



International Civil Aviation Organization

EUROPEAN AVIATION SYSTEM PLANNING GROUP

EUR Doc 001

EASPG HANDBOOK

Seventh Edition - 2025

Prepared by the ICAO European and North Atlantic Office, on behalf of the EASPG

EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO

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RECORD OF AMENDMENTS

2st Edition, December 2019 introduced the following change
<p>EASPG Decision 1/3</p> <ul style="list-style-type: none"> • Replacement of the former EANPG and RASG-EUR ToRs by the EASPG ToR as approved by the ICAO President of the Council in September 2019 • Update to the METG Terms of Reference <p>EASPG Conclusion 1/36</p> <ul style="list-style-type: none"> • Approval of the EASPG PCG ToR <p>EASPG Decision 1/4</p> <ul style="list-style-type: none"> • Establishment of a SAR Task Force
2nd Edition, December 2020 introduced the following changes
<p>EASPG Decision 2/3</p> <ul style="list-style-type: none"> • Update to the IE-REST/RESG Terms of Reference <p>EASPG Decision 2/5</p> <ul style="list-style-type: none"> • Update to the Language Proficiency Requirement Implementation (LPRI) Task Force (TF) <p>EASPG Decision 2/7</p> <ul style="list-style-type: none"> • Establishment of the EUR Region GANP Transition Project Team (EURGANT-PT) <p>EASPG Decision 2/9</p> <ul style="list-style-type: none"> • Establishment of a Regional Working Group on Aerodrome Operations (RWGAO) <p>EASPG Decision 2/15</p> <ul style="list-style-type: none"> • Update to the METG Terms of Reference <p>EASPG Decisions 2/10, 2/11, 2/12, 2/13, 2/16, 2/17</p> <ul style="list-style-type: none"> • Updates to the list of EUR Documents
3rd Edition, December 2021 introduced the following changes
<p>EASPG Decision 3/2</p> <ul style="list-style-type: none"> • Amendment of the EASPG Handbook based on the Revision of Level 3 Terms of Reference (ToRs) <p>EASPG Decision 3/3</p> <ul style="list-style-type: none"> • Establishment of the RESG RASP Working Group <p>EASPG Decision 3/11</p> <ul style="list-style-type: none"> • Update of the EUR Search and Rescue Task Force (SAR TF) Terms of Reference (ToR) <p>EASPG Decision 3/14, 3/15, 3/16, 3/17, 3/18, 3/21, 3/22</p> <ul style="list-style-type: none"> • Updates to the list of EUR Documents
4th Edition, December 2022 introduced the following changes
<p>EASPG Decision 4/13</p> <ul style="list-style-type: none"> • Update of Terms of Reference for the Performance Based Navigation Consolidation Task Force (PBNC TF) <p>EASPG Decision 4/14</p> <ul style="list-style-type: none"> • Updates to EASPG Handbook <ul style="list-style-type: none"> ○ Correct the name of EASA to ‘European Union Aviation Safety Agency’ in Appendix A – Chapter 2; ○ Expand Appendix A, Chapter 2 to include the international bodies IFALDA and WMO; and ○ Consider, whether the term ‘international bodies’ or the term ‘International Organizations’ is better suited and use the appropriate term consistently through the document. ○ Take appropriate action to amend the EASPG Handbook (EUR Doc 001), as provided at Appendix X and publish the amended document on the ICAO EUR/NAT website. <p>EASPG Conclusion 4/16, EASPG Decisions 4/5, 4/10, 4/11, 4/12, 4/15</p> <p>Approval by correspondence for several EUR Docs (email of 13 January 2023 refers)</p> <ul style="list-style-type: none"> • Updates to the list of EUR Documents

5th Edition, December 2023 introduced the following changes
<p>EASPG Decision 5/1</p> <ul style="list-style-type: none"> • Discontinuation of EUR Doc 010 and EUR Doc 033 <p>EASPG Decision 5/5</p> <ul style="list-style-type: none"> • Amendment of RESG and RASP WG Terms of Reference <p>EASPG Decision 5/12</p> <ul style="list-style-type: none"> • Update to the EUR Search and Rescue Task Force ToR <p>EASPG Decision 5/20</p> <ul style="list-style-type: none"> • Update to the AFS to SWIM Transition Task Force ToR <p>EASPG Decision 5/21</p> <ul style="list-style-type: none"> • Publication of AMHS/SWIM Gateway Specification (EUR Doc 047, First Edition) <p>EASPG Decision 5/29 and 5/30</p> <ul style="list-style-type: none"> • Removal of the EUR/NAT Environmental Task Force from the EASPG Handbook <p>EASPG Conclusion C5/14, EASPG Decisions 5/11, 5/14, 5/16, 5/17, 5/19, 5/22, 5/25, 5/27, 5/28</p> <ul style="list-style-type: none"> • Approval of new editions to EUR Documents, Updates to the list of EUR Documents.
6th Edition, December 2024 introduced the following changes
<p>EASPG/3 Report Para 5.5.3</p> <ul style="list-style-type: none"> • Dissolution of SWIM Project Team <p>EASPG/6</p> <ul style="list-style-type: none"> • Update of EASPG ToR - Removal of “AviaSafety” from the EASPG Observers • Update of the EASPG Working Structure • Update of the <i>Calendar of nomination/review of Chairpersons/Vice-Chairpersons of the EASPG and its contributory groups</i> • Update of the Frequency Management Group (FMG) ToR • Update of the list of EUR Documents • Addition of the current list of EUR OPS Bulletin and Safety Advisories
7th Edition, December 2025 introduced the following changes
<p>EASPG PCG Decision 7/5</p> <ul style="list-style-type: none"> • Update to the EUR/NAT VOLCEX SG ToR <p>EASPG Decision 7/6</p> <ul style="list-style-type: none"> • Update to the EUR Search and Rescue Task Force ToR <p>EASPG Decision 7/10</p> <ul style="list-style-type: none"> • Update to the RDGE ToR and deletion of Appendix B of the EASPG Handbook <p>EASPG Decision 7/11</p> <ul style="list-style-type: none"> • Update to the ANSISG ToR <p>EASPG Decision 7/18</p> <ul style="list-style-type: none"> • Update to the METG ToR <p>Update of the list of EUR Documents</p>

INTRODUCTION

In 1971 the Sixth European-Mediterranean Regional Air Navigation (RAN) Meeting recommended the establishment of a European Air Navigation Planning Group. In 1972 the Council of ICAO set up the EANPG and established in detail its functions, position in ICAO, composition and the guidelines which should govern its working methods, including relations with States.

The Special European Regional Air Navigation Meeting (SP RAN) held in Paris in 1980 entrusted the function of the required regional planning and co-ordinating organ to the EANPG as the already existing Regional Planning Group for the EUR Region. The SP RAN Meeting agreed on the structure and presentation of the EUR Regional Plan, as well as its overall management, and recommended a trial application of the new regional planning processes.

The Seventh Regional Air Navigation Meeting held in Malaga in 1985 reviewed the outcome of the trial and recommended the permanent application of the new regional processes. It also confirmed the role of the EANPG in its Regional Plan management function on a permanent basis.

The Special European Regional Air Navigation Meeting in Vienna in September 1994 agreed that the efficiency of the EANPG would be significantly enhanced through modified objectives and composition and the clarification of its main functions on the basis of its terms of reference.

In order to meet these new challenges EANPG/37 (Paris 12-15 September 1995) created the EANPG Programme Coordinating Group (COG) to assist the EANPG Chairman and the ICAO Secretariat to facilitate and coordinate the work of the EANPG between its meetings, avoid duplication of work in any form and maintain a dialogue with other regions.

On 6 October 2009, the ICAO Air Navigation Commission reviewed a proposal for the establishment of Regional Aviation Safety Groups (RASGs) and decided that the concept of RASGs should be transmitted to States and appropriate international organizations for comment before a recommendation was made to the Council.

A State letter dated 16 December 2009 sought comments from States and selected international organizations on the need for uniform establishment of RASGs in all regions, and provided suggested terms of reference and work programme of the RASGs.

The ICAO Council at the fourth meeting of its 190th Session held on 25 May 2010 approved the establishment of the RASG-EUR for the European region and the 37th Session of the ICAO General Assembly, Montreal, 28 September to 8 October 2010, agreed to Assembly Resolution A37-4: ICAO global planning for safety.

A high level State meeting on the establishment of the RASG-EUR was held in the ICAO EUR/NAT Office in Paris, France, on 16 May 2011. The meeting was presented with information on the Global Aviation Safety Plan (GASP) and the Global Aviation Safety Roadmap (GASR), as well as with background information on the establishment of the RASG-EUR, its objectives, working methods, scope and structure.

During the combined EANPG/60 and RASG-EUR/07 meeting in November 2018, it was agreed to unite their activities under the new European Aviation System Planning Group (EASPG). The Terms of Reference of the EASPG were approved on 11 September 2019 by the President of the ICAO Council.

The PCG (EASPG Programme Coordination Group) was created by EASPG/01 (Paris 2-5 December 2019) to review the progress of implementation of the EASPG work programme and any other ongoing EUR Region issues, as tasked by the EASPG.

The purpose of the handbook is to serve as a reference document to provide an overview of the role and organization of the EASPG and its different groups. The handbook will be helpful to States and international organizations when planning and managing the resources for participation in the work.

The handbook will be updated from time to time in the light of relevant changes and developments.

EUROPEAN AVIATION SYSTEM PLANNING GROUP (EASPG)

1. Establishment

- 1.1 During the combined EANPG/60 and RASG-EUR/07 meeting in November 2018, it was agreed to unite their activities under the new European Aviation System Planning Group (EASPG). The Terms of Reference of the EASPG were approved on 11 September 2019 by the President of the ICAO Council.

2. Objectives

- 2.1 The objectives of the EASPG are to:
- a) Ensure that air navigation system development plans and actions within the EUR Region remain coherent and compatible with those of the adjacent regions and with the ICAO Global Aviation Safety and Air Navigation Plans;
 - b) Monitor the progress in the GANP and GASP implementation and report to the ICAO Council;
 - c) Manage and coordinate the implementation of the ICAO European Regional Aviation Safety Plan (EUR RASP), Air Navigation Plan for the European Region (EUR eANP) (ICAO Doc 7754), EUR Regional Supplementary Procedures (Doc 7030)] and other related documentation;
 - d) Promote and facilitate the harmonisation and co-ordination of the air navigation and safety related EUR sub-regional (e.g EU, EASA, EUROCONTROL, ECAC, IAC) and national programmes;
 - e) Ensure the inter-regional coordination and harmonisation of the EUR aviation system with aviation systems of adjacent Regions (NAT, NAM, MID, AFI, APAC);
 - f) Assist States or State groupings in their planning and implementation efforts, if and when required.

3. Work Programme

- 3.1 The EASPG will support the implementation of the GASP and GANP by:
- a) supporting the establishment of integrated safety analysis and risk mitigation capabilities throughout the Region;
 - b) enhancing the coordination of safety activities at the regional and sub-regional level to avoid duplication of efforts;
 - c) facilitating the sharing of, and discussion on safety information, safety related matters and experiences among all stakeholders;
 - d) conducting follow-up activities related to the GASP and GANP as required;
 - e) providing feedback to ICAO to continuously improve the global framework of ICAO provisions;
 - f) ensuring the continuous and coherent development of the European Air Navigation and Aviation Safety Plans and other relevant regional documentation in a manner that is harmonized with adjacent Regions and consistent with global requirements;
 - g) providing input to the work of appropriate ICAO bodies concerning the GASP and GANP implementation;

- h) monitoring implementation of air navigation facilities and services and, where necessary, ensuring harmonization, taking due account of cost/benefit analyses, business case development, environmental benefits and financing issues;
- i) ensuring the conduct of any necessary systems performance monitoring, identify specific problems in the Aviation Safety and Air Navigation fields, and propose action aimed at solving any identified problems;
- j) ensuring close cooperation with relevant organizations and State groupings to optimize the use of available expertise and resources;
- k) maintain the regional list of air navigation deficiencies and ensure the development and implementation of action plans by States to resolve identified air navigation deficiencies, where necessary.

3.2 In the establishment of its work programme the EASPG shall also take into consideration the European Union policy and activities, where applicable. In that respect the EASPG Secretariat and the European Commission and EASA should coordinate to ensure consistency and avoid any overlap or duplication with the work carried out under the EU/EASA framework.

4. State role

4.1 States supported by service providers as necessary, and RSOOs should participate in the work of the EASPG and its contributory bodies to:

- a) ensure the continuous and coherent development and implementation of Regional Aviation Safety and Air Navigation Plans and report back on the key performance indicators (KPIs);
- b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;
- c) support the implementation of effective safety management and collaborative decision-making processes to mitigate aviation safety risks, thus supporting policy decisions at the State level;
- d) contribute information on safety risk, including State safety programme (SSP) safety performance indicators (SPIs, in accordance with the GASP as part of their safety risk management activities;
- e) plan for basic services to be provided for international civil aviation in accordance with ICAO Standards, within State national plans;
- f) mitigate deficiencies identified under the uniform methodology for the identification, assessment and reporting of air navigation deficiencies in a timely manner;
- g) enable coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;
- h) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- i) ensure the implementation of the GASP and GANP goals and targets;
- j) report on the status of implementation, within the State, on a regular basis;
- k) embrace a performance-based approach for implementation as highlighted in the Global Plans; and
- l) ensure the inclusion of the regional priorities in the States' national implementation plans to the extent possible.

5. Composition/Participation in a Meeting

- 5.1 EASPG meetings are open to all Contracting States within the area of accreditation of the European and North Atlantic (EUR/NAT) Office of ICAO in the EUR Region. (see Section 1 of Appendix A). Each of the above mentioned Contracting State has the right to be represented at any such meeting by a delegate and, if required, an alternate delegate and/or advisers.
- 5.2 Other States and selected International organizations, recognized by the ICAO Council, may participate with the observer status. Section 2 of Appendix A provides a list of such States and organisations that participate on a regular basis in the EASPG meetings.
- 5.3 The EASPG may also invite other entities, including industry, to participate with the observer status. Section 3 of Appendix A lists such organizations currently participating in the EASPG meetings on a regular basis. As far as practical, such stakeholders should be represented by recognized international organisations, e.g IATA, ICCAIA, IBAC.

6. Chairmanship and Administration

- 6.1 The EASPG shall be administered by:
- a) a Chairperson and three Vice-Chairpersons elected from the EASPG members; and
 - b) the ICAO EUR/NAT Regional Director, who serves as Secretary of the EASPG and is assisted in this task by appropriate experts from the ICAO EUR/NAT Regional Office and ICAO Headquarters (HQ), as required.
- 6.2 The Chairperson facilitates the work of the meeting so as to encourage consensus or clearly identify barriers to consensus. The tasks of the Chairperson include ensuring the efficient conduct of the meeting, ensuring that the tasks associated with the work programme are addressed or reported upon during the course of the meeting. The Chairperson may make decisions regarding the conduct of the meeting and, in cases where it is not possible to reach consensus, propose the recommendation(s) that will be made by the meeting.
- 6.3 The Vice-Chairpersons will be called upon to preside over the meeting should circumstances prevent the Chairperson from being present at the meeting. The Vice-Chairperson may also be requested to support the Chairperson in his/her role, taking over some of the Chairperson's work load whenever appropriate. The Vice-Chairperson does not automatically succeed as chairperson at the conclusion of the term of the incumbent Chairperson.
- 6.4 **Elections of Chairperson/Vice-Chairpersons** – An election of Chairperson and Vice-Chairperson shall take place every four years, even if no new candidates are proposed. Nominations of candidates must be submitted to the ICAO EUR/NAT Office and be promulgated by the ICAO EUR/NAT Office by e-mail two months before the meeting. Candidates for election to the post of the Chairperson/Vice-Chairpersons must be from a member State. Nominations shall be supported by a CV of the candidates.
- 6.5 A EASPG member may at any time request that the election of the Chairpersons and/or Vice-Chairpersons be included on the agenda. The requests must be submitted to the ICAO EUR/NAT Office and be promulgated by the ICAO EUR/NAT Office by e-mail two months before the meeting.

A decision to accept the request will be done by the current Meeting based on a simple majority of present members of the Group.

- 6.6 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the EASPG. The EASPG shall operate with a minimum of formality and paper work (paperless meetings).
- 6.7 In order to ensure the necessary continuity in the work of the EASPG and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairpersons of the EASPG should assume their functions at the end of the meeting at which they are elected and serve for 4 years unless otherwise re-elected.

Note: Election is on the basis of a simple majority of the casted votes.

7. Working Arrangements and Procedures

7.1 General

- 7.1.1 The Chairperson, having consulted EASPG members and the EASPG Secretary, shall decide the date and duration of meetings of the EASPG.
- 7.1.2 The ICAO EUR/NAT Regional Office will provide the required secretariat services to the EASPG.
- 7.1.3 Total attendance should be kept to a minimum consistent with the topics to be discussed.
- 7.1.4 The EASPG should operate with a minimum of formality and paperwork (paperless meetings) and the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The EASPG is expected to conduct its business by consensus.
- 7.1.5 Reports on meetings should not include statements by specific members or participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

7.2 Convening of EASPG Meetings

- 7.2.1 The EASPG shall meet at least once per year, but may meet more frequently if deemed necessary. At each meeting, the EASPG should agree on the date, duration and venue of its next meeting.
- 7.2.2 The convening letter for a EASPG shall be issued by the Secretary of the EASPG, normally 90 days prior to the meeting. The convening letter should be accompanied by a provisional agenda to assist participants in preparing for the meeting.
- 7.2.3 The duration of EASPG meeting should not normally exceed 5 working days.

7.3 Establishment of the Provisional Agenda of the EASPG

- 7.3.1 The Secretary of the EASPG, in consultation with the Chairperson of the EASPG shall establish a provisional agenda on the basis of the work programme adopted and the documentation available.

7.4 Languages

- 7.4.1 The EASPG meetings shall be conducted in English, French and Russian Languages. For EASPG contributory bodies, the meetings will be conducted in English. EASPG members will be invited to offer financial and/or in-kind support for interpretation services.

7.4.2 EASPG members and observers can submit documentation (including WPs/IPs/FLs/PPTs) for meetings of the EASPG and its contributory bodies either in English language or – if in an ICAO working language other than English – accompanied by a translated version of the documentation in English language.

7.4.3 Reports of meetings of the EASPG and its contributory bodies will be prepared in English language.

7.5 Coordination and Reporting Lines

7.5.1 The EASPG reports to the ICAO Council through the ICAO Air Navigation Commission (ANC) and the ICAO Secretariat. The PCG (EASPG Programme Coordination Group – described in para 1.1 below) reports to the EASPG.

7.5.2 Contributory bodies established by the EASPG, shall report to the EASPG, in general through the PCG. Coordination between the EASPG contributory bodies will primarily be ensured by the PCG and the ICAO EUR/NAT Secretariat.

7.5.3 Routine liaison and communications between the EASPG, its contributory bodies and other ICAO groups and meetings shall be conducted through the ICAO EUR/NAT Regional Office and chairpersons.

7.6 Supporting Documentation

7.6.1 The following documentation, including proposed action as required, may be presented to the EASPG meetings by members, observers, partners, the Secretariat or the PCG:

- a) Working papers: these normally contain material with a draft decision, conclusion, or inviting action by the meeting. Submission deadline- two weeks prior to the meeting;
- b) Information papers: these are submitted in order to provide the meeting with information on which no action is required and will normally not be discussed at the meeting. Submission deadline – one week prior to the meeting;
- c) Flimsies: these are documents (such as papers or Powerpoint presentations) which are prepared on an ad-hoc basis in the course of a meeting with the purpose to assist the meeting in the discussion on a specific matter or in drafting text for a Conclusion or Decision.

7.6.2 Working papers and Information papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and - in the case of a working paper - conclusions with specific proposals for action.

7.7 Conclusions and Decisions of the Meetings

7.7.1 Action taken by the EASPG shall be recorded in the form of:

- a) Conclusions, which deal with matters which, in accordance with the terms of reference of the EASPG, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedures;
- b) Decisions, which deal with matters of concern only to the EASPG and its contributory bodies; and/or
- c) Statements, which deal with a position reached by consensus regarding a subject without a requirement for specific follow-up activities.

7.7.2 Each Conclusion and Decision formulated by the EASPG should explicitly and clearly respond to the following "4 W" questions:

Why	Why this Conclusion or Decision is needed (subject)
What	What action is required (State Letter, survey, proposal for amendment, seminar, etc.)
Who	Who is responsible of the required action (e.g. ICAO, members, observers, partners, etc)
When	Target date

7.8 Conduct of Business for EASPG Meetings

- 7.8.1 The meetings of the EASPG shall be conducted by the Chairperson or, in the absence, by one of the Vice-Chairpersons of the EASPG.
- 7.8.2 The EASPG shall at each of its meetings review outstanding Conclusions/Decisions and Action Plans of the previous meeting in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.
- 7.8.3 The EASPG shall at the end of each of its meetings review and agree on the Conclusions/Decisions/Statements reflecting the discussion at the meeting.

7.9 Reports

- 7.9.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:
- a) a brief history of the meeting (duration, attendance and agenda);
 - b) the list of Conclusions and Decisions of the meeting; and
 - c) the work programme and future action by the EASPG.
- 7.9.2 A draft report in English will be prepared by the Secretariat and accepted by the Meeting. The final report will be sent to the EASPG meeting participants within 10 working days of the meeting closure for final review and approval.
- 7.9.3 The report shall be posted on the ICAO EUR/NAT public website and shall also be circulated to all EASPG members and observers.

8. Establishment of Contributory Bodies

- 8.1 Contributory bodies may be established when it has been determined that it can make a substantial contribution to the work programme of the EASPG and specific expertise is required. Contributory bodies are categorised as follows (see Appendix C for the latest updated structure):
- 8.1.1 Working Groups - Only the EASPG can create such a contributory body which is normally established to address broader scope and longer-term issues. A working group reports to the EASPG, normally through the PCG.
 - 8.1.2 Task Forces (TF) - The EASPG can create Task Forces to work on specific and urgent issues. The EASPG may delegate the creation of TF(s) to the PCG. A TF reports to the EASPG, normally through the PCG.
 - 8.1.3 Project Teams (PT). A Working Group may create Project Teams. These will be task focussed, strictly time-limited activities normally lasting no more than a few months at maximum and set up in accordance with the Guiding Principles for PTs (Attachment B refers).
- 8.2 A contributory body will be dissolved when it has completed its assigned tasks, or if the tasks cannot be usefully continued. This will be determined by the EASPG, following a recommendation from the PCG.
- 8.3 Membership – contributory bodies are composed of experts relevant to the task being undertaken. Depending upon the requirement, experts may be drawn from within existing membership of contributory bodies, although in some cases it may require additional expertise to be drawn from the wider aviation community. This will be considered on a case-by-case basis.
- 8.4 Candidates for election to the post of Chairpersons/Vice-Chairpersons for working groups, Rapporteurs/Vice-Rapporteurs for task forces and Project Teams must be a member of the Contributory Body, nominated by a member of the body and seconded by another member of the body. The Contributory Body shall elect the CHAIRPERSONS/VICE-CHAIRPERSONS/Rapporteurs/Vice-Rapporteurs by simple majority of the casted votes from the list of candidates by vote at the initial meeting. For working groups, the Chairmanship shall be reviewed as per the EASPG Handbook.
- 8.5 A contributory body shall be given terms of reference, a list of tasks with clear and concise deliverables and dates for completion. The terms of reference of the permanent groups are part of this handbook. At each of their meetings, the contributory bodies should review the continued validity of their respective list of tasks and advise its parent body of any proposed changes that may be required. Any output of a contributory body that is mature enough for discussion and action by the EASPG shall be presented in a Working Paper with the necessary draft Conclusions and/or Decisions.
- 8.6 To ensure that the objectives are met in accordance with the TORs, each contributory body shall conduct its work according to a Work Programme endorsed by EASPG and kept under review. The following are the main principles to be followed in setting up the work programme:
- a) The work programme shall be composed of activities with clearly identified deliverables, target dates and responsibilities;
 - b) The activities should cover the main implementation domains related to TORs of the contributory body concerned, subject to the Regional safety objectives and the planning and implementation processes;
 - c) The progress on the activities should be reviewed regularly by the contributory bodies and reported to its superior body, to ensure that the target dates are met and the deliverables are of the required quality;

- d) Contributory bodies shall work under the guidance of, and in a close coordination with, the ICAO EUR/NAT Secretariat in the most time effective and result oriented way, with as few formalities as possible, and preferably by means of electronic communications;
- e) A detailed and updated Task List providing a list of actions aimed to fulfil the objectives of the work programme should be included in the latest Summary of Discussions of a contributory body.

APPENDIX A –

1. Contracting States entitled to participate as members in the EASPG:

Albania	Türkiye
Algeria	Turkmenistan
Andorra	Ukraine
Armenia	United Kingdom
Austria	Uzbekistan
Azerbaijan	
Belarus	
Belgium	
Bosnia and Herzegovina	
Bulgaria	
Croatia	
Cyprus	
Czech Republic	
Denmark	
Estonia	
Finland	
France	
Georgia	
Germany	
Greece	
Hungary	
Ireland	
Israel	
Italy	
Kazakhstan	
Kyrgyzstan	
Latvia	
Lithuania	
Luxembourg	
Malta	
Monaco	
Montenegro	
Morocco	
Netherlands	
North Macedonia	
Norway	
Poland	
Portugal	
Republic of Moldova	
Romania	
Russian Federation	
San Marino	
Serbia	
Slovakia	
Slovenia	
Spain	
Sweden	
Switzerland	
Tajikistan	
Tunisia	

2. Current list of EASPG observers:

- European Union Aviation Safety Agency (EASA)
- European Civil Aviation Conference (ECAC)
- European Commission (EC)
- EUROCONTROL
- Interstate Aviation Committee (IAC)
- Airports Council International (ACI)
- Civil Air Navigation Services Organization (CANSO)
- Flight Safety Foundation (FSF)
- Flight Safety Foundation International (FSFI)
- Flight Safety Foundation Mediterranean (FSF-MED)
- International Air Transport Association (IATA)
- International Business Aviation Council (IBAC)
- International Coordinating Council of Aerospace Industries Associations (ICCAIA)
- International Council of Aircraft Owner and Pilot Associations (IAOPA)
- International Federation of Airline Dispatchers Associations (IFALDA)
- International Federation of Air Line Pilots' Associations (IFALPA)
- International Federation of Air Traffic Controllers' Associations (IFATCA)
- World Meteorological Organization (WMO)

Contracting States outside the EUR accreditation area:

- United States
- Iceland

APPENDIX B

1. This Appendix provides additional guidance in support of Chapter 8 of the EASPG ToR – Establishment of Contributory bodies. The following summarises the key characteristics of the contributory bodies according and the principles governing their establishment.

Contributory Body	Created by*	Create sub-structures	Duration	Scope**
Working Group	EASPG and PCG	Yes	Stable/Long term	Wide domain
Task Force	EASPG and PCG	No	Medium term	Specific focus area
Project Team	EASPG and PCG + Working groups	No	Short term (6-12 months)	Very specific project

*: Flexible work arrangements: To manage outcomes and results, all contributory bodies can set up internal arrangements to progress work within their terms of reference

** : To differentiate the scope according to the range of domains and areas addressed:

- Wide domain – addressing broad areas of relevance for ICAO EUR;
- Specific focus area – addressing issues in a specific focus area;
- Very specific project – addressing a clearly defined project very focused on one aspect of the aviation domain and usually of critical and urgent nature

Table 1 – Summary of EASPG structures key characteristics

2. In addition, to guide the work of the contributory bodies, the following Generic Terms Reference have been developed. Generally, the ToR should include the following element:

2.1 ESTABLISHMENT

Date / Reference to EASPG, PCG or Working Group Conclusion/Decision

2.2 TERMS OF REFERENCE

The *[name]* is established by to pursue the tasks/project of the Group in the field of [...] in support to the relevant ICAO and EASPG Objectives [...] with the following ToRs:

- ...
- ...
- ...

2.3 COMPOSITION OF THE [NAME]

The *[name]* composition is to be kept as generic as possible (“Open to all States of EUR...”) and only specify special cases when needed (BSTF, RDGE etc.)

[Experts nominated by EUR States, Service Providers and relevant International Organisations recognized by the ICAO Council];

2.4 MEETING ARRANGEMENTS AND PROCEDURES

Describe any specific arrangements and procedures that might be complementing those applicable to all contributory bodies:

3. To ensure that the objectives of the contributory body are met in accordance with the ToRs, the contributory body shall conduct its work according to a Work Programme endorsed by EASPG and kept under review by the EASPG, with support from the PCG or Working Group.

4. The following are the main principles to be followed in setting up the contributory body Work Programme:

- a) the work programme shall be composed of activities, tasks and deliverables with clearly identified target dates and responsibilities;
- b) the detailed [name] Task List providing the progress of the tasks and any associated risks (if any) shall be included into each meeting Summary of Discussions;
- c) objectives should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound).

5. The following Table has been developed specifically to support Contributory Bodies when developing a detailed work programme:

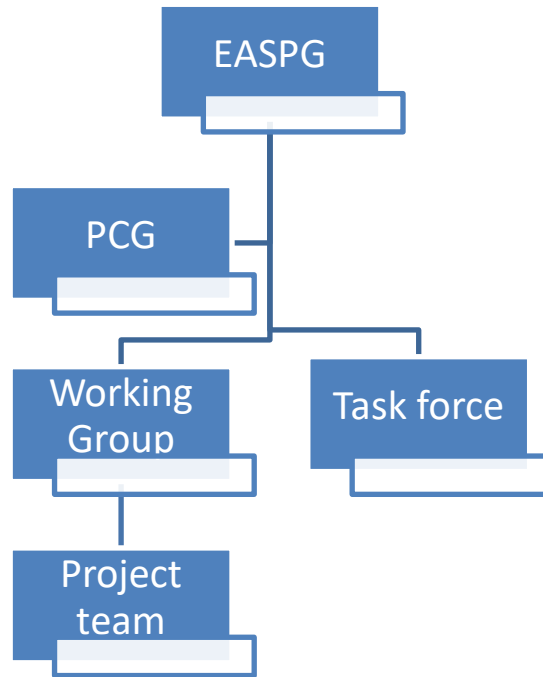
Project/Task title	Unique and concise title that helps to communicate the value of the project or task.
Objective	The purpose of the project or task and how it relates to the delivery of the EUR strategy
Parent Group	The parent body that approves the project or task.
Duration/Deadline	Preliminary estimation of time needed for the project or task (timeline and schedule e.g. dates, time of a specific meeting etc).
Coordination Requirements	List of internal and external parties (e.g. other EUR contributory bodies, ICAO HQ, other international Organizations) with which the contributory body is expected to coordinate the outcome.
Status	The progress of the activity for the report to the parent body.
Chairperson or Rapporteur	Name of the person(s) who will take ownership of the project or task and will report to the parent body.
Secretariat Support	Name of the person(s) who will provide support from the ICAO EUR Secretariat

Table 2 – Template for Work Programme

6. The EASPG contributory body Chairpersons/Rapporteurs, or their delegates, should provide a report to the parent group by attending, as a minimum, the respective meeting agenda item by the most efficient and convenient means, i.e. in person, video or telephone conference, etc. coordinated with the Secretariat.

APPENDIX C

Organizational diagram



EASPG PROGRAMME COORDINATION GROUP

TERMS OF REFERENCE

EASPG Programme Coordination Group (PCG)

1.1 Objective

1.1.1 The EASPG Programme Coordination Group (PCG), composed of representatives from EASPG members and observers, is established to coordinate and support the work of the EASPG, to facilitate the on-going work undertaken within the EASPG framework, to assist in expediting follow-up work of the EASPG and its working groups between plenary meetings.

1.2 Tasks

1.2.1 To this end, the PCG will:

- a) execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by the EASPG;
- b) direct the work programmes and tasks of contributory bodies in the best manner commensurate with the overall EASPG work programme;
- c) ensure that contributory bodies have clearly defined tasks, deliverables and target dates in line with the goals of the EASPG;
- d) take decisions when specifically delegated by the EASPG, including the amendments to existing EUR documents and deletion of entries from the list of air navigation deficiencies;
- e) review the reports made to PCG by the contributory bodies to provide guidance to these bodies as may be necessary and to determine which subjects have matured for submission to the EASPG for conclusion and/or decision; and
- f) act as an advisory body to the EASPG.

1.2.2 The PCG will also assist the Chairpersonship team of the EASPG and the Secretariat in particular:

- a) to prepare the agenda for EASPG meetings, including the background notes;
- b) to provide guidance in the preparation of the documentation for EASPG meetings;
- c) to coordinate and harmonize the work of the contributory bodies of the EASPG;
- d) to review outstanding shortcomings and deficiencies in accordance with the Council approved Uniform Methodology;
- e) to carry out specific tasks given to it by the EASPG to advance its work at the required speed;
- f) to ensure that the work programme of the EASPG and the tasks assigned to its contributory bodies cover all safety and air navigation planning and implementation aspects of the entire EUR Region;

- g) to preview draft Conclusions and Decisions emerging from the work of EASPG contributory bodies and other input for the attention of the EASPG; and
- h) to prepare and refine EASPG working/information papers to assist and guide the ICAO Secretariat in its work in support of the EASPG.

1.3 Membership

1.3.1 The PCG is composed of the following EASPG members and observers who are willing to participate actively in its work, including:

- a) the EASPG Chairperson and Vice-Chairpersons;
- b) initially to be composed of the COG and RCOG members;
- c) any other volunteer EASPG member as endorsed by EASPG; and
- d) other participants and the Rapporteurs of the Contributory Bodies might be invited on ad-hoc basis to be determined by the Chairperson in coordination with ICAO Secretariat.

1.4 Chairperson

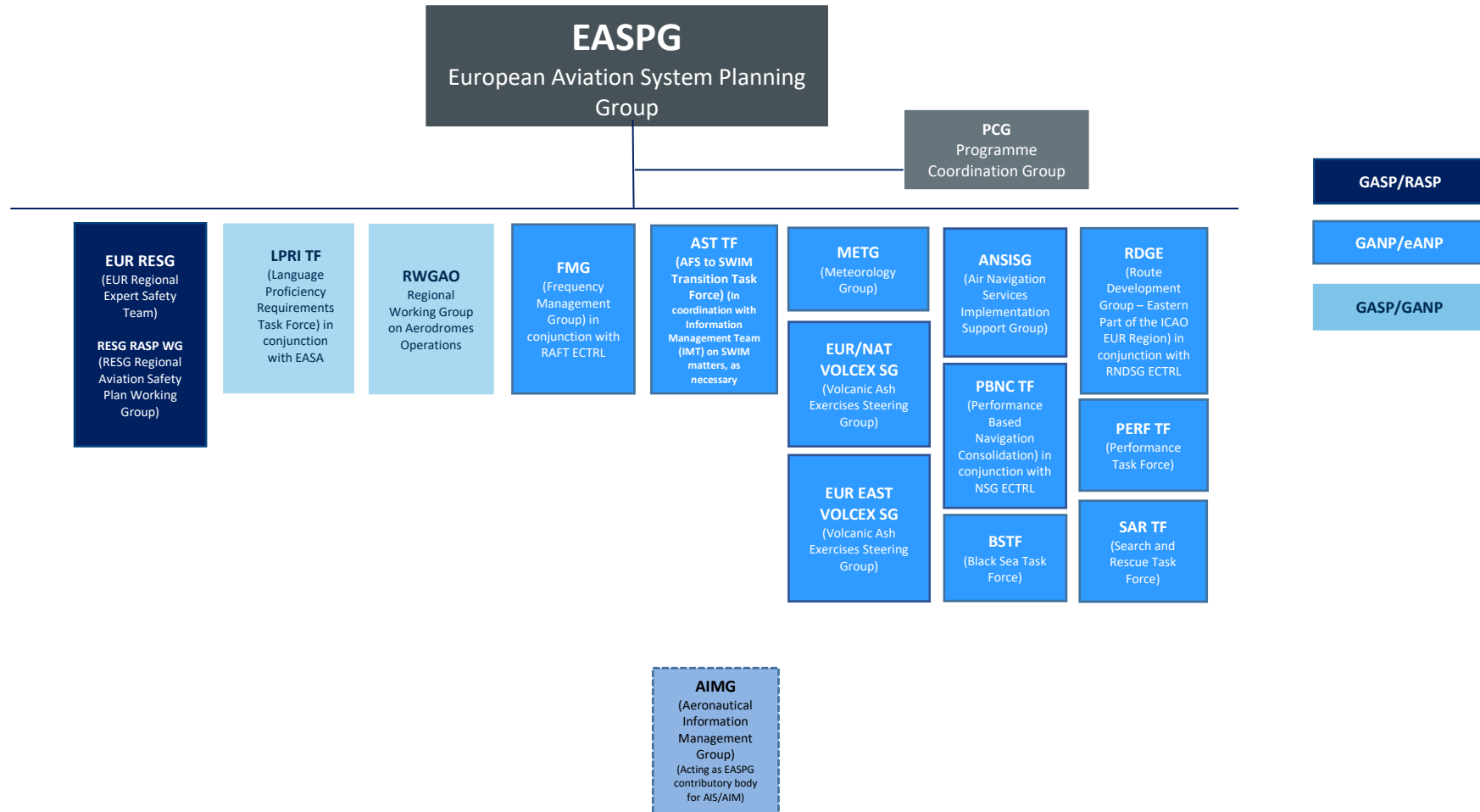
1.4.1 The PCG shall be chaired by the EASPG chairperson and/or vice-chairpersons.

1.5 Meeting arrangements and procedures

1.5.1 The PCG should follow the guidelines for meeting arrangements and procedures established for the EASPG in para 6.9 and 7 of the EASPG ToR.

European Aviation System Planning Group

EASPG WORKING STRUCTURE



Calendar of nomination/review of Chairpersons/Vice-Chairpersons of the EASPG and its Contributory Groups

MEETING & FREQUENCY		NEXT REVIEW	CONFIRMED BY
EASPG	1 per year	2026	-
PCG	1 per year	As per EASPG	
ANSISG	1 per year	2026	EASPG
RWGAO	1 per year	TBD	EASPG
FMG	1 per year	2027	EASPG
RESG	2 per year	2026	EASPG
METG	1 per year	2026 for V-Chair 2028 for Chair	EASPG
RDGE	2 per year	2026	EASPG
AST TF	1 per year	2026	EASPG
Black Sea TF	On demand		EASPG
EUR-EAST VOLCEX SG	1 per year	Each Year	PCG
EUR/NAT VOLCEX SG	1 per year	Each Year	PCG & NAT IMG
RESG RASP WG	As needed	2026	EASPG
LPRI TF	2 per year	2026	EASPG
PBNC TF	2 per year	2028	EASPG
Performance TF*	3 per year	on demand	EASPG
SAR TF	2 per year	2029	EASPG

* Only Chairperson

ICAO AIR NAVIGATION SERVICES IMPLEMENTATION SUPPORT GROUP (ANSISG)

Establishment **November 2018, EANPG/60&RASG-EUR/07 Decision 15**

2025 – EASPG Decision 7/11

Terms of reference

The Air Navigation Services Implementation Support Group (ANSISG) is established under the EASPG to pursue the tasks and issues related to air navigation services implementation (ANS) in the South and Eastern part of the ICAO European Region in support to the relevant ICAO Strategic Objectives with the following TORs:

- a) coordination and harmonized implementation of the Aviation System Block Upgrade from B0 to B3 in the 4 performance improvement areas (airport operations, globally interoperable systems & data, optimum capacity & flexible flights, efficient flight path;
- b) monitor the regional implementation of ASBU in coordination with Eurocontrol and contribute to the development of the annual ASBU implementation monitoring reports;
- c) support the introduction of the performance based Air Navigation Services and its monitoring per EUR Doc 030 in coordination with EC and Eurocontrol;
- d) coordination of local, regional and inter-regional interoperability aspects;
- e) exchange and analysis of significant operational ANS developments in the major areas of ATM, AIM, MET, AGA, CNS and SAR;
- f) support the transition to resilient CNS infrastructure and regular update data on the Resilient/Minimum Operational Network;
- g) other issues as directed by the PCG.

Composition of the ANSISG

Nominated Persons from States and International Organisations, especially Algeria, Armenia, Azerbaijan, Belarus, Bulgaria, Estonia, Finland, Georgia, Israel, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Morocco, Poland, Republic of Moldova, Norway, Romania, Russian Federation, Tajikistan, Tunisia, Türkiye, Turkmenistan, Ukraine, United States, Uzbekistan, Eurocontrol, IAC, ACI, IATA, IBAC, IFALPA, IFATCA and other relevant aviation stakeholders.

With regard to specific inter-regional coordination matters, States from other ICAO Regions may also be invited through their appropriate ICAO Regional Offices:

Working Procedures

ANSISG meetings are convened at least once a year with the working procedures as approved by this Handbook for EASPG contributory bodies.

EUR REGIONAL EXPERT SAFETY GROUP (RESG)

Establishment

The ICAO EUR Regional Expert Safety Group (RESG) was established through EASPG Decision 2/3 (IE-REST/RESG Terms of Reference (ToR) Revision) at the Second Meeting of the EASPG that took place through WebEx from 1 to 4 December 2020.

Terms of reference

The ICAO EUR Regional Expert Safety Group (RESG) is established, as a working group within the EASPG structure, to support the development and implementation of the European Regional Aviation Safety Plan (EUR RASP), including safety enhancement initiatives/safety actions, in line with the objectives of the European Aviation System Planning Group (EASPG).

The EUR RASP and safety enhancement initiatives/safety actions may be implemented through the harmonized efforts of the regulatory authorities, in coordination with service providers, airlines and aircraft manufacturers through other regional and National Aviation Safety Plans (NASPs). The RESG Members will serve as focal points for introducing the safety enhancement initiatives/safety actions within their respective States or organizations and, in the case of representatives of civil aviation authorities, for coordinating their Government's efforts with industry.

The RESG may establish project teams or cooperate with Regional Organisations to address specific tasks under its term of reference and facilitate a coordinated implementation of safety enhancement initiatives.

Composition

Membership of the RESG includes competent representatives from the relevant State aviation authorities (personnel licensing, flight operations, airworthiness, aerodrome, ATM, accident/incident investigation representatives), regional/international organizations, air operators, service providers, manufacturers and industry organizations.

Other representatives or entities directly involved in aviation safety may be invited to join the RESG as members as decided by the EASPG Secretariat.

The RESG State Member should be nominated by the State through official designation. Nominated State members shall be selected among the staff with relevant safety management and/or operational domain competences.

THE RESG MEMBER SHALL UNDERSTAND THE PROCESS OF DEVELOPMENT OF EUR RASP, THE LEGAL FRAMEWORK, AND ROLES.

Meeting arrangements and procedures

RESG Co-chairs will be elected from the RESG nominated members. One Co-chair will be elected from a Contracting State or Regional Safety Oversight Organization (RSOO) and the other Co-chair will be elected from the industry. The term of office of RESG Co-chairs will be for three years.

The Regional Officer, Safety, ICAO European and North Atlantic Office (EUR/NAT Office) will serve as the RESG Secretary. The ICAO Regional Office, Europe and North Atlantic, and ICAO Headquarters will provide additional administrative and technical support as needed.

Each project team established by RESG will have a rapporteur, who will produce summary of discussions for reporting to the RESG Secretary. Project team meetings will normally not be supported by the ICAO Secretariat.

The RESG, as much as possible in partnership with other regional safety initiatives:

- supports the objectives of the EASPG;
- reviews the available relevant safety data and analyses the identified safety risk areas;
- promotes and supports the collection and protection of safety data, including data on incidents and hazards;
- promotes safety culture and reporting culture;
- reviews relevant safety enhancement initiatives/safety actions which have already been included in the GASR, EPAS or developed by existing safety initiatives such as CAST and RASGs other than EASPG with a view to applying best practices;
- using a data-driven and risk based approach, develops and supports the implementation of safety enhancement initiatives/safety actions which have the potential to effectively and economically reduce aviation risks in the Region as part of the EUR RASP;
- identifies areas of safety concern that would require emphasis within the Region, and recommends to the EASPG to address those concerns by including them in the EUR RASP;
- works closely with regional organizations, air operators, service providers, manufacturers and industry organizations, and other appropriate organizations to ensure that activities are performed through a coordinated effort;
- updates the EUR RASP, taking into account other regional plans (e.g. EPAS);
- monitors the implementation of the EUR RASP and propose necessary modifications to the EUR RASP to increase the desired safety effect; and
- oversee the implementation of the EUR RASP monitoring mechanism.

The RESG Co-chairs and Secretariat will facilitate the sharing of safety information and experiences among all actors in the region and will ensure the cooperation with other safety risk management and safety enhancement initiatives in the region to minimize duplication of safety activities at the regional and sub-regional level.

The RESG reports to the EASPG through the PCG.

Project teams established by the RESG report directly to the RESG.

The RESG will normally meet twice each year. The on-going work/coordination of the RESG may be accomplished through electronic communications and regular teleconferences. Additional meetings may be organized when needed to address urgent safety issues.

RESG meetings will be conducted in English. Translation and interpretation in Russian language will be provided as needed.

The reports of meetings (or summaries of discussions) and supporting documentation for meetings of the RESG will be prepared in English.

Responsibilities of the RESG Member

The RESG Member is the person responsible to provide correct and consistent national data for EUR RASP , respecting the agreed time schedule and in coordination with all national Stakeholders during the production of the EUR RASP document of the State he/she represents.

The roles of RESG Member are:

- to develop and facilitate implementation of the EUR RASP;
- to develop and implement the safety enhancement initiatives/ safety actions, in line with the objectives of the EASPG;
- to review the reports/documents presented at the RESG meetings and provide feedback;
- to present, explain and promote the safety actions within their respective States; and
- to submit the relevant data in accordance with these guidelines.

FREQUENCY MANAGEMENT GROUP (FMG)

Establishment 1995 - EANPG Decision 37/2

Terms of reference

The Frequency Management Group (FMG) is established under the EASPG to pursue the tasks of the Group in the field of aeronautical frequency spectrum management in support to the relevant ICAO Strategic Objectives with the following TORs:

- a) Ensure the continuous and coherent development of the relevant sections of the European eANP and other relevant regional documents, including EUR Doc 011 (Frequency Management Manual), taking into account the evolving operational requirements in the EUR Region and the need for harmonization with the adjacent regions in compliance with the Global Air Navigation Plan;
- b) Monitor and coordinate implementation of the relevant ICAO SARPs and regional procedures, facilities and services by the EUR States and where necessary ensure harmonization, taking due account of financial and institutional issues;
- c) Identify any deficiencies in the aeronautical frequency spectrum management related matters in the EUR Region and ensure the development and implementation of relevant action plans by the States to resolve them;
- d) Foster implementation by facilitating the exchange of know-how and transfer of knowledge and experience among States of the Region;
- e) Provide input to the work of appropriate ICAO bodies in the field of aeronautical frequency spectrum, according to the established procedures.

Work Programme

To ensure that the objectives of FMG are met in accordance with the TORs, the group shall conduct its work according to a Work Programme endorsed by EASPG and kept under review by the PCG. The following are the main principles to be followed in setting up the Work Programme of FMG:

- a) The Work Programme shall be composed of tasks and projects with clearly identified deliverables, target dates and responsibilities;
- b) The tasks/projects should cover the main implementation domains related to aeronautical frequency spectrum management which are subject to regional planning and implementation;
- c) The progress on the tasks/projects should be reviewed regularly by FMG and reported to PCG and EASPG to ensure that the target dates are met and the deliverables are of required quality.
- d) To facilitate the execution of its work programme, FMG may set up working sub-groups, study groups and project teams, if and when required, charge them with specific tasks and define target dates for their completion. After completion of their task(s), the working groups/study groups/project teams will be dissolved.
- e) The Work Programme is included as an Attachment to the EASPG report;
- f) The detailed FMG Task List providing a break down list of all FMG activities is included into the FMG plenary meeting Summary of Discussions.

In conducting its activities, FMG should follow the following guidance given to the Group by the EASPG and PCG:

- Maintain close coordination with relevant EASPG contributory bodies to ensure harmonious development of the EUR air navigation system as a whole;
- Conduct periodic reviews and originate, as necessary, proposals for amendment of the relevant sections of the European eANP, EUR SUPPs (Doc 7030) and EUR Doc 011 (Frequency Management Manual);
- Seek co-ordination and harmonization with the relevant planning and implementation activities in other ICAO Regions;
- Use different techniques to monitor implementation in the States (such as, regional surveys, monitoring exercises, regional tests and simulations, etc.) and identify deficiencies; conduct risk analysis to prioritize the identified deficiencies and prepare proposals to EASPG to ensure the urgent resolution of safety-related aeronautical frequency spectrum management deficiencies;
- Identify areas where assistance to individual States or sub-regions is necessary to eliminate deficiencies and improve harmonized implementation of the aeronautical frequency spectrum management processes through the established mechanisms and prepare proposals thereon;
- Ensure close liaison between EASPG and with relevant ANC panels/study groups in addressing aeronautical frequency spectrum management related matters; Provide feed-back received from States on problems impeding implementation which need to be addressed by appropriate ICAO bodies;
- Assist the Secretariat in developing and keeping up-to-date of regional guidance material as necessary to foster the implementation by the States of the global requirements and regional procedures on the aeronautical frequency spectrum management related matters;
- Prepare proposals and support organization of regional seminars and workshops in the aeronautical frequency spectrum managements field with emphasis on implementation issues;
- Coordinate regional activities in the field of aeronautical frequency spectrum management with appropriate ITU bodies; liaise closely with EUROCONTROL, IATA and IAOPA on issues of common interest;
- Identify and refer to PCG and EASPG emerging operational and institutional issues related to the planning and implementation of the services and facilities related to the aeronautical frequency spectrum management in order to ensure that such issues are addressed in a coherent manner with the respective ICAO plans, strategies and provisions.

Working Arrangements

FMG is expected to conduct its business by consensus.

Decisions are taken in the Plenary Meeting of the FMG, which is held normally in the autumn. Preparatory work for the Plenary Meeting is conducted in the Co-ordination Meeting (CM), which is held normally in late spring. The Plenary Meeting reserves full freedom to adjust the schedule of the meetings according to the prevailing needs. Teleconference sessions may be added, if such need is identified in any of the two meetings.

FMG-CM is enabled to endorse proposals on behalf of the FMG, subject to an appropriate and specific assignment/delegation by the FMG Plenary. FMG CM reports should be compiled in a concise, yet comprehensive format. FMG CM may set up ad-hoc project teams with duration until the next Plenary Meeting. Meetings of the Frequency Management Group (FMG) are normally combined with the meetings of the Network Manager Radio Frequency Function Team (RAFT). The combined meeting (FMG/RAFT) is co-chaired by the FMG Chairman and RAFT Chairman.

Composition and Chairperson of the FMG

Experts nominated by EASPG member States and observers.

The FMG is administrated by a Chairperson who is elected in accordance with the relevant provisions for the EASPG.

METEOROLOGY GROUP (METG)

EUR MET SG ToRs

Establishment Renamed in 1990. EANPG Decision 32/9

Last updated with EANPG Decision 57/03 (Nov 2015) and EASPG Decision 7/18 (Nov 2025)

Terms of reference

The Meteorology Group (METG) is established by EASPG to pursue the tasks of the Group in the field of aeronautical meteorology in support to the relevant ICAO Strategic Objectives (mostly Safety and Efficiency, and to certain extent, Environment and Continuity) with the following TORs:

- a) Ensure the continuous and coherent development of the MET Part of the European electronic Air Navigation Plan (eANP) and other relevant regional documents taking into account the evolving operational requirements in the EUR Region and the need for harmonization with the adjacent regions in compliance with the Global Air Navigation Plan;
- b) Monitor and coordinate implementation of the relevant ICAO SARPs and regional meteorological procedures, facilities and services by the EUR States and where necessary ensure harmonization, taking due account of financial and institutional issues;
- c) Review, identify and address deficiencies and shortcomings that constitute major obstacles to the provision of safe and efficient MET service, and recommend remedial actions;
- d) Foster implementation by facilitating the exchange of know-how and transfer of knowledge and experience, in particular, between the Western and Eastern parts of the Region;
- e) Provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the EUR/NAT ANP and ASBU methodology;
- f) Provide input to the work of appropriate ICAO bodies in the field of aeronautical meteorology, according to the established procedures;
- g) Receive and discuss proposals from States for developing new or amending existing ICAO provisions; and
- h) Discuss consequences of scientific issues impacting operational aeronautical meteorology including and developments of latest technology from pilot research programmes and findings from local/regional initiatives with the aim to improve the service provision in the EUR region.

Work Programme

To ensure that the objectives of METG are met in accordance with the TORs, the group shall conduct its work according to a Work Programme endorsed by EASPG and kept under review by the PCG. The following are the main principles to be followed in setting up the Work Programme of METG:

- a) The work programme shall be composed of tasks and projects with clearly identified deliverables, target dates and responsibilities;

- b) The tasks/projects should cover the main areas of aeronautical meteorology which are subject to regional planning and implementation; the tasks/ projects should be realistic and synchronized with other ICAO regional or global tasks/projects;
- c) The progress on the tasks/projects should be reviewed regularly by METG and reported to PCG and EASPG to ensure that the target dates are met and the deliverables are of required quality; and
- d) To facilitate the execution of its work programme, METG may set up Project Teams, if and when required, charge them with specific tasks and define target dates for their completion. After completion of the task(s), the Project Team(s) will be dissolved. In the case a Project Team or Group is needed for a significant duration (several years or more) such as the Data Management Group (DMG) and Project Team on Implementing of MET Services in the Eastern Part of the EUR Region including Central Asia (PT/EAST), Terms of Reference are provided under the METG Terms of Reference.

Meeting arrangements and procedures

In conducting its activities, METG should follow the following guidance given to the Group by the EASPG and PCG:

- a) Maintain close coordination with relevant EASPG contributory bodies to ensure harmonious development of the EUR air navigation system as a whole;
- b) Conduct periodic reviews and originate, as necessary, proposals for amendment of Part V - MET of the EUR electronic Air Navigation Plan (eANP) and EUR SUPPs (Doc 7030);
- c) Seek co-ordination and harmonization with the relevant planning and implementation activities in other ICAO Regions;
- d) Use different techniques to monitor implementation in the States (such as, regional surveys, monitoring exercises, regional tests and simulations, etc.) and identify deficiencies; conduct risk analysis to prioritize the identified deficiencies and prepare proposals to EASPG to ensure the urgent resolution of safety-related MET deficiencies;
- e) Identify areas where assistance to individual States or sub-regions is necessary to eliminate deficiencies and improve harmonized implementation of the MET facilities and services through the established mechanisms (e.g., SIP or ICAO TCP projects) and prepare proposals thereon;
- f) Ensure close liaison between EASPG and the Meteorology Panel (METP) and its associated global working groups (Working Group on MET Requirements & Integration (WG-MRI), Working Group on MET Information and Service Development (WG-MISD), Working Group on Meteorological Information Exchange (WG-MIE) and Working Group on MET Operations Group (WG-MOG)) established by ANC. Relevant tasks associated with the METP and its working groups are provided in the **Attachment**. Provide feed-back received from States on problems impeding implementation which need to be addressed by appropriate ICAO bodies;
- g) Assist the Secretariat in developing and keeping up-to-date of regional guidance material as necessary, to foster the implementation by the States of the global requirements and regional procedures on aeronautical meteorology;
- h) Prepare proposals and support organization of regional seminars and workshops in the field of aeronautical meteorology with emphasis on implementation issues;

- i) Pay appropriate attention to activities in the field of aeronautical meteorology within other international organizations (WMO, EASA, EUROCONTROL, EC) on regional issues and analyze related implementation aspects; and
- j) Identify and refer to PCG and EASPG emerging institutional issues related to the planning and implementation of the meteorological services and facilities in order to ensure that such issues are addressed in a coherent manner with the respective ICAO plans, strategies and provisions.

Composition of the METG

Representatives from all ICAO Contracting States in the EUR air navigation region and part of EUR ANP, Iceland, United States and International Organizations (CANSO, EASA, EUROCONTROL, IAOPA, IATA, IFALDA, IFALPA and WMO).

REGIONAL WORKING GROUP ON AERODROME OPERATIONS (RWGAO)

Establishment November 2020, EASPG Decision 2/9

Terms of reference

The Regional Working Group on Aerodrome Operations (RWGAO) is established by EASPG to pursue the tasks of the Group related to Aerodrome Operations, notably in Reduced Aerodrome Visibility Conditions in support to the relevant ICAO Strategic Objectives with the following TORs:

- a) Ensure the harmonization of European guidance material on aerodrome operations and infrastructure with other relevant ICAO provisions and with European regulations. This includes maintenance of the European guidance material and comments on global Manuals related to Aerodrome and All-Weather Operations;
- b) Ensure the continuous and coherent development of the relevant sections of the European eANP and other relevant regional documents, including EUR Doc 012 – ILS & MLS continuity evaluation, EUR Doc 013 – European Guidance Material On All Weather Operations At Aerodromes, EUR Doc 015 – Building restricted areas, EUR Doc 016 – ILS & MLS integrity demonstration, and EUR DOC 040 - ILS CSA guidance material;
- c) Address and coordinate potential challenges to aerodrome operations (e.g. Use of Laser around aerodromes, 5G effects on radio altimeters)
- d) Monitor and coordinate implementation of the relevant ICAO SARPs and regional procedures, facilities and services by the EUR States and where necessary ensure harmonization, taking due account of financial and institutional issues;
- e) Identify any deficiencies in aerodrome operations related matters in the EUR Region and ensure the development and implementation of relevant action plans by the States to resolve them;
- f) Foster implementation by facilitating the exchange of know-how and transfer of knowledge and experience among States of the Region;
- g) Provide input to the work of appropriate ICAO bodies in the field of Aerodrome Operations, according to the established procedures.

Work Programme

To ensure that the objectives of RWGAO are met in accordance with the TORs, the group shall conduct its work according to a Work Programme endorsed by EASPG and kept under review by the PCG. The following are the main principles to be followed in setting up the Work Programme of RWGAO:

- a) The work programme shall be composed of tasks and projects with clearly identified deliverables, target dates and responsibilities;
- b) The tasks/projects should cover the main implementation domains related to aerodrome operations, which are subject to regional planning and implementation;
- c) The progress on the tasks/projects should be reviewed regularly by RWGAO and reported to PCG and EASPG to ensure that the target dates are met and the deliverables are of required quality.
- d) To facilitate the execution of its work programme, RWGAO may set up working sub-groups, study groups and project teams, if and when required, charge them with specific tasks and define target dates for their completion. After completion of their task(s), the working groups/study groups/project teams will be dissolved.
- e) The work programme is included as an Attachment to the EASPG report;

- f) The detailed RWGAO Task List providing a break down list of all RWGAO activities is included into the RWGAO plenary meeting Summary of Discussions.

In conducting its activities, RWGAO should follow the following guidance given to the Group by the EASPG:

- Maintain close coordination with relevant EASPG contributory bodies to ensure harmonious development of the EUR air navigation system as a whole. In addition, close coordination is requested with the SESAR Joint Undertaking and EASA;
- Conduct periodic reviews and originate, as necessary, proposals for amendment of the relevant sections of the European eANP, EUR SUPPs (Doc 7030), EUR Doc 012 – ILS & MLS continuity evaluation, EUR Doc 013 – European Guidance Material On All Weather Operations At Aerodromes, EUR Doc 015 – Building restricted areas, EUR Doc 016 – ILS & MLS integrity demonstration and EUR Doc 040 - ILS CSA guidance material;
- Assist the Secretariat in developing and keeping up-to-date of regional guidance material as necessary to foster the implementation by the States of the global requirements and regional procedures on the aerodrome operations related matters;
- Seek co-ordination and harmonization with the relevant planning and implementation activities in other ICAO Regions;
- Use different techniques to monitor implementation in the States (such as, regional surveys, monitoring exercises, regional tests and simulations, etc.) and identify deficiencies; conduct risk analysis to prioritize the identified deficiencies and prepare proposals to EASPG to ensure the urgent resolution of safety-related deficiencies related to the work of RWGAO;
- Identify areas where assistance to individual States or sub-regions is necessary to eliminate deficiencies and improve harmonized implementation of the facilities and services required for all-weather operations through the established mechanisms and prepare proposals thereon;
- Ensure close liaison between EASPG and with relevant ANC panels/study groups in addressing all weather operations related matters; Provide feed-back received from States on problems impeding implementation which need to be addressed by appropriate ICAO bodies;
- Prepare proposals and support organization of regional seminars and workshops in the all weather operations field with emphasis on implementation issues;
- Coordinate regional activities in the field of aerodrome operations; liaise closely with other relevant international organizations on issues of common interest;
- Identify and refer to EASPG emerging operational and institutional issues related to the planning and implementation of the services and facilities related to aerodrome operations in order to ensure that such issues are addressed in a coherent manner with the respective ICAO plans, strategies and provisions.

Composition

All EASPG states and relevant international organisations, such as for instance ACI, EC, EASA, EBAA, EUROCAE, EUROCONTROL, IACA, ICCAIA IOPA, IATA, IFALPA and IFATCA

**ROUTE DEVELOPMENT GROUP – EASTERN PART OF THE ICAO EUR REGION
(RDGE)**

Establishment **1994** – EANPG Conclusion 36/2, **2003** - EANPG Decision 45/34, **2016** – EANPG Conclusion 58/31, Revised **2017**- EANPG/59 RASG-EUR/06 Conclusion 17
2025 – **EASPG Decision 7/10**

Terms of Reference

The Route Development Group **RDGE** works within the terms of reference of the EASPG, on matters related to the design, development, planning and implementation of an improved ATS route network, free route airspace, optimised airspace structures (including Flexible Use of Airspace- FUA), in the Eastern part of the ICAO European Region as well as in the interface areas to adjacent ICAO Regions that are included in the following task list.

The RDGE work/activities also support the implementation of the Aviation System Block Upgrade (ASBU) threads of the *Global Air Navigation Plan* (ICAO Doc 9750, GANP) in the 4 performance improvement area of:

- APTA (improve arrival and departure operations) for CCO (improved efficiency in departure profiles) and CDO (improved flexibility & efficiency in descend profiles);
- FRTO (improved operations through enhance en-route trajectories) for direct routings (DCT), airspace planning and flexible use of airspace (FUA), Free route airspace (FRA) including large scale cross border FRA, Required Navigation Performance (RNP) Routes and Trajectory Options Set (TOS);
- TBO (trajectory based operations) for network performance on demand synchronization of trajectory-based operations.

RDGE task list:

- Establish the RDGE working structure (e.g. Sub-Groups) to cover several geographical focus areas;
- Develop and maintain working procedures for the development, consolidation and implementation of amendments to the ATS Route network, airspace improvement projects and optimised airspace structures to the eANP;:
- Identify requirements/improvements for maintaining an efficient ATS route network, free route airspace, and optimised airspace structures, based on the airspace users’ needs in coordination with States, international organizations (IOs) and other ICAO Regions;

Note: the "ATS Route Catalogue" is a live document; it should be reviewed and amended at each RDGE meeting

- Ensure consistency and inter-connectivity between airspace improvement projects, regional, sub-regional or local developments in order to provide a complete network picture to States, ANSPs, civil and military airspace users;
- Review and amend the components of the national ATS route structure in order to ensure their compliance with the ICAO requirements (i.e. 5LNC, ATS route designators, WGS-84 coordinates, etc.);
- Maintain close coordination with the EUROCONTROL Route Network Development Sub-Group (RNDSG);
- Support States in the timely implementation of the approved amendments to the ATS route network, the and the optimised airspace structures airspace improvement projects.

Composition of the RDGE

Armenia, Azerbaijan, Belarus, Bulgaria, Estonia, Finland, Georgia, Hungary, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Norway, Poland, Republic of Moldova, Romania, Russian Federation, Sweden, Tajikistan, Türkiye, Turkmenistan, Ukraine, Uzbekistan, EUROCONTROL, IAC, IBAC, IACA, and IATA. For specific coordination matters, any other State within the ICAO EUR Region may also be invited to participate at the RDGE. Other relevant stakeholders may also be invited to participate as observers.

With regard to specific inter-regional coordination matters, adjacent States may will also be invited through their appropriate ICAO Regional Office.

Structure

RDGE meetings are convened twice per year with the working procedures as approved by this Handbook for EASPG contributory bodies.

AFS TO SWIM TRANSITION TASK FORCE (AST TF)**Establishment 2019** – COG/74 RCOG/11 Decision 4**Terms of reference (TORs)**

The *AFS to SWIM Transition Task Force (AST TF)* is established by COG/RCOG to ensure seamless transition to SWIM and pursue the tasks and issues related to Aeronautical Fixed Service (AFS) in support of the ICAO Strategic Objectives as reflected in the Global Air Navigation Plan (GANP-Doc 9750) and the relevant ASBUs with the following TORs:

- a) Monitor and take into consideration global, inter-regional and regional developments in AFS as well as SWIM;
- b) Co-ordinate with relevant Regional Groups (such as METG/DMG, EUROCONTROLIMT, etc.) to ensure gradual transition of AFS services in the EUR Region ensuring operational continuity and develop guidance material accordingly;
- c) Identify SWIM prerequisites in terms of infrastructure, including IP-based network; and monitor the status of implementation of those elements in the EUR Region;
- d) Develop and amend/update relevant EUR Regional documentation used in EUR considering the evolving operational requirements in the EUR Region and the need for harmonisation with the adjacent Regions in compliance with the GANP;
- e) Develop the security operations framework for the AFS and derive related security requirements for the ATS Message Handling Service considering ICAO provisions and European and national legislations;
- f) Specify technical requirements and oversee the deployment of Extended ATS Message Handling Service in the EUR Region so that emerging operational requirements are adequately addressed in short/medium terms before global SWIM, taking due consideration of ICAO provisions and ensuring that modernisation is in line with the ASBUs as well as Global/Regional SWIM provisions;
- g) Monitor and coordinate effective implementation of the relevant ICAO Annexes, ICAO documentation and regional procedures, facilities and services by the EUR States and International Organisations and where necessary ensure harmonisation, taking due account of financial and institutional issues;
- h) Identify any deficiencies in matters related to AFS and any issues in transition to SWIM in the EUR Region and ensure the development and implementation of relevant action plans by the States to resolve them in order to ensure a safe, smooth and continuous flow of data;
- i) Foster implementation by facilitating the exchange of know-how and transfer of knowledge and experience among States of the Region;
- j) Ensure that interconnections with International Aeronautical Communication Service Provider (IACSP) are conformant to the architecture principles governing the Aeronautical Fixed Service, design appropriate solutions, support and co-ordinate relevant implementations, safeguarding interoperability between systems;
- k) Administer ATS Messaging Management Centre (AMC) and European Directory Service (EDS) to provide AFS network management service within EUR Region, as well as on a worldwide scale;
- l) Provide support to implementation activities of Ground ATN and TCP/IP WAN in EUR Region when required;

- m) Administer NSAP Tool to assist the generation of ATN NSAP Address Tables for operational ATSUs and test systems in EUR Region;
- n) Provide input to the work of appropriate ICAO bodies in the field of AFS and transition to SWIM, according to the established procedures;
- o) Provide regular progress reports to the EASPG and/or PCG concerning its work programme; and
- p) Consider other issues as directed by the EASPG and/or PCG.

Composition of the AFS to SWIM Transition Task Force

- Experts nominated by EUR States, Service Providers and relevant International Organisations recognised by the ICAO Council;
 - Other stakeholder, including manufacturing Industry, may be invited as observers.
-

BLACK SEA TASK FORCE (BSTF)

RESUMPTION OF NORMAL FLIGHT OPERATIONS IN THE AIRSPACE OVER THE BLACK SEA TASK FORCE (BLACK SEA TF)

Establishment: December 2015, EANPG Conclusion 57/01

Terms of Reference

The resumption of normal flight operations in the airspace over the Black Sea was agreed by EANPG Conclusion 57/01 as an important objective. It was agreed to create a Black Sea Task Force (BSTF) to support the ICAO initiative to progressively normalize the air traffic flow in the airspace over the Black Sea and create the necessary co-ordination mechanism to enable and implement operational and technical solutions mutually acceptable to all parties. It was also agreed that any such arrangement and identified tasks would be conducted under the umbrella of ICAO and in full compliance with the ICAO Chicago Convention and its Annexes, and relevant ICAO and UN Assembly Resolutions.

In carrying out the work under its terms of reference, the working group shall take into account aviation safety aspects, the need for close civil/military coordination, the requirements for supporting technical infrastructure and the safe and efficient provision of all air navigation services².

The Black Sea TF is expected to present regular updates to the PCG and a final report is expected for the EANPG/58. On completion of its task the Black Sea Task Force will be disbanded unless formally tasked by the EASPG to complete any other tasks that go beyond these ToRs.

Note: The revision of the existing FIR boundaries in the airspace over the High Seas will not be addressed by BSTF

Composition

a) Members:

Riparian States neighbouring the Black Sea: Bulgaria, Georgia, Romania, Russian Federation, Turkey, Ukraine, supported by the Secretariat of ICAO.

b) Observers:

Representatives from IATA

Note: States may include in their delegations, representatives from International/Regional Organizations (e.g. EUROCONTROL as Network Manager invited by EUROCONTROL Member States to provide support at the operational and technical level and EASA invited by EU member States in an advisory role on safety and regulatory matters).

The *Rapporteur* of the Task Force will be the EASPG Chairman or a representative of the ICAO Secretariat.

The ICAO EUR/NAT Office will provide the necessary secretariat support.

Tasks

² Air navigation services. This term includes air traffic management (ATM.), communications, navigation and surveillance systems (CNS), meteorological services (MET) for air navigation, search and rescue (SAR) and aeronautical information services/ aeronautical information management (AIS/AIM). These services are provided to air traffic during all phases of operations (approach, aerodrome control and en route). (ICAO Doc 9161 – Manual on Air Navigation Services Economics, Fifth Edition 2013 and ICAO Doc 9082 - ICAO's Policies on Charges for Airports and Air Navigation Services, Ninth Edition – 2012)

- a) Facilitate, at the operational and technical level a constructive dialogue amongst all parties concerned;
 - b) Identify and address specific issues related to the current situation, which support, the resumption of normal flight operations in the airspace over the Black Sea;
 - c) Identify potential solutions taking into account aviation safety aspects, the need for close civil/military coordination, the requirements for supporting technical infrastructure and the safe and efficient provision of all air navigation services;
 - d) Develop plans for the resolution of existing shortcomings, if any, and implementation of operational improvements as soon as practically possible but not later than the end of 2016;
 - e) Make recommendations for any changes to the current situation or, if considered appropriate, propose new solutions which would support the normalisation of flight operations; and
 - f) Any other related issues.
-

EUROPEAN REGIONAL AVIATION SAFETY PLAN WORKING GROUP (RESG RASP WG)**TERMS OF REFERENCE****1.1 Establishment**

The European Regional Aviation Safety Plan Working Group (RESG RASP WG) is created by EASPG/03 decision (Date / Reference to EASPG/03 decision).

1.2 Terms of reference

The *RESG RASP WG* is established by EASPG to support the work of ICAO EUR Regional Expert Safety Group (RESG) in line with the objectives of EASPG with the following main tasks:

- to support regional safety data collection and analysis;
- to manage the ~~annual~~ review of the European Regional Aviation Safety Plan (EUR RASP);
- to conduct annual EUR RASP surveys, analyze and consolidate the results ; and support drafting of annual EUR RASP implementation reports;
- to define its work programme following the guidance of EASPG and RESG, establish and modify as needed its working procedures aimed to support implementation of its work programme; and
- to report to RESG on progress and issues identified.

The Regional Officer, Safety, ICAO European and North Atlantic Office (EUR/NAT Office) will serve as the RESG RASP WG Secretary. The ICAO Regional Office, Europe and North Atlantic, and ICAO Headquarters will provide additional administrative and technical support as needed.

The EUR RASP WG will report to EASPG through RESG. RESG RASP WG Chair should ensure timely preparation of WG outcomes to be presented to the scheduled RESG meetings.

1.3 Composition of the RESG RASP WG

The RESG RASP WG composition is open to all EUR States and regional/international organizations. Other representatives or entities directly involved in aviation safety may be invited to join individual RESG RASP WG meetings as approved by Team Leader. The number of nominated persons per participating institution is limited to one person.

The RESG RASP WG is chaired by Team Leader. The administrative support is provided by ICAO EUR/NAT Regional Office and EASA.

RESG RASP WG Team Leader will be elected from the RESG RASP WG nominated members as coordinated with the ICAO Secretariat. The RESG RASP WG Assistant Team Leader will be elected from the RESG RASP WG nominated members and will lead the meeting in the absence of the Team Leader.

If the Team Leader will be absent at the meeting, he informs the Assistant Team Leader and Assistant Team Leader lead the meeting. In the absence of the Team Leader and Assistant Team Leader, the Team Leader informs the team members in advance and postpones the meeting to another date.

The ICAO Secretariat is responsible for:

- Calling the meetings and sending notice to WG Members;
- Formal recording of meetings;
- Archiving of all documentations presented on the meeting on to the dedicated webpage.

The ICAO Secretariat will also serve as ICAO EUR RASP Contact Person (further CP). The CP supports the EUR RASP monitoring by collecting data from the States to achieve timely, quality and correct formatting and production of the EUR RASP Implementation report. The CP provides the necessary support, instructions and guidance to the States' EUR RASP focal points (FP). Its roles are to:

- Assist the FPs in collecting responses for EUR RASP survey and actual reporting by providing instructions, explanations and suggestions on how to better report in terms of quality and consistency;
- Support best practices for improving quality of information derived from States;
- Liaise with the RESG RASP WG for reviewing of progress declared by the States;
- Analyze the data in the LSSIP database and manually submitted data to ensure reporting consistency and compliance with the instructions and taking the follow-up actions, if and once inconsistency/non-compliance is identified; and
- Coordinate with EASA and EUROCONTROL on possible support they can provide in collecting and analyzing the data.

The Team Leader of the WG is Responsible for:

- *Chairing the meeting*
- *Setting the agenda*
- *Ensure the purpose/deliverables of the WG are meet/achieved.*
- *Report on Progress of the group*

The RESG RASP WG members shall be selected based on their knowledge and experienced with SSP or SMS implementation and their availability to actively support the work of the WG.

The RESG RASP WG Member is a person whose main responsibilities are to support regional safety data collection and analysis, to manage the review of the EUR RASP, to conduct annual EUR RASP surveys, participate in the preparation of EUR RASP Implementation Reports, in line with the objectives of the EASPG and to support the work of EASPG RESG.

The RESG RASP WG State Member is a person nominated by the State, through official designation. Nominated State members shall be selected among the staff with relevant safety management and/or operational domain competences.

The roles of the RESG RASP WG Member are to:

- Work collaboratively to achieve the groups purpose;
- Attend meetings and follow through in timely manner on any commitments;
- Support the success of the team;
- Analyse data received and propose actions/solutions;
- Participate in the review the EUR RASP and comments received;
- Propose updates to the EUR RASP;
- Participate in the development and update of the WG work programme and procedures;
- Ensure that next in the EUR RASP meets established criteria
- Develop/review EUR RASP surveys; and
- Participate in the production of EUR RASP Implementation Reports.

In order to harmonise and facilitate the transparency and rapid exchange of information EASA will provide at least one WG team member to ensure coordination with the EPAS planning cycle.

1.4 Meeting Arrangements and Procedures

The RESG RASP WG will work remotely throughout the year with monthly teleconferences organized by ICAO Secretariat.

When needed on-site or hybrid WG meetings can be organized (normally not more than twice each year) at a locations agreed upon members of the group.

Additional meetings may be organized as required to ensure timely delivery of the annual EUR RASP updates or to effectively manage the annual EUR RASP surveys.

The on-going work/coordination of the RESG RASP WG will be accomplished through electronic communications.

RESG RASP WG meetings will be conducted in English. The reports of meetings (or summaries of discussions) and supporting documentation for meetings of the RESG RASP WG will be prepared in English.

1.5 Reporting/Communication

The RESG RASP WG Team Leader (ICAO secretariat can replace in case of absence) will report on the progress of the Group to the RESG and EASPG.

1.6 Decision Making

The WG shall strive for consensus when making decisions/proposals. If consensus cannot be achieved, the team members must agree on how to deal with the outstanding issue, i.e vote, continue discussion, table the issue to another meeting or take the issue to the EASPG.

The WG will endeavour to work to consensus in decisions around the work undertaken but Team Leader will call for a vote for decision, as he/she deems appropriate.

EUR SEARCH AND RESCUE TASK FORCE (EUR SAR TF) TERMS OF REFERENCE

Establishment: 2021 – EASPG Decision 3/11

Terms of Reference

Objective

In collaboration with affected stakeholders and in close cooperation with the International Maritime Organization (IMO), the objective of the European Search and Rescue Task Force is to promote the enhancement and improvement of SAR facilities and services within the EUR Region and adjacent regions, in accordance with:

- a) Annex 12 to the Convention on International Civil Aviation; and
- b) the International Aeronautical and Maritime SAR Manual (IAMSAR).

Tasks

To meet its objectives, the Task Force shall:

- a) support the implementation of EUR SAR Documents, in accordance with the GANP, GASP, EUR RASP and the EUR Air Navigation Plan (EUR eANP) (Doc 7754);
- b) share global SAR information among EUR States and other stakeholders;
- c) promote the strengthening of SAR safety oversight capabilities;
- d) propose amendments to EUR SAR documents
- e) promote SAR training activities and exercises;
- f) develop Guidance Material for SAR Units in the EUR region regarding standardised SAR aircraft operations, oversight requirements, operational considerations, training aspects; and
- g) develop Guidance Material for SAR exercise preparation in the EUR Region regarding planning, execution, evaluation, and reports.

Reporting

The EURSAR/TF reports to the EASPG PCG.

Composition

EUR States and international organizations, including IMO. The membership is also open to participants from outside of the EUR Region or organizations that can contribute to EURSAR/TF by invitation from EURSAR/TF (such as military organizations that can facilitate SAR operations).

LANGUAGE PROFICIENCY REQUIREMENTS IMPLEMENTATION (LPRI) TASK FORCE**TERMS OF REFERENCE**

Establishment: renamed in 2014 - EANPG Conclusion 56/36

Terms of Reference

The ICAO Task Force on Language Proficiency Requirements Implementation (LPRI TF) works within the terms of reference of the EASPG, to raise the awareness on safety- related language issues among stakeholders concerned: regulators, national LP focal points, training organizations, airspace users, industry, ANSPs and test service providers through various ICAO activities, including capacity building activities (e.g. multi-regional workshops).

The Task Force shall undertake necessary actions to closely liaise with other regional groups/bodies (e.g. EASA), in order to streamline the relevant processes/procedures across, promote awareness for ELP (English Language Proficiency) matters within the EUR Region and cover the following non exhaustive list of activities during the post-implementation period (Assembly Resolution 38-8):

- a) support States to ensure high quality of aviation language assessment and harmonization of LPRI . Facilitate the effective use of States' limited resources.
- b) enhance communications through a dedicated ELP network, share implementation of best practices and identify harmonization issues concerning ELP procedures within the EUR/NAT regions.
- c) define a two year work plan for issues related to the ELP, fostering a culture, enabling State authorities to share best practices in language test maintenance, on-going development and examiners training by sharing best practices and bringing together the relevant stake holders in industries and authorities;
- d) bring together the relevant stakeholders by coordinating and organizing regional and interregional activities as required;
- e) Develop regional material guiding and supporting the LPR implementation, raising awareness and facilitating harmonized oversight;
- f) Develop tools to support States in their efforts to ensure a high quality of language proficiency, acknowledging its effect on safety and efficiency;
- g) Facilitate the effective use of the limited resources of States, Industry and ICAO while striving for the harmonization in the EUR/NAT and other ICAO regions;
- h) Provide capacity building assistance and guidance to States to ensure harmonization, develop national expertise, regulatory and oversight capacities;
- i) Provide input to the work of appropriate ICAO bodies in the field of personnel licensing and language proficiency, according to the established procedures;
- j) Receive and discuss proposals from States, International Organizations and Industry through EASPG for developing new or amending existing ICAO provisions as requested. Facilitate and monitor the developments in this field.

Composition of the LPRI TF

Representatives of the EUR States and EASPG members and observers, including International Organisations and professional associations such as EASA, EUROCONTROL, JAA, IATA, ICAEA, IFALPA.

Representative from other ICAO Regions and industry stakeholders may be invited to the meetings, as required.

PERFORMANCE TASK FORCE (PERF TF)

TERMS OF REFERENCE

Establishment **2010** - COG/47 Decision, ToRs revised at COG/52 in December 2011

Scope/Objective

The Performance Task Force is established under the EASPG PCG to implement the regional approach to the development of performance objectives and related measurable indicators and metrics supporting the regional implementation of the Global Performance of the Air Navigation System.

The work of the Task Force will take into account the ICAO provisions as well as the on-going initiatives in the Region.

Tasks/Deliverables

- a) Support the implementation of the performance based approach at regional level, taking into consideration the defined roles and responsibilities of all parties involved.
- b) Provide as necessary support in the implementation of the regional performance framework through the provision of guidance material and workshops.
- c) Initialise the regional performance framework reporting mechanisms in 2012 on a transitional basis in order to fine-tune the regional mechanisms and processes.
- d) Further clarify the data to be provided by States for the implementation of the regional performance framework, giving due consideration to the data that is already collected in other reporting regimes (such as the EU Performance Scheme).
- e) Prepare a prototype of the Regional Performance Review Report based on the information derived through the work of the TF for presentation at the PCG and EASPG meetings.
- f) Make recommendations for further evolution of the Regional performance framework through refinement and adaptation based on the regional needs (especially in the estimation of environmental benefits related to the implementation of the ANP or other national operational improvements) and giving due consideration to the existing initiatives within the Region and adjacent Regions;

Meeting arrangements and procedures

In conducting this work, the TF should take into account the following, non-exhaustive principles:

- Avoid duplication of efforts and additional burden on States and use to the maximum extent possible the existing arrangements/solutions (e.g. results from the work developed within the EU Performance Scheme and Eurocontrol);
- Focus on those activities that would ensure improvement of the regional Air Navigation System (as a whole) with the benefit of the end users in mind;
- Whenever possible, build on current or developing processes, or existing data/statistics that may contribute to a specific KPA;
- Exploit existing best practice in other areas that might contribute to this work;
- Ensure, to the maximum extent possible, that whatever further recommendations are put forward as an output, should also be suitable to the application in the NAT Region, and

- Harmonize, at a regional level, the estimation of the environment benefits from operational improvements in order to reach consistent results (i.e. through the use of the ICAO Fuel Savings Estimation Tool – IFSET tool or the availability of a more advanced model/measurement capability).

Working Arrangements

- The Task Force will have a limited number of meetings (max. 4 meetings) and it is proposed to have a dedicated stakeholder workshop in the Eastern part of the EUR Region. The first meeting is expected to take place in the 1st Quarter of 2012.
- Further work will be carried out by correspondence and through Teleconferences, limiting the need for additional meetings.
- Further phases of the work will be subject to decisions from the PCG.

Composition of the COG Performance TF

Representatives from any accredited State, Airspace Users (IATA, IACA, IBAC), IFATCA, IFALPA, CANSO, Eurocontrol, European Commission, EASA, IAC.

PBN CONSOLIDATION TASK FORCE (PBNC TF)

TERMS OF REFERENCE

Establishment **November 2018** – EANPG/60 RASG-EUR/07 Decision 15

The PBN Consolidation Task Force (PBNC TF) is established and replaced the COG/RCOG PBN TF in November 2018 by the EASPG PCG (former COG/RCOG) to address PBN implementation issues in the ICAO EUR Region, in conjunction with the EUROCONTROL Navigation Systems Group (NSG), with the following TORs:

Terms of Reference

- a) Follow-up on the implementation of the Regional Transition Plan for IFP Charts from RNAV to RNP and upcoming PBN charting requirements (SIDs, STARs) in the EUR Region;
- b) Monitor updates to the PBN provisions, including GANP, PANS-OPS, PBN Manual, GNSS Manual, Annex 10, etc. and take necessary measures in coordination with EASA to support their implementation in the EUR Region;
- c) Address PBN implementation aspects of States in the ICAO EUR Region in coordination with EASA, including States National PBN Implementation Plans, and review States implementation status based on the agreed indicators/metrics at the global and regional level;
- d) Share and exchange best PBN Implementation practices within the Region;
- e) Follow-up on GNSS Radio Frequency Interference issues (GNSS RFI) in the EUR Region and its interfaces with neighbouring Regions, as required;
- f) Address navigation systems matters and Share/exchange State and sub-regional developments in conventional radio navigation infrastructure rationalization and ensurance of Alternate Positioning, Navigation and Timing (A-PNT);
- g) Ensure feedback from regional to global navigation applications and infrastructure by supporting the work of ICAO's Navigation-related operational and technical bodies, when needed (such as the ICAO NSP, ICAO IFPP and the ICAO PBN SG);
- h) Review and update European PBN guidance material (EUR Doc 025, etc.), as needed; share and promote operational improvements and benefits accrued from PBN implementation; and
- i) Provide regular reports to the PCG/EASPG.

Composition

- EUR States, EASA, EUROCONTROL and other relevant international organisations.
- Other States, Organizations and Industry may be invited as observer.

**EUROPEAN AND NORTH ATLANTIC VOLCANIC ASH EXERCISES STEERING GROUP
(EUR/NAT VOLCEX SG)**

Establishment **2008** – COG Conclusion 41/11, updated at COG/48 and NAT IMG/37

Objective

Improve the response to volcanic eruptions and volcanic ash contamination by the relevant national supervisory authorities, service providers (ATS, AIS, ATFM, MET) and airspace users (airlines) in the EUR and NAT Regions through organizing regular volcanic ash exercises in accordance with the current Volcanic Ash Contingency Plan – EUR and NAT Regions and the VOLCEX OPINS in order to validate and continually improve the common volcanic ash procedures for the EUR and NAT Regions.

Tasks

- a) Co-ordinate the schedule for the exercises and their main objectives and scenarios; ensuring that exercises cover those parts of the EUR and NAT Regions that would likely be affected by volcanic ash. Prepare a two year working plan of steering group meetings, planning meetings, exercises, and debrief meetings.

Note: Planning and debrief meetings are conducted in accordance to the European and North Atlantic Volcanic Ash Exercises Operating Instructions (EUR/NAT VOLCEX OPINS) as posted at http://www.paris.icao.int/Met/Volc_Ash/index.htm.

Note: Exercises in the (far) Eastern part of the EUR Region are the responsibility of the Volcanic Ash Exercises Steering Group for the (far) Eastern part of the EUR Region (EUR (EAST) VOLCEX/SG) established by EANPG COG/48.

- b) Each SG member is to represent a number of stakeholders, in order to ensure that the interests of these entities are included in the collective decision making, while keeping the number of SG entities within limits.
- c) Based on the outcome of the VA exercises, propose (to PCG and NAT IMG) improvements to the common volcanic ash contingency procedures for the EUR and NAT Regions.
- d) Report the results of its activities to the PCG and the NAT IMG on an annual basis. The group should also liaise with the METG of EASPG and the NAT ATMG. Additionally, through the Secretary, the group should liaise with the EUR (EAST) VOLCEX/SG of the PCG.
- e) When necessary, Organize in parallel with the volcanic ash exercises awareness events, seminars and presentations to enhance the awareness of the participants regarding challenges of new Standards on global and regional levels, the hazardous effects of volcanic ash, and the established contingency measures.

Note. The Steering Group will determine the rotation and frequency of exercises during the planning meetings.

Composition of the EUR/NAT VOLCEX/SG

Canada (incl. VAAC Montréal), France (incl. VAAC Toulouse), Germany, Iceland (Co-Rapporteur), Ireland, Italy, Norway, Portugal, Russian Federation (incl. MATMC), Spain, United Kingdom (Co-Rapporteur) (incl. VAAC London), United States of America (incl. VAAC Washington), EUROCONTROL (incl. Network Manager), ICAO (Secretary) and IATA.

Attendance

One representative per State or organization.

VOLCEX/SG meetings to be held back-to-back with planning and debrief meetings as appropriate.

As appropriate work to be done through correspondence.

VOLCANIC ASH EXERCISES STEERING GROUP FOR THE (FAR) EASTERN PART OF THE EUR REGION (EUR (EAST) VOLCEX)

Establishment 2010 - COG Decision 48/04

Main task

To initiate and maintain a programme of regular volcanic ash exercises in the (far) Eastern Part of the EUR Region.

Objective

Improve the response to volcanic eruptions and volcanic ash contamination by the relevant national supervisory authorities, service providers (ATS, AIS, ATFM, MET) and airspace users (airlines) in the (far) Eastern part of the EUR Region through to organizing of regular volcanic ash exercises in order to validate and continually improve the common volcanic ash contingency plan and procedures for the EUR and NAT Regions.

Tasks

- a) Co-ordinate with all participants in the volcanic ash exercises (ACCs, airlines, VOs, VAACs, MWOs, National ATMCs) the schedule for the exercises and their scenarios; ensuring that exercises cover the (far) Eastern part of the EUR Region that could be affected by volcanic ash, with impact scenarios on trans-east, and north Pacific (e.g. NOPAC and PACOTS) routes.
- b) Develop and keep under review regional (define) VA exercise procedures, including VA Exercise Operating Instructions (VOLCEX OPINS), and make improvements based on the lessons learnt. (Regional VA exercise procedures, and other relevant material, to be posted on the EUR/NAT Regional Office website).
- c) Organize in parallel with the VA exercises, awareness events such as seminars and presentations, in order to enhance the awareness of the participants regarding the hazardous effects of volcanic ash and the established contingency measures.
- d) Based on the outcome of the VA exercises, propose to PCG improvements to the regional volcanic ash contingency plan.
- e) Report the results of its activities to the PCG on an annual basis. The group should also liaise with the METG of EASPG. Additionally, through the Secretary, the group should liaise with the European and North Atlantic Volcanic Ash Exercises Steering Group (EUR/NAT VOLCEX/SG) of the PCG and NAT IMG.

Composition of the EUR (EAST) VOLCEX/SG

To include appropriate fields of expertise such as ATM, MET, airspace users, regulatory authorities, VOs: Japan, Russian Federation, United States of America, ICAO and IATA.
Rapporteur(s) – Russian Federation

REFERENCE DOCUMENTATION

ISSUE OF AND AMENDMENT OF EUR DOCUMENTS

Approved by EANPG/55, November 2013

EUR Documents are issued and maintained in line with the following principles:

- a) A EUR Document constitutes supplementary reference and guidance material to be used by States, operators and service providers in the Region in support of planning, implementation and operations of EUR eANP facilities and services.
- b) Regular reviews of current EUR Documents will be conducted by the responsible EASPG Contributory Bodies.
- c) A document is proposed to receive EUR Document status on the basis of scope, content, area of applicability and time-frame of applicability.
- d) A draft EUR Document that is issued by a Contributory Body should be reviewed by the PCG before it is presented to the EASPG for formal endorsement and designation of the appropriate EUR Document number.
- e) All amendments to the EUR Documents of a technical and non-contentious nature are to be endorsed by the PCG. Such revisions should be of a routine nature of existing EUR Documents (through PCG Conclusions).
- f) A formal decision by the EASPG, resulting in an EASPG Conclusion, will be necessary for major revisions and discontinuation of documents or for documents that may contain contentious material.
- g) In the event that an amendment requires approval before the next EASPG or PCG meeting is convened, the responsible EASPG Contributory Body will request the ICAO Regional Office to circulate the proposal by email to the EASPG or PCG member States and international organizations for their comments.
- h) In case of non-contentious amendments and the event that the responsible Contributory Body concludes that the revised version of a document needs to be issued before the next EASPG or PCG meeting is convened, the updated version of the document will be published on the ICAO web-site with the indication “formal EASPG/PCG approval pending”³.
- i) In the absence of objections at the deadline for comment, the new revision to the EUR Document will be considered approved. The ICAO Regional Office will inform the EASPG member States and international organizations of the approval by email.
- j) The responsible EASPG Contributory Bodies and notes on the management of the respective EUR Documents are listed under “References” (page 33) of the *EASPG Handbook* (EUR Doc 001).

³ The indication “formal EASPG/PCG approval pending” will be used in cases of non-contentious but time-pressing amendments (e.g. NSAP Registry document) where the new versions of documents are published on the ICAO web-site after a conclusion of the appropriate Contributory Body.

LIST OF EUR DOCUMENTS AND THE RESPONSIBLE GROUPS FOR THEIR MAINTENANCE

LIST OF DOCUMENTS PROMULGATED BY THE EASPG

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 001	EASPG Handbook	7 th Edition, 2025	PCG	EASPG	
EUR Doc 002	<i>AIS – Guidance material on AIS automation in the European Region</i>	<i>April 1990 - Discontinued</i>			<i>Discontinued</i>
EUR Doc 003	<i>ATFM Handbook</i>	<i>2nd Edition 1994 - Discontinued</i>			<i>Discontinued</i>
EUR Doc 004	<i>FEATS – Description of the Concept for the Future Air Traffic Management System in the European Region</i>	<i>June 1989 - Discontinued</i>			<i>Discontinued</i>
EUR Doc 005	EUR CIDIN Manual	6 th Edition April 2011	AST TF	PCG	
EUR Doc 006	<i>ILS/VOR/FM compatibility in the EUR Region</i>	<i>1st Edition - Discontinued</i>			<i>Discontinued</i>
EUR Doc 007	<i>HEL/1 – Guidance material on helicopter operations over the high seas</i>	<i>1st Edition 1991 - Discontinued</i>			<i>Discontinued</i>

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 008	<i>GATE Strategic ATM Planning Document</i>	<i>June 2000 - Discontinued</i>			<i>Discontinued</i>
EUR Doc 009	Guidance material on the implementation of a 300 m (1000 ft) vertical separation minimum in the European RVSM airspace	Version 3 June 2001 – <i>Being review</i>			<i>Being reviewed (EANPG Conclusion 56/32 refers)</i>
EUR Doc 010	Harmonized Access to AIS and MET Services	2nd Edition March 2003	METG	PCG	<i>Discontinued – EASPG Decision 5/1 refers</i>
EUR Doc 011 and Supplement to EUR Doc 011	EUR Frequency management Manual	Edition 2025	FMG	PCG	
EUR Doc 012	European Guidance Material on Continuity of service evaluation in support of the certification of ILS & MLS Ground Systems	2nd Edition November 2019	RWGAO	PCG	
EUR Doc 013	European Guidance Material on Aerodrome Operations under Limited visibility conditions	6 th Edition, 2023	RWGAO	PCG	
EUR Doc 014	EUR SIGMET and AIRMET Guide	5 th edition, 2023	METG	PCG	

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 015	European Guidance material on managing building restricted areas	Third Edition, 2015	RWGAO	PCG	
EUR Doc 016	European Guidance material on integrity demonstration in support of certification of ILS and MLS systems	Second Edition November 2019	RWGAO	PCG	
EUR Doc 017	<i>Transition methodology for the introduction and application of non-visual aids to All-weather operations in the European region of ICAO</i>	<i>1st Edition 2005 - Discontinued</i>			<i>Discontinued</i>
EUR Doc 017 TKI	<i>Identified Transition Key Issues for the Introduction and Application of Non-Visual Aids to All-Weather Operations in the European Region of ICAO</i>	<i>4th Edition September 2013 - Discontinued</i>			<i>Discontinued</i>
EUR Doc 018	EUR OPMET Data Management Handbook	15th Edition – 2025	METG	PCG	
EUR Doc 019	Volcanic ash Contingency Plan EUR and NAT Regions	Edition 2.1.0 – December 2023	PCG + NAT IMG	EASPG + NAT SPG	
EUR Doc 020	EUR AMHS Manual	Version 19.0, May 2025	AST TF	PCG	
EUR Doc 021	ATS Messaging Management Manual	Version 19.0, May 2025	AST TF	PCG	

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 022 <i>(Restricted)</i>	EUR AFS Security Guidelines	Version 9.0 November 2022	AST TF	PCG	
EUR Doc 023 and Attachment CAL	European Secondary Surveillance Radar (SSR) code management plan	1 st Edition, Amendment 1 CAL V4.11 March 2024	SCPG	PCG	
EUR Doc 024	SSR MODE S Interrogator Code (IC) Allocations for the EUR region	1 st Edition, Amendment 13 November 2017	MICOG	PCG	
EUR Doc 025	EUR RNP APCH Guidance Material	1 st Edition, Version 1.1 January 2021	PBN TF	PCG	<i>Discontinued – EASPG Decision 6/22 refers</i>
EUR Doc 026	EUR AMHS COM Center Training Guidelines	Version 2.0 November 2020	AST TF	PCG	
EUR Doc 027	IP Infrastructure Test Guidelines for EUR AMHS	Version 2.0 2020	AST TF	PCG	
EUR Doc 028	EUR ATN NSAP Address Registry	Version 15.0, 2025	AST TF	PCG	
EUR Doc 029	ICAO EUR PBN Approvals Guidance Material	1 st Edition December 2013	PBN TF	PCG	<i>Discontinued – EASPG Decision 6/22 refers</i>
EUR Doc 030	ICAO EUR Performance Framework Document	1 st Edition, Revision 2020	PERF	PCG	
EUR Doc 031	ICAO Crisis Management Framework	Second Edition, November 2023	PCG	EASPG	

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 032	Interim Guidance Material On Civil/Military Cooperation In Air Traffic Management	2nd Edition, November 2016	PCG	EASPG	
EUR Doc 033	Guidelines for the Implementation of OPMET Data Exchange using IWXXM in the EUR Region	5th Edition, October 2019	METG	PCG	<i>Discontinued – EASPG Decision 5/1 refers</i>
EUR Doc 034	Guidance Material For The Continued Safety Monitoring Of The European RVSM Airspace	First Edition, November 2015	EUR RMA EURASIA RMA	EASPG	
EUR Doc 035	AMHS/Third Party Interconnection Architecture	Version 6.0, December 2021	AST TF	EASPG	
EUR Doc 036	EUR ATM Ground Voice Network (AGVN) Legacy Numbering Plan	Version 4.0, 2024	AST TF	EASPG	
EUR Doc 037R Restricted	EUR IPv6 address space allocation	Version 7.0, 2025	AST TF	EASPG	
EUR Doc 038	English Language Proficiency for Aeronautical MET Personnel – Guidance Material (ELPR-MET)	First Edition, November 2016	METG	EASPG	
EUR Doc 039	European Search and Rescue Plan (EUR SAR Plan)	Sixth Edition, 2025	PCG	EASPG	

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 040	European Guidance Material on Management of ILS Critical and Sensitive Areas	Frist Edition, June 2020	RWGAO	EASPG	
EUR Doc 041	Guidance on the Issuance of SNOWTAM	First Edition, December 2020	AIMG	EASPG	
EUR Doc 042	8.33 KHz Regional Implementation Plan	3rd Edition, 2025	FMG	EASPG	
EUR Doc 043	EUR Training Program for Search and Rescue Inspectorate Staff	First Edition, 2021		EASPG	
EUR Doc 044	EUR Search and Rescue Inspector’s Handbook	First Edition, 2021		EASPG	
EUR Doc 045	Guidance Material for the Implementation and Monitoring of Preferred SAR Capability Specifications (PSCS)	First Edition, 2021		EASPG	
EUR Doc 046	Guidance on the harmonized implementation of language proficiency requirements and its oversight	First Edition, December 2023	LPRI TF	EASPG	
EUR Doc 047	AMHS/SWIM Gateway Specification	3 rd Edition, 2025	AST TF	EASPG	
EUR Doc 048	ICAO EUR Guidance on the harmonized implementation of Quality Management Systems (QMS)	First Edition, September 2024	RESG	EASPG	

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
EUR Doc 049	Regional Guidance for Search and Rescue (SAR) Operations and Training Oversight	First Edition, 2024	SAR TF	EASPG	

These documents are intended as reference for operators and service providers in the ICAO EUR Region and for their respective regulators.

LIST OF EUR SAFETY ADVISORIES

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
RSA-01 RUS	RASG-EUR Safety Advisory 01 - RUS only	First Ed, 2016	RESG	EASPG	
RSA-02 EN	RASG-EUR Safety Advisory 02 - EN	Second Ed, 2024	RESG	EASPG	
RSA-03 EN	RASG-EUR Safety Advisory 03 - EN	Second Ed, 2024	RESG	EASPG	
RSA-04 EN	RASG-EUR Safety Advisory 04 - EN	Second Ed, 2024	RESG	EASPG	
RSA-04 RUS	RASG-EUR Safety Advisory 04 - RUS	Second Ed, 2024	RESG	EASPG	
RSA-05 EN	RASG-EUR Safety Advisory 05 - EN	Second Ed, 2024	RESG	EASPG	
ESA-06	EASPG Safety Advisory 06	Second Ed, 2022	RESG	EASPG	
ESA-07	EASPG Safety Advisory 07	Second Ed, 2021	RESG	EASPG	

LIST OF EUR OPS BULLETIN

NUMBER	TITLE	Current Edition/Version	Kept under review by	Amendments approved by	Remarks
2015_001	Interim guidelines to airspace users in order to ensure a harmonised application of cold temperature correction to minimum flight altitudes	January 2015			
2015_002	Guidelines to airspace users in order to raise their awareness on State aircraft operations especially in the High Seas airspace over the Baltic Sea	December 2015			
2017_001	Principles and best practices in case of air encounters, especially in the High Seas airspace commonly shared by civil & military aviation over the Baltic Sea	December 2017			
2021_001	Principles and best practices in case of loss of air-ground communication	December 2021			
2023_001	Risks related to altimeter setting errors during APV Baro-VNAV and non-precision approach operations	July 2023	PBNC TF	PCG or EASPG	

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