



**REPORT OF**

**THE SEVENTH MEETING OF**

**THE EUROPEAN AVIATION SYSTEM PLANNING GROUP**

*(Paris, 24 – 27 November 2025)*

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## TABLE OF CONTENTS

<b>1. INTRODUCTION</b>	<b>1</b>
Place and duration	1
Attendance	1
Opening, Officers and Secretariat	1
Agenda and Documentation	1
<b>2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS</b>	<b>1</b>
<b>2.1 ICAO DEVELOPMENTS</b>	<b>1</b>
ICAO Update	1
EASPG PCG/7 outcomes	2
EUR/NAT DGCA meeting	2
<b>2.2 UPDATE FROM STATES AND INTERNATIONAL ORGANIZATIONS</b>	<b>3</b>
EASA Update	3
EUROCONTROL Update	3
<b>3. REVIEW OF THE EASPG FOLLOW-UP ACTIONS</b>	<b>3</b>
<b>4. AVIATION SAFETY</b>	<b>3</b>
<b>4.1 OUTCOMES OF THE REGIONAL EXPERT SAFETY GROUP (RESG)</b>	<b>3</b>
<b>4.2 NATIONAL AVIATION SAFETY PLANS</b>	<b>5</b>
<b>4.3 USOAP CMA IN THE EUR REGION</b>	<b>6</b>
<b>4.4 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES</b>	<b>6</b>
EUR and EURASIA RVSM Safety Monitoring Report	6
RVSM European Restriction List	7
Non RVSM Aircraft filing ‘W’	8
EUR RMA Height Monitoring Transition	8
<b>4.5 EUR SEARCH AND RESCUE</b>	<b>9</b>
<b>4.6 CAPSCA EUR</b>	<b>9</b>
<b>4.7 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION</b>	<b>9</b>
<b>4.8 SAFETY STACK PRINCIPLES FOR AERODROMES</b>	<b>10</b>
<b>4.9 EUR AIR NAVIGATION DEFICIENCIES</b>	<b>10</b>
<b>5. AIR NAVIGATION PLANNING AND IMPLEMENTATION</b>	<b>11</b>
<b>5.1 ASBU IMPLEMENTATION STATUS</b>	<b>11</b>
ASBU Implementation Monitoring Report 2024	11
<b>5.2 AIM</b>	<b>12</b>
<b>5.3 ATM</b>	<b>12</b>
Special Coordination Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE-SCM/2025)	12
Outcomes of the Eighth Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/8) including the Minimum Operational Project Team (MON PT) and Project 30/10	12
FF-ICE Implementation	14
Space Transport Operations Project Team (STO PT)	14
STO AIS	14
<b>5.4 CNS</b>	<b>15</b>
Outcomes of the Thirty-First Meeting of the Frequency Management Group (FMG/31)	15
Outcomes of the ITU WRC-27 Workshop and Preparation for WRC-27	16
GNSS RFI	16
Aeronautical Fixed Services (AFS) to system wide information management (SWIM) Transition Task Force (AST TF) Activities	16

---

5.5	MET .....	17
	Outcomes of the Thirty-Fifth Meeting of the Meteorology Group (METG/35) .....	17
	VOLCEX Events .....	19
5.6	REGIONAL PERFORMANCE FRAMEWORK .....	19
5.7	PERFORMANCE BASED NAVIGATION .....	19
5.8	CYBERSECURITY .....	19
<b>6.</b>	<b>ENVIRONMENT .....</b>	<b>20</b>
<b>7.</b>	<b>ANY OTHER BUSINESS</b>	<b>20</b>
	7.1 NEXT MEETING .....	20
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**LIST OF APPENDICES**

<b>Appendix A -</b>	List of Participants
<b>Appendix B -</b>	List of Documentation
<b>Appendix C -</b>	EASPG Conclusion and Decisions Follow-Up
<b>Appendix D -</b>	ICAO European Regional Aviation Safety Plan, 2026-2028, Volume I
<b>Appendix E -</b>	ICAO European Regional Aviation Safety Plan, 2026-2028, Volume II
<b>Appendix F -</b>	European Search and Rescue Plan, EUR Doc 039, Sixth Edition
<b>Appendix G -</b>	Language Proficiency Requirement Implementation Task Force (LPRI TF) Action Plan 2026-2028
<b>Appendix H -</b>	Guidance on the Adoption of Safety Stack Principles and Practices for Airports
<b>Appendix I -</b>	EUR Air Navigation Deficiency List
<b>Appendix J -</b>	ICAO ASBU Implementation Monitoring Report, Reference Period 2024
<b>Appendix K -</b>	Proposal for Amendment to EUR Air Navigation Plan (eANP), Vol II, Part VII, AIM
<b>Appendix L -</b>	Revised Route Development Group East (RDGE) Terms of Reference (Amendment to the EASPG Handbook, EUR Doc 001)
<b>Appendix M -</b>	Revised ICAO Air Navigation Services Implementation Support Group (ANSISG) Terms of Reference (Amendment to the EASPG Handbook, EUR Doc 001)
<b>Appendix N -</b>	Proposal for Amendment to EUR Air Navigation Plan (eANP), Vol II, Part III, CNS New Regional Requirements, Minimum Operational Network (MON) Concept
<b>Appendix O -</b>	FMG Project Team on Space-based VHF Definition (SBVHF PT)
<b>Appendix P -</b>	Frequency Management Manual, EUR Doc 011, Edition 2025
<b>Appendix Q -</b>	ICAO EUR Region 8.33 KHz Regional Implementation Plan, EUR Doc 042, Third Edition, 2025
<b>Appendix R -</b>	Draft State Letter on ATS Message Handling System (AMHS) Address and Routing Information
<b>Appendix S -</b>	EUR/NAT Volcanic Ash Contingency Plan Amendment Project Team (VAPT) Terms of Reference
<b>Appendix T -</b>	EUR OPMET Data Management Handbook, EUR Doc 018, Fifteenth Edition, 2025
<b>Appendix U -</b>	EUR/NAT Regional IWXXM Implementation Status Survey
<b>Appendix V -</b>	Revised Meteorological Group (METG) Terms of Reference (Amendment to the EASPG Handbook, EUR Doc 001)
<b>Appendix W -</b>	Regional Performance Monitoring Report – results 2024

## LIST OF CONCLUSIONS

EASPG Conclusion 7/1 –	Endorsement of EUR RASP 2026-2028 Volume I.....	4
EASPG Conclusion 7/2 –	Endorsement of the Provisional EUR RASP 2026-2028 Volume II.....	4
EASPG Conclusion 7/3 –	Improvements in the Production and Publication of Accident and Serious Incident Investigation Reports .....	5
EASPG Conclusion 7/4 –	NASP development, Update and Implementation.....	5
EASPG Conclusion 7/5 –	Enhancing States’ engagement with the USOAP CMA .....	6
EASPG Conclusion 7/6 –	Actions with regard to Civil Aircraft listed in EURASIA RMA Bulletin for more than six (6) months .....	7
EASPG Conclusion 7/7 –	Extension of the RVSM ERL .....	8
EASPG Conclusion 7/8 –	Extension of the Flight Level Application of the RVSM ERL.....	8
EASPG Conclusion 7/9 -	Update the EUR AN Deficiencies List .....	11
EASPG Conclusion 7/10 –	GANP/ASBU Transition Workshop 2026 .....	12
EASPG Conclusion 7/11 –	PfA to the EUR eANP Volume II (Part VII AIM).....	12
EASPG Conclusion 7/12 –	Safeguarding Aviation needs at the WRC-27 Conference .....	16
EASPG Conclusion 7/13 –	Appropriate routing and consistent application of address scheme changes within International COM Centers .....	17
EASPG Conclusion 7/14 –	Establishment of a EUR/NAT VACP Amendment Project Team (VAPT).....	17
EASPG Conclusion 7/15 –	Abbreviated Header Lines of VONA messages .....	18
EASPG Conclusion 7/16 –	EUR/NAT IWXXM Implementation Status .....	18

## LIST OF DECISIONS

EASPG Decision 7/1 –	Endorsement of the Provisional EUR RASP 2026-2028 Volume II.....	4
EASPG Decision 7/2 –	2025 RVSM Safety Monitoring Reports.....	7
EASPG Decision 7/3 –	Extension of the RVSM ERL .....	8
EASPG Decision 7/4 –	Extension of the Flight Level Application of the RVSM ERL.....	8
EASPG Decision 7/5 –	Proposal for Amendment (PfA) to ICAO EUR Search and Rescue (SAR) Plan (EUR Doc 039) .....	9
EASPG Decision 7/6 –	EUR SAR TF ToR Update .....	9
EASPG Decision 7/7 –	Approval of the EASPG LPRI TF 2026-2028 Action Plan .....	10
EASPG Decision 7/8 –	Guidance Material on the Adoption of Safety Stack Principles & Practices for Airports .....	10
EASPG Decision 7/9 –	Approval of the 2024 EUR ASBU Implementation Monitoring Report.....	11
EASPG Decision 7/10 –	Amendment to EASPG Handbook, EUR Doc 001 on the RDGE ToR.....	12
EASPG Decision 7/11 –	Amendment to EASPG Handbook, EUR Doc 001 on the ANSISG ToR.....	13

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<b>EASPG Decision 7/12 –</b>	<b>Proposal for Amendment to the EUR eANP Volume II (Part III CNS).....</b>	<b>13</b>
<b>EASPG Decision 7/13 –</b>	<b>Space Transport Operations (STO) Aeronautical Information Services (AIS) ...</b>	<b>15</b>
<b>EASPG Decision 7/14 –</b>	<b>FMG Space-based VHF Project Team (FMG SBVHF PT).....</b>	<b>15</b>
<b>EASPG Decision 7/15 –</b>	<b>EUR Frequency Management Manual (EUR Doc 011) .....</b>	<b>15</b>
<b>EASPG Decision 7/16 –</b>	<b>EUR 8.33 kHz Regional Implementation Plan (EUR Doc 042).....</b>	<b>15</b>
<b>EASPG Decision 7/17 –</b>	<b>EUR OPMET Data Management Handbook (EUR Doc 018) .....</b>	<b>18</b>
<b>EASPG Decision 7/18 –</b>	<b>METG ToR Update.....</b>	<b>18</b>
<b>EASPG Decision 7/19 –</b>	<b>Implementation of the ICAO EUR Region Performance Framework .....</b>	<b>19</b>

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## 1. INTRODUCTION

### *Place and duration*

1.1 The Seventh Meeting of the European Aviation System Planning Group (EASPG/7) took place in the International Civil Aviation Organisation (ICAO) European and North Atlantic Regional Office (EUR/NAT) premises in Paris, France, from 24 to 27 November 2025.

### *Attendance*

1.2 The list of participants is provided in **Appendix A**.

### *Opening, Officers and Secretariat*

1.3 Mr. Nicolas Rallo, the ICAO EUR/NAT Regional Director, opened the Meeting by welcoming the participants and reminding about the current ICAO priorities and the outcomes of the recent key events, including the 42<sup>nd</sup> ICAO Assembly.

1.4 Mr. Levan Karanadze (Georgia) chaired the Meeting. Mr. Nicolas Rallo was the Meeting Secretary, assisted by Mr. Elkhan Nahmadov (ICAO EUR/NAT Deputy Regional Director) and other ICAO staff as listed in **Appendix A**.

### *Agenda and Documentation*

1.5 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 follow-up actions

Agenda Item 3: Aviation Safety

Agenda Item 4: Air Navigation Planning and Implementation

Agenda Item 5: Any other business

1.6 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. The update also included the outcomes of the 42<sup>nd</sup> ICAO Assembly.

2.1.2 The Meeting was provided with the ICAO Air Navigation Commission (ANC) review of the EASPG/6 report. It was noted that the ANC requested the Secretariat to investigate the feasibility of an arrangement for the future ICAO International Codes and Routes Designators (ICARD) maintenance and upgrades to be provided by the European Organisation for the Safety of Air Navigation (EUROCONTROL)

while the overall governance would be retained by ICAO (EASPG Conclusion 6/4 refers). In this regard, the Meeting noted updates from France that the ANC had recently been advised that the matter was still being discussed to explore the best way forward in consultation with all involved parties, and that feedback was to be provided to the 231st ANC Session. EUROCONTROL reiterated their readiness to provide such support to ICAO, pending a formal request from ICAO. The meeting noted that States continue to report significant concerns regarding the lack of usable 5LNCs and the problems with the ICARD system, which are negatively affecting the Performance Based Navigation (PBN) and Free Route Airspace (FRA) implementation activities in the EUR region.

### ***EASPG PCG/7 outcomes***

2.1.3 The Meeting was informed about the outcomes of the EASPG Programme Coordination Group (EASPG PCG/7) meeting that was held from 27 to 29 May 2025 in Larnaca, Cyprus. It was recalled that based on the EASPG PCG/7 recommendations, the following EASPG Conclusions were endorsed by correspondence:

- a) EASPG PCG Conclusion 7/1 to publish the EASPG endorsed EUR 2024 Regional Aviation Safety Plan (EUR RASP 2024) implementation report;
- b) EASPG PCG Conclusion 7/2 to publish the EASPG endorsed EUR 2024 Annual Safety Report (EUR ASR 2024).

2.1.4 The Meeting also took note of EASPG PCG Conclusion 7/3 on implementation of the aircraft classification rating – pavement classification rating (ACR/PCR) Method and a decision to organize a regional Workshop in October 2025 in Georgia on this subject.

2.1.5 The Meeting endorsed the request from Spain to become a member of the EASPG PCG.

### ***EUR/NAT DGCA meeting***

2.1.6 The Meeting noted the following key outcomes of the ICAO EUR/NAT Directors General Civil Aviation (EUR/NAT DGCA) 2025 Meeting held on 17 June 2025 in Paris, France:

- a) 2025/2 – aviation training and workforce planning and the organization of the related EUR/NAT workshops on 4-6 November 2025 in Kazakhstan and in 2026 in the Netherlands;
- b) 2025/3 – inviting States to continue to collaborate on a bilateral basis to support each other in the provision of On-The-Job training (OJTs) for civil aviation authority (CAA) inspectors;
- c) 2025/7 – urging States to review and update their civil/military coordination procedures and mechanisms to ensure timely notification of activities potentially hazardous to civil aviation, and to take appropriate measures related to airspace restrictions, for as long as it is necessary, and the dissemination of NOTAMs; and ensure that aircraft operators implement appropriate risk assessment measures when operating near or over conflict zones, in accordance with ICAO provisions and the Risk Assessment Manual for Civil Aircraft Operations Over or Near Conflict Zones (Doc 10084);
- d) 2025/8 – urging States to review and update their cybersecurity oversight regulations and procedures based on the applicable ICAO provisions and Global Cyber Risk Considerations (Doc 10213) guidance, including for the implementation of appropriate cyber risk management systems and their integration with the existing civil aviation risk management systems;
- e) 2025/9 – the joint ICAO EUR/NAT and MID regional event on Global Navigation Satellite Systems (GNSS) Radio Frequency Interference (RFI) in Doha, Qatar, from 18 to 20 November 2025;

- f) 2025/11 – Assistance to Aircraft Accident Victims and their Families and the second regional workshop on assistance to aircraft accident victims and their families to be jointly organized by the European Civil Aviation Conference (ECAC) and the ICAO EUR/NAT Regional Office in Spain on 27 January 2026.

## 2.2 UPDATE FROM STATES AND INTERNATIONAL ORGANIZATIONS

### *EASA Update*

2.2.1 The Meeting noted an information paper providing the main highlights of the recent European Union Aviation Safety Agency (EASA) activities, including the European Plan for Aviation Safety (EPAS) updates, summary of standardization activities, regulatory updates, safety promotion and events, etc. In particular, the Meeting noted with appreciation the clarification provided on the European Co-ordination Centre for Accident and Incident Reporting System (ECCAIRS) 2.0 functionalities supporting Annex 13 obligations that would be provided to all States on a cost-free basis.

### *EUROCONTROL Update*

2.2.2 The Meeting noted the latest updates on the EUROCONTROL Aeronautical Implementation Management Group (AIMG) work.

## 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 C**).

3.1.2 The Meeting noted with concern that there was no progress with regard to C6/2 (Amendment to the EUR Regional Supplement Procedures (EUR SUPPs, Doc 7030) concerning flight and flow- in collaborative environment (FF-ICE) Services in the EUR Region), C6/4 (Future Maintenance and Upgrades of ICARD) and C6/13 (ICARD and the Need for Usable 5LNCs).

3.1.3 The Meeting noted information provided by the International Air Transport Association (IATA), the International Federation of Airline Pilots' Association (IFALPA), and the International Federation of Air Traffic Controllers' Associations (IFATCA) regarding follow-up actions to the EASPG PCG/7 discussions on the need for regional guidance on Aerodrome Flight Information Service (AFIS), as well as the relationship between the growing implementation of AFIS and the deployment of remote towers.

3.1.4 It was noted that the ICAO Manual on AFIS was in the final stages of preparation by the Air Traffic Management Operations Panel (ATMOPSP). Therefore, the Meeting agreed to delay the decision on the proposal to establish a Project Team (PT) to address these challenges until EASPG PCG/8 in June 2026, following the official release of the ICAO Manual on AFIS. It was further agreed that the relationship between AFIS and remote towers will be discussed at the next Air Navigation Services Implementation Support Group (ANSISG) meeting in April 2026. Finally, EASA invited to take note of the relevant EASA documentation for consideration in this future work.

## 4. AVIATION SAFETY

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

4.1.1 The Meeting was presented with key outcomes of the Tenth Meeting of the EASPG Regional Expert Safety Group (EASPG RESG/10), which was held in Belgrade, Serbia, from 22 to 23 October 2025.

4.1.2 The Meeting unanimously endorsed the election of Ms Dorota Kowalska (Poland) for the position of RESG Co-chair.

4.1.3 The Meeting was presented with a proposal for update of Volume I of the EUR RASP for 2026–2028, aiming to align its structure with the ICAO RASP template (Doc 10131) and to integrate revised global and regional strategies such as the Global Aviation Safety Plan (GASP) 2026-2028 and the EPAS.

4.1.4 It was noted that key additional changes included security-related safety impacts, new safety priorities related to GNSS interference and the transition to Performance-Based Navigation (PBN), organizational challenges such as staffing shortages, delays in legislative updates, and accident and serious incident investigation (AIG) capabilities, and a revised set of EUR Safety Metrics and Targets for 2026–2028, aligned with the GASP 2026–2028.

4.1.5 Therefore, the following was agreed:

#### **EASPG Conclusion 7/1 – Endorsement of EUR RASP 2026-2028 Volume I**

That the ICAO EUR/NAT Regional Director take appropriate actions to:

- a) Publish the endorsed EUR RASP 2026-2028 Volume I as presented in **Appendix D**; and
- b) Issue a State Letter calling EUR States, International and Regional Organizations, industry for prioritizing their safety activities to address identified regional safety priorities and contribute to the achievement of regional safety goals and targets.

4.1.6 The Meeting was presented with a proposal for update of the EUR RASP Volume II for 2026–2028. The changes proposed included the removal of several actions considered completed for the EUR Region, including those related to fatigue risk management, helicopter safety, and airspace complexity. Additionally, actions deemed less critical were deprioritized and removed from the 2026-2028 edition, such as those concerning sailplanes, balloons, and offshore helicopter operations.

4.1.7 Therefore, the following was agreed:

#### **EASPG Conclusion 7/2 – Endorsement of the Provisional EUR RASP 2026-2028 Volume II**

That the ICAO EUR/NAT Regional Director take appropriate actions to:

- a) Publish the endorsed provisional EUR RASP 2026-2028 Volume II as presented in **Appendix E**; and
- b) Issue a State Letter calling EUR States, International and Regional Organizations, industry for prioritizing their safety activities to support implementation of EUR RASP safety actions.

#### **EASPG Decision 7/1 – Endorsement of the Provisional EUR RASP 2026-2028 Volume II**

Task the EASPG RESG is tasked to:

- a) Further develop the new EUR RASP safety actions addressing the 42nd ICAO Assembly outcomes and the safety priorities agreed for the EUR RASP 2026-2028 Volume I; and
- b) Present the final EUR RASP 2026-2028 Volume II for the review at EASPG PCG/8.

4.1.8 The Meeting recalled that in response to concerns raised by IATA and other stakeholders, the EASPG RESG established a dedicated focus group to analyse contributing factors for delays in publication of final accident investigation reports and propose mitigation actions. The focus group reviewed cases of delayed or incomplete investigations and developed a questionnaire to identify root causes. Based on the responses received for the questionnaire, the focus group identified several recurring issues, including delayed notification to accident investigation authorities (AIAs), misclassification of accidents as serious incidents, and lack of resources to support timely investigations.

4.1.9 Based on the foregoing, the following was agreed:

**EASPG Conclusion 7/3 – Improvements in the Production and Publication of Accident and Serious Incident Investigation Reports**

That the ICAO EUR/NAT Regional Director issue a State Letter to:

- a) Urge States to abide by the timeframes established in Annex 13 — Aircraft Accident and Incident Investigation and to publish interim statements annually, in case of prolonged investigations;
- b) Urge States to implement corrective action plans, amend national regulations and modify investigation processes to ensure compliance with Annex 13 provisions related to the process of investigation of accidents and serious incidents to include publication of accident and serious incident investigation reports (making final reports available for other States and general public) with proper involvement of the State of Registry, State of the Operator, State of Design and/or State of Manufacture;
- c) Encourage States to establish a national policy with regards to identification, notification and investigation of accidents and serious incidents taking into consideration available resources and competency constraints and possibility to delegate the whole or any parts of such investigation to another State or a regional accident and incident investigation organization (RAIO) by mutual arrangement and consent; and
- d) Encourage States to establish effective communication channels amongst all relevant stakeholders to help ensure the timely notification to the AIA of the State of Occurrence of the safety event made known to them that might call for an independent investigation as per Annex 13.

**4.2 NATIONAL AVIATION SAFETY PLANS**

4.2.1 The Meeting was presented with a progress status on the development of National Aviation Safety Plans (NASP) in the EUR Region. It was noted that 41 out of 55 EUR States (75%) have established a NASP, which reflected strong regional engagement but also highlights the need for targeted support to ensure full implementation across the EUR Region.

4.2.2 The Meeting noted the extensive implementation support that was provided by the EUR/NAT Office through dedicated workshops and targeting States that had not yet established a NASP. It was also recalled that the EUR RASP 2026-2028 required all States to publish revised NASPs following the updates of the GASP, EUR RASP and/or, where applicable, the EPAS. The progress of implementation would be reported through the ICAO EUR Annual Safety and EUR RASP Implementation Reports.

4.2.3 Therefore, the following was agreed:

**EASPG Conclusion 7/4 – NASP Development, Update and Implementation**

That the ICAO EUR/NAT Regional Director issue a State Letter to:

- a) Urge States that have not yet established a National Aviation Safety Plan (NASP) to do so without delay, making use of available ICAO guidance and tools, and seeking implementation support if necessary;
- b) Encourage States that have already established a NASP to update it in alignment with the evolving Global Aviation Safety Plan (GASP), the EUR Regional Aviation Safety Plan (RASP), and/or, for EASA Member States, the European Plan for Aviation Safety (EPAS);
- c) Remind States of the need to ensure the effective implementation of their NASPs, including through the allocation of the necessary resources by the relevant State authorities and industry stakeholders; and

- d) Invite States to share their experiences and lessons learned in the appropriate fora, and to support other States in the development, update and/or implementation of their NASPs as needed.

#### 4.3 USOAP CMA IN THE EUR REGION

4.3.1 The Meeting was provided with updates on the Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA), highlighting specific issues regarding the engagement by the EUR States in the programme. It was noted that the current effective implementation (EI) rate for States in the EUR Region was 77.67%, which was above the world EI of 70.52%. However, the negative trend from recent USOAP audits was raising concerns. One of the factors that may have contributed to the above-mentioned negative trend was under-utilization of the tools available within the USOAP CMA.

4.3.2 It was highlighted that the effective utilization of these tools contributed to the effectiveness of the USOAP CMA programme and also provided valuable information to the States to identify actual or potential systemic challenges, as well as opportunities to strengthen the aviation safety oversight system and/or the accident and incident investigation system. The effective use of the tools should be considered as an essential part of State Safety Risk Management activities as envisaged by Annex 19. Results of objective self-assessment and trend analysis should be used for prioritizing some of the safety actions in the NASPs in line with the GASP.

4.3.3 Therefore, the following was agreed:

#### **EASPG Conclusion 7/5 – Enhancing States' Engagement with the USOAP CMA**

That the ICAO EUR/NAT Regional Director issue a State Letter inviting States to:

- a) Ensure the allocation of sufficient resources for all activities related to the USOAP CMA within the State, in particular through the appointment of a National Continuous Monitoring Coordinator (NCCM) assisted by focal points for the various USOAP audit areas;
- b) Ensure an effective use of the tools available on the ICAO USOAP On Line Framework (OLF), in particular to ensure the timely update of the State's State Aviation Activity Questionnaire (SAAQ), Protocol Question (PQ) self-assessment, along with Corrective Action Plans, as applicable, and related implementation progress reports;
- c) Optimize the use of the PQ self-assessment to more effectively, timely and formally identify actual or potential systemic challenges, as well as opportunities to strengthen the aviation safety oversight system and/or the accident and incident investigation system;
- d) Ensure an effective use of the Compliance Checklists / Electronic Filing of Differences (CC/EFOD) module on the USOAP OLF in order to ensure compliance with Article 38 of the Chicago Convention;
- e) Support the sharing of experience on the preparation, conduct and follow up on USOAP CMA activities with other States, in the appropriate fora;
- f) Include as applicable, specific actions related to engagement with the USOAP CMA into their National Aviation Safety Plans (NASP); and
- g) Make full use of the intelligence gathered from data and information resulting from USOAP activities to prioritize requests for implementation support, as needed.

#### 4.4 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES

##### ***EUR and EURASIA RVSM Safety Monitoring Report***

4.4.1 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 previous year.

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

**EASPG Decision 7/2 – 2025 RVSM Safety Monitoring Reports**

That the EASPG endorse the reports provided by the EUR and EURASIA RMAs stating that Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the four safety objectives for 2025.

*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.*

4.4.3 Concerning Note 2 above, the Meeting noted the comments by EURASIA RMA but agreed that the Note should remain as the underlying reasons for it had not changed since the EASPG/6 meeting.

4.4.4 Regarding Note 1, the Meeting noted that the low level of LHDs reporting was a persisting challenge since the RVSM implementation, despite a number of actions taken in the past under the EASPG umbrella. The Meeting discussed further possible measures to improve the situation. Different solutions may have been implemented by States to identify and report LHDs. The Meeting invited States to share information on such actions to be further discussed at the next meetings, including the EASPG PCG/8 in 2026.

4.4.5 With respect to aircraft on the RMA Bulletin for more than 6 months (EASPG Conclusion 1/7), the Meeting took note of the updates from the RMAs. 21 civil aircraft were reported by the EURASIA RMA listed in their RMA Bulletin for more than 6 months. In this regard, it was agreed that the Secretariat would follow up with the EUR States listed and other Regional Offices and provide feedback to the next PCG. France informed the Meeting that the aircraft on their register that was listed in the Bulletin, had been grounded, and, therefore, could be deleted from the list.

4.4.6 Therefore, the following was agreed:

**EASPG Conclusion 7/6 – Actions with regard to Civil Aircraft listed in the EURASIA RMA Bulletin for more than six (6) months**

That the ICAO EUR/NAT Regional Director take appropriate actions to:

- a) Invite States having, at the time of the EASPG/7 meeting, civil aircraft listed in the EURASIA RMA Bulletin for more than six months to provide updates on the current status of those aircraft; and,
- b) Coordinate with the other ICAO Regional Offices concerning the civil aircraft from their areas of accreditation listed, at the time of the EASPG/7 meeting, in the EURASIA RMA Bulletin for more than six months.

***RVSM European Restriction List***

4.4.7 The Meeting noted an update from the EUR RMA on the deployment of the RVSM European Restriction List (ERL). The responses to the survey conducted during summer 2025 showed a great majority of States supported the approach taken. This applied to the coordination and management of RVSM approvals, the methods for verification of aircraft status and the assumption that aircraft not confirmed as RVSM approved

should be determined to be non-RVSM approved. Furthermore, the majority of States confirmed that the RVSM ERL contributed to improved safety in RVSM airspace.

4.4.8 Therefore, the following was agreed:

**EASPG Conclusion 7/7 – Extension of the RVSM ERL**

That the ICAO EUR/NAT Regional Director issue a State Letter inviting States to participate in the RVSM ERL extension planned for Summer 2026.

**EASPG Decision 7/3 – Extension of the RVSM ERL**

That the EASPG invite the EUR RMA to coordinate the practical implementation of the RVSM ERL extension and submit appropriate proposals to EASPG PCG/08 in June 2026.

***Non RVSM Aircraft filing ‘W’***

4.4.9 The Meeting recalled that the RVSM ERL was implemented to protect the RVSM airspace of participating States by rejecting the flight plans of aircraft that are operating within the region without evidence of a valid RVSM approval. The ERL did not apply if the operator requested a clearance into the airspace of the State, outside RVSM levels, even if the operator still indicated RVSM approval by submitting a ‘W’ in the flight plan. The Meeting was informed by the EUR RMA about some cases where air operators were bypassing the operational limits imposed on non-RVSM approved aircraft. Therefore, it was proposed to vertically extend the coverage area of the ERL and impose a restriction on all ERL listed aircraft which include a ‘W’ in the flight plan, no matter which flight level was requested on the flight plan.

4.4.10 The Meeting noted that forcing all operators of aircraft listed on the RVSM ERL to cease filing a ‘W’ in the flight plan would have a number of safety benefits. It would raise awareness of the correct use of the ‘W’ in the flight plan. It would assist controllers in questioning requests by the pilots for higher levels in RVSM airspace, which would result in better consideration by pilots before making such requests. Normal procedures relating to verbal confirmation of aircraft status would not be affected. However, it would ensure better consideration prior to such requests being submitted.

4.4.11 Therefore, the following was agreed:

**EASPG Decision 7/4 – Extension of the Flight Level Application of the RVSM ERL**

That the EASPG:

- a) Endorse the recommendation to extend the application of the RVSM ERL to all flight levels; and
- b) Request the EUR RMA to liaise with Germany and EASA to develop appropriate guidance material and implementation processes.

**EASPG Conclusion 7/8 – Extension of the Flight Level Application of the RVSM ERL**

That the ICAO EUR/NAT Regional Director send a Letter to EUROCONTROL inviting to implement the extension of the flight level application of the RVSM ERL system.

***EUR RMA Height Monitoring Transition***

4.4.12 The Meeting took note of an update by the EUR RMA on actions to validate Automatic Dependent Surveillance-Broadcast (ADS-B) height monitoring processes for EUR RVSM airspace. It was noted that further updates would be provided to the next EASPG PCG.

#### 4.5 EUR SEARCH AND RESCUE

4.5.1 The Meeting was informed about key outcomes from the work of the ICAO European Regional Search and Rescue Task Force (EUR SAR TF) and the 2025 ICAO EUR/ACAO SAR Workshop.

4.5.2 The Meeting endorsed the re-election of the SAR TF chairperson Mr. Nikola Sarancic (Serbia).

4.5.3 The Meeting noted the proposed amendments to the EUR SAR Plan (EUR Doc 039). Therefore, the following was agreed:

##### **EASPG Decision 7/5 – Proposal for Amendment (PfA) to ICAO EUR Search and Rescue (SAR) Plan (EUR Doc 039)**

That the ICAO EUR/NAT Regional Director undertake the necessary action to publish on the ICAO EUR/NAT website the EUR SAR Plan (EUR Doc 039) as detailed in **Appendix F**.

4.5.4 The Meeting noted the discussions on the necessity to develop the unified SAR exercise preparation manual in accordance with Annex 12 and the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, (Doc 9731). The Meeting supported the need for developing a detailed SAR exercise preparation manual as a new EUR Doc, providing the States with an example of general instructions, evaluation forms, a plan for the final report on exercise, and other aspects necessary for the States to have as guidance on how to organize and evaluate SAR exercises.

4.5.5 Therefore, the following was agreed:

##### **EASPG Decision 7/6 – EUR SAR TF ToR Update**

That the ICAO EUR/NAT Regional Director undertake the necessary action to update the EUR SAR TF Terms of Reference (ToR) to include a new task of developing guidance material for SAR exercise preparation in the EUR Region regarding planning, execution, evaluation, and reports.

4.5.6 The Meeting noted and supported the intention of the SAR TF to continue, based on the positive past experience, organizing regular joint inter-regional workshops in cooperation with the ICAO APAC and MID Regions. The next one would be planned in 2027 or 2028.

#### 4.6 CAPSCA EUR

4.6.1 The Meeting noted the latest updates on the ICAO EUR Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme.

#### 4.7 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION

4.7.1 The Meeting was presented with the outcomes of the ICAO Language Proficiency Requirements Implementation Task Force (LPRI TF) work. Key achievements since the last EASPG meeting included the development of a dedicated ICAO LPRI library, a regional survey to identify implementation challenges, support for ICAO global guidance materials, and the launch of a course on language proficiency oversight.

4.7.2 The Meeting noted the LPRI TF 2026–2028 action plan, aiming to enhance harmonization, improve training and oversight, and foster collaboration among States and stakeholders.

4.7.3 Therefore, the following was agreed:

**EASPG Decision 7/7 – Approval of the EASPG LPRI TF 2026-2028 Action Plan**

That the EASPG endorse the EASPG LPRI TF action plan for 2026-2028 as presented in **Appendix G**.

**4.8 SAFETY STACK PRINCIPLES FOR AERODROMES**

4.8.1 The Meeting was presented with the Guidance on the Adoption of Safety Stack Principles & Practices for Airports developed by the Regional Working Group on Aerodrome Operations (RWGAO). The document explained the concept of the Safety Stack, highlighting its key safety and business benefits. It also provided an overview of the relevant regulatory framework, including the EASA regulation on ground handling safety and applicable ICAO SARPs. In addition, it explored the link between the Safety Stack and Runway Safety Teams. Finally, it presented a practical roadmap for airport operators seeking to implement a Safety Stack, detailing both the essential steps and the common pitfalls to avoid.

4.8.2 Therefore, the following was agreed:

**EASPG Decision 7/8 – Guidance Material on the Adoption of Safety Stack Principles & Practices for Airports**

That, the ICAO EUR/NAT Regional Director undertake the necessary action to publish the Guidance Material on the Adoption of Safety Stack Principles & Practices for Airports, as presented at **Appendix H**.

**4.9 EUR AIR NAVIGATION DEFICIENCIES**

4.9.1 The Meeting was informed that since EASPG/6, the following updates to the EUR AN deficiency list had been provided:

- a) Deficiency EUR-ATM-05-02 for Andorra, EUR-ATM-05-03 for Bosnia Herzegovina, EUR-ATM-05-05 for Croatia, and EUR-ATM-05-07 for Morocco were eliminated (EASPG PCG Conclusion 7/1 refers);
- b) Malta fully implemented IWXXM for OPMET Data Exchange, thus it is proposed to eliminate deficiency EUR-MET-01-24;
- c) Ukraine provided corrective action plan for deficiency EUR-MET-01-31 on implementation of IWXXM for OPMET Data Exchange;
- d) the United Kingdom provided corrective action plan in regard to deficiency EUR-AIS-06-40; and
- e) Uzbekistan provided corrective action plan in regard to deficiency EUR-AIS-06-41 and informed the Secretariat about the rectification of the EUR-AIS-01-07-WGS84. The Secretariat confirmed the rectification of deficiency EUR-AIS-01-07, thus it is proposed to be eliminated.

4.9.2 The Meeting was also provided with an update from Cyprus concerning their corrective action plan for rectification of the deficiency EUR-ATM-03-01 concerning the ATS Coordination Procedures. It was noted that the presented action plan would enable to adhere to ICAO Annex 11 and Doc 4444 provisions related to transfer of responsibility and coordination.

4.9.3 Based on the ensuing discussions, the Meeting expressed support for the removal of the deficiency EUR-ATM-03-01 considering that all reasonably possible actions had been addressed by Cyprus. It was highlighted that this advancement would hopefully pave the way for the future complete resolution of the identified issues in the Nicosia FIR. The Meeting noted comments by IFALPA that their list of deficiencies was amended by removing a similar deficiency that was previously assigned to Cyprus.

4.9.4 Therefore, the following was agreed:

**EASPG Conclusion 7/9 – Update the EUR AN Deficiencies List**

That, the ICAO EUR/NAT Regional Director:

- a) Take appropriate actions to update the EASPG air navigation deficiencies list, including the deletion of the deficiency EUR-ATM-03-01 as included in **Appendix I**; and
- b) Issue a State Letter to encourage States to update their corrective action plans including timelines, focal persons and actions taken and inform accordingly the EUR/NAT Office.

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

### **5.1 ASBU IMPLEMENTATION STATUS**

#### ***ASBU Implementation Monitoring Report 2024***

5.1.1 The Meeting was presented with the 2024 EUR ASBU implementation monitoring report, which was prepared in cooperation between the ICAO EUR/NAT Office and EUROCONTROL. The report included the status of implementation of 78 out of the 83 ASBU Elements from 54 out of the 55 States within the ICAO EUR Region.

5.1.2 It was noted that, as part of the ICAO Air Navigation Services Implementation Support Group (ANSISG/08) meeting (19 - 23 May 2025, Tbilisi, Georgia), a specific ASBU Implementation Monitoring Workshop was organised on 20 May 2025.

5.1.3 The Meeting noted that, despite the substantial supplementary support provided during this reporting cycle to the reporting stakeholders and multiple reminders sent during the cycle, Tunisia did not submit their inputs for the second consecutive year.

5.1.4 Therefore, the following was agreed:

**EASPG Decision 7/9 – Approval of the 2024 EUR ASBU Implementation Monitoring Report**

That, the ICAO EUR/NAT Regional Director take appropriate measures to publish the endorsed ASBU Implementation Monitoring Report as provided in **Appendix J**.

5.1.5 Furthermore, the Meeting noted that the 8th edition of the GANP endorsed at the 42nd ICAO Assembly included some major updates. Consequently, the changes would need to be evaluated and a proposal for their inclusion into future EUR ASBU implementation monitoring should be developed.

5.1.6 It was agreed that the GANP review and ABSU element analysis for the EUR Region could therefore be done by a selected group of Local Single Sky Implementation (LSSIP) focal points, ANSSIG members, EUROCONTROL experts, the ICAO EUR/NAT office and aviation stakeholders within a specific 5-day workshop at EUROCONTROL in Brussels, Belgium. The result of this work should be presented to the next EASPG meeting in 2026 for approval.

5.1.7 Therefore, the following was agreed:

**EASPG Conclusion 7/10 – GANP/ASBU Transition Workshop 2026**

That, the ICAO EUR/NAT Regional Director take appropriate measures to organize in coordination with EUROCONTROL a GANP/ASBU transition workshop for the ICAO EUR Region in June 2026 in Brussels, Belgium

**5.2 AIM**

5.2.1 The Meeting was presented with a proposal for amendment to the EUR Air Navigation Plan (eANP) Volume II PART VII - Aeronautical Information Management (AIM) to replace the references to the European ATM Master Plan - Implementation Plan - Level 3 and to the Implementation Objectives listed in Section 3 of Part VII of the Volume II of the eANP with the corresponding and equivalent references to the EUROCONTROL Implementation Plan and Report (EIPAR).

5.2.2 Therefore, the following was agreed:

**EASPG Conclusion 7/11 – PfA to the EUR eANP Volume II (Part VII AIM)**

That the ICAO EUR/NAT Regional Director take necessary action to process the proposal for amendment (PfA) to the EUR eANP Volume II (Part VII AIM) as provided in **Appendix K**.

**5.3 ATM*****Special Coordination Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE-SCM/2025)***

5.3.1 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/2025), which was held in Dushanbe, Tajikistan, from 16 to 19 September 2025.

5.3.2 It was noted that the RDGE-SCM reviewed 67 proposals in the Middle Asia ATS Route Catalogue. 94 proposals and 2 FRA projects had been implemented in 6 States. 10 new proposals were agreed for inclusion into the Catalogue. The results from the studies and/or actual implementation would be reported back to the Secretariat by the end of June 2026.

5.3.3 The Meeting was also provided with a proposal to amend the Terms of Reference of the RDGE to include Free Route Airspace and optimised airspace structures as their main focus area, as well as to simplify and streamline their working arrangements.

5.3.4 Therefore, the following was agreed:

**EASPG Decision 7/10 – Amendment to EASPG Handbook, EUR Doc 001 on the RDGE ToR**

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

5.3.5 The next RDGE meeting would be organised, thanks to the kind offer from Georgia, in the beginning of May 2026 in Tbilisi, Georgia.

***Outcomes of the Eighth Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/8) including the Minimum Operational Project Team (MON PT) and Project 30/10***

5.3.6 The Meeting was provided with the outcomes of the 8th Air Navigation Services Implementation Support Group (ANSISG/08). In particular, the discussions related to the latest

EUROCONTROL Voluntary ATM Incident Reporting (EVAIR) Statistics for 2019-2023 was noted. The Meeting also took note of the ongoing implementation of a common transition level in the Central Asia area.

5.3.7 The Meeting agreed that the ANSISG/09 meeting would take place, thanks to the kind invitation from Moldova, in Chisinau, Republic of Moldova, from 21 to 24 April 2026 together with a workshop on remote TWR and virtual ACC operation. AFIS related matters would be also included on the agenda based on the ongoing discussions in the PCG (para 3.1.3 refers).

5.3.8 The Meeting also endorsed the proposed changes to the ANSISG ToR to add a task to support the transition to a resilient CNS infrastructure and regularly update data on the Resilient/Minimum Operational Network (para 5.3.14 refers).

5.3.9 Therefore, the following was agreed:

#### **EASPG Decision 7/11 – Amendment to EASPG Handbook, EUR Doc 001 on the ANSISG ToR**

That the ICAO EUR/NAT Regional Director take appropriate action to amend the EASPG Handbook (EUR Doc 001), as provided at **Appendix M**.

5.3.10 The Meeting was presented with the results from the ANSISG Project 30/10 related activities. A State Letter (EUR/NAT 25-0097.TEC) for the Project 30/10 survey was sent on 27 February 2025. Based on the responses and analysis of other available information, it was concluded that the vast majority of the EUR States (data missing Morocco) were already applying the envisaged longitudinal separation minima from the Project 30/10. Several constraints originating from the adjacent Regions were identified that prevented the implementation of the 30/10 project in some interface areas with the MID and APAC Regions. It was noted that the Secretariat would continue addressing these issues through the existing working groups, strengthened coordination with other Regional Offices and bilateral coordination with the affected States. The Meeting agreed that the progress of the 30/10 project would be provided to the ANC as part of the EASPG/7 outcomes reporting.

5.3.11 The Meeting was also presented with the result from the ANSISG MON PT activities. It was recalled that the MON PT was established by PCG Decision 6/1 to develop a regional Global Navigation Satellite System Radio Frequency Interference (GNSS RFI) Minimum Operational Network (MON) for the Eastern part of the ICAO EUR Region.

5.3.12 The Meeting noted the MON PT developed a MON strategy, which included the tables of NAV aids by State for ensuring required navigation performance (RNAV)5/RNAV1 with very high frequency omni-range (VOR)/distance measuring equipment (DME), DME/DME and instrument landing system (ILS) infrastructure for Northern Africa, South Caucasus and Central-Asia areas of the EUR Region.

5.3.13 Therefore, the Meeting thanked the MON PT members and the rapporteur (Mr. Dmitry Kosolapov (IATA)) for the work done and agreed the following:

#### **EASPG Decision 7/12 – Proposal for Amendment to the EUR eANP Volume II (Part III CNS)**

That the ICAO EUR/NAT Regional Director take necessary actions to process the proposal for amendment (PfA) to the EUR eANP Volume II (Part III CNS) as provided in **Appendix N**.

5.3.14 It was agreed that the MON PT would be disbanded and the maintenance of the MON PT developed material would be tasked to ANSISG through its ToR update. In this regard, the Meeting recalled the Assembly discussions on the resilient navigation operational network (RON) and agreed that the ANSISG would need to discuss a possible regional approach to address these Assembly outcomes and propose recommendations to the next PCG.

### ***FF-ICE Implementation***

5.3.15 The Meeting was provided with updates on actions undertaken in response to EASPG Conclusion 6/3. It was noted that a draft terms of reference (ToRs) for the FF-ICE Task Force (EUR FF-ICE TF) were prepared and presented to the EASPG PCG/7. The primary objective of the prospective FF-ICE TF would be to support the planning for implementation of FF-ICE. The ICAO EUR FF-ICE TF would work in close collaboration with the EUROCONTROL Network Manager Flight Plan and Flight Data Evolutions Sub-Group (FPFDE SG) and NAT Region. It was noted that the EASPG PCG/7 agreed to start with the awareness workshops to support States in developing their national plans. Based on the feedback from the awareness workshops regarding the progress made by States as well as further development of the global provisions, the EASPG PCG/8 would be able to decide on the launching of a formal meeting of the FF-ICE TF (EASPG PCG Decision 7/4 refers). The Meeting noted that the ICAO FF-ICE Workshop was planned to be held in Paris from 17 to 19 February 2026.

### ***Space Transport Operations Project Team (STO PT)***

5.3.16 The Meeting was provided with an interim report from the EUR STO Project Team that was established for the development of the regional guidance material on Space Transport Operations (EASPG Decision 6/2 refers).

5.3.17 The representatives from the following States and Organizations joined the Project Team: Austria, Croatia, France, Germany, Ireland, Italy, Kazakhstan, Spain, Sweden, United Kingdom, French Guiana Space Center (CNES), EUROCONTROL, IATA. The United States joined from November 2025 onwards.

5.3.18 In this regard, the Meeting noted that the 42nd ICAO Assembly encouraged ICAO to consider the establishment of a global task force on STO to be launched in 2026.

5.3.19 It was noted that the STO PT was extended by 6 months and the final draft of the Regional Guidance Material should be ready for the next EASPG PCG in 2026.

### ***STO AIS***

5.3.20 The Meeting was presented with a proposal about the concept of the EUROCONTROL NM being an Aeronautical Information Service (AIS) originator for STO activities in the NM area when more than one State in the NM area was impacted by an STO activity.

5.3.21 It was noted that since the STO activities normally had a cross-border impact, there would be benefits from a harmonised and synchronised process for the publication and cancellation of the related AIS information.

5.3.22 The Meeting supported in principle the proposed concept for harmonisation of processes but also noted some reservations expressed, specifically vis-à-vis the States' obligations per Annex 15. Therefore, it was agreed that the proposed concept would be further taken into consideration by the STO PT while working on the finalization of the EUR STO guidance material. Since the STO PT currently had no AIM expertise, additional requests would be sent to the participating States inviting to nominate such experts to support this work. The outcome would be reported to the EASPG PCG/8. In this regard, the Meeting took note of information provided on the ongoing regulatory related work in EASA.

**EASPG Decision 7/13 – Space Transport Operations (STO) Aeronautical Information Services (AIS)**

That the STO PT invite AIM experts from EUR States and, with the support of such experts, take into consideration the concept of the EUROCONTROL NM collecting and harmonising data for the AIS publications when more than one State in the NM area was impacted by an STO activity, in the EUR Guidance Material under development by the STO PT.

## 5.4 CNS

***Outcomes of the Thirty-First Meeting of the Frequency Management Group (FMG/31)***

5.4.1 The Meeting was provided with key outcomes of the Thirty-First Meeting of the Frequency Management Group (FMG/31) combined with the Twenty Eighth Meeting of the Network Manager Radio Frequency Function Team (RAFT/28) that was held from 8 to 10 October 2025 at the ICAO EUR/NAT Office in Paris, France.

5.4.2 The Meeting noted the discussions concerning a draft mechanism for regional and interregional coordination of space-based VHF (SB-VHF) frequency assignments. It was noted that the proposed mechanism was drafted as a general mechanism for all Regions and needed to be adapted to specific coordination framework in the EUR Region as described in EUR Doc 011 and additional procedures applicable to the EUROCONTROL area. The Meeting also noted interregional coordination challenges and highlighted the necessity for enhanced global coordination procedures, especially over congested areas.

5.4.3 Therefore, it was agreed to establish a project team in order to elaborate and propose measures of procedural and technical matters, as necessary, in view of securing the integrity of the EUR Region environment of frequency assignments in the context of future implementation of space-based VHF. Therefore, the following was agreed

**EASPG Decision 7/14 – FMG Space-based VHF Project Team (FMG SBVHF PT)**

That, the FMG Space-based VHF Project Team (SBVHF PT) be established as per the project team definition at **Appendix O**.

5.4.4 The Meeting was presented with a proposal for amendment to the Frequency Management Manual (EUR Doc 011) and agreed the following:

**EASPG Decision 7/15 – EUR Frequency Management Manual (EUR Doc 011)**

That the ICAO EUR/NAT Regional Director take necessary action to publish the updated EUR Frequency Management Manual (EUR Doc 011) as provided at **Appendix P**.

5.4.5 The Meeting was provided with updates to the 8.33 kHz Regional Implementation Plan (EUR Doc 042) and agreed the following:

**EASPG Decision 7/16 – EUR 8.33 kHz Regional Implementation Plan (EUR Doc 042)**

That the ICAO EUR/NAT Regional Director, take necessary action to publish the updated EUR 8.33 kHz c-s Regional Implementation Plan (EUR Doc 042) as provided at **Appendix Q**.

5.4.6 The Meeting noted that the Appendix to EUR Doc 042 was a living document, which needed to be updated regularly. Therefore, in order to streamline and simplify the working processes, it was agreed to delegate the updating and publication of the Appendix to EUR Doc 042 to the FMG.

### *Outcomes of the ITU WRC-27 Workshop and Preparation for WRC-27*

5.4.7 The Meeting was provided with the outcomes of the EUR/NAT Workshop on preparation for the ITU World Radiocommunication Conference 2027 (WRC-27), which was held in Paris, France from 6 to 7 October 2025. It was noted that WRC-27 would be addressing numerous items, which may have repercussions on civil aviation as reflected in the ICAO position for WRC-27 (State letter E 3/5-25/65 refers). This position was developed with the assistance of the ICAO Frequency Spectrum Management Panel (FSMP) and may be later updated in view of ITU developments in the run-up to the WRC-27 conference. It was also recalled that the 42nd ICAO Assembly adopted an update to Resolution A41-7 (Support of the ICAO policy on radio frequency spectrum matters).

5.4.8 It was highlighted that, as a result of intense competition from powerful economic actors, the stakes at WRC conferences were increasingly high for aviation, including for safety critical systems. For the interests of aviation to be safeguarded, it was essential that the ICAO position for WRC-27 be included to the maximum extent possible in the positions of States in preparation for and during WRC-27. The Meeting encouraged to use the existing regional groups, e.g EASPG FMG and EUROCONTROL ASCG, to assist States in their preparation for WRC-27.

5.4.9 Therefore, the following was agreed:

#### **EASPG Conclusion 7/12 – Safeguarding Aviation needs at the WRC-27 Conference**

That the ICAO EUR/NAT Regional Director:

- a) Strongly encourage the EUR Directors General of CAA to effectively engage with their State radio regulatory authorities in order to ensure that the ICAO position for WRC-27 is included to the maximum extent possible in the positions of States in preparation for and during the WRC-27 Conference; and
- b) Undertake actions to organise a webinar in the first half of 2026 to share experience on coordination of State positions in preparation for WRC-27.

#### ***GNSS RFI***

5.4.10 The Meeting was provided with a presentation on the ICAO activities on GNSS RFI and outcomes of the ICAO EUR/NAT-MID symposium held in Doha, Qatar, on 19-21 November 2025.

5.4.11 The Meeting noted also updates by IATA on the activities undertaken in cooperation with EASA focusing on short-term measures notably addressing the challenges associated with visual approaches as mitigations measures to GNSS RFI. The Meeting noted comments by the European Commission (EC) and EUROCONTROL on their actions in support of implementation of the related 42<sup>nd</sup> ICAO Assembly outcomes, including short-term measures. IFATCA raised the phraseology issue especially regarding enhanced Ground Proximity Warning System (eGPWS) false alerts.

5.4.12 The Meeting emphasised that the GNSS RFI remained a regional challenge and reported as such to the ANC as part of the EASPG outcomes. It was agreed that the subject would remain as one of the immediate high priority items for EASPG and its contributory bodies to address.

#### ***Aeronautical Fixed Services (AFS) to system wide information management (SWIM) Transition Task Force (AST TF) Activities***

5.4.13 The Meeting was informed about some AFS routing issues originating in other Regions and incorrect implementation of address scheme changes, which may have been caused by non-updated routing tables or the existence of unknown addresses. The efforts of the AST TF to further clarify the matter of communication with other Regions regarding appropriate routing and the consistent application of address scheme changes within International COM Centers were also noted.

5.4.14 In this regard, the Meeting recalled the ICAO State Letter Ref. AN 7/49.1.09/34 of 14 April 2009 informing about ICAO procedures for the coordination and synchronization of air traffic services message handling system (AMHS) addresses.

5.4.15 Therefore, the following was agreed:

**EASPG Conclusion 7/13 – Appropriate routing and consistent application of address scheme changes within International COM Centers**

That, the ICAO EUR/NAT Regional Director issue a State Letter as provided at **Appendix R**, to the EUR/NAT States, and coordinate it with other ICAO Regional Offices for further distribution to States in their Regions.

5.4.16 The Meeting also noted a summary of the AST TF activities during 2025, building on and complementing the information provided in May 2025 during the EASPG PCG/07 meeting (EASPG PCG Decision 7/6 refers). Information was also noted on the planned establishment of a global SWIM task force and discussions on a possible AMHS sunset date.

## 5.5 MET

### *Outcomes of the Thirty-Fifth Meeting of the Meteorology Group (METG/35)*

5.5.1 The Meeting noted the outcomes of the Thirty-Fifth Meeting of the EASPG Meteorology Group (METG/35) that was held from 16 to 19 September 2025 in Paris, France.

5.5.2 The Meeting noted information on the implementation of Quantitative Volcanic Ash (QVA) forecast, in particular related to the regional transition from legacy volcanic ash concentration charts to QVA products. The Meeting noted that until 25 November 2026, issuance of QVA forecasts by volcanic ash advisory centers (VAACs) was recommended practice, with mandatory provision by all VAACs from 26 November 2026 onwards.

5.5.3 It was agreed that to ensure harmonised implementation across the EUR and NAT Regions, the EUR/NAT Volcanic Ash Contingency Plan (VACP, EUR Doc 019/NAT Doc 006) should be updated to reflect these provisions.

5.5.4 The Meeting further endorsed draft Terms of Reference for a new EUR/NAT VACP Amendment Project Team (VAPT) with their main objective to develop the necessary amendments to the EUR/NAT VACP. In this regard, the Meeting noted the initial amendment proposals that would be further reviewed by the EUR/NAT VAPT to prepare a consolidated proposal by the end of 2026.

5.5.5 The Meeting noted that this proposal was agreed to by the North Atlantic Implementation Management Group (NAT IMG) (2-6 November 2025) and would be also coordinated with the North Atlantic Systems Planning Group (NAT SPG) by correspondence after the EASPG/7. Therefore, the following was agreed:

**EASPG Conclusion 7/14 – Establishment of a EUR/NAT VACP Amendment Project Team (VAPT)**

That the ICAO EUR/NAT Regional Director take appropriate actions to establish a EUR/NAT VACP Amendment Project Team (VAPT), with Terms of Reference as presented in **Appendix S**.

5.5.6 The Meeting was informed about the discussions on the integration of Volcano Observatory Notices for Aviation (VONA) into the regional data exchange system, as mandated by Amendment 82 to Annex 3 and the first edition of PANS-MET (Doc 10157), applicable from 27 November 2025. The provisions, which include the issuance of VONA by State Volcano Observatories (SVOs) as a Recommended Practice, are also proposed for transposition into EU Regulation via EASA RMT.0719. It was noted that while PANS-

MET required VONA to be issued in both ICAO Weather Information Exchange Model (IWXXM) format and abbreviated plain language (TAC), these messages were not currently disseminated through the EUR Operational Meteorological Information (OPMET) data exchange scheme (RODEX), as described in EUR Doc 018.

5.5.7 Therefore, the following was agreed:

**EASPG Conclusion 7/15 – Abbreviated Header Lines of VONA messages**

That the ICAO EUR/NAT Regional Director invite Italy, Iceland, Portugal, Spain and the Russian Federation to provide to DMG the World Meteorological Organisation (WMO) Abbreviated Header Lines (AHLs) that their State Volcano Observatories intend to use when issuing VONA in both TAC and IWXXM form.

5.5.8 The Meeting was presented with the proposed changes to the EUR OPMET Data Management Handbook (EUR Doc 018) and agreed the following:

**EASPG Decision 7/17 – EUR OPMET Data Management Handbook (EUR Doc 018)**

That the ICAO EUR/NAT Regional Director undertake the necessary action to publish the revised EUR OPMET Data Management Handbook (EUR Doc 018) as provided in **Appendix T**.

5.5.9 The Meeting was provided with the status of IWXXM implementation in the EUR Region and noted that, while progress was evident, the continued reliance on transitional translation services by several States remained a primary concern and a source of air navigation deficiencies.

5.5.10 The Meeting agreed that to obtain a clear picture of national implementation plans, address the persistent reliance on transitional translation services, and accelerate the resolution of associated air navigation deficiencies, it was necessary to send a survey to States utilizing ROC translation services to collect detailed status reports on their native IWXXM production capabilities for key OPMET products.

5.5.11 Therefore, the following was agreed:

**EASPG Conclusion 7/16 – EUR/NAT IWXXM Implementation Status**

That the ICAO EUR/NAT Regional Director undertake the necessary action to disseminate a survey, contained in **Appendix U** to States that continue to utilize translation services provided by ROCs, to collect up-to-date information on the status of national IWXXM implementation.

5.5.12 The Meeting was provided with an update to the METG ToR to include EASA on its composition. Therefore, the following was agreed:

**EASPG Decision 7/18 – METG ToR Update**

That the ICAO EUR/NAT Regional Director undertake appropriate actions to amend the METG Terms of Reference, as contained in **Appendix V**.

5.5.13 The Meeting endorsed to election of the METG vice-chair Mr. Jan Sondij (the Netherlands), as well as the METG nominated additional members for SCRAG participation (Slovakia and Switzerland).

5.5.14 The Meeting noted the outcome of the METG discussions on the Meteorological Information for Aircraft in Flight (VOLMET) provisions in the EUR ANP and that further discussion on this subject would continue in the ICAO ANSISG and EASPG PCG.

### ***VOLCEX Events***

5.5.15 The Meeting took note of the summary of the Volcanic Ash Exercises in the EUR/NAT Regions, in particular the VOLCEX25 exercise in November 2025, and the next steps. The Meeting noted with appreciation the comments by EUROCONTROL that they would support VOLCEX2026 under the VOLCEX/SG umbrella.

### **5.6 REGIONAL PERFORMANCE FRAMEWORK**

5.6.1 The Meeting was presented with an update on the activities related to the ICAO Regional Performance Framework, including the main results from the Regional Performance Report for 2024. A total of 34 States from the ICAO EUR Region have submitted their data in support of the 2025 exercise.

5.6.2 The report presented a detailed view of the performance results on key performance areas and indicators that were part of the regional framework. The report showed the aggregation of performance results, recalling that the aim of the activity was not the benchmarking of States' performance, but rather the support to States to implement the performance-based approach principles and the identification of areas where improvements were most needed and possible.

5.6.3 With reference to the next steps and taking into consideration the new edition of the GANP, it was noted that EUR Doc 030 would need to be reviewed to identify possible updates. Therefore, the work of the ICAO Performance Task Force in 2026 would focus on the EUR Doc 030 review and preparation of the performance report for 2025. The meeting supported the need for the task force to be revamped through the nomination of experts.

5.6.4 The Meeting thanked the participating States and Eurocontrol for the support provided for this work and agreed with the following:

### **EASPG Decision 7/19 – Implementation of the ICAO EUR Region Performance Framework**

That, the EUR AN performance report 2024 as provided in **Appendix W** be endorsed.

### **5.7 PERFORMANCE BASED NAVIGATION**

5.7.1 The Meeting was provided with a summary of relevant outcomes of the 2025 meetings of the combined EUR PBN Consolidation Task Force (PBNC TF) and EUROCONTROL Navigation Steering Group (NSG) meetings.

5.7.2 It was noted that following EASPG/6 Decision 6/22 (Discontinuation of EUR Doc 029 and 025), the PBNC TF further evaluated the relevance of certain parts of EUR Doc 029 and EUR Doc 025. The evaluation concluded that Part III of EUR Doc 029 on APV/baro-VNAV might be retained and updated to reflect current practices. Regarding EUR Doc 025 Part B, it was determined that although ICAO Doc 9613 (PBN Manual) contained global guidance on the implementation of RNP approach, the guidance in EUR Doc 025 Part B contained more process-oriented guidance, particularly on airspace design and State-level implementation planning, which was not covered in the PBN Manual. Therefore, it was agreed that Part B of EUR Doc 025 should be updated and retained.

### **5.8 CYBERSECURITY**

5.8.1 The Meeting was provided with updates on the ICAO cybersecurity framework and documentation, as well as the highlight of the main takeaways from the ICAO EUR/NAT Cybersecurity workshop held on 1-3 April 2025 in Belgrade, Serbia.

5.8.2 In particular, the Meeting noted the follow up to the workshop discussions at the EUR/NAT DGCA-2025 and their Conclusion 5/8 urging States to review and update their cybersecurity oversight regulations and procedures based on the applicable ICAO provisions and Global Cyber Risk Considerations

(Doc 10213) guidance, including for the implementation of appropriate cyber risk management systems and their integration with the existing civil aviation risk management systems.

## **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) initiatives, Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and Sustainable Aviation Fuels (SAF), including assistance, capacity building and training on CORSIA (ACT CORSIA) and SAF (ACT SAF).

## **7. ANY OTHER BUSINESS**

### **7.1 NEXT MEETING**

7.1.1 The Meeting agreed that the EASPG/8 would tentatively take place in Paris, France, from 30 November to 3 December 2026.

7.1.2 The EASPG PCG/8 meeting would be held in (TBC) from 15 to 17 June 2026.

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## Appendix A – List of Participants

(paragraph 1.2 refers)

### ALBANIA

Muhedin HYSENI

### ALGERIA

Hichem AYEB

Abdelkader BENAOUA

### ARMENIA

Artur PAPOYAN

Aram TUNYAN

### AUSTRIA

DI Tino SCHILL

### BELARUS

Aliaksandr APET

Anton PANTSIALEI

### BOSNIA AND HERZEGOVINA

Vladimir CEKLIĆ

### CYPRUS

Haris ANTONIADES

Nicolas MYTIDES

Eleni TZIORZI

### CZECH REPUBLIC

Martin SPRONGL

### FRANCE

Olivier GELARD-  
THOMACHOT

Luc LAPENE

Eric SWIRYDA

### GEORGIA

Zurab AVALISHVILI

Levan KARANADZE  
(EASPG Chairman)

Sergo KUPARADZE

### GERMANY

Torsten JACOB

Nabil NAOUMI

### IRELAND

Ciaran SMITH

### ISRAEL

Moti SHMUELI

Ofer VAKNIN

### ITALY

Giovanni DI ANTONIO

Alessandro GHILARI

### KAZAKHSTAN

Zhanat ABDUGALIMOV

Oleg AVDEYEV

Kairat TLENSHIN

Adil UMURTAYEV

### KYRGYZSTAN

Natalia KIM

### LATVIA

Erika NEIMANE

### LITHUANIA

Margarita  
PAULASKIENE

### MONTENEGRO

Radovan SUCUR

### MOROCCO

Mohamed SABBARI

### NETHERLANDS

Eric De VRIES

Simone OUDAKKER

### NORWAY

Henning R. TENNES

### POLAND

Krzysztof BANASZEK

Karol KAZMIERCZAK

### PORTUGAL

Jose Alberto DOS  
SANTOS RODRIGUES

Vitor Hugo VALAGAO

### REPUBLIC OF MOLDOVA

Valeriu CAZAN

### SERBIA

Zarko KATANCEVIC

Nikola SARANCIC

### SLOVENIA

Sabina GOLOB

### SPAIN

Maria ANTA-GARCIA

Maria Teresa CABRERA  
ARTIGAS

Jesús Mario GARCIA  
CANO (AST TF Chair)

Joaquin RELLOSO  
PRIETO

### SWEDEN

Joakim GRENZMAN

### TUNISIA

Haithem FOUZAI

Yassine SAMAALI

### TÜRKIYE

Zerrin EREN

### TURKMENISTAN

Batyr CHIKAYEV

Kerim  
HUDAYGULYYEV

### UKRAINE

Ihor SHYSHKOVSKYI

Alina ZADOROZHNIYA

### UNITED KINGDOM

Michael COCKCROFT

Ben LIPPITT

### UZBEKISTAN

Inna ABDULLAYEVA  
(LPRI TF Chair)

Damir YARULLAEV

### ACI EUROPE

Olivier SCIARA

### CANSO

Enrico PARINI

### EASA

Bryan JOLLY

Lorenzo PELLEGRINI

### EUROCONTROL

David BRAIN

Octavian CIOARA

Catalin LEPADATU

Andrew LEWIS

Chida MAROUAN

### EUROPEAN COMMISSION

Elodie DE CAZENOVE

### IATA

Yassine EL  
CHARKAOUI

### ICCAIA

Eric DeMONEY

### IFALPA

Paul VISSERS

### IFATCA

Philippe DOMOGALA

### ICAO

Nicolas RALLO

Elkhan NAHMADOV

Abbas NIKNEJAD

Sven HALLE

Hatem OUESLATI

Nino GELOVANI

Brian DECOUTO

Arkadii MERKULOV

Teresa ANTUNES

Blandine FERRIER

Isabelle HOFSTETTER

### INTERPRETERS

Mrs BERARD

Mrs COSTON

Mrs ILYUSHYNA-  
OLLIER

Mrs KATS

Mr SPEED

Mrs TVERE

Mrs EEMAN

## Appendix B – Meeting Documentation

(paragraph 1.6 refers)

WP	Ag It	Title	Presented by
WP01	-	Provisional Agenda	Secretariat
WP02	3	LPRI TF Outcomes	Secretariat
WP03	2	EASPG Conclusions and Decision Follow-Up	Secretariat
WP04	3	Safety Stack Principles and Practices for Airports	Secretariat
WP05 REV1	4	Outcomes of the 31 <sup>st</sup> meeting of the Frequency Management Group (FMG/31)	Secretariat
WP06	4	ASBU Implementation Monitoring Report for Reference Period 2024	Secretariat & EUROCONTROL
WP07	4	AST TF Routing Coordination outside EUR	Secretariat
WP08	3	RESG Outcomes	Secretariat
WP09	4	Proposal for amendment (PfA) to the EUR EANP Volume II Part VII - AIM	Secretariat & Eurocontrol
WP10	3	Air Navigation Deficiency List	Secretariat
WP11	3	Report on flight safety monitoring in the RVSM airspace in the Eastern part of the ICAO EUR region	EURASIA RMA
WP12	4	Outcomes of the 35 <sup>th</sup> Meeting of the Meteorology Group (METG/35)	Secretariat
WP13	3	EUR Air Navigation Deficiency (EUR-ATM-03-01)	Cyprus
WP14	4	Interim Report From The Space Transport Operations Project Team (STO PT)	Chairman of STO PT & Secretariat
WP15	4	Results from the Special Coordination Meeting of the Route Development Group East (RDGE SCM 2025)	Secretariat
WP16	4	Spectrum Issues	France
WP17	4	Results from the ANSISG GNSS RFI Minimum Operational Network Project Team (MON PT)	Secretariat
WP18	3	EUR RMA 2025 Safety Monitoring Report	EUR RMA
WP19	3	Non-RVSM Aircraft filing “W”	EUR RMA
WP20	3	Geographic Extension of the EUR ERL	EUR RMA
WP21	4	Implementation of the Regional Performance Framework	Secretariat
WP22	3	Establishing, updating and implementing a national aviation safety plans	Secretariat
WP23	4	AIS Originator for STO Activities in the NM Area	Eurocontrol
WP24 Rev1	3	On USOAP CMA Implementation in EUR Region	Secretariat
IP	Ag It	Title	Presented by
IP01	1	Meeting Schedule	Secretariat
IP02	1	List of documents	Secretariat
IP03	1.1	Outcome of the Air Navigation Commission Review on the EASPG/6 report and consolidated report to Council on PIRGs and RASGs 2024-2025	Secretariat

IP04	1.1	EURNAT DGCA2025 Outcomes	Secretariat
IP05	1.1	EASPG PCG/7 Outcomes	Secretariat
IP06	4	FF-ICE Implementation	Secretariat
IP07	4	Outcomes of the ITU WRC-27 workshop	Secretariat
IP08	4	Results from the Eighth Meeting of the ICAO Air Navigation Services Implementation Support Group (ANSISG/08)	Secretariat
IP09	4	VOLCEX Activities	Secretariat
IP10	4	Results from the Project 30/10 Survey	Secretariat
IP11	4	AFS to SWIM Transition Task Force Update	AST TF Chairman
IP12	3	EUR RMA Height Monitoring Infrastructure Transition	EUR RMA
IP13	1.1	ICAO Update	Secretariat
IP14	4	Aeronautical Information Management Group (AIMG) Activities in 2025	EUROCONTROL
IP15	3	CAPSCA	Secretariat
IP16	1.2	EASA Update	EASA
IP17	1.1	ICAO Environmental Capacity Building in the EUR/NAT Region	Secretariat
IP18	4	Outcomes of EUR PBNC TF / NSG	Secretariat
IP19	1.2	Echoes Project Update	Spain
<b>PR</b>	<b>Ag It</b>	<b>Title</b>	<b>Presented by</b>
PR01 Rev1	1.1	Outcomes of the 42 <sup>nd</sup> ICAO Assembly	ICAO
PR02	3	ICAO EUR/NAT Briefing on GNSS RFI	Secretariat
PR03	1.1	Cybersecurity	Secretariat
PR04	1.1	In support of IP17 - Environment	Secretariat
PR05	1.2	In support of IP15 - CAPSCA	Secretariat
PR06	4	In support of WP06 - ASBU	EUROCONTROL
<b>FL</b>	<b>Ag It</b>	<b>Title</b>	<b>Presented by</b>
FL01	3	Search and Rescue Update	Secretariat
FL02	4	AFIS	IATA, IFATCA, IFALPA
FL03	4	ANSISG ToRs	Secretariat

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

- Appendix C -** EASPG Conclusion and Decisions Follow-Up
- Appendix D -** ICAO European Regional Aviation Safety Plan, 2026-2028, Volume I
- Appendix E -** ICAO European Regional Aviation Safety Plan, 2026-2028, Volume II
- Appendix F -** European Search and Rescue Plan, EUR Doc 039, Sixth Edition
- Appendix G -** Language Proficiency Requirement Implementation Task Force (LPRI TF) Action Plan 2026-2028
- Appendix H -** Guidance on the Adoption of Safety Stack Principles and Practices for Airports
- Appendix I -** EUR Air Navigation Deficiency List
- Appendix J -** ICAO ASBU Implementation Monitoring Report, Reference Period 2024
- Appendix K -** Proposal for Amendment to EUR Air Navigation Plan (eANP), Vol II, Part VII, AIM
- Appendix L -** Revised Route Development Group East (RDGE) Terms of Reference (Amendment to the EASPG Handbook, EUR Doc 001)
- Appendix M -** Revised ICAO Air Navigation Services Implementation Support Group (ANSISG) Terms of Reference (Amendment to the EASPG Handbook, EUR Doc 001)
- Appendix N -** Proposal for Amendment to EUR Air Navigation Plan (eANP), Vol II, Part III, CNS  
New Regional Requirements, Minimum Operational Network (MON) Concept
- Appendix O -** FMG Project Team on Space-based VHF Definition (SBVHF PT)
- Appendix P -** Frequency Management Manual, EUR Doc 011, Edition 2025
- Appendix Q -** ICAO EUR Region 8.33 KHz Regional Implementation Plan, EUR Doc 042, Third Edition, 2025
- Appendix R -** Draft State Letter on ATS Message Handling System (AMHS) Address and Routing Information
- Appendix S -** EUR/NAT Volcanic Ash Contingency Plan Amendment Project Team (VAPT) Terms of Reference
- Appendix T -** EUR OPMET Data Management Handbook, EUR Doc 018, Fifteenth Edition, 2025
- Appendix U -** EUR/NAT Regional IWXXM Implementation Status Survey
- Appendix V -** Revised Meteorological Group (METG) Terms of Reference (Amendment to the EASPG Handbook, EUR Doc 001)
- Appendix W -** Regional Performance Monitoring Report – results 2024

--END--