



REPORT OF

THE SIXTH MEETING OF

THE EUROPEAN AVIATION SYSTEM PLANNING GROUP

(Paris, 3 – 6 December 2024)

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1. INTRODUCTION

Place and duration

1.1 The Sixth Meeting of the European Aviation System Planning Group (EASPG/6) took place in the International Civil Aviation Organisation (ICAO) European and North Atlantic Regional Office (EUR/NAT) premises in Paris, France, from 3 to 6 December 2024.

Attendance

1.2 100 participants attended the Meeting from 38 States and 9 International Organisations. The list of participants is provided in **Appendix A**.

Opening, Officers and Secretariat

1.3 Mr. Nicolas Rallo, the ICAO Regional Director, Europe and North Atlantic, opened the Meeting by welcoming the participants and reminding about current ICAO priorities and the outcome of recent key events, including the 14th Air Navigation Conference (An-Conf/14). He underscored the significance of the 80th anniversary of the ICAO Convention on International Civil Aviation and invited all EASPG participants to the celebrations to take place at the EURNAT Office the following day.

1.4 The President of the Council Mr. Salvatore Sciacchitano and the Secretary General of ICAO Mr. Juan Carlos Salazar addressed the Meeting through a recorded message and congratulated the participants on the 80th anniversary of the ICAO Convention on International Civil Aviation.

1.5 Mr. Levan Karanadze (Georgia) chaired the Meeting. Mr. Nicolas Rallo was the Meeting Secretary, assisted by Mr. Elkhan Nahmadov and other ICAO staff as listed in **Appendix A**.

Agenda and Documentation

1.6 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/5 follow-up actions

Agenda Item 3: Aviation Safety

Agenda Item 4: Air Navigation Planning and Implementation

Agenda Item 5: Any other business

1.7 The list of Meeting documentation is provided in **Appendix B**.

2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

2.1 ICAO DEVELOPMENTS

ICAO Update

2.1.1 The Meeting noted 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.

EASPG PCG/6 outcomes

2.1.2 The Meeting was informed about the outcomes of the EASPG Programme Coordination Group (EASPG PCG/6) meeting that was hosted from 29 to 31 May 2024 in Antalya, Türkiye.

2.1.3 In particular, the Meeting noted the discussions on the operational impacts and mitigations of Global Navigation Satellite System (GNSS) Radio Frequency Interference (RFI), recommendations from the ICAO EUR/MID Radio Navigation Symposium (Antalya, Türkiye, 6 - 8 February 2024) and the establishment of a project team to develop a GNSS reversion strategy (including Minimal Operational Networks (MON) for the Eastern part of the EUR Region (EASPG PCG Decision 6/1 refers).

2.1.4 The Meeting also noted information about the envisaged publication of the Sixth Edition of the EUR Regional Supplementary Procedures (SUPPS, Doc 7030), which, inter alia, would include the transfer of some flight information region (FIR) names from other ICAO Regions. It was noted that in connection with the above and in view of the ongoing work within the EASPG contributory bodies on the revision of the EUR SUPPS, the EASPG PCG/6 agreed to establish a project team to review and consolidate the ongoing work with the following high-level tasks:

- a) collect draft proposals for Doc 7030 amendment as developed by the EASPG contributory bodies;
- b) review the proposals to ensure a consistent and harmonised style across the whole document;
- c) review the changes to be integrated as part of the 6th Edition; and
- d) ensure alignment with the Doc 7030 purpose as described in its Foreword, including avoiding duplication with the global provisions, deletion of outdated material.

2.1.5 The outcome of this work would be presented to the EASPG/7 in 2025.

2.1.6 With regard to the EUR Annual Safety Report 2023 (EUR ASR 2023) and EUR Regional Aviation Safety Plan 2023 (EUR RASP 2023) Implementation Report, it was recalled that following their presentation to the EASPG PCG/6, they were endorsed by correspondence by the EASPG.

2.1.7 Furthermore, based on the EASPG PCG/6 recommendations, the EASPG Decisions were agreed by correspondence endorsing for publication the ICAO EUR Guidance on the harmonized implementation of Quality Management Systems (QMS) (EUR Doc 048), as well as EUR Safety Advisory 02 (Guidance material on development of Flight Data Analysis Programmes (FDAP)), EUR Safety Advisory 03 (Guidance material on establishment of regulatory framework on Occurrence Reporting), EUR Safety Advisory 04 (Guidance for oversight of flight data analysis programs (FDAPs)) and EUR Safety Advisory 05 (Guidance on setting up a national Flight Data Monitoring forum).

2.1.8 The Meeting was informed about a request from Ukraine to join the PCG membership. It was recalled that in accordance with the EASPG Handbook, the membership of the EASPG PCG was open to all EASPG members as endorsed by the EASPG. Therefore, the EASPG PCG membership would be amended accordingly to include Ukraine.

EUR/NAT DGCA meeting

2.1.9 The Meeting noted key outcomes of the ICAO EUR/NAT Directors General Civil Aviation (EUR/NAT DGCA) 2024 Meeting held on 23 April 2024 in Toulouse, France.

2.1.10 In particular, the Meeting noted EUR/NAT-DGCA Conclusion 2024/1 to convene a regional meeting of States, international and regional organizations, industry and aviation training organizations with a view to investigating the feasibility of setting up a regional skills shortage monitoring process, as well as EUR/NAT-DGCA Conclusion 2024/3 (Opportunities to build bridges within and beyond the aviation

ecosystem for enhanced training solutions). It was noted that the 1st regional meeting on this topic was planned to be held on 11-13 March 2025 in Paris, France.

2.1.11 The Meeting noted EUR/NAT-DGCA Conclusion 2024/2 on provision of On-the-Job Training (OJT) for CAA Inspectors encouraging States to collaborate and assist each other to the possible extent in the provision of OJT with facilitation of the ICAO EUR/NAT Office.

2.1.12 The Meeting noted EUR/NAT-DGCA Conclusion 2024/6 (Enhancing resilience in civil aviation), inviting States to utilise the content from the ICAO Crisis Management Framework Document (EUR Doc 031, 2nd edition) in national activities to enhance crisis preparedness and response.

2.1.13 With regard to EUR/NAT-DGCA Conclusion 2024/7 (Assistance to aircraft accident victims and their families), the Meeting noted that the ICAO Symposium on Assistance to Aircraft Accident Victims and their Families (AAAVF2024) was held from 26 to 28 November 2024 in Haarlem, the Netherlands, that allowed to further enhance international cooperation on this subject. It was noted that EUR/NAT DGCA Conclusion 2024/7 also invited States to prioritize the implementation of Corrective Actions Plans to address the Universal Safety Oversight Audit Programme (USOAP) related Protocol Questions (PQs) 6.381 and 6.383 with the objective to enhance their capabilities to effectively establish and implement a comprehensive system for the assistance to aircraft accident victims and their families.

2.1.14 With regard to EUR/NAT-DGCA Conclusion 2024/10 on Advancing gender equality in aviation, it was noted that a regional webinar on this subject would be held on 16 December 2024, followed by an in-person workshop to be hosted by Kazakhstan in the first week of March 2025.

Outcomes of the 14th Air Navigation Conference

2.1.15 The Meeting was presented with a mapping of the AN-Conf/14 recommendations versus the current EASPG work programme and structure, and proposals for further actions to integrate the implementation of the recommendations in the EUR.

2.1.16 The Meeting agreed that the presented mapping would be further updated to provide a comprehensive overview of the current and future activities on the related subjects within not only ICAO EASPG, but also the European Union Aviation Safety Agency (EASA), European Organisation for the Safety of Air Navigation (EUROCONTROL) etc. The updated mapping would be presented to the next EASPG PCG.

2.1.17 In particular, concerning Recommendation 2.2/2 on implementation of effective global navigation satellite system radio frequency interference (GNSS RFI) mitigation measures and developing a regional GNSS interference reporting and analysis mechanism, the Meeting noted the latest updates provided by EUROCONTROL related to GNSS RFI. In addition, the Meeting noted the information paper providing a review of the report on GNSS jamming and spoofing, which had been discussed by the Air Navigation Commission in October 2024. In this regard, the Meeting noted the comments from International Federation of Air Traffic Controllers' Associations (IFATCA) that they were planning to send a letter to EASA raising concerns about the growing impact of GNSS RFI. The Meeting invited IFATCA and the International Federation of Air Line Pilots' Associations (IFALPA) to consider submitting a paper on this subject to the next ICAO Assembly.

2.1.18 With regard to Recommendation 2.2/2 b) on developing a regional GNSS interference reporting and analysis mechanism, it was agreed that the existing EUR working structure and reporting mechanisms should be utilised to the maximum extent possible with the objective of identifying and managing the associated risks, without creating redundant or conflicting reporting requirements or workload.

2.1.19 Therefore, the following was agreed:

EASPG Conclusion 6/1 – Regional GNSS Reporting

That the ICAO Regional Director, Europe and North Atlantic, take necessary action to invite States to use the existing mechanisms for reporting of operational impacts of GNSS RFI through the EUROCONTROL EVAIR and discussions on technical impacts through the EASPG Frequency Management Group (FMG) and Performance Based Navigation Consolidation Task Force (PBNC TF) umbrella.

2.1.20 With regard to Recommendation 3.1/1 calling on implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere, the Meeting noted that more information on the current status of implementation was needed to support the implementation at the regional level through the work of the Air Navigation System Implementation Support Group (ANSISG). Therefore, the following was agreed:

EASPG Decision 6/1 – Project 30/10

That the EASPG PCG, in coordination with all relevant stakeholders, prepare a survey to be circulated through an ICAO EUR/NAT State letter to collect information on the current status and plans for implementation of separation minima in the EUR.

2.1.21 The Meeting discussed the latest developments related to Recommendation 3.1/6, inviting to work with States and international organizations to identify, compile and publish best practices, as necessary, related to the safe and efficient air navigation of aircraft around space transport operations and develop guidance material for air navigation services providers related to the integration of space transport operations.

2.1.22 In that regard, the Meeting was presented with a working paper providing an overview of the ongoing activities on Space Transport Operations and highlighting the need to develop a dedicated guidance material on airspace integration practices that ensure safe and efficient navigation of aircraft around Space Transport Operations as well as the regional harmonization. Furthermore, the paper provided the key principles that should be considered in establishing an ICAO EUR framework related to Space Transport Operations.

2.1.23 The Meeting noted the issuance of NAT Doc 013 and agreed that the development of a similar guidance material in the EUR context, considering experiences gained by the NAT and relevant States as well as the developments at the ICAO global level would be required. Furthermore, the Meeting noted that there were several initiatives in place and that to share experience and ensure guidelines for the development of common approaches and practices would be crucial.

2.1.24 Therefore, the following was agreed:

EASPG Decision 6/2 – Development of the ICAO EUR Guidance Material on Space Transport Operations and Set-up of a Dedicated Multidisciplinary Project Team

That:

- a) the ICAO Regional Director, Europe and North Atlantic, undertake action to set-up a multidisciplinary project team in close coordination with relevant States and organisations;
- b) the newly established project team develop Guidance Material on Space Transport Operations for the EUR Region;
- c) the project team report the progress on the development of the guidance material back to the next EASPG PCG in 2025.

2.1.25 It was agreed that the Secretariat in coordination with the interested parties would develop the Terms of Reference (ToR) for the project team before launching an invitation for nominations in January 2025.

2.1.26 Concerning Recommendation 3.2/2 on flight and flow - information for a collaborative environment (FF-ICE) implementation and Recommendation 3.1/3 calling on Regions to expedite the implementation of trajectory-based operations (TBO) enablers that were considered mature and relevant, the Meeting noted updates on the progress of ongoing regional activities.

2.1.27 In this regard, the Meeting was presented with a proposal for amendment to the ICAO EUR Supplementary Procedures (Doc 7030) that had been developed in response to:

- a) the amendments to ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS), related to the initial implementation of flight and flow – information for a collaborative environment (FF-ICE) services, applicable from 28th November 2024; and
- b) the European Commission Implementing Regulation (EU) 2021/116 mandating the exchange of flight plans using FF-ICE services for all IFR flights in the FIR/UIRs of EU Member States, Norway and Switzerland from 1 January 2026.

2.1.28 The proposed amendments to Doc 7030 reflected these requirements and provided necessary information for operators as follows:

- a) the requirement for IFR flights operating in the FIR/UIRs of EU Member States, Norway and Switzerland to submit flight plans and flight plan information using the FF-ICE procedures detailed in PANS-ATM Chapter 17 (new chapter on FF-ICE);
- b) the details of the applicable FIR/UIRs of the EU Member States, Norway and Switzerland;
- c) information regarding translation (from FF-ICE to ICAO Flight Plan 2012) services provided by the EUROCONTROL Network Manager to manage the transition between the two formats;
- d) reference to the new FF-ICE procedures detailed in PANS-ATM Chapter 17;
- e) addition of FF-ICE related aspects for each specific requirement or information expressed for ICAO Flight Plan 2012 format, where appropriate; and
- f) editorial changes to replace references to the Central Flow Management Unit (CFMU) to the EUROCONTROL Network Manager and so on.

2.1.29 The following was therefore agreed:

EAPSG Conclusion 6/2 – Amendment to the EUR SUPPS concerning FF-ICE Services in EUR Region

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to process as soon as possible the proposed amendment to ICAO European Region Supplementary Procedures, as detailed in **Appendix C** in order to facilitate the planned implementation on 1 January 2026.

2.1.30 The Meeting noted that the FF-ICE implementation timelines could be different for different States and sub-regions with a single regionally agreed target date in line with the AN-Conf/14 recommendation. However, the inter- and intra-regional interoperability and harmonisation aspects would need to be carefully assessed and planned using the existing experience and knowledge on this subject that had been already accumulated in the EUR.

2.1.31 Therefore, in order to further consolidate this work at the EUR level, the following was agreed:

EASPG Conclusion 6/3 – FF-ICE Implementation

That:

- a) the ICAO Regional Director, Europe and North Atlantic

- i) invite the EUR States to develop their national plans to ensure implementation of FF-ICE by target date 2034;
 - ii) take necessary actions to establish an EUR FF-ICE task force in close cooperation with EASA and EUROCONTROL to facilitate the implementation of FF-ICE in conjunction with TBO and SWIM;
- b) the EASPG PCG develop and endorse the ToR for the EASPG FF-ICE TF by June 2025.

2.2 UPDATE FROM STATES AND INTERNATIONAL ORGANIZATIONS

EASA Update

2.2.1 The Meeting noted an information paper providing the main highlights of EASA activities in 2024, in particular those related to the European Plan for Aviation Safety (EPAS), the latest publications and domain-specific activities, safety promotion, European Co-ordination Center for Accident and Incident Reporting Systems (ECCAIRS) research and innovation, environment and technical assistance.

EUROCONTROL Update

2.2.2 The Meeting was provided with a briefing on the EUROCONTROL Flying Green project, a one-stop-shop to support Aviation Decarbonisation and Climate Adaptation.

3. REVIEW OF THE EASPG FOLLOW-UP ACTIONS

3.1.1 The Meeting reviewed and updated the status of the pending EASPG Conclusions and Decisions (**Appendix D**).

3.1.2 In particular, the Meeting recalled the pending Conclusion 4/15 related to the use of Five Letter Name Codes (5LNCs), Five Alpha-Numeric Name Codes (5ANNCS) and ICARD and inviting ICAO to implement a list of urgently required upgrade of the ICARD system. It was noted that unfortunately due to the budget limitations this request was not addressed. The Meeting discussed possible solutions for this issue and suggested that voluntary contributions to support ICAO with the maintenance and upgrades of the ICARD system could be a way forward. In this regard it was noted that there were some preliminary informal discussions between ICAO and EUROCONTROL on a possible contribution from EUROCONTROL by taking the responsibility for the ICARD system maintenance with the overall governance by ICAO.

3.1.3 The Meeting recalled that there were several similar arrangements that had been implemented by EUROCONTROL for the global use by ICAO, e.g Location of an Aircraft in Distress Repository (LADR).

3.1.4 Therefore, the following was agreed:

EASPG Conclusion 6/4 – Future Maintenance and Upgrades of ICARD

That ICAO and EUROCONTROL be invited to investigate the feasibility of an arrangement for the future ICARD maintenance and upgrades to be provided by EUROCONTROL while the overall governance be retained by ICAO.

3.1.5 The Meeting noted an information paper presenting the outcome of the review of the EASPG/5 report by the Air Navigation Commission (ANC) and an update on the Consolidated Report to the Council on the Planning and Implementation Regional Group (PIRGs) and Regional Aviation Safety Group (RASGs) for 2023-2024, including the list of identified global challenges. It was noted that the ANC agreed to continue working with the Secretariat on enhancing the PIRGs and RASGs consolidated report to the Council, including the option of developing a dashboard to monitor the challenges reported and actions undertaken to resolve them, which would require further coordination with PIRGs and RASGs. In this regard, the Meeting noted that the PIRG/RASG outcomes were made available as information papers to the Council. The Meeting felt that it

would help to improve the effectiveness of the PIRG/RASG meetings if these reports were reviewed by the Council as working papers.

4. AVIATION SAFETY

4.1 OUTCOMES OF THE REGIONAL EXPERT SAFETY GROUP (RESG)

RESG Outcomes

4.1.1 The Meeting was presented key outcomes of the Eighth Meeting of the EASPG Regional Expert Safety Group (EASPG RESG/08) held in Sofia, Bulgaria, from 25 to 27 September 2024

4.1.2 The Meeting endorsed the election of a new co-Chair, Ms. Tatiana Aleksandrova (International Air Transport Association (IATA)), replacing Mr. Dragos Munteanu (IATA). The Meeting thanked Dragos for his outstanding contribution to the EASPG work.

4.1.3 The Meeting noted information on the latest developments with regard to EUR Regional Aviation Safety Plan (RASP) 2024 survey (EASPG RESG Decision 08/01 refers) and preparation for the EUR RASP revision (EASPG RESG Decision 08/02 refers)

4.1.4 The Meeting noted the discussions about the emerging safety issues related to turbulence encounters. The importance of sharing turbulence-related information among aviation stakeholders was recognized. It was agreed to support and promote international cooperation under the RESG framework to enhance turbulence risk management strategies and to collect more information on existing global and regional activities on the topic and discuss possible RESG involvement into this work at the next meeting.

4.1.5 The Meeting noted discussions on the RESG possible involvement in the regional efforts addressing the issue of GNSS interferences. In particular, concerning a possibility for technical and procedural solutions to reset the accumulated GNSS error in flight. The Meeting agreed for RESG to collect more information on existing global and regional activities aimed to address the related safety risk.

4.2 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES

EUR and EURASIA RVSM Safety Monitoring Report

4.2.1 The Meeting noted information presented by the EUR and EURASIA Regional Monitoring Agencies (RMA), which included a completed quantified technical and total collision risk assessment for the 2023 calendar year and the first 9 months of 2024.

4.2.2 The Meeting acknowledged the conclusions of both RMAs that the four safety objectives for the reporting period had been met. However, in view of the unresolved significant safety concern identified through the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA) and the Assembly Resolution concerning the infraction of the Chicago Convention regarding the dual registration of aircraft by the Russian Federation affecting the airworthiness of numerous aircraft, the Meeting expressed concerns at a possible underestimation in the EURASIA RMA report of the number of aircraft to be listed on the EURASIA RMA bulletin.

4.2.3 The Secretariat commented that the above-mentioned Significant Safety Concern (SSC) relates to the USOAP protocol questions (PQ) 5.125, 5.127 and 5.152, which address the Certificate of Registration of aircraft issued by the State of Registry. The SSC was issued due to a breach of the Chicago Convention, Article 18, which prohibits dual registration of aircraft. Since the SSC was not related to Reduced Vertical Separation Minima (RVSM) specific PQs and because the State of the Operator was responsible for issuing RVSM specific approvals under Annex 6 Part I, 7.2.6 b), the Secretariat expressed the view that this SSC would not necessarily put in question the RVSM capability of the concerned aircraft. It was also stated

that from an RMA perspective, it was not the RMA role to question information provided by the State of Operator concerning the validity of the issued approvals.

4.2.4 The following was agreed as a result of the ensuing discussions:

EASPG Decision 6/3 - 2024 RVSM Safety Monitoring Reports

That the EASPG, noting the reports provided by the EUR and EURASIA RMAs, is satisfied that Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the four safety objectives for period January 2023 to September 2024 inclusive.

Note 1: It should be noted that confidence in the accuracy of the estimate for the total risk remains very low due to the low number of Large Height Deviations (LHDs) and other operational error reports received.

Note 2: In view of the unresolved significant safety concern identified through the USOAP CMA, the Council and Assembly resolutions concerning the infraction of the Chicago Convention regarding the dual registration of aircraft by the Russian Federation affecting the airworthiness of numerous aircraft, the Meeting expressed concerns at a possible underestimation in the EURASIA RMA report of the number of aircraft to be listed on the EURASIA RMA bulletin.

EUR RMA Strategy 2025-2029

4.2.5 The Meeting was presented with information about the plans initiated by EUROCONTROL, to ensure the continuity of the EUR RMA service for 2025-2029. It was recalled that due to the aging Height Monitoring Unit (HMU) system and component obsolescence issues, it would not be possible to keep the current monitoring systems operational indefinitely, and that a system based on Automatic Dependent Surveillance Broadcast (ADS-B) data was being developed as a replacement. The Meeting noted an update on the transition process and the feedback related to the ICAO State Letter (EUR/NAT 24-0042), which was sent to EUROCONTROL in response to associated discussions held during EASPG/05.

4.2.6 It was noted that the ADS-B based height monitoring system originally expected to be fully operational in the summer of 2024, was delayed to summer 2025 due to a number of technical, resource and budget issues. The initial technical evaluation of the data from the new system had provided positive results, equivalent to HMU performance for those aircraft monitored using both methods.

4.2.7 Therefore, to ensure continuity of the RVSM height monitoring programme, it was necessary to extend the operational life of two HMU systems.

4.2.8 Consequently, the following was agreed:

EASPG Conclusion 6/5 - Continuity of the EUR RVSM Height Monitoring Infrastructure

That in order to ensure the continuity of the EUR RVSM Height Monitoring Infrastructure, the ICAO Regional Director, Europe and North Atlantic, invite EUROCONTROL on behalf of EASPG, ensure that the service life of two HMU systems is extended until the end of 2025.

Extension of the RVSM European Restriction List

4.2.9 The Meeting noted an update from the EUR RMA on the first full deployment of the RVSM European Restriction List (ERL). It was reported that a number of concerns were raised related to both the requirements on States exercising operational authority for aircraft to provide RVSM approvals to RMA and the operation of the RVSM ERL.

4.2.10 It was recalled that the Terms of Reference for both EUR RMA and RMA EURASIA detailed requirements to maintain databases of aircraft approved to operate RVSM in their respective areas of

responsibility, conduct audits to verify the RVSM approval status of aircraft operating in RVSM airspace and submit reports of non-RVSM approved aircraft to the appropriate State authority. Various ICAO guidance documents (specifically Doc 9574 and Doc 9937) also referred to the importance of RMAs maintaining databases of RVSM approvals. EUR Doc 034 provided guidance to States, including coordination with their accredited RMA for the exchange of information related to RVSM approvals. The Meeting also recalled previous conclusions related to RVSM approval coordination, including, EANPG Conclusion 54/37, EANPG Conclusion 55/28 and EANPG Conclusion 52/38.

4.2.11 In order to further reinforce the importance of the provision of RVSM approval information from States to their accredited RMA, the Meeting agreed the following.

EAPSG Conclusion 6/6 – RVSM Coordination Requirements between States and Accredited RMAs

That:

- a) the ICAO Regional Director, Europe and North Atlantic urge States to timely provide RVSM approval data to their accredited RMA; and
- b) the EASPG PCG in coordination with the EUR and EURASIA RMAs, develop an amendment to the EUR Guidance material for continued safety monitoring of RVSM airspace (EUR Doc 034) to state that, after a reasonable attempt to clarify the RVSM approval status of an aircraft operating in RVSM airspace, with the State exercising operational authority for that aircraft, an aircraft which is operating in the airspace without such an approval can be declared as non-RVSM approved.

4.2.12 With regard to the further expansion of the EUR RVSM ERL, the Meeting agreed that additional material would be required in follow up to State Letter EUR/NAT 22-0064 regarding the nature of the actions expected by States and their responsibilities related to non-RVSM approved aircraft operating within their airspace, as defined in ICAO Annex 6 parts I and II. B.

4.2.13 Therefore, the following was agreed:

EAPSG Decision 6/4 – Future Expansion of the RVSMERL

That the EUR RMA develop appropriate guidance material, ERL surveys and webinars to support the implementation and future expansion of ERL.

4.3 EUR SEARCH AND RESCUE

4.3.1 The Meeting was informed about key outcomes from the 13th meeting of the ICAO European Regional Search and Rescue Task Force (EUR SAR TF/13) (virtual, on 11 March 2024) and the 2024 ICAO Joint EUR/APAC SAR meeting and workshop held on 2-4 October 2024 in Baku, Azerbaijan.

4.3.2 It was noted that the primary objective of this joint event was to strengthen collaboration between the European and Asia/Pacific Regions on SAR implementation, particularly addressing preparedness in the implementation of the Global Aeronautical Distress and Safety System (GADSS) Autonomous Distress Tracking (ADT). The meeting noted the current lack of ADT equipment of Annex 6. The International Organization for Aerospace Industry Association (ICCAIA) commented that all necessary efforts have been committed to address this situation as soon as possible.

4.3.3 The Meeting noted the results of a survey conducted as per EASPG/05 Conclusion 5/5 – Readiness for Autonomous Distress Tracking (ADT) Implementation (ICAO SL EUR/NAT 23-0174 refers). The results of the EUR ADT readiness survey showed a low readiness level from the 35 responses received. Considering that the Global Aeronautical Distress and Safety System (GADSS) would enter into force on 1 January 2025, the operational availability of LADR and the OPS Control Directory for Aircraft Operators, Air

Traffic Service (ATS) Units, and Rescue Coordination Centers (RCCs), the following was agreed to urge States to take immediate actions to ensure ADT readiness.

EAPSG Conclusion 6/7 – Readiness for ADT Implementation

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

- a) take urgent measures to ensure the timely implementation of ADT; and
- b) respond to the next survey on the readiness for autonomous distress tracking (ADT) in order to provide updated information as soon as possible.

4.3.4 Furthermore, the Meeting noted the latest updates to the SAR capability matrix contained in the ICAO EUR SAR Plan (EUR Doc 039, Appendix D), as well as the 41 SAR Performance Indicators (ICAO State Letter 19-0546 refers). It was agreed that States should be invited to annually update both documents.

4.3.5 The following was agreed as a result of ensuing discussions:

EAPSG Conclusion 6/8 – SAR Capabilities using the Matrix in EUR Doc 039 (EUR SAR Plan) and to the EUR SAR Performance Indicators

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to invite EUR States to provide an annual update of the SAR capabilities using the matrix in *EUR Doc 039 (EUR SAR Plan)* and the SAR Performance Indicators, before 31 March each year.

4.3.6 The Meeting was informed that in accordance with EASPG Decision 5/13 (*Analyse the SAR System and SAR System Oversight in the EUR/NAT Regions*), a survey was conducted in March 2024 receiving 31 responses. An analysis of the results revealed several significant challenges affecting the oversight of SAR systems across States, including:

- a) multiple agencies managing different aspects of SAR, leading to potential coordination challenges;
- b) inconsistent legislation across States resulting in gaps and inconsistencies within the SAR system;
- c) not all States have established oversight programs to ensure continuous supervision of SAR provisions, limiting standardization;
- d) safety Management Systems (SMS) and Quality Management Systems (QMS) are often omitted from SAR oversight, impacting the quality and safety of operations; and
- e) approximately 50% of States lack a National SAR Coordinating Committee (SCC), which is essential for effective coordination and oversight.

4.3.7 Furthermore, the Meeting approved the draft EUR SAR Operations Guidance Material that had been developed in follow up to EASPG Decision 5/12.

EAPSG Decision 6/5 – Publication of SAR Operations Guidance Material

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary actions to publish the regional guidance for SAR aircraft operations, presented in **Appendix E** as an ICAO EUR Document.

4.3.8 The Meeting noted the outcome of the EUR/APAC simulated GADSS/ADT exercise that was held on 4 October 2024. During this exercise, ADT signals were received and information displayed through the LADR system. The exercise was conducted by the French Mission Control Centre (FMCC) with support

from the EUROCONTROL OPS team. Participants were able to observe the live transmission of data from the ELT(DT) beacon simulator in Toulouse, to the LADR and presented to the users.

4.3.9 The Meeting noted that the joint EUR/APAC SAR Workshop provided valuable insights, fostering the exchange of critical SAR information. Further collaboration between adjacent Regions should continue. It was agreed that the next in-person EUR SAR TF meeting be held in September 2025 in Morocco (TBC), potentially in coordination with the ICAO MID Office and Arab Civil Aviation Organization (ACAO).

4.4 CAPSCA EUR

4.4.1 The Meeting noted the latest updates on the ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme in the EUR and, in particular the outcomes of the joint EUR/NAT and MID CAPSCA meeting that was held in Cologne from 25 to 26 April 2024, hosted by the European Aviation Safety Agency (EASA). In this regard, the establishment of a dedicated joint World Health Organization (WHO) Europe, EASA, European Center for Disease Prevention and Control (ECDC) and ICAO EUR/NAT and MID Project Team on contact-tracing issues was noted.

4.5 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION

4.5.1 The Meeting was presented with the progress report on the Language Proficiency Requirements Implementation Task Force (LPRI TF) work, including a regional workshop that was held in Skopje, North Macedonia, from 6 to 8 March 2024 for the Western Balkans area funded by The EU Technical Assistance and Information Exchange (EU/TAIEX) programme, as well the implementation activities concerning the EUR Doc 046 on the harmonization and uniform implementation of LPRs.

4.5.2 The Meeting thanked the LPRI TF for their valuable inputs and noted that the LPRI TF/45 meeting would be held in Paris, France, on 11-13 December 2024.

4.6 CERTIFICATION OF AERODROMES

4.6.1 The Meeting was presented with a proposal concerning the monitoring of aerodrome certification status and pooling of qualified aerodrome inspectorate staff.

4.6.2 The Meeting was informed that the ICAO EUR/NAT Office had launched a survey on 4 October 2023 to solicit updates from States on the certification status of aerodromes. Thirty-three (33) replies were received confirming that twenty-four (24) additional aerodromes used for international operations in four States had been certified in 2023 compared to 2022. In addition, the survey results revealed that one of the main challenges to ensuring the effective certification of designated aerodromes was the availability of qualified Aerodromes and Ground Aids (AGA) inspectors. The Meeting noted that another state letter on the same subject was sent on October 2024 and the analysis of the responses would be presented to the next EASPG PCG.

4.6.3 The Meeting agreed on the need for a regional mechanism to monitor the status of certification of aerodromes used for international operations in the EUR. Also, the Meeting supported promoting the pooling of qualified aerodrome inspectorate staff in order to assist the States in overcoming the challenges identified through the survey.

4.6.4 Consequently, the following was agreed:

EASPG Conclusion 6/9 – Monitoring of Aerodrome Certification and Pooling of Qualified Aerodrome Inspectorate Staff

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

- a) Invite EUR/NAT States to

- i) Progress the implementation of the certification requirements for the aerodromes used for international operations as well as to maintain and publish their certification status;
 - ii) Report on a yearly basis to the ICAO EUR/NAT Regional Office the status of certification of the aerodromes used for international operations provided in the AOP Part of the Doc 7754 EUR eANP; and
 - iii) Support a regional voluntary approach consisting in the conduct of a peer-to-peer review of aerodrome infrastructure and operations compared to ICAO SARPs and guidance material through the pooling of qualified aerodrome inspectorate staff.
- b) Invite the ICAO HQ to consider the opportunity to discuss at the global level the publication of the status of certification of aerodromes used for international operations in the regional Air Navigation Plans (ANPs) by providing the date of the initial certification or the date of the latest full recertification or the latest date of the extension of the aerodrome certificate validity, as deemed suitable, which ever is the latest.

4.7 EUR AIR NAVIGATION DEFICIENCIES

4.7.1 The Meeting was informed that since EASPG/5, the following updates to the EUR AN deficiencies had been provided:

- a) Albania informed the Secretariat about the rectification of the EUR-AIS-06-01-'Obstacle dataset for TOD area 1 outside Tirana TMA. The Secretariat confirmed the rectification of this deficiency, thus it was eliminated from the ICAO EUR Air Navigation Deficiencies list (EASPG PCG Conclusion 6/1 refers);
- b) Tajikistan informed that the 24-hour TAF required for UTDD is now provided. Consequently, Deficiency EUR-MET-01-11 is proposed to be removed from the list of air navigation deficiencies;
- c) Algeria provided their corrective action plan in regards to deficiency EUR-MET-01-15; and
- d) Israel provided their corrective action plan in regards to deficiency EUR-AIS-06-19.

4.7.2 The Meeting was presented with a proposal related to the implementation of European Air Navigation Planning Group (EANPG/59) Conclusion/10 pertaining to the review of the priority of EUR-AIS-07-01 (Publication by the Russian Federation of several aeronautical information related documents, such as NOTAMs, AICs, Amendments, and Supplements to the Aeronautical Information Publication (AIP) of the Russian Federation, concerning the Simferopol FIR), which was assigned to the Russian Federation by EANPG Decision 58/01 for non-observance of ICAO Annex 11 items 2.1.2, 2.1.3 and ICAO Annex 15 item 2.1.2.

4.7.3 The Meeting recalled that EANPG59 Conclusion/10 was agreed to Update the Priority of the EUR-AIS-07-01 in the EUR Region Air Navigation Deficiencies Table having regard for the procedures set up for identification, assessment and reporting of air navigation deficiencies in the EUR DOC 001. The implementation of this Conclusion had been delayed due to the work that had been initiated at the global level to review the ICAO Uniform Methodology on the Identification of Air Navigation deficiencies. Unfortunately, this work had been delayed pending availability of resources and prioritization of the ICAO work programme.

4.7.4 In view of the lack of prospect for a short-term revision of the global Uniform Methodology and the seriousness of the deficiency, the Meeting agreed that based on the current procedure in the EASPG Handbook para 3.9 (To facilitate the prioritization process, the Regional Office is guided by the principal that a deficiency with respect to an ICAO Standard is accorded a "U" status, to a Recommended Practice an "A" and to PANS as "B"), the status of of the air navigation deficiency EUR-AIS-07-01 be changed to Urgent.

4.7.5 Therefore, the following was agreed:

EASPG Decision 6/6 - Update the EUR AN Deficiencies List

That:

- a) the priority status of the air navigation deficiency EUR-AIS-07-01 be changed to Urgent based on the EASPG Handbook (EUR Doc 001); and
- b) the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, update the AN Deficiencies list as included in **Appendix F**.

EASPG Conclusion 6/10 - Corrective Actions Plans related to the EUR AN Deficiencies List

That, the ICAO Regional Director, Europe and North Atlantic, invite States to update their corrective action plans (CAPs), including timelines, focal persons and actions taken and inform accordingly the EUR/NAT Regional Office.

5. AIR NAVIGATION PLANNING AND IMPLEMENTATION

5.1 ASBU IMPLEMENTATION STATUS

ASBU Implementation Monitoring Report 2023

5.1.1 The Meeting was presented with the 2023 EUR ASBU implementation monitoring report, which was prepared in cooperation between the ICAO EUR/NAT Office and EUROCONTROL. This edition of the Report had been based on the 7th edition of the Global Air Navigation Plan (GANP) and the amended implementation monitoring process included now information on 79 out of the 83 ASBU Elements.

5.1.2 It was noted that, following the approval of EASPG/5, the FRTO-B1/2 (Required Navigation Performance (RNP) routes) element had been removed from the monitoring scope of the report as the collected evidence had shown that the EUR implementation was mostly RNAV5. The monitoring of the remaining 4 elements was not yet possible, mainly because of the unavailability of implementation progress information. The Meeting noted that, thanks to the contributions of all involved stakeholders across the EUR Region, the coverage of the ASBU Implementation Monitoring Report had substantially improved over the years, growing from the monitoring of 70 out of 87 Elements for the reference year 2020, to 74 out of 87 Elements for 2021 and to 80 out of 84 Elements for 2022.

5.1.3 The report included the updated progress/status of implementation of ASBU Block 0 and Block 1 modules from 52 out of the 55 EUR States. Belarus, Tunisia and Turkmenistan had not submitted the questionnaire.

5.1.4 Therefore, the following was agreed:

EASPG Decision 6/7 – Approval of the 2023 EUR ASBU Implementation Report

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to publish the endorsed 2023 ASBU Implementation Monitoring Report as provided in **Appendix G**.

5.1.5 The Meeting was presented with a proposal for amendment to the EUR Air Navigation Plan (eANP) Volume II (Part III prepared by the EASPG contributory bodies. It was recalled that Volume II contained dynamic plan elements material related to the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services and the current to medium term regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

5.1.6 Therefore, the following was agreed:

EASPG Conclusion 6/11 – PfA to the EUR eANP Volume II (Part III CNS)

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to process the endorsed proposal for amendment (PfA) to the EUR eANP Volume II (Part III) (**Appendix H** refers) through appropriate ICAO mechanisms.

5.2 AIM

Amendments to DAIM Tables

5.2.1 The Meeting was presented with the status of DAIM (Digital Aeronautical Information Management) implementation in the ICAO EUR Region. It was noted that the 17 States had not provided their full status of implementation to the new digital aeronautical information management (DAIM) Tables.

5.2.2 Therefore, the following was agreed:

EASPG Conclusion 6/12 – EUR DAIM Tables

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to invite the identified non-responding States to review the DAIM Tables (**Appendices I and J** refer) and provide updates to the ICAO EUR/NAT Office by 28 February 2025.

** Note – List of non-responding States: Algeria, Austria, Belarus, Bulgaria, Ireland, Israel, Kazakhstan, Lithuania, Malta, Morocco, the Netherlands, North Macedonia, the Russian Federation, Tajikistan, Tunisia, Turkmenistan and Uzbekistan.*

5.3 EASPG HANDBOOK UPDATES

5.3.1 The Meeting was provided with updates to the EASPG Handbook (EUR Doc 001) to reflect the latest changes in the current working arrangements of the EASPG and its contributory bodies, as well as the regional documentation maintained by the EASPG. In addition, a formal reference was included to clarify the AIMG function as the single AIS/AIM forum in the EUR Region providing contribution to the EASPG.

5.3.2 The following was agreed:

EASPG Decision 6/8 – Amendment to EASPG Handbook, EUR Doc 001

That, the ICAO Regional Director, Europe and North Atlantic, take appropriate action to amend the EASPG Handbook (EUR Doc 001), as provided at **Appendix K** and publish the amended document on the ICAO EUR/NAT website.

5.4 ATM

Special Coordination Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE-SCM/2024)

5.4.1 The Meeting was presented with the results of the Special Coordination Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE-SCM/2024) which was held in Tashkent, Uzbekistan, from 5 to 8 November 2024.

5.4.2 The Meeting was informed about significant concerns reported concerning the lack of usable 5LNCs and the problems with the ICARD system, which were negatively affecting the PBN and Free Route Airspace (FRA) implementation activities. The Meeting recalled EASPG Conclusion 04/15 that proposed a list of short-term solutions for the ICARD problems. It was agreed that the most urgent short-term solution was to remove the regional reserve lists in ICARD as soon as possible

5.4.3 Therefore, the following was agreed:

EASPG Conclusion 6/13 – ICARD and the Need for Usable 5LNCs

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to coordinate within ICAO to remove the regional reserve lists in ICARD as soon as possible, so that all ICARD users can access all globally available five-letter name-codes (5LNCs) in ICARD, thus enhancing the number of usable (in terms of pronounceability and proximity checked) 5LNCs in all ICAO Regions.

5.4.4 The Meeting was informed about a number of route proposals reviewed and included in the ATS Route Catalogue. Lack of feedback from some APAC States was noted that delayed progress on some proposals. In this regard, it was noted that the ICAO EURNAT Office would coordinate with the APAC Office to seek assistance in order to improve the level of responsiveness prior to the next RDGE meeting

5.4.5 It was noted that the next RDGE would be held in Dushanbe, Tajikistan, from 15 to 19 September 2025.

ICAO Air Navigation Services Implementation Support Group (ANSISG)

5.4.6 The Meeting noted the outcomes of the 7th Air Navigation Services Implementation Support Group (ANSISG/07) meeting, followed by the ICAO Regional workshop on Crisis Management, Contingency Planning and Effective Humanitarian Assistance and Disaster Response that were held in Astana, Kazakhstan, from 8 to 12 April 2024. The meeting agenda also included an annual ASBU implementation monitoring report workshop on 9 April 2024.

5.4.7 It was noted that the next ANSISG meeting would take place in Tbilisi, Georgia, in Spring 2025, back-to-back with a 2 day workshop on remote TWR operations.

5.5 CNS***Outcomes of the Thirtieth Meeting of the Frequency Management Group (FMG/30)***

5.5.1 The Meeting was provided with key outcomes of the Thirtieth Meeting of the Frequency Management Group (FMG/30) combined with the Twenty Sixth Meeting of the Network Manager Radio Frequency Function Team (RAFT/26) that was held from 16 to 18 October 2024 at the ICAO EUR/NAT Office in Paris, France.

5.5.2 The Meeting was presented with an updated version of the EUR 8.33 kHz Regional Implementation Plan (EUR Doc 042).

5.5.3 The Meeting noted the ICAO Letter (Ref. E 3/5-24/93) of 14 November 2024 in regards to the Draft ICAO Position on items of interest to aviation on the agenda of the International Telecommunication Union (ITU) World Radiocommunication Conference (2027) (WRC-27).

5.5.4 Therefore, the following was agreed:

EASPG Decision 6/9 - EUR Doc 042, Second Edition (EUR 8.33 kHz Regional Implementation Plan)

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to publish the update EUR Doc 042, second edition (EUR 8.33 kHz Regional Implementation Plan) at **Appendix L**

EASPG Conclusion 6/14 - ICAO WRC-27 Position

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to invite States to ensure support to the ICAO WRC-27 Position (ICAO Letter (Ref. E 3/5-24/93) of 14 November 2024 refers)

Outcomes of the Fifth Meeting of the AFT to SWIM Transition Task Force (AST TF/5)

5.5.5 The Meeting was provided with the main highlights of the Fifth Meeting of the AFS to SWIM Transition Task Force (AST TF/05) that was held in Krakow, Poland from 18 to 20 June 2024.

5.5.6 The Meeting endorsed amendments to the following EUR Documents:

EAPSG Decision 6/10 – ICAO EUR AMHS Manual (EUR Doc 020) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO EUR AMHS Manual (EUR Doc 020) as provided in **Appendix M**

EAPSG Decision 6/11 – ICAO EUR ATS Messaging Management Manual (EUR Doc 021) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO EUR ATS Messaging Management Manual (EUR Doc 021) as provided in **Appendix N**

EAPSG Decision 6/12 – ICAO EUR ATN NSAP Address Registry (EUR Doc 028) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO EUR ATN NSAP Address Registry (EUR Doc 028) as provided in **Appendix O**

EAPSG Decision 6/13 – ICAO EUR AGVN Legacy Numbering Plan (EUR Doc 036) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO EUR AGVN Legacy Numbering Plan (EUR Doc 036) as provided in **Appendix P**

EAPSG Decision 6/14 – ICAO EUR IPv6 Address Space Allocation (EUR Doc 037R) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO EUR IPv6 Address Space Allocation (EUR Doc 037R) as in **Appendix Q**

EAPSG Decision 6/15 – AMHS/SWIM Gateway Specifications (EUR Doc 047) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated AMHS/SWIM Gateway Specifications (EUR Doc 047) as in **Appendix R**

EAPSG Decision 6/16 – ICAO ATS Messaging Routing Directory - Part I Update

That the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO ATS Messaging Routing Directory - Part I as in **Appendix S**

EASPG Decision 6/17 – ICAO ATS Messaging Routing Directory - Part IV – COM Charts Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated ICAO ATS Messaging Routing Directory - Part IV – COM Charts as in **Appendix T**

EASPG Decision 6/18 – AMHS NDR Handling Advice (NDRA) Update

That, the ICAO Regional Director, Europe and North Atlantic, undertake appropriate actions for publication of the updated AMHS NDR Handling Advice (NDRA) as in **Appendix U**.

New Pan European AFTN address

5.5.7 The Meeting was presented with information about a new pan European service called Iris NOTAM that would provide notification messages to Iris Service users reporting any potential service unavailability and requesting an assignment of an “EUSIYOYI” AFTN address for this service.

5.5.8 It was noted that Iris Service was providing Controller Pilot Datalink Communications (CPDLC) and automated dependent surveillance- contract (ADS-C) by the European Satellite Service Provider (ESSP) through the ViaSat geostationary satellite constellation. As this was a pan-regional service, the AFTN address assignment required coordination through the EASPG with the following inclusion in Doc 7910 and ANP.

5.5.9 Therefore, the following was agreed:

EASPG Conclusion 6/15 – New AFTN Address for the Pan-European Iris Availability Notification Tool

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to coordinate within ICAO for the inclusion of the new location indicator (EUSI) and AFTN address (EUSIYOYI) for the provision of a pan-European service for notification of the Iris Service availability for CPDLC and ADS-C communications into ICAO Doc 7910 (Location Indicators).

5.6 MET

Outcomes of the Thirty-Fourth Meeting of the Meteorology Group (METG/34)

5.6.1 The Meeting noted the outcomes of the Thirty-Fourth Meeting of the EASPG Meteorology Group (METG/34) that was held from 17 to 20 September 2024 in Paris, France.

5.6.2 In particular, the Meeting noted the proposed changes to the EUR OPMET Data Management Handbook (EUR Doc 018) and agreed the following:

EASPG Decision 6/19 – 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 V**.

5.6.3 The Meeting also noted the updates to the EUR ANP Volume III tables pertaining to the ASBU AMET elements, as well as the SIGMET implementation status updates. It was noted that the overall AMET B0 implementation increased by 2% in the last year, reaching 94%. The AMET B1 level of implementation was 99% (same as in 2023)

5.6.4 The following was agreed:

EASPG Decision 6/20 – Update to the EUR ANP Volume III – MET

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to include information in **Appendix W** and **Appendix X** in the ASBU Implementation Monitoring Report for the EUR Region.

5.6.5 The Meeting endorsed the results of the METG Chair elections and congratulated Ms. Dorothea Banse (Germany) with her re-election.

VOLCEX Events

5.6.6 The Meeting was provided with an update on the Volcanic Ash Exercises for the EUR and NAT Regions (VOLCEX), including the outcomes of the VOLCEX23 Debrief and VOLCEX24 Planning Meeting (22 - 23 January 2024), as well as the VOLCEX24 Preparatory Workshop that was held in Lisbon, Portugal, from 14 to 15 October 2024 and the VOLCEX24 exercises that were held on 19 November 2024.

5.6.7 The Meeting noted the following future milestones for VOLCEX24:

- a) 22-23 Jan 2025, Paris, France – VOLCEX24 debrief meeting and VOLCEX25 planning meeting;
- b) Feb 2025 – VOLCEX24 final report posted on the ICAO EUR/NAT website;
- c) May 2025 – report provided to the EASPG PCG.

5.6.8 The Meeting was further informed about the proposal and reasoning of the EUROCONTROL to conduct the VOLCEX exercises as biennial events. It was noted that whilst the EUROCONTROL Network Manager was determined to continue to support the VOLCEX exercises, their resources providing support in the planning and execution of VOLCEX exercises had to be focussed on the implementation of Quantitative Volcanic Ash (QVA) that required a lot of clarification at regulatory and operational levels. Supporting the VOLCEX activities at the same time when QVA was being implemented (end of 2025) was challenging and EUROCONTROL would not be in a position to support the planned VOLCEX exercise in 2025.

5.6.9 While acknowledging the challenges faced by EUROCONTROL, the Meeting noted that the annual VOLCEX exercises were proven to be essential for both EUR and NAT Regions to ensure crisis response preparedness by all involved stakeholders. This was also aligned with the priority focus areas as identified by the AN-Conf/14 recommendations. The Meeting invited EUROCONTROL to consider if their position could be revisited and agreed to discuss the future planning at the upcoming VOLCEX24 debrief and VOLCEX25 planning meeting on 22-23 Jan 2025 in Paris, France.

5.6.10 The Meeting consequently agreed the following, pending the outcome of the foregoing VOLCEX meeting

EASPG Conclusion 6/16 – Support of the Annual VOLCEX Exercises

That, the ICAO Regional Director, Europe and North Atlantic, invite EUROCONTROL to reconsider the need for ensuring the availability of the necessary resources to support an annual VOLCEX exercise commencing in 2026.

5.7 REGIONAL PERFORMANCE FRAMEWORK

5.7.1 The Meeting noted an update on the activities of the EUR Regional Performance Framework Task Force (PERF TF), including the main results from the Regional Performance Report on the 2022/2023 performance results based on States' submissions in 2024. It was noted that the number of participating States increased to 32 in the 2024 exercise (29 in 2023).

5.7.2 The Meeting noted the key finding derived from the aggregation of the performance results noted the next steps for the 2025 EUR Region Performance Monitoring exercise. Therefore, the following was agreed:

EASPG Decision 6/21 – ICAO EUR Region Performance Report 2024

That, the ICAO Regional Director, Europe and North Atlantic, take necessary action to publish the EUR performance report 2024 as provided at **Appendix Y**

5.8 PERFORMANCE BASED NAVIGATION

5.8.1 The Meeting was provided with a summary of relevant outcomes of the 2024 meetings of the combined EUR PBN Consolidation Task Force (PBNCTF) and EUROCONTROL Navigation Steering Group (NSG) meetings.

5.8.2 The Meeting noted the discussions concerning the review of the *ICAO EUR PBN Approvals Guidance Material* (EUR Doc 029) and the *EUR RNP APCH Guidance Material* (EUR Doc 025). The review concluded the following:

- a) *EUR Doc 029*: Parts I and II, covering RNAV 5 and RNAV 1/2 approvals, were addressed by Doc 9613 (PBN Manual) and Doc 9997 (PBN Authorization Manual). However, Part III, which addresses baro-VNAV approvals, lacks global guidance and remains relevant. Thus, it was recommended to retain Part III as a EUR OPS Bulletin and withdraw Parts I and II.
- b) *EUR Doc 025*: This document, covering RNP approach guidance, is now obsolete due to the guidance provided in ICAO Doc 9613, Volume II, Part C. Accordingly, EUR Doc 025 was recommended for withdrawal.

5.8.3 In the ensuing discussions, the Meeting noted some concerns about the continuing validity of the proposed EUR OPS Bulletin. The Meeting also questioned whether some parts of EUR Doc 025 may need to be retained.

5.8.4 Therefore, the following was agreed:

EASPG Decision 6/22 – Discontinuation of EUR Doc 029 and 025

That:

- a) the ICAO Regional Director, Europe and North Atlantic take appropriate actions to withdraw EUR Doc 029 – *ICAO EUR PBN Approvals Guidance Material* and EUR Doc 025 – *EUR RNP APCH Guidance Material*; and
- b) the PBNCTF further evaluate whether Part III of EUR Doc 029 on baro-VNAV and some parts of EUR Doc 025 (part b and annex 1) would need to be retained in some form.

5.8.5 Furthermore, in relation to EASPG Conclusion 5/22, the Meeting recalled its discussions concerning a harmonized transition altitude (TA) that could be a solution to mitigate safety issues related to QNH setting errors. The Meeting noted the IATA support for this work, however, it was also noted that there were previous attempts at the EASA, EUROCONTROL and CANSO level for a harmonized TA, but these initiatives were put on hold due to lack of the States agreement.

6. ENVIRONMENT

6.1 The Meeting was presented with the latest updates on the ICAO environmental capacity building activities in the EUR/NAT related to the State Action Plans (SAP), Carbon Offsetting and Reduction

Scheme for International Aviation (CORSIA) and Sustainable Aviation Fuels (SAF). The Meeting welcome the intensified efforts by the EUR/NAT Office to support States on environment related matters.

6.2 The Meeting noted that States were invited to a) develop and/or update their State Action Plan on CO2 emissions reduction to submit it to ICAO as soon as possible, b) join CORSIA in the first phase and c) join the ICAO programme on Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT SAF).

7. ANY OTHER BUSINESS

7.1 NEXT MEETING

7.1.1 The Meeting agreed that the EASPG/7 would take place in Paris, France from 24 to 27 November 2025, starting at 11:00 on the first day.

7.1.2 The EASPG PCG/7 meeting would be held in Cyprus from 27 to 29 May 2025.

Appendix A – List of Participants

(paragraph 1.2 refers)

ALBANIA Muhedin HYSENI	GREECE Marina BASIMAKOPOULOU	PORTUGAL Antonio RITA Vitor Hugo VALAGAO	EASA Carla IORIO Lorenzo PELLEGRINI
ALGERIA Hana BOUROUAIS Mohamed Lamine BELHAJI Houssam BEZICHE Ahcene MOUFEK	IRELAND Paul KENNEDY Adam MONAGHAN Ciaran SMITH	REPUBLIC OF MOLDOVA Valeriu CAZAN	EUROCONTROL David BRAIN Gerhard BERZ Razvan BUCUROIU Octavian CIOARA Donal LALOR Andrew LEWIS
ARMENIA Artur PAPOYAN	ISRAEL Uriel HEINES Ofir VAKNIN	SERBIA Nikola SARANCIC	
AUSTRIA DI Tino SCHILL	ITALY Giuseppe COLANTONI Stefano PIERACCINI Silvio ZAPPI	SLOVAKIA Teodora NEMETHOVA	IATA Yassine EL CHARKAOUI
AZERBAIJAN Bahruz MALIKOV	KAZAKHSTAN Zhanat ABDUGALIMOV Tamara ARCHUADZE Oleg AVDEYEV Kairat TLENSHIN Adil UMURTAYEV	SPAIN Maria ANTA-GARCIA Ana Isabel LUENGO RIVERO Joaquin RELLOSO PRIETO	ICCAIA Eric DEMONEY
BELGIUM Joris PLATTEAU	KYRGYZSTAN Natalia Sergeevna KIM Torokeldi OMUROV Kanat TOLOGONOV	TUNISIA Mohamed ABDALLAH Haithem FOUZAI Oussama MOKHTAR	IFALPA Amaud DU BEDAT Paul VISSERS
BOSNIA AND HERZEGOVINA Vladimir CEKLIC Slađana GROZDANIĆ	LATVIA Erika NEIMANE	TÜRKIYE Sitki Kagan ERTAS Fusun GEZER SILTU Burak KOF	IFATCA Philippe DOMOGALA
CROATIA Sestan ZVONIMIR	LITHUANIA Julija CIZIENE Margarita PAULAUSKIENE	UKRAINE Sergii PEREVEZENTSEV Ihor SHYSHKOVSKYI Alina ZADOROZHNIYA	ICAO Nicolas RALLO Elkhan NAHMADOV Sven HALLE Arkadii MERKULOV Abbas NIKNEJAD Nino GELOVANI Blandine FERRIER Gary MILLER Samantis POULIMENAKOS Hatem OUESLATI Elie EL KHOURY Patricia CUFF Isabelle HOFSTETTER
CYPRUS Haris ANTONIADES Nicolas MYTIDES	MONTENEGRO Radovan SUCUR	UNITED KINGDOM Michael COCKCROFT Harry DALY	
DENMARK Bolette H. S. SORENSEN	MOROCCO Mohamed SABBARI	UNITED STATES Holly KING	
FINLAND Kari SIEKKINEN	NETHERLANDS Eric De VRIES Simone OUDAKKER	UZBEKISTAN Andrey ZAYTSEV	INTERPRETERS Olga BERARD Grace COSTON Tatiana ILYUSHYNA- OLLIER Alissa KATS Charles SPEED Natalia TVERE
FRANCE Luc LAPENE Nicolas MARCOU Eric SWIRYDA	NORTH MACEDONIA Iliir MEHMEDI	ACI EUROPE Olivier SCIARA	
GEORGIA Zurab AVALISHVILI Davit CHEISHVILI Levan KARANADZE	POLAND Karol KAZMIERCZAK Dorota KOWALSKA	CANSO Tanja GROBOTEK	

Appendix B – Meeting Documentation

(paragraph 1.7 refers)

WP	Ag It	Title	Presented by
WP01	-	Provisional Agenda	Secretariat
WP02	1.1	Mapping of Recommendations of AN-CONF/14 to Current EASPG	Secretariat
WP03	3	Certification of Aerodromes used for International Operations	Secretariat
WP04	4	RESG Outcomes	Secretariat
WP05	4	Proposal for Amendment to EUREANP Vol II, Part III (CNS)	Secretariat
WP06	4	Ongoing Activities related to Space Transport Operations	Italy
WP07	3	Report on flight safety monitoring in the RVSM airspace in the Eastern part of the ICAO EUR region	EURASIA RMA
WP08	4	Outcomes of EUR PBN Task Force	Secretariat
WP09	4	Outcomes of the 34 th Meeting of the Meteorology Group (METG/34)	Secretariat
WP10	4	Outcomes of the 5 th Meeting of the AFS to SWIM Transition Task Force (AST TF/5)	Secretariat
WP11	4	Outcomes of the 30 th meeting of the Frequency Management Group (FMG/30)	Secretariat
WP12	3	EUR Air Navigation Deficiencies List	Secretariat
WP13	1.1	FF-ICE Proposed Amendments to Doc 7030 EUR SUPPs	EUROCONTROL
WP14	4	ASBU Implementation Monitoring Report for Reference Period 2023	Secretariat & EUROCONTROL
WP15	4	Revised VOLCEX Frequency	EUROCONTROL
WP16	4	Performance Task Force	Secretariat
WP17	3	EUR Search and Rescue Update	Secretariat
WP18	5	EASPG Handbook (EUR Doc 001) Update	Secretariat
WP19	4	RDGE SCM/ICARD	Secretariat
WP20	2	EASPG Conclusions/Decisions FlwUp	Secretariat
WP21	3	EUR RMA Strategic Planning 2025-2029	EUR RMA
WP22	3	EUR RMA 2024 Safety Monitoring Report	EUR RMA
WP23	3	RVSM European Restriction List	EUR RMA
WP24 Rev1	4	New AFTN Address PAN-European NOTAM Satcom service	Spain
WP25	4	AIM Matters – population of DAIM Tables	Secretariat
WP26	3	Status of the AIS deficiency	Ukraine

IP	Ag It	Title	Presented by
IP01	1	Meeting Schedule	Secretariat
IP02	1	List of documents	Secretariat
IP03	1.1	ICAO Update	Secretariat
IP04	3	Improving Ground Handling Safety, Efficiency and Risk Management	Secretariat
IP05	4	VOLCEX Activities	Secretariat
IP06	3	Review of the report on GNSS jamming and spoofing	Secretariat
IP07	1.1	EASPG PCG/6 Outcomes	Secretariat
IP08	1.1	EURNAT DGCA2024 Outcomes	Secretariat
IP09	4	Results from the Seventh Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/07) and the ICAO Crisis Management Workshop	Secretariat
IP10	1.1	Outcome of the Air Navigation Commission Review on the EASPG/5 report and consolidated report to Council on PIRGs and RASGs 2023-2024	Secretariat
IP11 Rev1	1.2	EASA Activities	EASA
IP12	1.1	ICAO Assembly 42 nd Session – Draft Agenda	Secretariat
IP13	1.1	Actions taken by the Council and the ANC in regards to the recommendations of the AN-Conf/14	Secretariat
IP14	1.1	ICAO Environmental Capacity Building in the EUR/NAT Region	Secretariat
IP15	4	EUROCONTROL Aeronautical Information Management Group Activities in 2024	Eurocontrol
IP16	1.1	Draft ICAO Position on items of interest to ITU World Radio communication Conference (2027) (WRC-27) (hoi)	Secretariat
IP17	3	CAPSCA	Secretariat
IP18	3	LPRI TF	Secretariat
IP19	1.1	ICAO EUR/NAT Implementation Support Programme	Secretariat
PR	Ag It	Title	Presented by
PR01	1.1	Flying Green	EUROCONTROL
PR02	3	GNSS RFI Mitigation	EUROCONTROL
PR03	4	In Support of WP14 - ASBU	Secretariat & EUROCONTROL
PR04	1.1	In Support of IP14 - ICAO Environmental Capacity Building in the EUR/NAT Region	Secretariat

The following Appendices are available in a separate folder:

Appendix C -	Proposal for Amendment to the EUR Regional Supplement Procedures (SUPPS) concerning FF-ICE Services in the EUR Region
Appendix D -	EASPG Conclusions and Decisions Follow-Up
Appendix E -	Regional Guidance for Search and Rescue (SAR) Operations and Training Oversight (First Edition)
Appendix F -	Updates to EUR Air Navigation Deficiencies List
Appendix G -	2023 EUR ASBU Implementation Monitoring Report
Appendix H -	Proposal for Amendment to the EUR Air Navigation Plan (eANP) Volume II (Part III CNS)
Appendix I -	Table ASBU EUR DAIM Tables 3-1 and 3-2
Appendix J -	Table ASBU EUR DAIM Table 3-3
Appendix K -	Updates to the EASPG Handbook (EUR Doc 001, Sixth Edition, 2024)
Appendix L -	EUR 8.33 kHz c-s Regional Implementation Plan (EUR Doc 042, Second Edition)
Appendix M -	ICAO EUR AMHS Manual (EUR Doc 020, Version 18.0, 2024)
Appendix N -	ICAO EUR ATS Messaging Management Manual (EUR Doc 021, Version 18.0, 2024)
Appendix O -	ICAO EUR ATN NSAP Address Registry (EUR Doc 028, Version 14.0, 2024)
Appendix P -	ICAO EUR AGVN Legacy Numbering Plan (EUR Doc 036, Version 4.0, 2024)
Appendix Q -	ICAO EUR IPv6 Address Space Allocation (EUR Doc 037R, Version 6.0, 2024)
Appendix R -	AMHS/SWIM Gateway Specifications (EUR Doc 047, Version 2.0, 2024)
Appendix S -	ICAO ATS Messaging Routing Directory - Part I (Version 16.0, 2024)
Appendix T -	ICAO ATS Messaging Routing Directory - Part IV – COM Charts (Version 17.0, 2024)
Appendix U -	AMHS NDR Handling Advice (NDRA) (Version 3.0, 2024)
Appendix V -	EUR OPMET Data Management Handbook (EUR Doc 018, Edition 14, October 2024)
Appendix W -	Amendments to Table ASBU EUR AMET-B0
Appendix X -	Amendments to Table ASBU EUR AMET-B1
Appendix Y -	ICAO EUR Region Performance Report 2024

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