RVSM Monitoring Infrastructure for ICAO European Region (2020-2030)** was discussed:

EASPG/01 SoD Quote

4.5.16 *The Meeting was presented with a draft RMA Height Monitoring Strategy for 2020-2030 developed by the EUR and EURASIA RMAs, with the objective to ensure the height monitoring infrastructure necessary to support the activities performed by the RMA EURASIA and EUR RMA remain fit for purpose throughout the period 2020-2030.*

4.5.17 *The Meeting noted that the proposed strategy for the monitoring infrastructure fulfilled the EANPG conclusions and tasks, with the principle objective of ensuring that there was no reduction in RVSM safety levels and that there were no gaps in the continuous availability or capability of the RVSM monitoring function.*

4.5.18 *Based on the above, the Meeting agreed to the following:*

EASPG Conclusion 1/11 – RMA Height Monitoring Strategy for 2020-2030

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

a) The RMA EURASIA and the EUR RMA to undertake the necessary actions to implement the agreed strategy aimed at maintaining and supporting a height monitoring infrastructure;

b) EUROCONTROL/NM and the Russian Federation to make necessary resources available for implementation of the agreed EUR Height Monitoring Strategy 2020-2030 strategy as provided in Appendix G.

EASPG/01 Report Unquote

EASPG Decision 5/10 – EUR RVSM Height Monitoring Infrastructure

That the Regional Director send a letter to EUROCONTROL in order to seek assurances, in the context of a possible transition to ADS-B based RVSM height monitoring beyond 2024, regarding EUROCONTROL plans for ensuring continuity of the height monitoring programme and associated EUR RMA services (in accordance with the RMA Terms of Reference) which EUROCONTROL has committed to provide to the ICAO Planning and Implementation Regional Groups (EANPG and EASPG).

RVSM Monitoring Process in Spain

4.2.7 The Meeting noted the presentation from Spanish Authorities (AESA) on the established monitoring processes for RVSM technical aircraft performance, safety oversight and compliance monitoring.

4.3 EUR SEARCH AND RESCUE

4.3.1 The Meeting was informed about the outcome of the twelfth meeting of the ICAO EUR SAR Task Force (EUR SAR TF/12) which was held in the premises of the Joint Rescue Coordination Center (JRCC) Larnaca, in Cyprus on 4 October 2023. The EUR SAR TF reviewed the key priorities for the EUR Region in the area of SAR, in particular the need for enhancement of safety oversight to ensure that States fulfil their obligations under Annex 12 to the Convention on International Civil Aviation and the EUR SAR Plan (EUR Doc 039).

4.3.2 The meeting noted that the current level of EUR States readiness for Autonomous Distress Tracking was very low and that only 33% of the States did reply to the Autonomous Distress Tracking (ATD) readiness survey. Therefore the following was agreed:

EASPG Conclusion 5/5 – Readiness for Autonomous Distress Tracking (ATD) Implementation

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to urge States to:

- a) take urgent measures to ensure the timely implementation of ADT; and
- b) reply to the ADT readiness survey (ICAO SL EUR/NAT 23-0174 refers), before the end of 2023.

4.3.3 The Meeting took note of the proposed changes to the EUR SAR Plan (EUR Doc. 039), which included the division of responsibilities between SAR Service and Accident Investigation Authority during SAR operations, new abbreviations, new information about ADT and the current results of effective implementation of SAR provisions for EUR States and endorsed the 5th edition of EUR Doc 039.

EASPG Decision 5/11 – Proposal for Amendment (PFA) to EUR Search and Rescue (SAR) Plan, EUR Doc 039

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish on the ICAO EUR/NAT website the EUR Doc 039 (EUR SAR Plan), 5th Edition, as detailed in **Appendix F**.

4.3.4 In addition, the Meeting also supported the EUR SAR TF initiative to develop new guidance material for SAR Units in the EUR region regarding standardized SAR aircraft operations, oversight requirements, operational considerations and training aspects.

EASPG Decision 5/12 – Update the EUR SAR TF Terms of Reference (ToR)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action that, the EUR SAR TF ToR in the EUR Doc 001 (EASPG Handbook) be updated to include a new task of developing Guidance Material for SAR Units in the EUR region regarding standardised SAR aircraft operations, oversight requirements, operational considerations, training aspects.

4.3.5 The meeting was informed about the workshop on SAR oversight and the information from Cospas-Sarsat Secretariat about Systems, Beacons, the Global Aeronautical Distress and Safety System (GADSS) project and the insufficient effectivity/responsiveness of SAR Point of Contacts (SPOC) communication. Despite the availability of training materials on the Cospas-Sarsat webpage and the development of a draft model agreement for use by Mission Control Centers (MCCs) and their SPOCs, the issue of poor SPOC communications remains a problem area and therefore the following was agreed:

EASPG Conclusion 5/6 – Measures to Enhance Coordination between SAR SPOCs and COSPAS-SARSAT MCCs

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to urge States to:

- a) sign the MCC/SPOC agreements/arrangements between SAR Point of Contacts (SPOC) and associated MCC; and
- b) take urgent measures to ensure that their respective SPOC has responsiveness above 50% with MCC in charge of their Search and Rescue Region (SRR) SRR.

4.3.6 The Meeting noted the information about the SAR activities in the ICAO Asia/Pacific (APAC) Region, the highlights of the JWG/29 Report and the topics to be included in the amendments to the IAMSAR Manual (2025Ed), the SAR Oversight Training and that JAA TO is developing a 5-day SAR Inspector course for CAA SAR Inspectors (which should be available by the end of 2023) and regional SAR initiatives in the EUR region (RASARAC). The Meeting was informed about an initiative from the Estonian Transport Administration which proposed to conduct a SAR system oversight survey for analysing the situation on how the SAR system oversight is established at national levels within the EUR/NAT region and agreed to the following:

EASPG Decision 5/13 – Analyse the SAR System and SAR System Oversight in the EUR/NAT Regions

That the EUR SAR TF, undertake the necessary action to:

- a) prepare a survey on States' SAR system oversight capability containing a set of questions to aviation authorities;
- b) prepare, in coordination with the ICAO EUR/NAT Office, and send a State Letter inviting EUR States to reply to the survey; and
- c) analyse the results at the EUR SAR TF level and report to the next EASPG meeting.

4.4 CAPSCA EUR

4.4.1 An IP on the latest activities of CAPSCA in the EUR was made available.

4.5 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION

4.5.1 The Meeting recalled that implementation of the LPRs is challenging for States, mainly because of the lack of dedicated provisions for the approval and oversight activity on the language assessment bodies and on the assessment process undertaken by the competent authorities. The EASPG LPRI TF was mandated (EASPG Decision 2/5 “Update the Language Proficiency Requirement Implementation (LPRI) Task Force (TF) ToR,” refers) to develop a new regional document to enhance the uniform implementation ICAO LPRs in the EUR/NAT region.

4.5.2 Extensive discussions, including all LPRI TF Sub-Groups and English Language Proficiency (ELP) experts, were conducted during LPRI TF/40 and 41 meetings and through correspondence. The EASPG PCG/4 and EASPG/4 were also informed about the progress of the draft regional document. The LPRI TF Subgroup 1, delivered the final draft of the new regional document in February 2023. The document was formatted to ICAO standards and was endorsed at the EASPG PCG/5. It was agreed to present the new regional EUR Doc 046 “Guidance on LPRI and Oversight” (**Appendix G** refers) during EASPG/5 for approval and publication.

4.5.3 In this regard and ensuing discussions, the following was agreed:

EASPG Decision 5/14 – Guidance on LPRI and Oversight

That the EASPG endorse the new regional document EUR 046 “*Guidance on LPRI and Oversight*” and request the ICAO Regional Director, Europe and North Atlantic, to undertake the necessary action to publish it as detailed in **Appendix G**.

4.6 EUR AIR NAVIGATION DEFICIENCIES

4.6.1 The meeting recalled that the EUR/NAT Regional Office maintains a list of specific Air Navigation (AN) Deficiencies, in the EUR region, according to the ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies and to the EUR/NAT Regional Supplement to the Uniform Methodology.

4.6.2 In this regard, the meeting was presented with the updated list of the EUR Air Navigation Deficiencies as detailed in **Appendix H**. During the discussions, the meeting was informed that the ICAO Uniform Methodology (2001) is still under review at ICAO Headquarters. The meeting agreed that, in any case, the EASPG/06 meeting should be presented with a proposed course of action.

4.6.3 Therefore, the following was approved:

EASPG Conclusion 5/7 – Update the EUR Air Navigation Deficiencies List

That:

- a) the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, update the AN Deficiencies list as included in **Appendix H**; and
- b) States are encouraged to update their corrective action plans including timelines, focal persons and actions taken and inform accordingly the EUR/NAT RO.

EASPG Conclusion 5/8 – Air Navigation Deficiencies Uniform Methodology

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG highlights to ICAO Headquarter the importance of revising, as soon as possible, the Uniform Methodology for Air Navigation Deficiencies at the global level, so that regional review with the new harmonized/revised methodology can be finalized accordingly.

4.7 GNSS RFI IMPACT ON AVIATION

4.7.1 The EASPG noted, with concerns, the EUROCONTROL presentation on GNSS interference and it was agreed to bring this topic again to the attention of the Air Navigation Commission. It was underlined that FIRs were not equally affected. The EASPG also concurred that an update on the possible evolution of GNSS interference threats (especially events with reported spoofing) would be monitored by all involved stakeholders and that an update on the situation should be presented at the next EASPG PCG meeting in Q2 2024.

4.7.2 An update on the situation should be provided at the ICAO EUR/MID Radio Navigation Symposium which will be hosted by Türkiye in Antalya from 6 to 8 February 2024 (EUR/NAT letter 23-0383.TEC refers).

5. AIR NAVIGATION PLANNING AND IMPLEMENTATION

5.1 ASBU IMPLEMENTATION STATUS

ASBU Implementation Monitoring Report 2022

5.1.1 The Meeting was presented with the 2022 EUR ASBU implementation monitoring report, which was prepared in cooperation between the ICAO EUR/NAT Office and EUROCONTROL. This edition of the Report has been based on the 7th edition of the GANP and the amended implementation monitoring process included now information on **80 out of the 84 ASBU Elements**.

5.1.2 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. The report included the updated progress/status of implementation of ASBU Block 0 and Block 1 modules (reference period 2022) from 53 out of the 55 States within the ICAO EUR Region. **Tunisia** has not returned the filled questionnaire. **Turkmenistan** has again (for the third consecutive year) not submitted the questionnaire.

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 details and dependencies between ASBU Elements can be explained. The presentation of the evolved Questionnaires will not only increase the quality of the reported data but will also ensure that implementation data can be (again) collected from all 55 States in the ICAO EUR Region. Subsequently this will allow 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. Based on the current experience, States should continue to ask for additional support and clarification of the data before the final submission of the questionnaire.
- d) Recommendation 4: The EASPG is invited to remove the Element FRTO-B1/2 “Required Navigation Performance (RNP) routes” from the monitoring scope of future editions of the Report as the collected evidence shows that the implementation of choice in the EUR Region is RNAV5

5.1.4 Therefore, the following was agreed:

EASPG Decision 5/15 – Approval of the 2022 EUR ASBU Implementation Report

That,

- a) the EASPG endorses the 2022 ICAO/EUROCONTROL ASBU Implementation Monitoring Report (Version 0.3 from 03.11.2023);
- b) the EASPG supports the 4 recommendations; 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 I**.

Sixth Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/06) and the ICAO UTM/UAM/U-Space Workshop

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

5.2 AGA

On-the-Job Training for Aerodrome Inspectors

5.2.1 The Meeting was presented with a working paper addressing the training programmes and training plans that Civil Aviation Authorities are required to establish and to implement to the benefit of Aerodrome Inspectors. In particular, the Meeting noted the statistics driven from the USOAP-CMA current results which show that in the EUR/NAT Region which comprises 56 States Protocol Questions 8.051, 8.053 and 8.055 related to training requirements for aerodrome inspectors are satisfactory respectively for 23 States, 28 States and 17 States only.

5.2.2 In this regard, States were invited to foster collaboration at the regional and sub-regional levels in order to accommodate the On-the-Job Training related needs in a coordinated and effective manner. The ICAO EUR/NAT Regional Office may play a key role in facilitating the expression and the dissemination of OJT related needs from EUR States as well as the matching of the latter with potential OJT opportunities that may be offered by other States from the region. In addition, the Meeting noted that this initiative does not aim to circumvent existing agreements of collaboration and technical assistance between State Authorities but rather to provide good ground for expanding their scope or the establishment of new ones, as deemed appropriate.

5.2.3 As a result of the presentation and ensuing discussions, the following was agreed:

EASPG Conclusion 5/9 – Provision of OJTs for Aerodrome Inspectors

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, issues a State Letter calling EUR States to:

- a) identify and share their annual needs related to the provision of OJTs for Aerodrome inspectors if regional/sub-regional implementation support is needed;

- b) offer OJT opportunities for Aerodrome Inspectors from other EUR States based on delivery modalities that are to be agreed up with the recipient States; and
- c) review feedback from the States and facilitate to the possible extent the accommodation of the OJT related needs through the OJT opportunities conveyed by EUR States.

EUR Doc 013, 6th Edition

5.2.4 The Meeting was provided with the 6th edition of the ICAO EUR Doc 013 “*European Guidance Material on All Weather Operations at Aerodromes*” drafted under the working framework of the Regional Working Group on Aerodrome Operations (RWGAO) by the AWO Project Team which is led by EASA and supported by the ICAO EUR/NAT Regional Office. It was stated that even though the revised ICAO EUR Doc 013 does not include substantial changes it caters for consistency with other ICAO documents and aligns with the outcome of the EASA rulemaking activity on all-weather operations.

5.2.5 Therefore, the following was approved:

EASPG Decision 5/16 – Approval of EUR Doc 013, 6th Edition

That,

- a) the EASPG endorses the revised version of the EUR Doc 013 ‘*European Guidance Material on All Weather Operations at Aerodromes*’ 6th Edition; and
- b) the ICAO Regional Director, Europe and North Atlantic take appropriate measures to publish the endorsed new version of the EUR Doc 013 as provided in **Appendix J**.

5.3 AIM

Amendments to DAIM Tables

5.3.1 The Meeting recalled that the EASPG/04 endorsed new sets of Tables for DAIM in the EUR Air Navigation Plan (EUR eANP Volume III). The Meeting reviewed and endorsed the updated DAIM Tables populated by data provided by States to ICAO Secretariat and AIMG, as in **Appendices K1** and **K2**. It was noted that the EUR ASBU Implementation Report had included DAIM Tables as of the 2023 Report. Therefore, the Meeting agreed to remove the DAIM Tables from the EUR eANP Volume III.

5.3.2 Based on the above, the following was agreed:

EASPG Conclusion 5/10 – Updated DAIM Tables

That,

- a) the EASPG endorses the updated DAIM Tables in **Appendices K1** and **K2** ;
- b) the ICAO Regional Director, European and North Atlantic, takes necessary action to remove the DAIM Tables from the EUR eANP Volume III; and
- c) EUROCONTROL AIMG and ICAO Secretariat are invited to keep the DAIM Tables updated and provide it for the inclusion in the EUR ASBU Implementation Report on annual basis.

Proposed amendments to the EUR Supplementary Procedures (Doc 7030), Chapter 13 (AIS)

5.3.3 The Meeting reviewed and endorsed the updates provided by the AIMG on the EUR SUPPs, Chapter 13 (AIS), in **Appendix L**. Therefore, the following was agreed:

EASPG Conclusion 5/11 – Proposed Amendments to the EUR Supplementary Procedures (Doc 7030), Chapter 13 (AIS)

That,

- a) the EASPG endorses the Proposal for Amendment (PfA) to the ICAO EUR Regional Supplementary Procedures (Doc 7030), is endorsed; and
- b) ICAO Regional Director, European and North Atlantic, takes necessary action to submit the PfA through official channels for further approval and publication.

EUROCONTROL Aeronautical Information Management Group Activities in 2023

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

5.4 ATM***Results from the Special Coordination Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE-SCM/2023)***

5.4.1 An IP outlining the discussion/results from the latest RDGE-SCM/2023 was made available.

5.5 CRISIS MANAGEMENT FRAMEWORK***EUR DOC 031 Review***

5.5.1 The Meeting recalled the EASPG/03 decision to establish a EUR Doc 031 Review Project Team for the review and amendment of the ICAO EUR Doc 031 (Crisis Management Framework Document) taking in to account the conclusions of the EUR/NAT Director General Civil Aviation (DGCA) meeting and the High-Level Conference on COVID-19.

5.5.2 The new edition of the EUR Doc 031 was presented, which gives a clear and comprehensive overview of risks and possible mitigations for disrupting events to the air transportation system. The document also contains the definitions and explanation of the terms pertinent to the air transportation system disruptions and provides regional guidance material for increasing the resilience of the system in the ICAO EUR Region. The aim of the framework is to increase the resilience by identifying potential risk scenarios, develop contingency plans for the relevant scenarios and a general approach to crisis management “if everything else fails”.

5.5.3 The Meeting discussed the best options for publication of the new guidance material in line with the intent of ICAO Assembly Resolution A41-24 and supported the PT proposal to use dedicated workshops (e.g. for EACCC State Focal Points, or in the framework of the next ANSISG meeting for States in the Eastern part of the EUR Region, or as part of regional events like Airspace World 2024) in order to introduce the new material and to increase awareness for all involved stakeholders.

5.5.4 Therefore, the following EASPG was agreed:

EASPG Decision 5/17 – Approval of EUR Doc 031, 2nd Edition

That,

- a) the EASPG endorses the revised version of the EUR Doc 031 (2nd edition from November 2023);
- b) the EASPG supports the proposal for dedicated workshops to increase the awareness on the revised crisis management framework; and

- c) the ICAO Regional Director, Europe and North Atlantic take appropriate measures to publish the endorsed new version of the EUR Doc 031 as provided in **Appendix M**.

5.6 CNS

Outcomes of the Twenty-Ninth Meeting of the Frequency Management Group (FMG/29)

5.6.1 The Meeting endorsed the election of Mr. Vassilios Houdzoumis (Greece) as the Chairperson of the FMG.

Status of channels 136.675 and 136.650

5.6.2 The Meeting recalled that EASPG/04, through Decision 4/10, agreed on the allotment of the frequency 136.675 MHz for VDL 2 on a temporary basis for 18 months (1 April 2023 to 30 September 2024). Based on the request provided by the Communication Service Providers (CSP) for the purpose of VDL/ATN implementation in Europe and agreement by the FMG, the Meeting endorsed the extension of the temporary assignment of 136.675 MHz for VDL 2 until end of December 2027.

5.6.3 Based on the above, the following EASPG Decision was agreed to replace the EASPG Decision 4/10:

EASPG Decision 5/18 – Updated Allotment Plan for VDL2 Channels

That,

- a) the temporary allotment of the frequency 136.675 MHz for VDL 2 is extended until 31 December 2027 as coordinated with FMG members during FMG29.

Note 1 – with reference to the EASPG Conclusion 3/13, the temporary reservation of channels 136.650 and 136.675 for VDL Mode 2 services be removed by end of 2027.

Note 2 – until the end of 2027, 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 2028.

Note 3 – channel 136.650 until the end of 2027 serves as guard channel. The possibility of allotting channel 136.650 to voice communication services prior to the end of 2027 is under consideration.

- b) the ICAO Secretariat takes necessary actions to update EUR Doc 011, paragraph 2.1 (note***) with regard to the temporary allotment of 136.675 MHz for VDL 2.

Amendments to the EUR Doc 011 (EUR Frequency Management Manual)

- Coordination of urgent frequency assignment

5.6.4 Based on the proposals made by FMG, the Meeting endorsed inclusion of the new procedure for the coordination of urgent frequency assignments and procedure for the coordination and deletion of temporary frequency assignments, as in **Appendices N1** and **N2**, in the supplement to EUR Doc 011.

5.6.5 Accordingly, the following was agreed:

EASPG Decision 5/19 – EUR Doc 011 Amendments: Coordination Procedures for Urgent Frequency Assignment and Temporary Frequency Assignment

That,

- a) the EASPG endorses the coordination procedures for urgent frequency assignment and temporary frequency assignment in **Appendices N1 and N2** are endorsed for inclusion in EUR Doc 011 Supplement; and
- b) the Regional Director, ICAO European and North Atlantic, takes necessary actions for the publication of the updated EUR Doc 011.

ICAO Global Database (Frequency Finder)

5.6.6 The Meeting noted that ICAO Headquarters has developed the Frequency Finder programme that offers a tool to assist ICAO Regional Offices and States to manage and coordinate aeronautical frequency assignments.

5.6.7 The Meeting was informed that EUROCONTROL took the action to migrate data from the ICAO Global database to SAFIRE on February 2023. It was noted that this data for some ICAO Regions was not up-to-date, which may increase the risk of interference/incompatibility. Furthermore, the Meeting was informed by one of its members that they had issues for frequency assignment for their radio stations in their overseas territories located in other ICAO Regions and this process took very long.

5.6.8 After the discussions, the Meeting noted the concerns about the accuracy of data in the ICAO Global database (FF) and updating of the database by all ICAO Regions; and agreed that the subject be addressed at the Global level (ICAO Headquarters). Therefore, the following was endorsed:

EASPG Conclusion 5/12 – ICAO Global Database (Frequency Finder)

That, ICAO Headquarters be invited to take necessary actions and encourage Regional Offices to maintain the ICAO Global Database on Frequency Finder updated on regular basis in order to provide sufficient protection to frequency assignments in all ICAO Regions.

Outcomes of the Third Meeting of the AFT to SWIM Transition Task Force (AST TF/3)

5.6.9 The Meeting endorsed the election of Mr. Jesús Mario Garcia Cano (Spain) and Ms. Anna Rapti (Greece) as the chairperson and vice-chairperson of the AST TF.

Updated AST TF ToRs

5.6.10 The Meeting reviewed and endorsed the updated AST TF Terms of Reference, as provided in **Appendix O**, and agreed on the following Decision:

EASPG Decision 5/20 – Update to the Terms of Reference (TOR) of the AFS to SWIM Transition Task Force (AST TF)

That,

- a) the updated AST TF ToR in **Appendix O** is endorsed; and
- b) the ICAO Regional Director, Europe and North Atlantic take appropriate action to publish the updated AST TF TOR in the EASPG Handbook (EUR Doc 001).

COM Centre Operator Refresh Course

5.6.11 The Meeting agreed to the AST TF proposal to define a COM Centre Operator Refresh Course, in accordance with the draft course proposal in **Appendix P**. The Meeting discussed the possibility that EUROCONTROL (Aviation Learning Centre) could be invited to develop the requested course in 2024 for Europe and to make it available globally afterwards.

5.6.12 Based on the above, the following was agreed:

EASPG Conclusion 5/13 – Proposal for the COM Centre Operator Refresher Course

That,

- a) the proposal for the COM Centre Operator Refresher Course in **Appendix P** is approved; and
- b) ICAO Regional Director, Europe and North Atlantic take appropriate action to help ensure the development of the COM Centre Operator Refresher Course by ICAO or one of its partners in 2024 and promote participation in this course.

ICAO EUR AMHS/SWIM Gateway Specification

5.6.13 The Meeting was presented a draft version of the AMHS/SWIM Gateway Specification by the AST TF, as at **Appendix Q**, to be published as a new EUR Doc. Therefore, the following was agreed:

EASPG Decision 5/21 – AMHS/SWIM Gateway Specification

That:

- a) The ICAO EUR AMHS/SWIM Gateway Specification in **Appendix Q** is endorsed;
- b) ICAO Regional Director, Europe and North Atlantic take appropriate action to publish the AMHS/SWIM Gateway Specification as EUR Doc 047;
- c) ICAO EUR/NAT Secretariat is asked to distribute EUR Doc 047 with other ICAO Regions; and
- d) AST TF (Planning Group) is mandated for future maintenance of the AMHS/SWIM Gateway Specification (EUR Doc 047).

Updates to ICAO EUR AMHS Manual (EUR Doc 020)

5.6.14 The Meeting reviewed and endorsed the proposed changes by the AST TF to the ICAO EUR AMHS Manual (EUR Doc 020) and agreed to the following:

EASPG Decision 5/22 – ICAO EUR AMHS Manual (EUR Doc 020) Update

That,

- a) proposed changes to the ICAO EUR AMHS Manual (EUR Doc 020) are endorsed; and
- b) ICAO Regional Director, Europe and North Atlantic undertake appropriate actions for publication of the ICAO EUR AMHS Manual (EUR Doc 020), Version 17.0 as in **Appendix R**.

Updates to ICAO EUR ATN NSAP Address Registry (EUR Doc 028)

5.6.15 The Meeting reviewed and endorsed the proposed changes by the AST TF to the ICAO EUR ATN NSAP Address Registry (EUR Doc 028) and agreed to the following:

EASPG Conclusion 5/14 – ICAO EUR ATN NSAP Address Registry (EUR Doc 028) Update

That,

- a) proposed changes to the ICAO EUR ATN NSAP Address Registry (EUR Doc 028) are endorsed;
- b) ICAO Regional Director, Europe and North Atlantic undertake appropriate actions for publication of the ICAO EUR ATN NSAP Address Registry (EUR Doc 028), Version 13.0 as in **Appendix S**; and
- c) States are invited to review the content of the ICAO EUR Doc 028 to make sure that the contents of the document is accurate and up-to-date.

Updates to ICAO ATS Messaging Routing Directory - Part IV – COM Charts

5.6.16 The Meeting reviewed and endorsed the proposed changes by the AST TF to the ICAO EUR ATS Messaging Routing Directory - Part IV – COM Charts and agreed to the following:

EASPG Decision 5/23 – ICAO EUR ATS Messaging Routing Directory - Part IV – COM Charts

That,

- a) updated ICAO EUR ATS Messaging Routing Directory - Part IV – COM Charts in **Appendix T** is endorsed; and
- b) ICAO Regional Director, Europe and North Atlantic undertake appropriate actions for publication of the ICAO EUR ATS Messaging Routing Directory - Part IV – COM Charts.

Updates to ICAO EUR AMHS Documentation Inventory

5.6.17 The Meeting reviewed and endorsed the proposed changes by the AST TF to the ICAO EUR AMHS Documentation Inventory and agreed to the following:

EASPG Decision 5/24 – ICAO EUR AMHS Documentation Inventory Update

That updated ICAO EUR AMHS Documentation Inventory in **Appendix U** is endorsed.

AST TF work programme

5.6.18 The Meeting noted the updated AST TF Work Programme, in **Appendix V**.

5.7 MET

Outcomes of the Thirty-Third Meeting of the Meteorology Group (METG/33)

5.7.1 The meeting noted the outcomes of the Thirty-Third Meeting of the Meteorology Group (METG/33) of the European Aviation System Planning Group (EASPG) that was held at the ICAO EUR/NAT Regional Office in Paris from 19 to 22 September 2023. The meeting also noted with appreciation the significant attendance of METG/33 (97 experts from 43 States as well as 5 International Organizations).

WAFS & SADIS update

5.7.2 The meeting noted the planned upgrades to the World Area Forecast System (WAFS) in November 2023 (1 year earlier than the applicable date of Amendment 81 to Annex 3 and new *Procedures for Air Navigation Services - Meteorology* (PANS-MET, ICAO Doc 10157)) that includes an upgrade in the horizontal, vertical and temporal resolution to all WAFS data sets (wind, temperature, relative humidity and geopotential height).

5.7.3 Furthermore, an upgrade to the WAFS significant weather (SIGWX) forecasts will most likely take place in July 2024 when both World Area Forecast Centres (WAFCs) will produce SIGWX forecasts four times a day for the 6-hour to 48-hour period at 3 hourly intervals (currently only a 24-hour SIGWX forecast is produced 4 times daily). Other changes include: coverage from FL100 to FL600 in a single forecast (i.e. no separate medium level SIGWX); tropopause spot heights will be replaced by tropopause contours; icing objects will be available for the whole globe; only occasional (OCNL) and frequent (FRQ) cumulonimbus cloud will be shown – not possible to include embedded (EMBD) cloud; and turbulence objects will include both clear air and orographic turbulence (no separate in-cloud turbulence field).

5.7.4 The new SIGWX forecasts will be produced in the ICAO Meteorological Information Exchange Model (IWXXM) format and test IWXXM data sets have been made available in order for users to visualize them.

5.7.5 The meeting noted that in order to manage the significant increase in volume of data, the delivery mechanism will be upgraded and be System Wide Information Management (SWIM) compliant using Application Programming Interface (API) framework. Users will be able to choose which region to download data for as well as to specify which vertical levels and which forecast time-steps of data are required. In addition, a set of 8 fixed regions will be provided as well as global data.

EASPG Conclusion 5/15 – WAFS data

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, 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> & for those with WIFS accounts https://beta.aviationweather.gov/wifs/data/IWXXM_TEST/.

EUR SIGMET and AIRMET Guide

5.7.6 The meeting noted the proposed changes to the *EUR SIGMET and AIRMET Guide* (EUR Doc 014) provided by the SIGMET and AIRMET Guide ad-hoc group. The list of proposed changes to EUR Doc 014 include the following:

- Added additional guidance on the use of ‘EXER’ to make more clear that an exercise message is being sent in order for operators not to use this information operationally;
 - Only when the abbreviation ‘EXER’ is included, it shall be followed by a forced line break as required in Table A6-1A of Annex 3;
- Added recommendation on the use of surface visibility and mountain obscuration in AIRMET in the context of smoke obscuration (para. 4.3.3.1.3); and
- Updates of editorial nature.

EASPG Decision 5/25 – EUR SIGMET and AIRMET Guide (EUR Doc 014)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the revised *EUR SIGMET and AIRMET Guide* (EUR Doc 014) as provided in **Appendix W**.

Future Services for Significant Meteorological Conditions (hazards) for low-level AreaFlights

5.7.7 The meeting noted that different State services (AIRMET; area forecast for low-level flights) for providing significant meteorological conditions (hazards) for low-level flights produced in various formats and issuance times results in non-harmonized hazardous information below FL100 or FL150 that poses a safety risk to aviation. Though not currently part of the work programme of the ICAO Meteorology Panel (METP) Working Group on Meteorological Requirements and Development (WG-MRAD) in the development of the

Hazardous Weather Information Service (HWIS), the meeting agreed that developing a long-term solution that would harmonize the issuance of hazardous information below FL100 or FL150 would be desired.

EASPG Conclusion 5/16 – Proposal to consider Future Services for Significant Meteorological Conditions (hazards) for Low-Level Area Flights to the relevant ICAO METP Bodies

That the MET Panel and/or other appropriate group, is invited to consider future (hazards) for low-level area flights, being meteorological observations, forecasts and warnings, to replace existing AIRMET and low-level area forecasts in the context of SWIM-enabled meteorological information services for international civil aviation.

Smoke Reporting

5.7.8 The meeting noted that the ad-hoc group on smoke (FU) reporting included proposed changes to the *EUR SIGMET and AIRMET Guide* (EUR Doc 014). In addition, the meeting agreed to encourage stakeholders to conform to the World Meteorological Organization (WMO) terminology on the source of smoke and replace *wildfire* or other similar terms with *biomass burning* for current and future discussions on this matter.

5.7.9 The meeting noted that several open data products for the EUR Region providing detection and forecasting information of biomass burning smoke are available that could benefit the aviation industry.

5.7.10 The meeting also noted that detailed instructions for air-reporting by voice communications contained in Appendix 1 of *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) do not provide information about the ways of communication for other non-routine meteorological conditions such as biomass burning smoke. Furthermore, Annex 3 Table A4-1 (special air-report downlink) and Table A6-1B (special air-reports uplink) do not provide exceptions in the form of free text for example, the reporting of other non-routine meteorological conditions which may affect the safety or markedly affect the efficiency of aircraft operations. Therefore, guidance on communicating/reporting this information for pilots, Air Traffic Service (ATS) and MET is needed.

5.7.11 Based on the above, the following was agreed:

EASPG Decision 5/26 – Available Platforms providing Detection and Forecasting Information of Biomass burning Smoke

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, inform States about the availability of several open data products providing detection and forecasting information of biomass burning smoke as provided in **Appendix X** as useful additional information, if capabilities at the national State level are not sufficient.

EASPG Conclusion 5/17 – ICAO Annex 3 Special Air-Report Downlink and Uplink

That the ICAO MET Panel and/or other appropriate global group, is invited to develop means of communication between cockpit crew – ATS – MET and vice versa for other non-routine meteorological conditions (e.g. smoke) in special air-report.

Regional OPMET Data Catalogue (RODC)

5.7.12 The meeting agreed for the DMG to continue with automating the procedure to update OPMET bulletins (remove, add or change) and/or data within these bulletins known as the METNO procedure. This automation will be implemented as part of the RODC web application, hosted by Algeria, and will require the same components (State Letter Code, State Name, Aerodrome Location Indicator, Aerodrome Location Name, Aerodrome IATA Code and ICAO Region) in ICAO Doc 7910 as is done for the yearly OPMET

monitoring; however, the frequency of obtaining this information would need to be quarterly. This concept of automating processes is in line with the ICAO Transformational Objectives whose key outcomes include enhanced efficiencies and effectiveness of internal operations as well as simplification of systems, processes and procedures. Consequently, the following was agreed:

EASPG Conclusion 5/18 – Components of ICAO Doc 7910

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to request components of ICAO Doc 7910 be provided quarterly and sent to the ICAO EUR and NAT Regional Office in order for the DMG to use this information in automated METNO procedures in addition to the yearly OPMET monitoring.

Proposed Updates to the Volcanic Ash Contingency Plan – European and North Atlantic Regions

5.7.13 The meeting noted the proposed updates to the *Volcanic Ash Contingency Plan – European and North Atlantic Regions* (EUR/NAT VACP, EUR Doc 019 and NAT Doc 006, Part II). Specifically, the proposed changes reflect the distribution of Volcanic Ash Advisory (VAA), volcanic ash advisory information in graphical form (VAG), SIGMET and special air-reports in accordance to the Regional OPMET Data Exchange (RODEX) schema as described in EUR Doc 018. In addition, the volcanic ash information (VAA/VAG, Volcano Observatory Notice to Aviation (VONA), SIGMET and NOTAM) examples reflect the region/sub-region (NAT Region, EUR Region – Eastern Part, EUR Region – Western Part). Moreover, Regional OPMET Centre (ROC) Moscow was added to the list of ROCs and referenced when examples were used where the routing involved ROC Moscow. Clarification was provided on routing to SADIS and the WAFS Internet File Service (WIFS) to reflect that using the RODEX schema these messages are uploaded to SADIS via ROC London. Furthermore, two examples of special air-reports were updated to reflect the correct location of flight level in accordance to Annex 3, Appendix 6, Table A6-1B. In addition, the applicability dates associated with the SARPs were removed. Lastly, in view of the removal of oceanic clearances in the North Atlantic Region from March 2024, updates to the EUR/NAT VACP to delete references to oceanic clearances in Attachment X5, *Air Traffic Flow Management Arrangements for the NAT Region*, were endorsed by the North Atlantic Implementation Management Group (NAT IMG/63, November 2023) and will be sent to the NAT Systems Planning Group (NAT SPG) for approval by correspondence.

5.7.14 Based on the above, the following was agreed:

EASPG Decision 5/27 – Revised EUR Doc 019/ NAT Doc 006, Part II

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the revised *Volcanic Ash Contingency Plan – European and North Atlantic Regions* (EUR Doc 019/ NAT Doc 006, Part II) as provided in **Appendix Y**.

EUR OPMET Data Management Handbook

5.7.15 The meeting noted the proposed changes to the *EUR OPMET Data Management Handbook* (EUR Doc 018) which included the following modifications such as updated definitions of meteorological authority and meteorological provider in accordance to Annex 3, Amendment 81. In addition, the DMG incorporated elements of ICAO EUR Doc 033 (*Guidelines for the Implementation of OPMET data exchange using IWXXM in the EUR Region*) with the intent to retire EUR Doc 033. Moreover, an example of TAF when a TAF is amended prior the start of validity was provided. Other changes made were needed in order to comply to ICAO provisions, such as removing the state of the runway from required elements of METAR/SPECI in light of Global Reporting Format (GRF) implementation.

EASPG Decision 5/28 – EUR OPMET Data Management Handbook (EUR Doc 018)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EASPG, undertake the necessary action to publish the revised *EUR OPMET Data Management Handbook* (EUR Doc 018) as provided in **Appendix Z**.

Challenges related to SWIM Implementation and Potential Mitigation Strategies

5.7.16 The meeting noted that issues identified regarding the sustainability of legacy systems and services provided by MET Air Navigation Service Providers (ANSPs) while migrating to SWIM-compliant meteorological services. The concerns in this regard included: hundreds of SWIM service connections with data producers needed when global OPMET data is required from many MET ANSPs (instead of the current management of OPMET data via the RODEX schema); determining the governance of SWIM services (instead of the current governance on the exchange of OPMET data by the DMG and similar groups in other regions); financial and human resources needed to migrate to SWIM; not all OPMET data is available in IWXXM, which may cause a delay in users consuming SWIM services; guidance on the implementation of Public Key Infrastructure (PKI) is needed; and guidance on the use of protocols to be used (e.g. Advanced Message Queuing Protocol (AMQP) vs. Message Queuing Telemetry Transport (MQTT)) is needed.

5.7.17 The meeting noted that IWXXM data is only available for EUR and in part for MID and APAC. Consequently, users are less likely to begin using IWXXM data for services due to its inconsistent global coverage.

5.7.18 The meeting noted that the timeframe for Traditional Alphanumeric Code (TAC) removal from being a Standard format in ICAO Annex 3 for the international exchange of aeronautical MET information was once envisioned by the ICAO METP to be 2026. However, following a pandemic-related request for delay from IATA, the METP instead decided that the removal of TAC will occur within ASBU Block 2 (2025-2030). The METP expects to discuss this further at its upcoming sixth meeting (METP/6) in April 2024.

5.7.19 As IWXXM is not available globally, TAC OPMET data will still be needed for flight planning and tactical decision making by operators. Consequently, the meeting agreed that the SADIS and WIFS Providers continue to provide OPMET data in TAC and IWXXM format until at least 2030. The meeting also agreed that the ICAO METP provide IWXXM schema for all aeronautical meteorological information services in order to support the development of standardized and harmonized information services by MET ANSPs.

5.7.20 Based on the above, the following was agreed

EASPG Conclusion 5/19 – Request to the SADIS and WIFS Providers to continue to provide OPMET Data in TAC and IWXXM Format until at least 2030

That the providers of SADIS and WIFS are requested to continue to provide OPMET data in both TAC and IWXXM format as a one-stop-shop via SADIS and WIFS until at least 2030.

EASPG Conclusion 5/20 – Request to the ICAO MET Panel to provide IWXXM Schema for Aeronautical Meteorological Information Services

That the ICAO MET Panel is invited to consider developing the IWXXM schema, in coordination with the WMO TT-AvData, for all aeronautical meteorological products to support the development of standardized and harmonized information services by MET ANSPs.

VOLCEX Events

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

Quantitative Volcanic Ash

5.7.22 The meeting noted that QVA information will be provided by VAACs in a position to do so in 2024 and by all VAACs possibly by 2025 noting that VAA/VAG will still be available for a transition period. QVA is based on certified engine susceptibility versus the current discernible ash criteria. Deterministic values using five thresholds will be provided for 5000 feet intervals from the surface to FL600 at three hourly intervals out to 24 hours with a horizontal resolution of 0.25 degrees. The probability component will not be part of the initial IWXXM output, but implemented at a later date.

5.8 REGIONAL PERFORMANCE FRAMEWORK

5.8.1 The Meeting took note of the results from the activities related to the ICAO Regional Performance Framework, the responds to the tasks assigned to the PERF TF and the work carried out in the preparation of the annual Regional Performance Report. The report included the main results from the Regional Performance Report on the 2021/2022 performance results based on 29 States' submissions in 2023.

5.8.2 With reference to the next steps and taking into consideration what was presented in this working paper, 2024 will be an important year, as the content of the ICAO EUR Doc will have to be assessed against the developments at global and European Union level. Therefore, the ICAO Performance Task Force will have to revamp its activities/participation in 2024 and address the following key issues:

- a) running of the 2024 performance exercise (related to performance results from 2023);
- b) organization of the workshop to raise awareness in the EUR Region; and
- c) monitoring of developments at regional and global level and to launch the activities for the possible update to the ICAO EUR Doc 030.

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

EASPG Conclusion 5/21 – Implementation of the ICAO EUR Region Performance Framework

That:

- a) the EASPG took note of the performance results of the performance reporting cycle 2023 as reported in **Appendix ZA**;
- b) the EASPG supported the PERF TF plans in organising dedicated performance workshops (in Russian and French language) for next year's exercise in 2024; and
- c) the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG 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 2024.

5.9 PERFORMANCE BASED NAVIGATION

5.9.1 The Meeting was provided with the outcomes of the ICAO EUR PBN Consolidation Task Force (PBNC TF/8 and PBNC TF/9) combined with EUROCONTROL Navigation Steering Group (NSG).

EUR OPS Bulletin on Baro-VNAV

5.9.2 The Meeting recalled that EASPG/4 agreed that an ICAO EUR OPS Bulletin be published, 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 PBNC TF established a drafting group led by the PBNC TF Chairteam, France and Secretariat; and developed the ICAO EUR OPS Bulletin on Baro-VNAV. The Bulletin was endorsed by the EASPG through correspondence and published on 28 July 2023 on the ICAO EUR/NAT website, as provided in **Appendix ZB**.

5.9.3 The Meeting noted possible solutions of eliminating the risk of erroneous setting of QNH in Baro-VNAV approaches, such altitude callouts, harmonized transition altitude, technical solutions, etc. As a result of the discussions, ANSPs, IATA, IFALPA and IFATCA were invited to raise awareness on the EUR OPS Bulletin on Baro-VNAV and provide required training to pilots and ATCOs on Baro-VNAV.

5.9.4 Based on the above, the following was agreed:

EASPG Conclusion 5/22 – Impacts of Incorrect QNH setting on Baro-VNAV Approaches

That, ANSPs, IATA, IFALPA and IFATCA are invited to raise awareness on the ICAO EUR OPS Bulletin on Baro-VNAV as per **Appendix ZB** and provide required training to pilots and ATCOs on the impacts of incorrect QNH setting in Baro-VNAV approach procedures.

5.9.5 In addition, the Meeting recalled that EASA and some States/Organizations (France, United Kingdom, Airbus and IFALPA) had published safety notices/videos on this issue. In addition, the United Kingdom informed the meeting of the video posted on this subject (<https://caa-safety-files.captivate.fm/episode/the-risk-of-incorrect-altimeter-settings>).

5.9.6 The Meeting highlighted that harmonised transition altitude (TA) could be a solution to mitigate the safety issues related to QNH setting errors. In addition, harmonised TA would facilitate implementation of continuous descent approach (CDA), which would bring environmental benefits. It was recalled that this activity had been initiated at the technical level by EUROCONTROL (Harmonised European Transition Altitude-HETA project), but was not implemented due to political/sovereignty issues. Therefore, EASA and EUROCONTROL were invited to consider reusing the previously developed material and follow-up on the implementation of harmonised TA.

Pilot's Feedback on PBN Procedures

5.9.7 The Meeting noted PBNC TF discussions concerning pilots' views on PBN implementation and related issues such as GNSS interference and PBN procedures complexity. In particular, the Meeting noted the complexity of some PBN approach procedures published in States AIPs (e.g. complex PBN box) as well as inconsistency of vertical descent profiles with the published minima (e.g. FAF minimum altitude published lower than the OCA/H).

5.9.8 Based on the foregoing, the following was agreed:

EASPG Conclusion 5/23 – Inconsistencies or Complexity of PBN Approach Procedures

That, States/ANSPs are invited to review their PBN approach procedures published in AIP and adhere to the ICAO Procedure Design provisions, in order to avoid any inconsistency or complexity of the information for pilots and users of approach procedures.

Note – some reported issues as inconsistency or complexity of PBN approach procedures included: OCA/H values higher than minimum altitudes published for IAF, IF and FAF

Descent starting before FAF and not aligned with final approach course

Complex or very technical terms in the PBN Requirement Box provisions not easily understandable (keep procedures as simple and understandable as possible).

5.9.9 In addition, the Meeting was informed that, even after implementation of ICAO Cir 335, there still existed discrepancies between FMS data and PBN approach charts in terms of PBN approach procedures naming, which require actions by aircraft manufacturers and FMS data providers.

5.9.10 Furthermore, the Meeting underlined the impacts of GNSS Radio Frequency Interference (RFI) events (jamming, spoofing, etc.) on PBN routes/procedures. GNSS RFI had been a significant source of pilot confusion flying RNAV routes in some certain areas where GNSS jamming and spoofing events were

observed. It was noted that GNSS spoofing events had increased over the past months that require prompt action by all relevant Stakeholders. The Meeting highlighted that resilience should be considered as a crucial factor in the PBN implementation, in particular GNSS.

ICAO EUR/MID Navigation Symposium

5.9.11 The Meeting noted that the ICAO EUR/MID Radio Navigation Symposium will be hosted by Turkiye in Antalya from 6 to 8 February 2024 (EUR/NAT letter 23-0383.TEC refers). The main objective of the Symposium is to provide a forum for sharing the current and future developments related to Radio Navigation Aids. The Symposium will address different aspects of flight inspections and Instrument Flight Procedure (IFP) validation and provide updates on ICAO activities and plans at Regional and Global levels as well as guidance on rationalization of conventional Navigation aids and their evolving solutions. Moreover, the symposium will provide recent updates on GNSS constellations and augmentation systems, identify and address in particular emerging challenges including GNSS RFI and possible GNSS jamming/spoofing monitoring and mitigation solutions.

5.9.12 The Meeting encouraged States, ANSPs, Organizations and Industry to actively participate in the Symposium.

6. ENVIRONMENT

6.1 ICAO ENVIRONMENT TASK FORCE

6.1.1 The meeting was informed on the latest developments on environment including the outcomes of the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3), held in Dubai, United Arab Emirates, from 20 to 24 November 2023, with the adoption of a new ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF) and other Aviation Cleaner Energies. ICAO and its Member States have agreed to strive to achieve a collective global aspirational Vision to reduce CO2 emissions in international aviation by 5 per cent by 2030, compared to zero cleaner energy use. The meeting was briefed as well on ACT SAF, the ICAO programme on capacity building and assistance on the SAF development and deployment.

6.1.2 The Secretariat provided as well updates on the State Action Plan initiative, with now 143 States that have developed and submitted a Plan to reduce CO2 emissions from international aviation; on CORSIA with the amendments approved by the last Assembly; and on several capacity building activities undertaken by the ICAO EUR/NAT Regional Office to support its Member States on environment.

6.1.3 On that note, to continue strengthening environment capacity building activities in the EUR/NAT Region, it was proposed to amend the ToRs of the ICAO EUR/NAT Environment Task Force to place it under the ICAO EUR/NAT DGCA meeting.

6.1.4 The EASPG would continue to be updated regularly on the ICAO environmental activities but the EUR/NAT Environment Task Force would report to the DGCA meeting.

6.1.5 Based on the foregoing, the following was agreed:

EASPG Decision 5/29 – DGCA Handbook change (EUR/NAT ENV TF)

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

- a) instruct the Secretariat to take the necessary steps to include the EUR/NAT Environmental Task Force in the DGCA Handbook as one of the group reporting to the EUR/NAT DGCA meeting and to remove the EUR/NAT Environmental Task Force from the EASPG Handbook; and

- b) recommends that the Environment Task Force reports annually to the DGCA meeting on its activities and progress

EASPG Decision 5/30 – EUR/NAT ENV TF

That:

- a) the EASPG invite the ICAO EUR/NAT Environment Task force to continue its support to the Member States on aviation and environment matters; and
- b) the ICAO Secretariat continue to provide updates on latest global and regional environmental activities to the EASPG meetings.

7. ANY OTHER BUSINESS

7.1 NEXT MEETING

- 7.1.1 The Meeting agreed that the EASPG/6 would take place from 3 to 6 December 2024, in Paris.
 - 7.1.2 Türkiye proposed to host the next EASPG PCG/6 meeting (venue and date, TBC).
-

Appendix A – List of Participants

(paragraph 1.2 refers)

ALBANIA

Muhedin HYSENI

ALGERIA

Kamel BELKASMI

Chakib BOURAOUI

ARMENIA

Arthur GASPARYAN

Zhenya TER-VARDANYAN

AUSTRIA

DI Tino SCHILL

AZERBAIJAN

Bahruz MALIKOV

BELGIUM

Joris PLATTEAU

BOSNIA AND HERZEGOVINA

Vladimir CEKLIC

BULGARIA

Ivan DIAKSOV

Nikolay SOKOLOV

CROATIA

Tomislav KASTELA

CYPRUS

Charalambos ANTONIADES

Nicolas MYTIDES

CZECH REPUBLIC

Vladimir NEKVASIL

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Kari SIEKKINEN

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Luc LAPENE

Nicolas MARCOU

GEORGIA

Zurab AVALISHVILI

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Evgeni TAVADZE

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Torsten JACOB

Raimund KAMP

GREECE

Apologies

IRELAND

Paul KENNEDY

Brendan WOODS

ISRAEL

Apologies

ITALY

Alessandro GHILARI

Stefano PIERACCINI

KAZAKHSTAN

Zhanat ABDUGALIMOV

Oleg AVDEYEV

Yerkin SERMUKHANOV

Kairat TLENSHIN

Adil UMURTAYEV

LATVIA

Sarmite VANAGA

LITHUANIA

Julija CIZIENE

Margarita PAULAUSKIENE

MONTENEGRO

Ivan SCEKIC

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MOROCCO

Mohamed SABBARI

NETHERLANDS

Eric De VRIES

NORWAY

Apologies

POLAND

Krzystof BANASZEK

Karol KAZMIERCZAK

Robert PRZYBYLSKI

REP OF MOLDOVA

Apologies

ROMANIA

Claudia VIRLAN

SERBIA

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SLOVENIA

Natasa BESTER

SPAIN

Lorena MIRANDA ABAD

Maria ANTA-GARCIA

SWEDEN*Apologies***SWITZERLAND***Apologies***TUNISIA***Apologies***TÜRKIYE**

Burak KOF

UKRAINE

Andrii FEDIAKOV

Sergii PEREVEZENTSEV

UNITED KINGDOM

Harry DALY

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Doniyor DJUMAEV

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IATA

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IFALPA

Arnaud DU BEDAT

Paul VISSERS

IFATCA

Philippe DOMOGALA

ICAO EUR/NAT

Nicolas RALLO

Sven HALLE

Arkadii MERKULOV

Chris KEOHAN

Abbas NIKNEJAD

Hatem OUESLATI

Sarantis POULIMENAKOS

Blandine FERRIER

Chloé THOMAS

Patricia CUFF

Leyla SULEYMANOVA

Natalia SAVVINA

Isabelle HOFSTETTER

INTERPRETERS

Olga BERARD

Jan KROTKI

Tatiana HUYSHYNA-OLLIER

Grace COSTON

Alissa KATS

Odile MONTPETIT

Appendix B – Meeting Documentation

(paragraph 1.5 refers)

WP	Ag It	Title	Presented by
WP01	-	Provisional Agenda	Secretariat
WP02 Rev1 & App	4	Outcomes of the Thirty-Third Meeting of the Meteorology Group (METG/33)	Secretariat
WP03	3	On-the-Job Training for Aerodrome Inspectors	Secretariat
WP04	3	RESG Outcomes	Secretariat
WP05	1.2	Informal Consultation with IATA and IFALPA	Secretariat
WP06 & App	3	Quantitative Volcanic Ash	Secretariat on behalf of VAAC London
WP07 & App	3	EUR Search and Rescue Update	EUR SAR TF Chair
WP08 & App	4	AIM Matters	Secretariat
WP09	4	Outcomes of PBNCTF/SNG	Secretariat
WP10	4	Outcomes of the Twenty-Ninth Meeting of the Frequency Management Group (FMG/29)	Secretariat
WP11	3	Proposal for new EUR RASP Safety Action	United Kingdom
WP12 & App	4	EUR Doc 031 Review	Secretariat
WP13 & App	4	ASBU Implementation Monitoring Report for Reference Period 2022	Secretariat / EUROCONTROL
WP14	5	Environment Task Force	Secretariat
WP15 & App	4	AST TF Outcomes	Secretariat
WP16	2	Update on Documents promulgated by EASPG	Secretariat
WP17	1.1	Update Regional Air Navigation Plan: Update on FIRs and SRRs	Secretariat
WP18	3	Extension of the RVSM European Restriction List	EUR RMA/ECTL
WP19	3	Future Height Monitoring Strategy for the EUR RVSM RMA	EUR RMA/ECTL
WP20	3	EUR RMA 2023 Safety Monitoring Report	EUR RMA/ECTL
WP21	2	Follow-Up EASPG/4 Conclusions and Decisions	Secretariat
WP22 & App	4	Approval of ICAO EUR Doc 013 6 th Edition	Secretariat & RWGAO Chair
WP23 & App	4	Implementation of the Regional Performance Framework	Secretariat
WP24 & App	3	Air Navigation Deficiencies	Secretariat

WP25 & App	3	LPRI TF – Approval of the new regional EUR Doc 046	Secretariat
WP26	3	Report on Flight Safety Monitoring in the RVSM Airspace in the Eastern Part of the ICAO EUR Region	RMA EURASIA
IP	Ag It	Title	Presented by
IP01 Rev1	1	Meeting Schedule	Secretariat
IP02	1	List of documents	Secretariat
IP03	1.1	ICAO Update	Secretariat
IP04	4	VOLCEX events	Secretariat
IP05	3	ICAO EUR SAR Workshop 2023	Secretariat and EUR SAR Task Force Chair
IP06	4	EUROCONTROL Aeronautical Information Management Group Activities in 2023	Eurocontrol
IP07	4	Results from the 6 th Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/06) and the ICAO UTM/UAM/U-Space Workshop	Secretariat
IP08	1.2	Restructuring of the Irish Aviation Authority & the Establishment of AirNav Ireland	Ireland
IP09	3	State Compliance with the RVSM Monitoring Responsibilities	Spain
IP10	1.2	EASA Update	EASA
IP11	3	CAPSCA EUR Updates	Secretariat
IP12	4	Results from the Special Coordination Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE-SCM/2023)	Secretariat
PR	Ag It	Title	Presented by
PR01	3	In Support of WP06 – Quantitative Volcanic Ash	Secretariat on behalf of VAAC London
PR02	3	Appendix to IP09 – RVSM Monitoring Process in Spain	Spain
PR03	3	GNSS RFI Impact on Aviation	EUROCONTROL
PR04	5	In support of WP14 – Environment Activities in the EUR/NAT Region	Secretariat
PR05	4	In support of WP13 – ASBU Report	EURONCONTROL

The following Appendices are available in a separate folder:

Appendix C -	EASPG/4 Conclusions and Decisions Follow-Up
Appendix D -	Amendment to RESG and RASP WG Terms of Reference
Appendix E -	New EUR RASP Safety Action into 2023-2025
Appendix F -	European Search and Rescue Plan (EUR SAR Plan), EUR Doc 039, Fifth Edition, 2024
Appendix G -	Guidance on the Harmonized Implementation of Language Proficiency Requirements and Its Oversight, EUR Doc 046, 1 st Edition, 2023
Appendix H -	EUR Air Navigation Deficiencies List
Appendix I -	ICAO ASBU Monitoring Report, Reference Period 2022
Appendix J -	European Guidance Material on All Weather Operations at Aerodromes, EUR Doc 013, Sixth Edition, 2023
Appendix K1 -	Table ASBU, EUR DAIM 3-1
Appendix K2 -	Table DAIM 3-3
Appendix L -	Proposal for Amendment to EUR SUPPs (Doc 7030), Chapter 13, AIS
Appendix M -	ICAO Crisis Management Framework Document, EUR Doc 031, Second Edition, 2023
Appendix N1 -	Proposal for Amendment to EUR Doc 011, Coordination of Urgent Frequency Assignment
Appendix N2 -	Proposal for Amendment to EUR Doc 011, Coordination of Temporary Frequency Assignment
Appendix O -	Amendment to AFS to SWIM Transition Task Force (AST TF) Terms of Reference
Appendix P -	COM Center Operator Refresher Course
Appendix Q -	AMHS/SWIM Gateway Specification, EUR Doc 047, Version 1.0, 2023
Appendix R -	EUR AMHS Manual, EUR Doc 020, Version 17.0, 2023
Appendix S -	EUR NSAP Address Registry, EUR Doc 028, Version 13.0, 2023
Appendix T -	ATS Messaging Routing Directory, Part IV, COM Charts per ICAO Region, 2023
Appendix U -	AMHS Documentation Inventory, Version 13.0, 2023
Appendix V -	AFS to SWIM Transition Task Force Work Programme
Appendix W -	EUR SIGMET and AIRMET Guide, EUR Doc 014, Fifth Edition, 2023
Appendix X -	Available Platforms providing Detection and Forecasting Information of Biomass Burning Smoke
Appendix Y -	EUR/NAT Volcanic Ash Contingency Plan, EUR Doc 019, Ed. 2.1.0, December 2023
Appendix Z -	EUR OPMET Data Management Handbook, EUR Doc 018, Thirteenth Edition, 2023

Appendix ZA -	EUR Performance Framework Results in 2022
Appendix ZB -	EUR OPS Bulletin 2023_001, Risk related to altimeter setting errors during APV Baro-VNAV and non-precision approach operations

--END--