

## Regional Director's State Visit to Kazakhstan



From 6 to 7 November 2025, the EUR/NAT Regional Director (RD) held a series of meetings with senior government representatives and the leadership of Kazakhstan's civil aviation authorities in order to discuss priority issues for bilateral cooperation ongoing projects and opportunities for new implementation support activities. He was accompanied in these meetings by the Vice-Minister of Transport of Kazakhstan and Chairwoman of the CAC. This included discussions with Mr. Roman Sklyar, First Deputy Prime Minister, Mr. Nurlan Sauranbayev, Minister of Transport, Mr. Mansur Oshurbayev, Vice-Minister of Ecology and Natural Resources, and Mr. Kairkhan Tutkyshbayev, Vice-Minister of Energy together with the leadership of KMG and KMG-Aero.



On 7 November 2025, together with the Chairwoman of the CAC, the EUR/NAT RD visited the Astana International Financial Centre (AIFC). He held discussions focusing on initiatives to promote environmentally sustainable aviation, and presented ICAO's

activities to support SAF development, including the Finvest Hub initiative.

The CEO of the AIFC Authority, Mr. Bakhtiyar Tleubekov, highlighted the importance of partnership with international organizations for innovation and sustainable ecosystem development along with AIFC's role in advancing green and technological solutions that contribute to decarbonization in Kazakhstan and cross the Central Asian Region.

## Aviation Training and Workforce Planning



On 5 and 6 November 2025, in Almaty, Kazakhstan, the ICAO EUR/NAT RO organized its second regional workshop on Aviation Training and Workforce Planning. The event brought together more than 200 participants representing State authorities, training organizations, academia, industry and international organizations from across the EUR/NAT area and beyond.

The workshop focused on four priority areas, essential for the long-term workforce strategy:

- Developing a regional skills monitoring framework;
- Fostering a culture of lifelong learning to encourage aviation professions to stay updated in response to industry shifts;
- Attracting diverse talents at an early stage through outreach programmes, educational initiatives and scholarship opportunities; and



- Building bridges within and beyond the aviation ecosystem for more effective training solutions.

Participants emphasized the need for industry-aligned training programmes supported by stronger cooperation between employers and training providers, ensuring that competencies evolve in step with technological and operational changes.

A key outcome was the call to strengthen data-driven workforce planning. State authorities and industry representatives highlighted the importance of improved data collection, coordinated analysis, and the development of a regional skills monitoring approach that directly support ICAO’s global objective of achieving zero fatalities in aviation. The workshop also reaffirmed the importance of embedding a culture of lifelong learning across aviation organizations. This includes leadership commitment, continuous reskilling, and expanding access to modern, flexible learning pathways to maintain a skilled and adaptable workforce.

Participants further stressed the importance of attracting diverse talent (including youth and women, through early outreach, educational partnerships, awareness initiatives, and efforts to reduce barriers to entry into aviation professions) and underscored the need to build stronger bridges across and beyond the aviation ecosystem, including cooperation with sectors such as digital technologies, environmental sciences, and education, to enrich training solutions and prepare the workforce for emerging competencies.

The next EUR/NAT regional workshop on aviation training and workforce planning will take place in Amsterdam in June 2026, It will be organized in cooperation with JAA TO and will focus on innovation and digitalization in aviation training and the evolution of job profiles

## Safety and Air Navigation

### Seventh Meeting of the EUR Aviation System Planning Group (EASPG/7)



The Seventh Meeting of the EUR Aviation System Planning Group (EASPG/7) was held in Paris from 24 to 27 November 2025.

The Meeting discussed several issues pertaining to the implementation of the Global aviation safety and air navigation plans in the EUR Region. In particular, the Meeting endorsed the new edition of the regional aviation safety plan aligned with the new edition of the GASP. The Meeting also endorsed the latest GANP/aviation system block upgrades (ASBU) implementation report, regional air navigation performance report and reports from the regional monitoring agencies on the safety of operations in the EUR RVSM airspace.



In addition, the Meeting agreed on the next steps concerning the work of the regional project team on space transport operations and the volcanic ash contingency plan amendment project team. The Meeting also established a project team to develop a regional coordination process for the



implementation of the future space based VHF communication and reviewed the progress of the ongoing trials.

### Meeting of the EASPG Regional Expert Safety Group (RESG/10)



The Tenth Meeting of the EASPG Regional Expert Safety Group (RESG/10), was held jointly with the Ninth Meeting of the Regional Aviation Safety Plan Working Group (RASP WG/09) in Belgrade, Serbia. Hosted by the Civil Aviation Directorate of the Republic of Serbia, the two-day event welcomed 46 participants from 23 States, alongside industry representatives and six international and regional organizations. Remote participation was also available for those unable to attend in person.

Ms. Dorota Kowalska of the Polish Civil Aviation Authority was unanimously elected as the new RESG Co-chair.

A key outcome of the safety workshop was the agreement to launch a regional safety data sharing initiative, initially focusing on bird and wildlife hazard events and near-collision events.

The meeting also finalized Volume I of the 2026–2028 European Regional Aviation Safety Plan (EUR RASP), aligning it with ICAO's global safety strategies and incorporating emerging topics such as GNSS interference and AI-related risks. Volume II was provisionally endorsed, with further refinement planned to strengthen safety actions and address evolving priorities, including human performance and

digital risks. Both volumes were submitted to EASPG for final endorsement at the end of November 2025.

Another highlight was the discussion on the timely publication of accident and serious incident investigation reports. The group supported a call for States to adhere to ICAO Annex 13 timelines and enhance the publication practices of final reports.

Participants also reviewed challenges related to non-approved aircraft operating in RVSM airspace and explored the application of the European Restriction List (ERL) to improve compliance monitoring.

### NAT Implementation Management Group Meeting



The NAT Implementation Management Group met in Santa Maria, Portugal, from 3 to 6 November 2025. The meeting, which was attended by representatives from the NAT service provider States and international organizations, discussed several issues pertaining to the NAT implementation programmes, including the oceanic clearance removal, data link improvements, and space transport operations.



## “Pavement Rating System” Workshop



A regional workshop entitled “Pavement Rating System” was held in Tbilisi, Georgia, from 11 to 12 November 2025, organized by the ICAO EUR/NAT Office in collaboration with Airbus, at the invitation of the United Airports of Georgia.

The workshop brought together 29 participants from 18 States. Its main objective was to foster regional cooperation and promote the exchange of experiences, expertise, and best practices related to aerodrome pavements. The workshop also aimed to support the effective implementation of the Pavement Classification Rating/Aircraft Classification Rating (PCR/ACR) methodology, which became applicable on 28 November 2024, in accordance with ICAO Annex 14, Volume I.

The event further provided an opportunity to discuss key technical topics, including airfield pavement concepts and design, the benefits of the ACR/PCR system, and the determination of ACR and PCR numerical values. Participants were also introduced to the reporting of PCRs and engaged in hands-on exercises using airfield pavement software tools, enhancing their practical understanding of the ACR/PCR methodology.

## EUROCONTROL QVA Workshop

The ICAO EUR/NAT office participated in the SESAR Deployment Manager (SDM) Quantitative Volcanic Ash (QVA) Workshop, held on 30 October 2025 at EUROCONTROL Headquarters in Brussels. The full-day workshop brought together operational, regulatory, and technical stakeholders to support the transition from legacy volcanic ash concentration charts to the new QVA information service, applicable under ICAO Annex 3 Amendment 82.

The event aimed to familiarize anticipated users and system developers with the new deterministic and probabilistic datasets and to provide clarity on the implementation, operational use, and data consumption of QVA services. Presentations were delivered by EASA, IATA, SESAR Deployment Manager, VAAC London, VAAC Toulouse, EUROCONTROL Network Manager, and ICAO.

During the workshop, ICAO highlighted its key leadership role in coordinating regional and inter-agency activities on QVA implementation, including outcomes from VOLCEX/25 planning, METG/35, and the establishment of the Volcanic Ash Contingency Plan Project Team (VAPT). ICAO also briefed participants on the ongoing update of EUR Doc 019 – Volcanic Ash Contingency Plan (VACP), which will serve as the basis for EASA’s forthcoming Safety Information Bulletin (SIB) on the operational use of QVA data.

The workshop underscored the importance of close coordination among European stakeholders to ensure a safe and smooth transition to the new service. ICAO’s participation reaffirmed its commitment to supporting harmonized operational guidance, regional readiness, and effective multi-stakeholder implementation across the EUR/NAT area.



## Meeting of the Data Management Group

The Forty-sixth meeting of the Data Management Group (DMG/46) of the Meteorology Group (METG) was held virtually from 4 to 6 November 2025, bringing together experts from EUR States and partner organizations.

DMG/46 reviewed progress on IWXXM implementation, OPMET data monitoring and quality, and the role of Regional OPMET Centres (ROCs) in supporting reliable meteorological information exchange for aviation. The Group also advanced work on backup arrangements, VONA exchange, inter-regional AMHS/IWXXM gateways, and the revision of EUR Doc 018.

The meeting reaffirmed the importance of performance-based monitoring in accordance with ICAO EUR eANP Volume III and discussed future developments related to SWIM deployment in the region.

## Joint ICAO EUR/NAT and MID Workshop on GNSS RFI



The ICAO EUR/NAT and ICAO MID ROs jointly organized a workshop on GNSS Radio Frequency Interference (RFI) in

Doha, Qatar, from 18 to 20 November 2025. The event, hosted by the Qatar Civil Aviation Authority, brought together 118 participants from States across the EUR, NAT and MID Regions, as well as representatives from international and regional organizations, including CANSO, EASA, EUROCONTROL, IATA, and IFATCA, ITU and various industry stakeholders. The Workshop was opened by the President of the Qatar Civil Aviation Authority, H.E. Mr. Mohamed Faleh Alhajri, along with the ICAO the EUR/NAT and MID RDs.

The objective was to build on the outcomes of the 42nd Assembly and previous work conducted in the EUR, NAT and MID regions in order to facilitate dialogue on the operational impact of GNSS interference, share experiences, and explore measures to enhance reporting, mitigation strategies, and resilience.

Participants received a comprehensive overview of global and regional developments related to GNSS RFI, including updates from ITU, ICAO, EASA and EUROCONTROL. Discussions covered the operational impacts observed by airspace users, pilots, and air navigation service providers. The Workshop also highlighted various mitigation measures implemented by ANSPs, air operators, and aircraft manufacturers aimed at reducing risks associated with GNSS RFI.

Airbus, Boeing, and other industry partners presented their strategies and initiatives to enhance the future resilience of navigation systems, including onboard software upgrades and equipment advancements. In addition, States, EUROCONTROL, and the ICAO EUR/NAT Regional Office shared progress on the implementation of Minimum Operational Network (MON) and Resilient Operational Network (RON) concepts.

The Workshop concluded with focused panel discussions on current practices and future pathways to address the growing challenges posed by GNSS RFI. These exchanges enabled States and



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stakeholders to identify priorities and appropriate mitigations, including strengthening interference reporting mechanisms, developing MON and RON, and advancing complementary PNT and CNS resilience initiatives. The high level of engagement and the depth of technical and operational inputs shared throughout the event underscored the importance of collective action and demonstrated the Workshop's value as a catalyst for coordinated regional and interregional efforts to safeguard the continuity and safety of air navigation services in an increasingly challenging environment.

### ICAO EUR Search and Rescue (SAR) Meeting and Workshop



From 19 to 21 November 2025, the ICAO EUR/NAT Regional Office, in cooperation with the Arab Civil Aviation Organization (ACAO), held a joint meeting and regional workshop on Search and Rescue (SAR) in Paris. The event brought together over 80 representatives from 37 States, including Rescue Coordination Centers (RCCs), regulatory authorities, SAR service providers, and international partners from across the EUR and ACAO areas.

During the EUR SAR TF meeting, participants agreed on an amendment to the EUR SAR Plan (EUR Doc 039), incorporating updated global statistics in civil aviation, new abbreviations, and revised information on ICAO GADSS, the Cospas-Sarsat System, and the global situation of SAR-related ICAO USOAP effective implementation. The meeting also agreed to develop EUR guidance material for future SAR exercises, providing States with examples of general instructions,

evaluation forms, and templates for final reports. In addition, participants discussed advancing guidance in EUR Doc 049 on SAR operations, with proposed enhancements covering airworthiness certification, safety management, technical crew member roles, and the use of charting and aeronautical databases.



A key theme of the workshop was the importance of regional SAR cooperation, particularly the need for strong communication channels among aeronautical and maritime RCCs and improved access to real-time tracking information. Participants emphasized the value of bilateral and multilateral SAR agreements, especially those enabling rapid deployment without diplomatic delays, highlighting them as essential tools for saving lives during time-critical operations.

A highlight of the event was a tabletop Search and Rescue Exercise (SAREX) on regional coordination. The exercise emphasized the importance of joint planning, interagency cooperation, and structured debriefing processes to ensure that lessons learned are systematically captured and fed back into regional guidance and training programmes.

### Aviation Security & Facilitation

The EUR/NAT Office participated in the 66th meeting of the NAT/EUROCONTROL ATM Security Coordinating Group (NEASCOG) on 4 November 2025 in Brussels, Belgium. The agenda included a



presentation by ICAO and updates on EUROCONTROL activities and its working groups, covering cybersecurity, aviation security information sharing, unmanned aircraft systems, threats to Global Positioning Systems, and the European Aviation Crisis Coordination Cell/Conflict Zones.



**20th ICAO ASTC Directors Meeting  
Tunisia, 10 to 13 November 2025**

The ICAO Aviation Security Training Centers (ASTC) Directors' Global Meeting was held in Hammamet, Tunisia, from 10 to 13 November 2025. The meeting provided updates on ICAO Security and Facilitation activities and on ICAO aviation security (AVSEC) training arrangements. ASTCs presented their key achievements and were briefed on newly developed and revised ICAO training materials. Participants engaged in open discussions to strengthen the quality of ICAO AVSEC training and to enhance collaboration among ASTCs.

The ICAO EUR/NAT office participated at the 119th meeting of the European Commission Stakeholders' Advisory Group on Aviation Security (SAGAS) on 27 November 2025 in Brussels, Belgium. The meeting featured international developments, including a presentation from ICAO, and covered recent EC and EASA policy initiatives. Participants received updates on air cargo security, technology developments, cybersecurity, and disruptions caused by drones at European airports.

The EUR/NAT Office participated in the CAPSCA 114th meeting, held virtually on 18 November 2025, during which current developments in CAPSCA were discussed.

Throughout November, coordination meetings were held in preparation for the upcoming EUR/NAT Aviation Security and Facilitation Group (ENAVSECFALG) session and the Joint ICAO-ECAC Workshop on Assistance to Aircraft Accident Victims and Their Families.

## Environmental Protection

### CORSIA

The EUR/NAT RO continues to support the CORSIA Focal Points for the calculation of the offset for the 2024 emissions as well as for the submissions of their list of Aeroplane Operators and Verification Bodies, when applicable.

As part of its capacity building activities, and in coordination with ICAO Headquarters, the EUR/NAT RO is preparing a webinar focusing on LTAG monitoring, to be held on 2 December 2025. The EUR/NAT RO invited the MID RO to participate as well.

In addition, the EUR/NAT RO is progressing its preparation for the annual ICAO EUR/NAT ENV Task Force Meeting, to be held in Baku, Azerbaijan in December 2025.

### Sustainable Aviation Fuels – SAFs

The EUR/NAT RO continues to interact with ACAO and the ICAO MID RO to host an interregional EUR-NAT/MID event on SAF in 2026. The event will take place in the 3rd or 4th quarter of 2026.

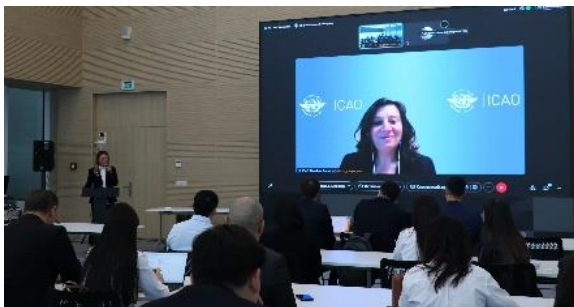
Coordination with the European Union, EASA, and ICAO/ATB continues regarding the current ACT SAF Projects and the SAF feasibility studies being deployed in the AFI region with EU funding. The EUR/NAT RO also had a coordination meeting with the EBRD and Boeing to explore potential support across the EUR/NAT area.



## State Action Plan (SAP)

The EUR/NAT RO continues to support Turkmenistan and Tunisia with the development of their first State Action Plan (SAP), and Kazakhstan with updating their existing SAP to include additional and quantified information on the environmental benefits expected from the selected mitigation measures.

A technical assistance mission was organized in Kazakhstan on 17 and 18 November 2025, in collaboration with EASA.



The EUR/NAT RO is supporting Monaco in finalizing its SAP, which will include their current work on SAF.

## Transformational objective

### EUR/NAT RO Building Renovation works

The EUR/NAT RO building renovation project continues to advance as planned, marking significant progress across key phases of the project. Since October 2024, the “Assistance à Maîtrise d’Ouvrage (AMO)” company has been providing critical advisory support, guiding the EUR/NAT RO

through the administrative, technical, legal, financial, and project management dimensions of the renovation.

Since May 2025, the “Maîtrise d’Oeuvre” (MOE)” company has been working on diagnostics, scenario development, and design planning. The approval of the renovation programme is currently underway, alongside ongoing preparations for securing the building permit. These steps mark important milestones in advancing the project towards its implementation phase. The MOE will also assist the EUR/NAT RO with the preparation of the solicitation documents for the general contractor and its selection, including overseeing the execution and supervision of the construction activities.

In close collaboration with HQ Procurement, EUR/NAT RO finalized three additional tenders essential to the renovation project:

- Contrôle technique (CT);
- Coordination Sécurité et Protection de la Santé (SPS); and
- Coordination Système de Sécurité Incendie (SSI).

Parallel to these efforts, the draft Lease Agreement between ICAO and UNESCO is being finalized with the help of LEB concerning the temporary relocation of staff to UNESCO’s Miollis site during the renovation period.

### 2025 Global Engagement Survey

On 21 November 2025, a human resources team from headquarters, in coordination with the EUR/NAT RO, delivered an online Teams briefing for the EUR/NAT staff on the 2025 Global Engagement Survey (GES), now being launched for the third time.

This session underscored the importance of employee engagement, defined as the professional and personal commitment that ICAO employees feel towards their work, their teams and the Organization as a whole.



