REPORT OF

THE FIFTY-NINTH MEETING OF

THE EUROPEAN AIR NAVIGATION PLANNING GROUP

Combined with

THE SIXTH MEETING OF

THE EUROPEAN REGIONAL AVIATION SAFETY GROUP

(Paris, 30 November to 3rd November 2017)

PREPARED BY THE EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO 2017

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0. INTRODUCTION

Place and duration

0.1 The Fifty-Ninth Meeting of the European Air Navigation Planning Group (EANPG) combined with the Sixth Meeting of the Regional Aviation Safety Group (RASG-EUR) (thereafter referred to as "the Meeting") took place in the premises of the European and North Atlantic (EUR/NAT) Office of ICAO from 30 October to 3rd November 2017.

Attendance

0.2 The Meeting was attended by 119 representatives of 35 member and non-member States and by observers from 11 international organisations, 1 regional organisation and 1 from the industry. A list of participants is at **Appendix A** to this Report.

Officers and Secretariat

0.3 Mr Phil Roberts, the Chairman of the EANPG, and Mr Gerold Reichle, Chairman of the RASG-EUR, presided over the meeting throughout its duration. Mr Luis Fonseca de Almeida, ICAO Regional Director, Europe and North Atlantic, and Mr George Firican, Deputy Director, acted as Secretary; they were assisted by Mr Celso Figueiredo, Mr Christopher Keohan, Mr Elkhan Nahmadov, Mr Arkadii Merkulov, Mr Sarantis Poulimenakos, Ms Blandine Ferrier, Mr Arnaud Desjardin, from the ICAO EUR/NAT Office, Mr Erwin Lassooij from ICAO Headquarters and Mr Abbas Niknejad from the MID Office. Additional assistance was provided by Ms Patricia Cuff, Ms Leyla Suleymanova and Ms Isabelle Hofstetter from the European and North Atlantic Office.

Conclusions, Decisions and Statements

0.4 The EANPG and RASG-EUR records its action in the form of Conclusions, Decisions and Statements with the following significance:

> **Conclusions** deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedures.
>
> **Decisions** deal with matters of concern only to the EANPG and its contributory bodies.
>
> Note: in order to qualify as such, a Decision or a Conclusion shall be able to respond clearly to the "4W" criterion (What, Why, Who and When)
>
> **Statements** deal with a position reached by consensus regarding a subject without a requirement for specific follow-up activities.

Agenda and Documentation

0.5 The Meeting agreed to the following agenda for organising the work of the Meeting and the structure of the report:

Agenda Item 1: Review of significant international aviation developments

1.1 EUR/NAT DGCA2017 meeting

1.2 ICAO developments, including updates on GASP, GANP, GASeP, emerging issues, (e.g RPAS, etc)

1.3 EUR/NAT NCLB Programme

1.4 Updates from States and International Organisations

Agenda Item 2: Review of the EANPG and RASG follow up actions

Agenda Item 3: Aviation safety

3.1 GASP Implementation progress in EUR, EUR Safety Performance Monitoring and Targets
3.2 RASG Safety Enhancement Initiatives (SEIs) on
i. pilot training
ii. runway safety
iii. Flight Data Analysis (FDA) Programmes
iv. taxonomy and occurrence reporting/safety data analysis
v. improvement of safety for helicopter operations
vi. improvement in the area of safety oversight for Air Navigation Services
3.3 Activities related to the prevention of Controlled Flight into Terrain (CFIT)
3.4 EUR Annual Safety Report
3.5 Regional Monitoring Agencies reports
3.6 Air Navigation Deficiencies

Agenda Item 4: Air Navigation Planning and Implementation

4.1 EUR GANP ASBU implementation progress

4.2 ATM issues

4.3 CNS/MET issues

4.4 Search and Rescue issues

4.5 Air Navigation Performance Framework

4.6 AIS/AIM Activities

4.7 Proposals for amendments to ICAO documents

Agenda Item 5: Environment

Agenda Item 6: Work programme; Terms of Reference; election of Chairperson/Vice-Chairpersons

Agenda Item 7: Any other business

0.6 The list of documentation reviewed by the Meeting is at **Appendix B** to this Report.

1. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

1.1 EUR/NAT DGCA 2017

Outcome EUR/NAT DGCA 2017 MEETING

1.1.1 The Meeting was informed about the latest ICAO developments at the global and regional levels, including the outcomes of the first meeting of the ICAO European and North Atlantic Regions Directors General of Civil Aviation (EURNAT-DGCA/2017) which took place in Paris, France, on 5 May 2017. The Meeting took note of the endorsed ICAO EUR/NAT Operating Plan for 2017-2019 and the EUR/NAT DGCA commitment to support various actions in the areas of air navigation, aviation safety, aviation security, environment and air transport development. In particular, the Meeting noted EURNAT DGCA Conclusion 2017/6 (New EUR working structure) inviting EANPG and RASG-EUR to continue coordination to advance the establishment of the European Aviation Systems Planning Group (EASPG) and, based on the outcome of the first combined back-to-back EANPG/59 and RASG-EUR/06 meeting, address the ICAO Council through the ICAO Secretariat on the proposal.

1.2 ICAO DEVELOPMENTS, INCLUDING UPDATES ON GASP, GANP, GASEP, EMERGING ISSUES (E.G. RPAS)

ICAO Update

1.2.1 The EANPG and RASG-EUR (the Meeting) was informed about recent significant international aviation developments and took note of the amendments to a number of ICAO Annexes and Procedures for Air Navigation Services (PANS). The Meeting was also informed about the proposed amendments to ICAO Annexes (Annexes 1-2-3-4-6-8-9-10-11-14-15-16-17) and PANS documents: PANS-ATM, PANS-OPS, PANS-ABC, PANS-Aerodromes. The Meeting noted that a number of ICAO State Letters and ICAO Documents on a wide range of subjects had been published since the last meeting.

1.2.2 The Meeting also noted several ICAO global and European region-related meetings that would take place in the very near future. The importance of attendance to the following global events was highlighted as it shall have a strong impact for the future:

- The ICAO Next Generation of Aviation Professionals (NGAP) Global Summit, Montréal, Canada, 27 to 28 November 2017 *(ICAO SL 2017/99 refers*);

- The Global Forum on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), Montréal, Canada, 13 December 2017

- The Second Global Air Navigation Industry Symposium (GANIS/2), and first Safety and Air Navigation Implementation Symposium (SANIS/1) Montréal, Canada, from 11 to 15 December 2017 (*ICAO SL 2017/62 refers*).

ICAO Safety and Air Navigation Update

1.2.3 The Meeting was provided with an overview of global activities by ICAO pertaining to planning and effective implementation and briefed on developments regarding the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP). The new GASP would maintain the framework and the objectives but would also include a global aviation safety roadmap. The new GANP would include the move to a six year cycle, performance-based approach and creation of a GANP webpage. The most comprehensive improvement would however come from the 2019 GANP which would introduce a four-tier layer approach that would include a global managerial level, a global technical level, a regional and a national plan layer. The 2019 GANP would also include the addition of the Basic Building Blocks (BBB) to the Aviation System Block Upgrades (ASBUs) forming the backbone requirements of an air navigation

system. The development of the 2019 GANP as well as the 2020 GASP was currently in full flow. The first announcement would be during the GANIS/SANIS in December, than envisaged to be reviewed by the Air Navigation Conference in October 2018 and approved by the Council in May 2019 before the 40th Assembly.

1.2.4 The Meeting was then informed about the new developments in the Air Navigation Bureau at the ICAO Headquarters regarding improved Programmes Coordination and Implementation processes. To this end a new section, the Programmes Coordination and Implementation was established. This Section would be the single liaison between the ICAO HQ and the Regional Offices on the air navigation/safety at technical/operational level. The Meeting was informed about the efforts undertaken by this Section on improving the implementation facilitation. In this respect it was indicated that ICAO needed to work in a more project oriented way, starting with the problem statement until the regional coordination of implementation. Pertinent to this activity was that Global Plans (GANP and GASP) would form the main basis for prioritization of the projects to be undertaken. In order to ensure that any future SARPs would be better aligned with realistic implementation objectives, the Regional Offices would be involved in the projects from the start.

1.2.5 In light of the above project oriented work-method, it was emphasized that appropriate feed-back loops would be instrumental. The PIRG/RASGs would have an important role in providing potential recommendations on changes to the projects. In this respect, the Meeting was then made aware about the review of the TORs of the PIRGs/RASGs that would be discussed at the upcoming GLOBAL PIRG/RASG forum.

PBN Approach Charts – Transition from RNAV to RNP

1.2.6 The Meeting was provided with high-level information on the transition plan from RNAV to RNP under development by ICAO for receiving feedback from the regions. The ICAO Regions would be requested to consider transition from RNAV to RNP in the regional plans and ensure that sufficient time would be allocated to this task to successfully implement the new charts.

1.2.7 The Secretariat presented as well a high-level description of the ICAO implementation strategy to increase quality in aeronautical charting products and their compliance with ICAO standards. This strategy proposed a two-phases approach: PHASE 1 ("short-term" strategy) and PHASE 2 ("long-term" strategy). Phase 1 of the implementation strategy would be initiated on the second half of this year (October/November 2017). Phase 2 would be initiated only when the first phase would be considered robust enough and creates the baseline for further steps.

1.2.8 It was found that the matter should be brought to the attention of the PBN TF in order to develop a regional implementation strategy as a matter of priority and if needed to address, in coordination with ICAO HQ, deficiencies in aeronautical charting. Therefore the Meeting agreed the following:

EANPG59 RASG-EUR06 Decision/01 – Update to the PBN TF Work Programme

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, undertake the necessary action to update the work programme of the PBN TF to:

a) develop a regional implementation strategy for the transition of RNAV to RNP approach chart as a matter of priority; and

b) address deficiencies in aeronautical charting, in coordination with ICAO HQ, should phase two of a Regional implementation strategy would be needed.

ENAVSECG/06 Outcomes

1.2.9 The meeting noted the outcome of the EUR/NAT AVSEC Group meeting (ENAVSECG)/06 provided by the Regional Officer AVSEC/FAL. Specific focus was given to the safety- security cross cutting topics discussed in ENAVSECG/06, such as e.g. ATM / cybersecurity , overflight of conflict zones , RPAS and laser attacks.

1.3 EUR/NAT NCLB PROGRAMME

No Country Left Behind – EUR/NAT Technical Assistance Programme

1.3.1 The Meeting noted that RASG-EUR/04 discussed in February 2015 the implementation assistance which could be provided to States in the EUR and NAT Regions. The action required from ICAO (RASG-EUR Action 04/10 refers) was to develop options for a regional mechanism for sharing resources among States and coordinated support contributions from partners, to provide collaborative safety implementation assistance.

1.3.2 The Meeting recalled that under ICAO's global initiative "No Country Left Behind" (NCLB), the EUR/NAT Office of ICAO developed (since early 2015) a Technical Assistance Programme (EUR/NAT TAP) implemented through Technical Assistance projects, according to the availability of funds and human resources (IP/16 refers). The EUR NAT TAP covered technical assistance projects within EUR NAT regions, including safety, AVSEC, environment and other capacity building related activities. The EUR/NAT TAP was supporting the UN Sustainable Development Goals (SDGs) and all ICAO Strategic Objectives, was aligned with the ICAO Business Plan (2017-2019) and the EUR/NAT Operational Plan. The EUR/NAT TAP had been also endorsed by the EUR/NAT DGCA meeting (05 May 2017, Paris, France).

1.3.3 Within the complex area of accreditation of the EUR/NAT Office of ICAO covering 56 States and two RSOOs, several regional aviation organizations and stakeholders were actively providing support to States. As resources were limited and in order to avoid any undue duplication of efforts, optimum use and early coordination (from the inception phase) was considered instrumental to the success of any Technical Assistance Programme. For this purpose, ICAO EUR NAT RO was already engaged in dialogue with all principal stakeholders providing support to States, including EU/EASA aiming at a continuous and enhanced cooperation.

1.3.4 In order to achieve the above goals, the Meeting agreed that the EUR/NAT Office of ICAO should be the focal point to receive and coordinate all technical assistance requests. Therefore States were encouraged to channel their requests for assistance through the EUR/NAT Office, under the NCLB EUR/NAT TAP. All received requests would be therefore coordinated with the relevant stakeholders to deliver the needed assistance in an efficient and effective way. EASA suggested a mechanism of coordination of assistance activities should be developed through bilateral discussion with the EUR/NAT office.

1.3.5 In view of the foregoing, the Meeting agreed that RASG-EUR Action 04/10 was completed. Considering the mechanisms already put in place through the ICAO EUR/NAT Office and the envisaged way forward, the Meeting agreed there was no need to create a new regional framework to support States.

1.4 UPDATE FROM STATES AND INTERNATIONAL ORGANISATIONS

Update on Aviation Activities in Algeria

1.4.1 Algeria provided the meeting with information on the review of Algeria's air navigation practices to improve compliance with SARPs and operational safety requirements.

1.4.2 To do this, the Algerian Air Navigation Services has put in place several national plans such as:

a) The Implementation of Performance Based Navigation (PBN);
b) Aviation System Block Upgrades (ASBU);
c) Implementation of a Safety Management System (SMS);
d) Implementation of the Air Traffic Flow Management service (ATFM) in collaboration with EUROCONTROL;
e) Implementation of a Performance Framework (First report shall be available in early 2018);
f) Transition from AIS to AIM;
g) Implementation of the Air Traffic Controller's License;
h) Implementation of an Airspace Management Development Plan (PDGEA); In the context of the development of air traffic management, airspace management and air traffic flow management, the Air Navigation Services plans to put into service by the end of 2019 a second regional control center in southern Algeria fully automated and Upgrade the current control center of Algiers.

European Commission Report on SES and SESAR

1.4.3 The EANPG and RASG-EUR (the Meeting) received an update from European Commission concerning the discussions and developments during the recent Single Sky Committee 66 meeting (SSC 66, Brussels,24-25/10/2017).

1.4.4 The Meeting noted :

a) the ongoing revision of the Commission Implementing Regulation (EU) No 390/ 2013 and Commission Implementing Regulation (EU) No 391/ 2013 laying down respectively the performance scheme and the common charging scheme for air navigation services;

b) the ongoing revision of Commission Regulation (EU) No 677/2011 on Network Functions and Nomination of the Network Manager, including the Commission’s suggestion for a sort of "service level agreement" between the designated body and the Commission;

c) the update on ICAO / EU ATM synchronization reffering to the work of the Commission and EASA to identify and synchronise the European ATM-related rules with ICAO provisions;

d) State of play concerning DLS Implementation.

1.4.5 Concerning SESAR activities, the Meeting noted :

a) the work on ATM Master Plan in the form of an addendum is ongoing to address drone insertion's requirements (Drone addendum);

b) a proposal for a new Common Project (CP2) will be presented by the SJU by 30 November;

c) a new Memorandum of Cooperation EU-US/FAA is under development with the aim to extend the scope of the existing cooperation to include all phases of ATM modernization. The approval of the MoC is likely to be reached in the European Council in November 2017.

European Aviation Safety Agency Update

1.4.6 The Meeting received detailed update from EASA on its current activities that could be of interest or directly contribute to the work program of RASG-EUR, including the following:

a) Rulemaking activities;

b) Implementation of Third Country Operators (TCO) regulation;

c) Major Certification projects;

d) Studies about cabin air quality on board large aeroplanes;

e) Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety;

f) Data4Safety project;

g) Safety promotion activities, being new priority shift for EASA;

h) Practices for Risk-based oversight;

i) Technical cooperation activities including new project for Ukraine; and

j) Miscellaneous updates, including competency framework for Civil Aviation Authority Inspectors, Conflict Zone Information Bulletins, eRules platform, Safety information bulletin (SIB 2017-04) concerning the carriage of Portable Electronic Devices (PEDs).

Airplane Protection from Icing Up on the Ground (IAC)

1.4.7 The Meeting received a presentation made by the Interstate Aviation Committee (IAC) on the methodical recommendations regarding «Airplane protection from icing while on the ground». The document had been developed on the basis of the ICAO Doc 9640-AN/940 «Manual of aircraft ground de-icing/anti-icing operations» within the framework of the ICAO/IAC Regional Project (COSCAP-CIS) «Development of Operational Safety and Continuing Airworthiness».

1.4.8 The Meeting recalled that accumulation of frost, snow, slush or ice on aircraft surfaces and components could adversely affect aircraft performance (decrease lift and increase drag), stability, and partly or fully block movement of control surfaces, flaps or sensors. This could result to various types of aviation accidents. The Meeting noted that these recommendations could be used by aviation enterprises and air operators to develop their own documentation describing de-/anti-icing procedures in addition to the available international standards, airplane manufacturer's and civil aviation authorities requirements.

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Note on Agenda Item 1:

The below listed Information Papers were posted under agenda 1 in the documentation for the meeting but were not presented. Thus these are not summarized in this report:

- IP/15: Update on Global RASG;
- IP/19: Planning and Implementation Regional Group (PIRG) Activities in Other Region.

2. REVIEW OF THE EANPG AND RASG FOLLOW UP ACTIONS

2.1 UPDATE ON FOLLOW-UP ACTIONS TO EANPG/58 CONCLUSIONS AND DECISIONS

2.1.1 The Meeting was informed on the actions stemming from EANPG/58 and noted that from the 32 EANPG/58 Conclusions, 23 (1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 14, 15, 16, 17, 18, 19, 20, 23, 25, 26, 28, 29, 30, 31) had been closed, while the remaining 9 were on-going and their status of implementation was addressed at the present meeting; the only one EANPG/58 decision had been also closed. It was also noted that from the 9 COG/68 Conclusions, 8 had been closed while the remaining 1 (i.e. COG Conclusion 68/01) was on-going.

2.2 RASG-EUR DECISIONS AND CONCLUSIONS FOLLOW-UP

2.2.1 The Meeting was presented with an update on implementation of RASG-EUR Decisions and Conclusions agreed during previous meetings. It was agreed to prioritize its work so as to address Decisions and Conclusions ongoing and/or delayed in the implementation.

2.3 BLACK SEA TASK FORCE

2.3.1 The Secretariat updated the Meeting on the follow-up of the EANPG Conclusion 57/02 – Outcome of the Black Sea Task Force. When considering the EANPG Report, the Air Navigation Commission noted the discussions related to the BSTF and its conclusion and agreed that the importance of the work of the BSTF be brought to the attention of the Council. The Meeting was also informed that the Council reviewed the EANPG/58 report during its 211th Session and took note of the importance of the work currently being undertaken by the Black Sea Task Force. The Council agreed that this work should continue on the understanding that any recommendations arising would, in the first instance, be presented to the Air Navigation Commission for consideration. The Secretariat would continue to monitor the situation and advise future meetings when new information would become available.

2.3.2 The following paragraphs provide excerpts from the Minutes of the 10th Meetings of the 204th Session of the Air Navigation Commission (10 March 2017):

QUOTE

……

"28. *Turning to the appendix, the discussion then focused on Conclusion 58/02 (Black Sea Task Force (BSTF) Outcomes). While the Secretariat would not comment on the suggested action, C/AMO remarked that the Secretariat had prepared a response to a request for clarification from the EANPG on the authority of ICAO to temporarily suspend specific portions of the air navigation plan. In this regard, he indicated that the Council had two options. The first option would be to approve an amendment to a regional air navigation plan. In the case of high seas airspace, the Council's residual authority had its origin in Annex 11 — Air Traffic Services, paragraph 2.1.2 and in the relevant amendment procedure for the air navigation plan approved by the Council in June 2014. C/AMO explained that the residual authority of the Council to amend the plan was a normal part of its duties concerning flight information region (FIR) boundaries, which most often were presented as joint proposals by States that had not resulted in objections during the circulation stage and were approved by the President of the ICAO Council on behalf of the Council. When there were objections, the Council could take action, for example, approving a new FIR. In some cases, the proposing States preferred to continue State-to-State coordination with or without ICAO, a process which could last many years during which time the Secretariat was available to assist as necessary.*

29. The second option for the Council was to approve a temporary deviation of the approved plan which had its origin in Annex 11, paragraph 2.31 and in particular Note 2 which stated that "contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council." C/AMO indicated that this approval authority was based on the need for effective and rapid action by ICAO to assist States and preserve the availability of major world routes within the air transportation system. He remarked that most of these arrangements were approved with the agreement of the States concerned. He noted that the President of the Council might consider referring the matter to the Council in which case the Council, in relation to Annex 11, paragraph 2.31, could take contingency action as deemed appropriate including the option of dispensing with circulation to States and international organizations for comment.

30. Specifically with regard to Conclusion 58/02, a comment underscored the importance of adopting a scenario compatible with international agreements that would address the fragile operational and technical situation in this area. A suggestion put forth was to request the Secretariat to conduct a briefing for the Council and the Commission on this issue in general and to consider including participation from the Headquarters Secretariat in the Black Sea Task Force (BSTF). Acknowledging the importance of

restoring the route structure in the region, the Commission agreed that the importance of the work of the BSTF be brought to the attention of the Council so that it might offer support to the task force to continue its work. The Commission also agreed to modify the suggested action for Conclusion 58/02 in this regard."

2.3.3 The following paragraphs provide excerpts from the Minutes of the 5th Meeting of the 211th Session of the Council (12 June 2017)

QUOTE

…..

"*22. In support of the summary by the President of the Council, the Representative of the Russian Federation referred to action item c) of C-WP/14607 on the importance of the Black Sea Task Force (BSTF) work and its continuation. Underscoring the technical nature of the task force, the Representative of the Russian Federation supported its continuation and proposed its terms of reference be reviewed to align its activities with Appendix G of Assembly Resolution A38-12: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation, and he also requested that the Secretary General select the BSTF Secretary from the ICAO Secretariat in order to ensure a completely unbiased approach to the technical activities of the group from both an economic and a safety standpoint.*

23. The President of the Council pointed out that as the BSTF was a subsidiary group of the EANPG, which reported to the ANC and in turn to Council, it was procedurally outside the purview of the Council to make changes to its terms of reference; and that the Secretary of the Task Force, which was presently the European Office Regional Director, was determined by the Secretary General. The Representatives of France, the United Kingdom and the United States endorsed the President's remark and the Secretary General indicated her willingness to provide any further clarifications to the Russian Delegation.

……

26. Finally, the Council also took note of the importance of the work currently being undertaken by the Black Sea Task Force and agreed that this work should continue on the understanding that any recommendations arising would, in the first instance, be presented to the Air Navigation Commission for consideration."

2.3.4 Ukraine informed the meeting that during 2017 no progress was recorded to find a mutually acceptable solution for the normalisation of the flight operations in the high seas portion of the Black Sea airspace. Ukraine stated their support to the recommendation of ICAO Council during the 211th Session and was looking forward to the resumption of BSTF activities to ensure recommencement of normal flight operations in the airspace over the Black Sea by summer season 2018. Ukraine stated their availability for constructive discussions and collaborative work aiming at normalization of traffic flows within the High Seas airspace over the Black Sea on the basis of international law and in adherence to the existing BSTF ToRs as well as EANPG Conclusion 58/02 and EANPG Decision 58/01. During the ensuing discussions, the proposal for the continuation of the work of the BSTF was largely supported by the Meeting. Nevertheless, it was acknowledged that in order to facilitate the preparations of the next meeting, ensure a good participation and progress the work in an efficient and constructive manner, all parties concerned were invited to develop and send to the Secretariat as soon as possible their proposals for viable solutions, developed in line with the EANPG Conclusion 58/02.

2.3.5 The Russian Federation proposed the Meeting to consider changing the Terms of Reference of the BSTF to allow for a larger scope of possible solutions. The Meeting also recorded the request of Republic of Moldova to be included in the workings of the BSTF. After careful consideration, it was found that the request from Republic of Moldova cannot be achieved without a change in the Terms of Reference, an avenue that was not agreed by the Meeting. Secretariat would work together with other stakeholders to find out solutions to keep them informed on developments.

2.3.6 The European Union commended the efforts of the ICAO to identify an acceptable solution to resume normal flight operations in the airspace over the Black Sea in line with UNGA Resolution 68/262 and encourages the parties to continue discussions in the Black Sea Task Force. The EU wanted to recall the

conclusions of the European Council of 20 March 2014, whereby it did not recognise the illegal annexation of Crimea and Sevastopol and remained committed to pursue a clear policy of non-recognition and uphold the sovereignty and territorial integrity of Ukraine.

2.3.7 The Chairman and the Russian Federation reminded that the scope of the TF was limited to the High Seas Airspace.

2.3.8 In support to the EC Statement France emphasized that UN General Assembly Resolution 68/262 "Territorial Integrity of Ukraine" was relevant to the work of the Black Sea TF on High Seas Airspace.

2.3.9 Several States and IATA strongly supported the continuation of the work of the BSTF. Therefore, the Meeting agreed to invite the Secretariat to convene the next meeting of the BSTF during the first quarter of 2018, with the understanding that proposals for viable solutions to be addressed by the Task Force would be sent to the Secretariat in due time (not later than mid December 2017) to allow for an early preparation. The Meeting agreed to the following:

EANPG59 RASG-EUR06 Decision/02 – Black Sea Task Force Continuation

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG RASG-EUR undertakes the necessary action to continue the work of the Black Sea Task Force on the basis of international law and in adherence to the existing BSTF ToRs as well as EANPG Conclusion 58/02 and EANPG Decision 58/01 to ensure resumption of normal flight operations in the airspace over the Black Sea by summer season 2018.

3. AVIATION SAFETY

3.1 GASP IMPLEMENTATION PROGRESS IN EUR, EUR SAFETY PERFORMANCE MONITORING AND TARGET

RASG-EUR Regional Safety Priorities and Targets: Implementation Progress and Status

3.1.1 The Meeting reviewed the status report and current issues related to monitoring and achievement of RASG-EUR regional safety priorities and targets as well as the proposals for the revision and establishing new targets.

3.1.2 The current list of safety targets (ST) and associated metrics were found to be in compliance with the proposal listed in Attachment D to ICAO Doc 10004 Global Aviation Safety Plan (2017-2019). In particular ST2 and ST3 corresponded to Table D-1 paragraph 1, ST5 – to Table D-1 paragraph 2, ST1 – to Table D-1 paragraph 4, ST4 – to Table D-1 paragraph 6. It was agreed that those safety metrics should remain unchanged for the next reference period.

3.1.3 Taking into consideration the current validity period for the GASP, it was agreed that the new reference period should be set ending up in 2019.

3.1.4 The target levels were also agreed to be acceptable in general and hence the new proposed set of safety targets and associated metrics was revised as indicated in **Appendix C**. Based on the review and discussions on this topic during the RCOG /07 held in Baku, Azerbaijan, on 5 and 6 October 2017, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Statement/01 – Review of RASG-EUR Safety Targets and Associated Metrics

That the EANPG and RASG-EUR establishes the revised set of safety targets and associated metrics for RASG-EUR Region for 2018-2019 as contained in **Appendix C** of this report.

3.1.5 The Meeting acknowledged that ST 4 'SSC resolution' would not be reached in 2017, as one State in the Region still had an SSC. In the same vain, the meeting acknowledged that ST 5 'SSP implementation' would not be reached in 2017, as not all States with an EI above 60% had implemented their SSP.

3.1.6 The current monitoring report for 2017 was presented in **Appendix D** to this report. For some figures, data could not be presented and revised validated data would be available only at the end of spring 2018.

Enhancing Support for Safety Management Implementation

3.1.7 The Meeting noted that subsequent to the adoption of Amendment 1 to Annex 19, ICAO identified the following tasks to enhance the support for the implementation of State safety programmes (SSPs) and safety management systems (SMS):

a) a revision to the Safety Management Manual (SMM) (Doc 9859);

b) the development of an ICAO Safety Management Implementation website with examples to complement the SMM;

c) updated SSP tools;

d) an update to the ICAO Safety Management Training Programme; and

e) ICAO SSP implementation promotional activities.

3.1.8 The Meeting received a briefing on the above activities and received a summary of the safety management implementation support plans.

3.1.9 The Meeting noted the request for the support coming from ICAO and agreed on the following

EANPG59 RASG-EUR06 Conclusion/01 – Safety Management Implementation

That the ICAO Regional Director, Europe and North Atlantic, invite States, regional and international organizations to share tools and examples which support effective safety management implementation to be considered for posting on the safety management implementation website through an ICAO validation process (URL https://www.icao.int/safety/SafetyManagement/Pages/Examples-and-best-practices.aspx).

Proposal for the EUR Regional Aviation Safety Plan (EUR-RASP)

3.1.10 The Meeting reviewed an initial proposal for establishing the European Regional Aviation Safety Plan (ERASP) aiming to facilitate implementation of the ICAO Global Aviation Plan at the regional level. The initiative was developed jointly by EASA and ICAO Secretariat. It was proposed to establish a plan with the objective to create a common focus on regional aviation safety issues as a continuation of the European work to improve aviation safety and to comply with ICAO standards.

3.1.11 It was noted that the intent was to develop the ERASP based on the existing European Plan for Aviation Safety (EPAS) already available for 44 States in the EUR/NAT area. However it was confirmed that there was no intention to supersede EPAS by ERASP due to the larger scope of EPAS.

3.1.12 The Plan initially covering 2018-2022 time frame would be a rolling five-year document, updated on an annual basis, following the evolution of GASP and EPAS as well as the input of other members of RASG-EUR. The Safety Targets would be an integral part of the Plan. The RASG-EUR was proposed as the body to monitor ERASP implementation and to collect feedback from stakeholders with assistance of ICAO Secretariat and EASA.

3.1.13 The Meeting noted that this proposal was reviewed at the seventh meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/07), held in Baku, Azerbaijan, on 5 and 6 October 2017. The RCOG/07 agreed in general on the idea and supported its further development subject to the following principles:

a) The draft plan should be reviewed by a specialized project team involving, in particular, RASG-EUR Members and Partners not currently covered by EPAS;

b) Reporting obligations under EPAS and ERASP should be streamlined to avoid duplication of efforts for States;

c) EPAS and ERASP should not contradict to each other and be updated simultaneously; and

d) Rulemaking component of ERASP should be reviewed taking into consideration States not covered by EU regulatory framework.

3.1.14 The Meeting recognized this effort as a good example of cooperation between EASA and ICAO and agreed to establish a Project Team to further develop the Plan. The Meeting also indicated the need to incorporate in the future consolidated version of the Plan all recently agreed decisions of the Meeting including the one on the revised set of safety targets and associated metrics for RASG-EUR Region for 2018-2019. The Meeting noted the commitment from Tunisia and Georgia to be part of the above mentioned project team. Therefore the Meeting agreed to the following:

EANPG59 RASG-EUR06 Decision/03 – Establishment of the EUR Regional Aviation Safety Plan (EUR-RASP)

That:

a) a project team consisting from its members and partners be established, with the task to further develop the proposed draft Plan as presented in **Appendix E** to this report; and

b) a consolidated version of the Plan be presented for approval at the next RASG-EUR meeting.

3.1.15 The Meeting also noted that the work of the project team could be further enhanced through inputs coming from EANPG side of safety discussions.

3.2 RASG SAFETY ENHANCEMENT INITIATIVES

Progress Report on Implementation of SEIs related to pilot training in IE-REST Geographical area

3.2.1 The Meeting was briefed about progress in the implementation of SEIs related respectively to Evidence Based Training (EBT), Multi Crew Pilot Licenses (MPL) and Reduction of Loss of Control - Inflight (LOC-I) related accidents.

3.2.2 In regards to implementation of the SEI related to EBT, the Meeting noted that:

a) The scope of SEI was broadened to include the other types of training (type rating, ab-initio, transition, conversion, etc.) and to incorporate Competency Based Training (CBT) as a part of SEI related to EBT although CBT and EBT were acknowledged to have different implementation ways;

b) Russian CAA Flight Operations Support Council created RU-PTG Working Group on CBT/EBT implementation in Russian Federation tasked to develop a roadmap and to unambiguously define conditions of EBT implementation in the State, including possible required changes to the legislation;

c) EBT implementation was in good progress at the Air Astana (Kazakhstan); and

d) Additional workshops on CBT/EBT Implementations were planned in November 2017 and in 2018.

3.2.3 The IE-PTG rapporteur notified the Meeting about inadequate translation into Russian of the term CBT in ICAO DOC 9995 and Amendment 5 to the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868). The Competency Based Training in Russian version was translated as "Квалификационная система подготовки" that is read as "Qualification Based Training". That created false understanding in some Russian speaking civil aviation authorities that CBT was basically the continuation of the current qualification based requirements to pilot training. IE-PTG evaluated this translation to be a serious blocker to drive CBT implementation in IE-REST geographical area.

3.2.4 The Meeting noted that the above issue was addressed at the Seventh meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/07), held in Baku, Azerbaijan, on 5 and 6 October 2017 and that RCOG agreed to support the necessity to amend definition of CBT indicated in the Russian language versions of ICAO documentation ((RCOG Task 07/01 refers). The Meeting agreed to support the further work planned by IE-PTG and the ICAO Secretariat to address the issue.

3.2.5 In regards to implementation of the SEI related to MPL, the Meeting recalled the RASG-EUR decision to delay the deadline for implementation of the output 3 of the SEI IE-REST/PT/01 to September 2023 until CBT and EBT implementation conditions would be reached. The Meeting was briefed on Russian "Hybrid" CPL/MPL approach: pilots obtaining "frozen" ATPL with type rating, university degree and secured job. It was noted that a "hybrid" approach requires the State's approved training organizations (ATOs) to regularly review their training program for commercial pilots to meet the needs of the major airlines. Use of MPL policy and approach in this case would be very valuable to maximize training efficiency.

3.2.6 In regards to implementation of the SEI related to reduction of LOC-I accidents the Meeting noted the good progress reached driven by the Russian CAA Working Group. The Meeting noted that some outputs were already implemented and for some implementation would be delayed due to resources limitations.

3.2.7 The Meeting discussed various aspects of EBT implementation. It concurred that cultural shift was required to facilitate transition from compliance based check-the-box exercises to verification, assessment and development of competencies required to cope with possible unforeseen situations.

3.2.8 The Meeting also noted the support and positive assessment of the work of the group expressed by the Russian Federation and Finland.

Safety Enhancement Initiatives, proposed corrections to Detailed Implementation Plans and Outputs related to the scope of work of the ICAO EUR-Runway Safety Group (IE-RSG)

3.2.9 The Meeting reviewed the progress report on implementation of Safety Enhancement Initiatives, Detailed Implementation Plans and Outputs related to the scope of work of IE-RSG. The Meeting was informed that ICAO Regional Runway Safety Go-team missions had been conducted to BEN GURION (LLBG) - Tel Aviv, Israel and ESENBOGA (LTAC) – Esenboga, Turkey in 2016. The Meeting noted that additional guidance material was needed for the Runway Safety Team.

3.2.10 Based on the progress reached so far in the implementation of this SEI, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Decision/04 – Runway Safety Enhancement Activities

That:

a) the implementation of outputs 2 and 3 to the SEI IE-REST/RSG/01 as indicated in **Appendix F** to this report be confirmed and the SEI IE-REST/RSG/01 be considered completed;

b) the SEI IE-REST/RSG/02 as indicated in **Appendix G** to this report) be considered completed; and

c) the IE-RSG be tasked to present new SEIs in the area of runway safety by the next EANPG/RASG-EUR meeting.

3.2.11 The Meeting was informed that the RCOG/07 acknowledged that all currently approved Detailed Implementation Plans linked to the implementation of the above two SEIs were completed and, as such, they were considered closed. Nevertheless the Meeting noted that there were no formal confirmation from all RASG-EUR States on the completion of outputs 2 and 3 of SEI IE-REST/RSG/01.

Safety Enhancement Initiatives, Detailed Implementation Plans and Outputs related to the scope of work of the Flight Data Analysis and Air Operator Safety Management System Group (IE-FDG)

3.2.12 The Meeting was briefed about the progress in the implementation of the two IE-FDG SEIs, related respectively to the enhancement of air operators' flight data analysis (FDA) programmes, and to the establishment of FDA Forums in each State. The Meeting note that good progress reported in the implementation of the two SEIs.

3.2.13 The Meeting noted that the following actions had been planned between IE-REST/10 and IE-REST/11 in respect to implementation of IE-REST/IE-FDG/01:

a) to conduct additional FDA workshops/visits to operators in the region;

b) to look for additional airlines to participate in the pilot project for implementation of standardized FDA programme within IE-REST geographical area; and

c) if requested, to conduct dedicated training for States in FDAP approval and oversight.

3.2.14 The Meeting noted that the following actions had been planned between IE-REST/10 and IE-REST/11 in respect to implementation of IE-REST/IE-FDG/02:

a) to support the activity of the National FDA forum by CAA of Moldova;

b) to facilitate implementation by the CAA of Moldova of the existing guidance material developed by EAFDM and translated by IE-FDG; and

c) to facilitate the establishment of the National FDA forum in Ukraine.

3.2.15 Based on information provided the Meeting agreed that more time was required for completion of SEIs and agreed to the following:

EANPG59 RASG-EUR06 Statement/02 – Approval of changes to DIPs for IE-FDG SEIs

That the changes to the Detailed Implementation Plans (DIPs) for Safety Enhancement Initiatives (SEIs) FDG/01 as indicated in **Appendix H** to this report and to the DIPs for SEI FDG/02 as indicated in **Appendix I** to this report are endorsed.

3.2.16 The Meeting also noted the low level implementation of the above **RASG-EUR Conclusions 05/03** and **05/04** by the RASG-EUR States and that additional facilitation actions could be required from the RASG-EUR. However no immediate suggestions for such actions were agreed.

Progress Report in the Implementation Safety Enhancement Initiatives (SEIs), related to taxonomy and occurrence reporting/safety data analysis

3.2.17 The Meeting was briefed about the progress in the implementation of the two IE-TSG SEIs, related respectively to the implementation of ADREP/ECCAIRS compatible taxonomies and databases, and to the implementation of effective mandatory and voluntary safety occurrence reporting systems.

3.2.18 The Meeting noted that the implementation of both SEIs was delayed due to insufficient level of support from States. Specifically, the implementation of IE-REST/TS/01 related to the ECCAIRS implementation would highly depend on additional relevant facilitation actions to be taken by the RASG-EUR.

3.2.19 The following was planned in respect to implementation of IE-REST/TS/01:

a) to continue the translation activity, proofreading and validation of the translated parts; and

b) to send the translated ECCAIRS software interface to the JRC office and to work together for incorporation of the Russian language into the new version of the ECCAIRS.

3.2.20 Based on the progress reached so far in the implementation of SEIs, the IE-TSG proposed several changes to the DIPs. The meeting agreed that proposed changes were grounded and the following draft agreed on the following decision:

EANPG59 RASG-EUR06 Decision/05 – Approval of Changes to DIPs for IE-TSG SEIs

That, the RASG-EUR endorses the changes to the DIPs for SEI IE-REST/TS/01 as indicated in the **Appendix J** and **Appendix K** to the EANPG59 Report

3.2.21 The Meeting was also informed about the upcoming changes with regards to the management and support of ECCAIRS. In particular, the decision taken by European Commission was considered to move ECCAIRS project from Joint Research Centre of the European Commission (DG JRC) to EASA.

3.2.22 The Meeting expressed its concern about the effectiveness of implementation of SEI TSG/01, giving the new circumstances describe above. Specifically, the question was raised in RCOG/07 if it would be possible to maintain and amend the Russian version of ECCAIRS being currently developed as part of an SEI. In general, concerns were raised by the IAC about the conditions on which ECCAIRS software would be provided (or not) to the non-EU States in the future.

3.2.23 The Meeting recalled the recommendation given in Annex 19 encouraging to use an ADREP-compatible system and more specific recommendation provided in DOC9962 Manual on Accident and Incident Investigation Policies and Procedures (para 12.2.3) where States were encouraged to implement their accident and incident database based on ECCAIRS, made available at no charge. The change in the support of ECCAIRS would have an impact on usage of the taxonomy and software by current user States as well as impact for projects under development, like the one being run under SEI IE-REST/TS/01.

IE-REST Helicopter Safety Team (IE-HOST) Update

3.2.24 The Meeting reviewed the outcomes of the work of IE-HOST that resulted in a draft Safety Enhancement Initiative (SEI) related to the reduction of vortex ring state (VRS) accidents. It was noted the "pilot" initiatives of IE-HOST were:

a) Drafting ICAO initiatives in order to develop recommendations for training pilots in terms of entering the vortex ring state recognition, further actions to prevent and recover from the vortex ring state (hereinafter referred to as VRS);

b) Promote the implementation of the recommendations outlined above in the programs of flight schools.

3.2.25 The Meeting noted and supported these initiatives and agreed on the following action items:

a) Find, translate and forward to FATA the translation and originals of FAA, EASA circulars, recommendations and instruction techniques of foreign training centres regarding VRS issue;

b) Compile a list of domestic documents available, concerning VRS issue and forward it to FATA; and

c) Draft instruction techniques for pilot actions to prevent and recover from VRS.

3.2.26 The Meeting noted that an analysis of FATA, FAA, EASA, former EHEST (European Helicopter Safety Team) requirements related to practical pilot training was conducted. It was found that the main factor of entering VRS was the non-compliance with RFM requirements by the crew and the lack of control of airspeed indicator and rate-of-climb meter during descend and evolution.

3.2.27 The Meeting agreed to a new Safety Enhancement Initiative, which consists of:

a) Assessment of adequacy and realism of helicopter simulator performance during VRS entering in flight. An agreement was reached between GAZPROMAVIA air company and flight schools regarding performing test flights, using flight simulators, with involvement of test pilots from Mil Moscow Helicopter Plant, JSC and Flight Research Institute, who repeatedly practice VRS;

b) Under favorable conclusion of test pilots to develop a standard program of initial and periodic flight crew training;

c) Consider the developed methodology at FATA expert board; and

d) Introduce, if endorsed by FATA expert board, the methodology and technique of entry and recovery from VRS in training schools program.

3.2.28 Therefore, the Meeting agreed to endorse the following, as supported by RCOG/7:

EANPG59 RASG-EUR06 Decision/06 – Approval of IE-HOST SEI to Vortex Ring State Recovery

That:

a) the Safety Enhancement Initiatives (SEIs), Detailed Implementation Plans (DIPs) and Outputs related to vortex ring state recovery as indicated in **Appendix L** to this report are endorsed; and

b) IE-REST, through the RCOG, report to each future EANPG/RASG-EUR meetings on the progress of these SEI, DIPs and Outputs.

Outcomes of the Work of the IE-REST ANS Safety Oversight Group (IE-ANS SO) and proposed SEI in the Area of Technical Personnel Qualification and Training

3.2.29 The Meeting was presented with the outcomes of the work of the IE-REST ANS Safety Oversight Group (IE-ANS SO) that resulted in a draft Safety Enhanced Initiative (SEI) related to training of safety oversight personnel in the areas of PANS-OPS and Aeronautical Charts.

3.2.30 The Meeting noted with thanks the confirmation of, Azerbaijan Air Navigation Services Department (AZANS) of "Azerbaijan Hava Yollari" CJSC, to act as one of the lead organizations for this work.

3.2.31 The Meeting noted that the proposed draft SEI was reviewed at the ninth meeting of the ICAO EUR Regional Expert Safety Team (IE-REST/09) held in Tbilisi, Georgia on 15 July 2017 and at the seventh meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/07), held in Baku, Azerbaijan, on 5 and 6 October 2017. Both IE-REST and RCOG agreed to support the SEI for further endorsement by RASG-EUR.

3.2.32 During the follow-up discussion the Meeting noted that scope of the SEI could be potentially enlarged to cover also the issue of training for PANS-OPS designers in general. However this in itself could require much more resources and preparatory work for implementation.

3.2.33 The Meeting noted that implementation of SEI should be driven by the recent development of the ICAO guidance material and should be based on practical examples of the combined training of safety oversight staff and designers. This should ensure a more holistic approach to the solution of the problem.

3.2.34 Based on that the Meeting agreed to the following:

EANPG59 RASG-EUR06 Decision/07 – Approval of IE-ANS SEI related to Oversight Capabilities in the Areas of PANS-OPS and Aeronautical Charts

That:

a) the Safety Enhancement Initiatives (SEIs), Detailed Implementation Plans (DIPs) and Outputs related to oversight capabilities in the areas of PANS-OPS and Aeronautical Charts as indicated in **Appendix M** to this report are endorsed; and

b) the IE-REST, through the RCOG, report to each EANPG/RASG-EUR future meetings on the progress of this SEI, DIPs and Outputs.

3.3 ACTIVITIES RELATED TO THE PREVENTION OF CONTROLLED FLIGHT INTO TERRAIN (CFIT)

Proposal on Activities related to the Prevention of Controlled Flight into Terrain

3.3.1 The Meeting was presented with the outcomes of the work conducted jointly by UK CAA (Bermuda) and IATA on the analysis of safety data and possible proposals for regional actions with regards to the prevention of CFIT accidents. These outcomes were discussed and summarized at the tenth meeting of

the ICAO EUR Regional Expert Safety Team (IE-REST/10) held in Baku, Azerbaijan, 4-5 October 2017 and reviewed at the seventh meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/07) held in Baku, Azerbaijan, on 5 and 6 October 2017.

3.3.2 Although the CFIT accidents were very rare events, the Meeting agreed that due to the inherent fatality risk this category of accidents should remain a priority focus at regional level and should be closely monitored.

3.3.3 The Meeting noted the following major outcomes of IE-REST/10 with regards to the proposed CFIT preventive measures for the region:

a) UK (Bermuda) together with IATA and support from ICAO Secretariat prepare a Draft RASG-EUR Safety Advisory related to TAWS effectiveness to be present at the next RASG-EUR meeting;

b) UK (Bermuda) together with IATA and support from ICAO Secretariat review ICAO requirements, industry SOPs and training material related to response to TAWs alerts and prepare proposals for possible measures in this domain to the IE-REST/11 meeting; and

c) UK (Bermuda) together with IATA review other recommendations listed in IATA CFIT Study and provide further proposals to be considered at the IE-REST/11 meeting.

3.3.4 The Meeting reviewed the outcomes of the follow-up drafting activities led by UK (Bermuda) and coordinated with ICAO and IATA and agreed to the following:

EANPG59 RASG-EUR06 Conclusion/02 – Publication of RASG-EUR Safety Advisory on Measures to Improve the Effectiveness of TAWS/EGPWS

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

a) Publish RASG-EUR Safety Advisory 06 as indicated in the **Appendix N** to this report; and

b) Urge States to consider implementation of the developed best practices.

3.4 EUR ANNUAL SAFETY REPORT

RASG EUR Annual Safety Report

3.4.1 The Meeting was briefed on the outcomes of the work of the RCOG Reporting Group (R-REP) resulted in the draft RASG-EUR annual safety report for 2016.

3.4.2 The Meeting expressed its gratitude to the organizations who contributed significantly to the report preparations (in alphabetical order): CANSO Europe, EASA, EUROCONTROL, Finnish TRAFI, French DGAC, IATA, ICCAIA (Airbus), IFALPA and IAC. The work was supported by the ICAO EUR/NAT office experts.

3.4.3 The Meeting noted that above mentioned outcomes of the work performed by R-REP had been reviewed at the Seventh meeting of the European Regional Aviation Safety Group Coordination Group (RCOG/07), held in Baku, Azerbaijan, on 5 and 6 October 2017 with the comment that the report required professional formatting to make it more user-friendly and include images. This action was performed after the RCOG's approval, in principle, of its content and text. The Meeting reviewed the final formatted draft version of the RASG-EUR Annual Safety Report for 2016 f and agreed to the following:

EANPG59 RASG-EUR06 Conclusion/03 – Publication of RASG-EUR Annual Safety Report for 2016

That, the ICAO Regional Director, Europe and North Atlantic, on behalf of the RASG-EUR publishes the RASG-EUR Annual Safety Report for 2016, as indicated in the **Appendix O** to this report, for public access at the ICAO EUR/NAT webpages.

3.4.4 The Meeting noted the proposal from IFALPA to consider integrating of Unmanned Aircraft Systems (UAS) into current air traffic flows and feedback from EC that the issue of integration of UAS was already being addressed in development process of the ATM Master plan.

3.5 REGIONAL MONITORING AGENCIES REPORTS

2017 EUR and EURASIA RVSM Safety Monitoring Report

3.5.1 The Meeting noted that both Regional Monitoring Agencies conducted their programme of aircraft height monitoring, RVSM approval verification and safety assessment for the RVSM Airspace in the EUR Region in accordance with the requirements of Annex 11 (13th Edition), Annex 6 (9th Edition) and the precepts of ICAO Doc 9574 and Doc 9937.

3.5.2 The EUROCONTROL EUR RMA and the RMA EURASIA presented the Meeting with the 2017 Safety Monitoring Reports (SMR) (covering the 2016 calendar year). The Meeting noted that the results of monitoring for safety objectives 1 and 2 related to Technical and Overall Risks for 2016 satisfied the Technical Risk Target Level of Safety and Target Level of Safety respectively. The data collected and processed for January to September 2017 by the RMA EUR and RMA EURASIA indicated that there was reason to believe that the technical and operational risk in 2017 would also meet the target values.

3.5.3 Nevertheless, the Meeting was informed that the low number and poor level of detail of altitude deviation and other operational reports received by the EUR RMA, in conjunction with regional variation did not support sufficient degree of confidence in the accuracy of the estimate of risk. Despite repeated efforts on the part of ICAO and the planning group to improve reporting levels, the number of reports remained extremely low and significantly below levels reported in other RVSM regions. Without additional efforts on the part of States, to ensure accurate reporting levels to the EUR RMA would be improved, the RMA questioned whether it was feasible to continue to provide an estimate of total collision risk in future reports.

3.5.4 As for safety objective 3 requiring that the continuous operation of EUR RVSM had not adversely affected the overall risk of en-route mid-air collision, the number of individual airframes investigated for non-compliant or aberrant ASE characteristics in 2016 was 10 and 20 during the first nine months of 2017. The largest magnitude of ASE observed in this period was 1,000 ft. which was due to an aircraft altimeter selector set to standby position instead of normal. Another aircraft exhibited an ASE of +500 ft. A third aircraft was monitored with an ASE of -500 ft. The number of flights confirmed by non-approved EUR aircraft remains low at approximately 1%. However there was concern that a number of reported non-approved aircraft were continuing to operate without any corrective action on the part of the State responsible for the approval, or in whose airspace these aircraft were operating.

3.5.5 The RMA EURASIA reported that analysis of the causes of large deviations had been carried out on an ongoing basis. During the analysis, the RMA EURASIA sent 41 inquiries in total concerning the reasons for the occurrence of large deviations. The analysis showed that 47% of the large deviations were due to crew errors, 28% - to the pilot-controller interaction errors, and 12% - to the turbulence effect.

3.5.6 The Meeting noted that RVSM Safety Objective 4 was also fulfilled. This objective required that all issues that were active when the 2016 Safety Monitoring Report was issued had been addressed satisfactorily and that any new concerns had been brought to the attention of the EANPG.

3.5.7 With the evidence provided that the quantitative TLS for collision risk in the RVSM airspace in the ICAO EUR Region was satisfied and accepting that there was no increased risk to the safety of continued operation of RVSM in European airspace due to other factors, the Meeting acknowledged the reports from both RMAs and endorsed the following:

EANPG59 RASG-EUR06 Statement/03 – 2017 EUR RVSM Safety Monitoring Report

That the EANPG, noting the report provided by the European Regional Monitoring Agencies (EUR RMA and RMA EURASIA), is satisfied that Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the four safety objectives for the year 2016.

Note: It should be noted that confidence in the accuracy of the estimate for the total risk remains very low due to the low number of LHDs and other operational error reports sent to the RMA.

3.5.8 Algeria questioned the status of its transition from AFI RMA to the EUR RMA. In this regard, the Meeting recalled the EANPG Conclusion 56/31 - Inclusion of Algeria within the EUR RVSM region. The meeting noted that the transition process was at its last stages and it was expected that the formal transfer would be achieved by 1 January 2018.

Review of the EUR RVSM Safety Objectives

3.5.9 The EUR RMA and RMA EURASIA presented the Meeting with their views on the current limitations in the safety objectives with regards to the RMA monitoring function in the post RVSM implementation environment. The EUR RMA presented proposals developed by EUR RMA to modify the safety objectives making them more practical, measurable and relevant to the post implementation role of the RMA.

3.5.10 The Meeting recalled that Safety objectives 1 and 2 were statistical evaluations estimating the risk of mid-air collision due to the continued use of a 1,000 ft. vertical separation minimum between FL290 and FL410. These remained valid safety objectives which estimated the probability of collision based on empirical data. However the estimates themselves were only valid providing that the data upon which the estimates were based was statistically representative. In this respect, the estimation of total risk (Safety Objective 2) combined the results from Safety Objective 1 with the estimation of risk due to all other factors. This second component, often termed operational risk, was primarily estimated by the evaluation of the magnitude and duration of events extracted from operational incident reports including Large Height Deviation reports.

3.5.11 Although it had continued to estimate the total risk based on operational reports received, the EUR RMA had consistently reported to the EANPG its very low confidence in the accuracy of the calculated result, due to the low number of reports received, and the distribution of those reports throughout the region. All efforts on the part of the planning group to improve reporting levels over many years having failed, the RMAs had questioned the validity of continuing to produce an estimate which was considered more or less meaningless.

3.5.12 Safety Objective 3 required that safety levels within RVSM airspace do not increase; however it was at best vague regarding the actual definition of how this should be measured, and compliance quantified. It was the view within the EUR RMA that a clearer definition of safety objective 3 was required. All of the contributing factors needed to be considered and a means derived for quantifying the contribution of each towards one or more statements, (one or more safety objectives) that the operation of RVSM continued to be safe.

3.5.13 Safety Objective 4 was originally intended to verify that all safety related project milestones required for implementation had been actioned by all stakeholders including, manufacturers, operators, ANSPs and National Authorities. This safety objective was inherited by the permanent monitoring

programme; however as with safety objective 3, compliance with this objective was a qualitative assessment and open to interpretation.

3.5.14 Missing from the Safety Objectives explicitly, was any reference to the tasks of an RMA with regards to monitoring of individual aircraft and group Altimeter Setting Error (ASE) characteristics, aircraft technical performance issues and operator approval and fleet monitoring requirements.

3.5.15 Based on the critical analysis above, the RMAs concluded that the objective of the RVSM monitoring programme was to ensure that the continued operation of RVSM in Europe did not adversely affect the safety of flights. It was proposed that could be achieved by demonstrating compliance with 5 specific Safety Objectives.

3.5.16 The Meeting noted the position of RMA EURASIA that there was a clear need to update the objectives. However, the exact wording of the new objectives would still require further coordination at the other fora.

3.5.17 After careful consideration of the above 5 safety objectives, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/04 – Revision of RVSM Safety Objectives

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG RASG-EUR invite the appropriate ICAO global working groups (e.g. ICAO SASP) to assess and review the proposed revisions of the RVSM Safety objectives.

3.5.18 The Meeting discussed the need to enlarge the scope of the objectives to calculate safety risk below FL290 and greed that this issue should be addressed at the global level with existing review mechanisms such as ICAO RMA coordination group and SASP.

Non-Approved Aircraft Operating in EUR RVSM Airspace

3.5.19 The Meeting was presented with the results of the investigations following publication of the first 3 bulletins of non-approved aircraft operating in EUR RVSM airspace. The Meeting recalled the rationale behind the implementation of the bulletin and was informed on the investigation results and the major issues which had arisen from analysis of those results.

3.5.20 The Meeting noted that the RMA bulletin first published in July 2016 was not a comprehensive list. Only a total of 33 aircraft were included. The second bulletin, including aircraft from all ICAO EUR Region, was published in January 2017 with a total of 216 aircraft. The third bulletin published in May 2017 had a total of 235 aircraft. RMA EURASIA published a RMA Bulletin covering aircraft operating within the whole ICAO EUR Region.

3.5.21 The expectation was that publication of the bulletin would have two effects. The first was that States exercising operational authority would act quickly to address the approval issue to avoid unwanted action being taken against legitimate operators, and second that States in whose airspace these aircraft were operating would take appropriate action.

3.5.22 The Meeting noted a poor removal rate that was due partly to the time it had taken for other RMAs to implement their own procedures and to inform their own accredited States of the implications of aircraft being listed on the RMA bulletin. In recent months the responses from the USA, Africa, Asia and South America/Carribean RMAs had improved and it was hoped that the residual number of aircraft remaining on the bulletin would reduce.

3.5.23 With only 18 out of the 45 states and independent aircraft registries accredited to the EUR RMA registered to access the RMA Bulletin, the Meeting agreed to the following

EANPG59 RASG-EUR06 Conclusion/05 – Access to RMA Bulletin of Non-Approved Aircraft Operating in ICAO EUR Region Airspace

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG/RASG-EUR:

a) Urge EANPG member States from the EUR RMA Area of accreditation to register to access the RMA Bulletin hosted on the EUROCONTROL One Sky Team portal; and

b) Invite States from other ICAO Regions to register and access the RMA Bulletin.

3.5.24 With regard to appropriate action being taken by States vis-a-vis RVSM non-approved and/or noncompliant aircraft operating within their RVSM airspace (Annex 6 requirements), the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/06 – Appropriate State Actions with Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG/RASG-EUR invite States to provide:

a) Information on what procedures are in place to manage non-approved and non-compliant aircraft;

b) Feedback on how the data being published on the RMA bulletin is used within the State; and

c) Details on how the information on the data available on the RMA bulletin is being distributed within the State.

3.5.25 The Meeting noted the position of the Russian Federation that, in their view, there was a lack of harmonisation on how RMA EUR and RMA EURASIA worked on the population of the RMA bulletin. Various procedures could possibly lead to conflicting messages and inconsistent data. Therefore, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/07 – Harmonization of Data Provision to the RMA Bulletin by RMA EUR and RMA EURASIA

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG/RASG-EUR invite RMA EUR and RMA EURASIA to further work and agree on a consistent approach in preparing and presenting the combined/consolidated RMA bulletin.

3.5.26 With regard to the relatively high number of aircraft registrations from Morocco which have been listed long term on the RMA bulletin, the meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/08 – Resolution of Large Numbers of Non-RVSM Approved Aircraft from Morocco

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG/RASG-EUR urge Morocco to undertake the necessary action to clarify the status of aircraft registered in their State which are listed in the RMA bulletin.

3.5.27 The Meeting further debated other possible measures that could be taken to address the issue to include:

a) Inclusion of the relevant aircraft or air operators into the list of carriers banned to fly in EU;

b) Rejection of flight plans by the IFPS for relevant aircraft;

c) Assessment of measures taken by other Regions; and

d) Use tools available in the USOAP mechanism (mandatory information request, initiation of Significant Safety Concern procedures.

3.5.28 The Meeting agreed that all of the above measures should be investigated and possible outcomes of such investigation should be present at its next meeting.

RMA Terms of Reference

3.5.29 The Meeting was presented with a proposal to amend the ToRs of the RMAs in the EUR Region. It was noted that the ICAO North Atlantic (NAT) Region planned to implement Performance Based Communication and Surveillance (PBCS)/Performance Based Navigation (PBN) based separation minima on 29 March 2018 in accordnace with the provisions of ICAO PANS-ATM (Doc 4444) and Annex 11. In order to benefit from these reduced separation minima, the NAT airspace users needed to obtain appropriate PBCS authorisations from their State authorities in accordance with the provisions of ICAO Annex 6 (Operation of Aircraft).

3.5.30 The Meeting was informed that In order to raise awareness and assist States in preparation to the planned NAT implementation, the ICAO EUR/NAT Office sent a State Letter EUR/NAT 17-0341.TEC (NAE/BRM) on 20 June 2017, sharing the Advisory Circular AC 700-041 published by Canada and the Aeronautical Information Circular Y 062/2017 published by the United Kingdom providing guidance to aircraft operators concerning PBCS authorizations. These documents were made available to assist in the process of development and implementation of national regulations, procedures and processes for PBCS authorizations of NAT airspace users. The Meeting was informed that the United States have published their regulations on PBCS authorisations as well.

3.5.31 In addition, a specifc ICAO NAT PBCS session was held on 2 November 2017 during the NAT Operations Forum in Ottawa, Canada (ICAO State Letter EUR/NAT 17-0409.TEC (NAE/BRM of 19 July 2017 refers). This session would be complemented by an ICAO PBCS Workshop during the week of 19 to 23 February 2018 in Paris, France. The objective of these two events was to share experience on PBCS authorisation procedures and processes, PBCS monitoring information sharing mechanisms and other NAT developments with regards to PBCS. The main target audience for these events would be State authorities and airspace users, specifically those that were not represented in the NAT SPG working structure

3.5.32 The Meeting was informed that in order to support the NAT airspace users and their State authorities to implement provisions of para 7.1.5 and 7.3.4 of Annex 6, the NAT Air Navigation Service Providers (ANSP) implemented the mechanisms to share routine information on the observed performance and reports on aircraft not performing according to PBCS requirements. Contact points for this information would be provided in the respective Aeronautical Information Publications (AIP) of NAT provider States.

3.5.33 Notwithstanding the foreoing, it was identified that the most effective solution for communicating information on PBCS underperforming aircraft, was to implement a future centralised mechanism based on the existing netwrok of RMAs. To that end, it was noted that the 12th meeting of the Regional Monitoring Agencies Coordination Group (RMACG) held from 22 to 26 May 2017 discussed potential processes for reporting PBCS non-performance and for collecting and verifying PBCS authorisation status. The RMACG/12 thought that in order to implement these processes, changes to the *PBCS Manual* (Doc 9869) and *Operating Procedures and Practices for Regional Monitoring Agencies in Relation to the Use of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive* (Doc 9937) could be required and agreed that the North American Approvals Registry and Monitoring Organization (NAARMO) would take the lead and coordinate with ICAO on potential updates to ICAO documents to reflect the proposed expanded role of RMAs in support of regional PBCS monitoring programmes.

3.5.34 The Meeting was informed that in view of the above, the NAT SPG agreed that to amend the the North Atlantic Central Monitoring Agency (NAT CMA) ToRs to include additional tasks on PBCS monitoring information sharing (NAT SPG Conclusion 53/9 refers).

3.5.35 Therefore, the Meeting agreed to amend the ToRs of EUR RMA and EURASIA RMA taking also into account the feedback from the Russian Federation and EUROCONTROL that in principle they did not see any issues concerning the proposed amendments. It was noted that based on this agreed Conclusion, the ICAO EUR/NAT would send apropriate formal requests to the Russian Federation and EUROCONTROL. France informed the Meeeting about their intended approach to PBCS authorisations and requested to replace the word "approval" by "authorisation" in order to ensure consistency with Annex 6.

3.5.36 In view of the above, the following Conclusion was proposed:

EANPG59 RASG-EUR06 Conclusion/09 – Terms of Reference of RMAs

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to:

a) Amend the EANPG *Handbook* (EUR Doc 001), Appendix D Terms of Reference for the EUR RMA and EURASIA RMA as presented in **Appendix P**; and

b) Invite EUROCONTROL and the Russian Federation to make necessary resources available for implementation of the agreed amendments to the ToR of RMAs.

3.6 AIR NAVIGATION DEFICIENCIES

EANPG Decision 58/01 – Update of the EUR Region Air Navigation Deficiencies Table

3.6.1 The Meeting recalled that EANPG agreed (EANPG Decision 58/01 refers) that the Russian Federation be included into the EUR Region Air Navigation Deficiencies List (the List) for non-observance of ICAO Annex 11 items 2.1.2, 2.1.3 and ICAO Annex 15 item 2.1.2.

3.6.2 The Meeting noted the information provided by Ukraine that necessary correction actions had not be taken by the Russian Federation to address this Deficiency and therefore it was suggested to revise the priority level of the deficiency EUR-AIS-07-01 from "B" to "U" (Urgent requirements having a direct impact on safety and requiring immediate corrective actions), based on the provisions of the *the EUR Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies (Attachment to APPENDIX A of the EUR Doc 001 – EANPG Handbook).*

3.6.3 The Meeting recalled that this Deficiency, although was officially introduced in the List at the request of Ukraine at EANPG/58, it was reflecting a situation that went back to March 2014 and very well known to the civil aviation community ever since. The Russian Federation argued that the inclusion in the List was done without a full observance of the Uniform Methodology while Ukraine stated that in accordance with the items 3.8 and 3.9 of the EUR Supplement the priority for the deficiency ID – EUR-AIS-07-01 should have been set as "U". The Meeting acknowledged that a review of the priority was appropriate, noted the objection raised by the Russian Federation and agreed to the following:

EANPG59 RASG-EUR06 Conclusion/10 – Update the Priority of the EUR-AIS-07-01 in the EUR Region Air Navigation Deficiencies Table

That, the ICAO Regional Director, Europe and North Atlantic, shall undertake the necessary actions to review the priority of the air navigation deficiency EUR-AIS-07-01 having regard for the procedures set up for identification, assessment and reporting of air navigation deficiencies in the EUR DOC 001.

List of EUR AN Deficiencies

3.6.4 The Meeting was presented with the update to the ICAO EUR AN Deficiency list. It noted that based on the evidence provided by the Secretariat, the COG agreed to delete Deficiency AIS-04 concerning Belarus, Georgia, Kazakhstan, Russian Federation and Uzbekistan from the List of AN Deficiencies as well as the EUR-ATM-04-10 deficiency (Provision of airspace monitoring data) concerning Republic of Moldova. The meeting recalled the increase in the number of States included in the deficiency list in respect of non-adherence with the eTOD area 1 and 4 requirements.

3.6.5 The Meeting was informed that based on a recent survey conducted by WMO the METG/27 meeting agreed to propose the inclusion of Turkmenistan to the list of air navigation deficiencies in the EUR Region as QMS had not yet being implemented. Consequently, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/11 – MET Deficiencies

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG and RASG-EUR:

a) Update the list of EUR air navigation deficiencies in the MET field to include the deficiency EUR-MET-01-13 for Turkmenistan related to the lack of QMS implementation; and

b) Take necessary action to publish the updated list of deficiencies as provided in the **Appendix Q**

4. PLANNING AND IMPLEMENTATION

4.1 EUR GANP ASBU IMPLEMENTATION PROGRESS

ASBU Implementation Monitoring Report 2016

4.1.1 The Meeting was informed about the 2016 ASBU implementation monitoring report, the latest development of the ATMGE questionnaire and as well on the number of activities that had been carried out.

4.1.2 The Meeting recalled that EANPG Conclusion 55/03 enabled a cooperative agreement between ICAO and EUROCONTROL to support the ASBU implementation monitoring process and avoid unnecessary duplication of reporting. The Meeting also recalled that in October 2016, the 39th ICAO Assembly endorsed the 5th version of the GANP (incorporating updates on the ATM logical infrastructure, the introduction of a minimum path and the performance based implementation concept) and the ICAO Assembly Resolution A39-12 calling upon States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs.

4.1.3 The Meeting noted that in the course of 2017 a number of activities had been carried out in order to follow up with the EANPG/58 conclusions. The endorsed ASBU implementation monitoring report

(2016) was forwarded to ICAO HQ as one of the contributions from the ICAO EUR Region to the annual ICAO Global Air Navigation Report. The Meeting noted that relevant parts of the report had also been used for the update of the ICAO EUR eANP Vol III.

4.1.4 The collection of data from States outside ECAC area had been performed at the ATMGE/23 (March 2017) and ATMGE/24 (September 2017) meetings through the State Reports that had included the revised version of the ASBU monitoring questionnaire as adopted by EANPG/58. The support from all ATMGE States was highly appreciated together with the improved quality of the information received. Based on the feedback received at the ATMGE meetings a new version of the ASBU questionnaire would be developed for the ATMGE/25 State Reports.

4.1.5 The Meeting noted as well that as a follow up to the joint ICAO/Arab Civil Aviation Commission(ACAC) GANP ASBU Symposiums in Algiers (September 2016), and in Tunisia (March 2017), the ASBU questionnaires from Algeria, Morocco and Tunisia had been formally submitted before the end of May 2017. During this joint events, which also included participation of the ICAO MID Office and the WACAF Office, three dedicated sessions had been organised by ICAO and EUROCONTROL for the 3 North African States.

4.1.6 The Meeting noted with satisfaction that the 2016 version of the ASBU Implementation Monitoring Report included implementation status/data from all 55 States in the ICAO EUR Region (Monaco, San Marino and Andorra had not been addressed separately in this report, neither in related statistics, because for monitoring purposes they had been included in other provider States). The Meeting noted that the report was based on the information submitted by 41 States participating in the ESSIP/LSSIP mechanism and the data from the ASBU implementation monitoring questionnaires for the 11 States within the ICAO EUR Region outside the ESSIP/LSSIP reporting mechanism.

4.1.7 The Meeting was informed that as the Global Air Navigation Plan required States to report the status of their ASBU implementation, the ASBU Implementation Monitoring Report was a key document to monitor and analyse the ASBU implementation status within the EUR Region and a companion document of the eANP.

4.1.8 The Meeting noted the impressive collaboration required to achieve the timely completion of the 2016 ICAO/EUROCONTROL ASBU implementation monitoring report, avoiding duplication of effort and therefore agreed to the following:

EANPG59 RASG-EUR06 Statement/04 – Endorsement of the 2016 ASBU Implementation Monitoring Report

That the Meeting endorses the 2016 ICAO/EUROCONTROL ASBU implementation monitoring report (Version 0.6 from 2 October 2017), as provided in **Appendix R** to the report.

4.1.9 The Meeting noted that there were three mechanisms to gather and report States' data to ICAO, namely throughout the ESSIP/LSSIP reporting mechanism, the ATMGE State reports and a reporting mechanism process to be further developed for the 3 North African States and Israel. This mechanism could envisage, amongst other possibilities, to use the EANPG State' Focal Point as a focal point to report the ASBU related data to ICAO.

4.1.10 With reference to the outcome of the ATMGE/24 and the EANPG Conclusions 55/02 and 55/03 and taking into account the need to review some of the implementation objectives included in European ATM Master Plan that were linked to ASBU Block 0 modules, the Meeting agreed to update the EUR ASBU Implementation Plan (Appendix G of the EANPG/55 Report) in accordance with the following tables used for monitoring purposes:

ASBU Block 0 Priority 1 Modules	**Objective designator (ESSIP)**		**Other Block 0 Modules**	**Objective designator (ESSIP)**
B0-ACAS	ATC16		B0-ACDM	AOP05
B0-APTA	NAV10 NAV03.1		B0-ASUR	ITY-SPI
B0-DATM	INF04 ITY-ADQ		B0-CCO	ENV03
B0-FICE	ATC17 ITY-COTR ITY-FMTP		B0-CDO	ENV01
B0-SNET	ATC02.2 ATC02.8		B0-FRTO	AOM19.1 AOM21.1
B0-SURF	AOP04.1 AOP04.2		B0-NOPS	FCM01 FCM03
			B0-RSEQ	ATC07.1 ATC15.1
			B0-TBO	ITY-AGDL
			B0-AMET	

4.1.11 The Meeting noted that the ASBU implementation report questionnaires would be subsequently adapted and a new version of the questionnaire would be attached to the ATMGE State Report format. Based on the current experiences, it was recommended that the progress/status of implementation of ASBU Block 0 modules should be reported by States, for monitoring purposes, regardless of their assigned priority in the EANPG/55 conclusions.

4.1.12 Consequently the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/12 – Enhanced ASBU Implementation Monitoring within the ICAO EUR Region

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

a) Invite States to use the revised ATMGE State Report format, as presented in **Appendix S** to the report, on the status of implementation of ASBU Block 0 modules;

b) Continue to promote the collaborative implementation monitoring approach by asking States to nominate an ASBU implementation focal point;

c) Request States to provide their ASBU implementation data to the next ATMGE/25 meeting in April 2018, so that the 2017 version of the ASBU implementation monitoring report can be presented at EANPG/60 in 2018; and

d) Establish a mechanism to obtain monitoring data from Algeria, Morocco, Tunisia and Israel with the participation of their focal points (since these States are not formally ATMGE members).

4.1.13 Finally, the Meeting noted, that the endorsed ASBU implementation monitoring report would be forwarded as one of the contributions from the ICAO EUR Region to the annual ICAO Global Air Navigation Report and that relevant parts of the report would be used for the ICAO EUR eANP Vol III.

4.1.14 The Meeting appreciated this significantly improved version of the report and noted that this was a successful example of cooperation using combined efforts and existing resources/processes and avoiding unnecessary duplication.

Update EUR eANP Volume III

4.1.15 The Meeting was presented with a progress report of actions taken since EANPG/58 (November 2016) in relation to the EUR Air Navigation Plan (EUR eANP). It was reported that the Proposal for Amendment (PfA) to Volume II of the European Air Navigation Plan (EUR eANP, Doc 7754) had been processed and approved in January 2017 (Serial No: EUR/NAT-II 16/03 - AOP-CNS-ATM-MET-SAR-AIM, EUR/NAT letter ref: EUR/NAT 17-0031.TEC refers). Additionally, it was recalled that the 2016 EUR eANP Volume III, together with its companion document, the *ASBU Implementation Monitoring Report*, (Reference Period 2015) had been approved at the EANPG/58 meeting. The approved versions of the three Volumes of the EUR eANP could be accessed on the ICAO EUR/NAT public website under "EUR/NAT Documents".

4.1.16 With respect to new updates to Volume II of the EUR eANP, the Meeting was informed that a number of deletions and insertions of aerodromes to Table AOP II-1 that had been brought forward during the consultation period of the PfA to Volume II could not be taken into account as they had not been included in Volume I which had been approved earlier. The Meeting noted that the Secretariat was progressing with these PfAs to Tables AOP of Volumes I and II and the related MET Tables. It was reminded that aerodromes listed in the Tables AOP of Volumes I and II were also reflected in Table MET II-2. MET-related information for the newly added aerodromes therefore was also required when updating the Tables AOP.

4.1.17 The Meeting noted that the EANPG endorsement of Volume III covered the requirement of approval as per the 2014 Council-approved Procedure for amendment of Regional Air Navigation Plans. However, if changes to Parts 0 (Introduction) and I (General Planning Aspects) of Volume III were proposed, inter-regional coordination was required before they could be adopted. Consequently, in order to facilitate the approval of Volume III, all proposed changes were reflected only in Part II (Air Navigation System/ASBU Implementation).

4.1.18 It was recalled that the EANPG/57 had adopted the *ASBU Implementation Monitoring Report* as a Companion Document of the EUR eANP Volume III (EANPG/57 Report, paragraph 4.1.7 refers). The relevant summaries of the implementation status for ASBU Block 0 Modules of the 55 States in the ICAO EUR Region were extracted and inserted in the annual updates of the EUR eANP Volume III.

4.1.19 The 2017 version of the EUR eANP Volume III was presented and reviewed. The Meeting was informed that the previous Tables related to B0-AMET had been revised and updated. The new format was reviewed and agreed. It was also noted that the METG/27 (Paris, September 2017) endorsed new tables for the 2018 version of the EUR eANP Volume III, namely Tables on OPMET Availability (METAR and TAF), OPMET Timeliness (METAR and TAF) and SIGMET Availability and that they would be populated by the Data Management Group (DMG) with OPMET data performance statistics based on monitoring for consideration by METG/28 (Paris, September 2018) and presented to the next EANPG for approval. It was reported that the Tables related to B0-DATM had been updated at the AIM/SWIM Team-13 (Brussels, September 2017) and COG/AIM TF-34 (Paris, September 2017) meetings.

4.1.20 The following summary of updates was provided:

a) Updates to Table of Contents on page i;

b) Update to remarks concerning B0-AMET in Table GEN III-1 on page I-4;

c) Updates and corrections to paragraphs 3.5 - 3.6 and Figure ANS-ASBU III-EUR-1 [2016 ASBU Monitoring Reporting of ICAO EUR States] on page II-3;

d) Updates to paragraphs 3.8 and 3.9 on page II-4;

e) Updates to Table ASBU-III-EUR-1 [EUR Region Implementation Status of Block 0 Module Elements] on pages II-5 to II-11;

f) Replacement of Tables ASBU-III-EUR-1-2-1 and 1-2-2 on page II-12;

g) Updates to Tables related to B0-AMET on pages II-13 to II-16; and

h) Updates to Tables related to B0-DATM on pages II-17 to II-30.

4.1.21 Noting the above summary, the Volume III of the EUR eANP, v2017, and the following EANPG RASG-EUR Conclusion were approved:

EANPG59 RASG-EUR06 Conclusion/13 – Volume III of the EUR eANP, v2017

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EANPG, take the necessary actions to publish the 2017 *ICAO European Air Navigation Plan*, Volume III (EUR eANP, Doc 7754, Vol III) and its Companion Document, the *ASBU Implementation Monitoring Report - Reference Period 2016*, as contained at **Appendix T** to this report.

Outcomes of the Interregional APAC/EUR/MID Workshop on 'Service Improvement through Integration of AIM, MET and ATM Information Services'

4.1.22 The Meeting was apprised of the outcome of the Interregional APAC/EUR/MID Workshop on '*Service improvement through integration of AIM, MET and ATM Information Services*', which was sucessfully held at EUROCONTROL Headquarters, Brussels, Belgium from 2 to 4 October 2017. The workshop was attended by 138 participants from 37 States and 6 International Organizations.

4.1.23 The workshop objective was to address planning and implementation issues of the Performance Improvement Area 2 (PIA2) Aviation System Block Upgrade (ASBU) Modules related to Aeronautical Information Management (AIM), Air Traffic Management (ATM), Meteorology (MET), Flight and Flow Information for a Collaborative Environment (FF-ICE) and System Wide Information Management (SWIM), including the pre-requisites for an efficient and timely implementation of the Block 1 modules. In addition, the workshop provided a forum to share experience and best practices, and address the challenges and lessons learned associated with the PIA2 Block 0 and Block 1 implementation.

4.1.24 The Meeting noted the background, benefits, prerequisites and challenges of SWIM implementation and agreed to the recommendations of the Workshop; and in particular the recommendation of the EUR breakout session related to the establishment of a SWIM Project Team. It was underlined that, further to the establishment of SWIM Project Team and as part of Level 3 of the EASPG transition arrangements, there could be a need to review and update, as necessary, the structure of other relevant EANPG Contributory Bodies and/or COG Task Forces.

4.1.25 The Meeting agreed that the terms of reference of the EUR SWIM Project Team, should include, *inter alia*, to:

- Develop and maintain EUR SWIM implementation roadmap in coordination with the current relevant programmes and activities (GANP, SESAR, NextGen, AIM/SWIM Team, etc.) and considering the upcoming SWIM ICAO Global Provisions and revised 2019 GANP;
- Benchmark best practices in SWIM implementation;
- Monitor global development and promote SWIM in the EUR Region;
- Review EUR implementation status;
- Assist States in SWIM implementation in the EUR Region; and
- Provide guidance and training, as appropriate.

4.1.26 The SWIM Project Team should also consider and facilitate implementation of the recommendations provided by the Workshop as well as the various air navigation disciplines involved in SWIM, geographic balance; and existing group(s) such as the EUROCONTROL AIM/SWIM Team that was peforming tasks in this area for the ECAC States, in order to prevent duplication of work.

4.1.27 The Meeting highlighted the importance of global and regional/interregional harmonization of SWIM implementation; and that the work of the SWIM PT should take into consideration the activities undertaken in other relevant programmes at global and regional/interregional levels (GANP, SESAR, NextGen, etc.). In this connection, it was noted that target for initial SWIM ICAO Global provisions were envisaged to be submitted by Information Management Panel in January 2019. Therefore, first step of activities of the SWIM PT should focus on completion of ASBU Block 0 and pre-requisites for Block 1 and SWIM implementation.

4.1.28 Based on the above, the meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/14 – EUR SWIM Project Team

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG RASG-EUR:

a) Establish the EUR SWIM Project Team;

b) Conduct a provisional meeting for the EUR SWIM Project Team in 2018 in order to develop its draft Terms of Reference (TORs), work programme and members, to be presented to COG/72 for approval;

c) Urges States and relevant International Organizations to nominate their SWIM Focal Point to attend the provisional SWIM Project Team and further follow-up on the SWIM implementation;

d) Report progress on those tasks to COG/EANPG meetings, as appropriate.

4.2 ATM ISSUES

High Seas Coordination Procedure and FRA Implementation

4.2.1 The EANPG/RASG-EUR was provided with a report on follow-up actions taken in regard to EANPG Conclusion 58/11 [*Adherence to the ICAO High Seas Coordination Procedure*] and Conclusion 58/30 [*Coordination Procedure for Regional Air Navigation Agreements to Airspace Changes over the High Seas*]. The Meeting recalled that these EANPG/58 Conclusions had been made due to States unilaterally implementing the Free Route Airspace (FRA) concept over the High Seas without initiation of the High Seas Coordination Procedure. In this respect, the background to the High Seas Coordination Procedure that was established at EANPG/53 (November 2011) and the relevant provisions of the Chicago Convention were provided. It was also recalled that EANPG/58 (November 2016) approved the inclusion of the High Seas Coordination Procedure and model text for the official letter from States in Appendix B of the *EANPG Handbook*, (EUR Doc 001).

4.2.2 The Meeting was also informed that, although the North Atlantic (NAT) Systems Planning Group (NAT SPG) agreed in principle to adopt the High Seas Coordination Procedure in the workings of the NAT SPG, all airspace changes affecting the NAT airspace should be brought to the attention of the NAT SPG and its working structure in order to ensure that all necessary regional coordination aspects were addressed appropriately.

4.2.3 It was reminded that proper coordination of all ATS route and airspace improvements in High Seas airspace and the High Seas Coordination Procedure should be conducted well in advance of planned implementation. It was underlined that solely entering information in the EUROCONTROL Route

Availability Document (RAD) or the European Route Network Improvement Plan (ERNIP) database was insufficient proof that proper coordination had taken place before the planned implementation.

4.2.4 In follow-up to EANPG Conclusion 58/11, the Meeting was provided with proposed actions for States who had implemented the Free Route Airspace (FRA) concept over the high seas without initiation of the High Seas Coordination Procedure. Based on the status of States in relation to the "High Seas Coordination Procedure" for the implementation of the FRA Concept, (**Appendix U** refers), the Meeting invited the States that had not already done so, to complete the action by March 2018 and agreed that if they had not complied by this date, they should be reported for inclusion in the EANPG Air Navigation Deficiencies List. It was recognised that these measures concerned post-factum FRA implementations and were meant to ensure that the well-established process was adhered to. This process was important to ensure coordination and harmonisation with adjacent areas and identify corrective actions to address potential negative comments.

4.2.5 Regarding EANPG Conclusion 58/30, a non-exhaustive list providing some examples of ATS route and airspace changes over the High Seas that required proper coordination and conduct of the High Seas Coordination Procedure was presented. With specific reference to the implementation of the FRA Concept, it was noted that if none of the changes listed in the examples took place when FRA was being implemented over the High Seas, together with no restrictions imposed on airspace users and no changes to the existing ATS procedures, (such as those as described in the LoAs with neighboring ATC units), it was possible that the High Seas Coordination Procedure might not be necessary. This should be coordinated with the ICAO EUR/NAT Office in order to determine this aspect on a case-by-case basis.

4.2.6 In completing their preparatory work for FRA Concept implementation in High Seas airspace, it was highlighted that States should have regard particularly for the requirements of Annex 15 and the necessity to ensure the publication of carefully coordinated, consistent and accurate aeronautical information. This can be a lengthy process that has considerable resource implications for States, data providers and airspace users/operators. By nature of its status as High Seas airspace, often without full surveillance coverage, the publication of timely and accurate aeronautical data is critical to the delivery of safe flight operations.

4.2.7 Therefore, all States planning to implement FRA over the High Seas were required to officially inform the ICAO EUR/NAT Office within the following timelines to allow ample time for processing of the appropriate coordination procedure or dissemination of information to the appropriate airspace users and impacted stakeholders:

a) information on intent of FRA implementation: 6 months in advance; and

b) full details of FRA implementation: no less than 3 AIRAC cycles in advance.

4.2.8 Regarding the EANPG task to improve the EANPG/53-approved High Seas Coordination Procedure in Appendix B of the *EANPG Handbook* (EUR Doc 001) to provide more transparency and guidance (EANPG Conclusion 58/30 refers), proposed revisions to include the clarifications and examples of ATS route and airspace changes that required initiation of the High Seas Coordination Procedure and their associated timelines in relation to implementation of FRA and other airspace changes as discussed above were presented (**Appendix V** refers).

4.2.9 With specific reference to published direct routes (DCTs) over the High Seas which were being implemented in the framework of the European FRA Concept, the representative from Turkey suggested that such DCTs be included in the list of examples of changes that required conduct of the High Seas Coordination Procedure and also requested that the list of States in **Appendix U** be updated with States who had implemented DCTs in the framework of the FRA Concept.

4.2.10 The ICAO Secretariat clarified that the term "published DCTs" as it was defined and used in the European FRA Concept was in essence equivalent to the concept of ATS route/ route segments as

defined in the current ICAO provisions. Therefore, in order for States to obtain regional air navigation agreement for such implementations, these DCTs should be published as ATS routes with the appropriate ATS route designators. Whilst the benefits of the FRA was recognized and supported, it was noted that this aspect of the European FRA Concept did not fit into the current ICAO framework.

4.2.11 Notwithstanding the above, the Meeting underlined that the main focus for the High Seas Coordination Procedure was that States ensured that proper coordination took place well in advance with all impacted stakeholders, including States in the adjacent ICAO Regions.

4.2.12 The Meeting was informed that the ICAO Secretariat would work with the RNDSG Secretariat on a future amendment to the *European Air Navigation Plan* (EUR eANP, Doc 7754) regarding the FRA Concept implementation in the ICAO EUR Region.

4.2.13 On the basis of the clarification provided by the ICAO Secretariat in paragraph 4.2.10 above, the following was agreed:

EANPG59 RASG-EUR06 Conclusion/15 – High Seas Coordination Procedure for ATS Route and Airspace Changes Over the High Seas

That, to support States' adherence to the High Seas Coordination Procedure for ATS Route and Airspace Changes over the High Seas, the ICAO Regional Director, Europe and North Atlantic:

a) Urge States that have implemented the Free Route Airspace (FRA) Concept over the High Seas without initiation of the High Seas Coordination Procedure, as shown in **Appendix U** to this Report, to adhere to the procedure and to complete the action by March 2018;

b) Report States that have not completed the procedure by March 2018 to EANPG/60 for inclusion in the EANPG Air Navigation Deficiencies List; and

c) Take the necessary steps to update the High Seas Coordination Procedure, in Appendix B of the EANPG Handbook (EUR Doc 001), with the additional clarifications shown in **Appendix V** to this Report.

Outcomes of Twenty-Sixth and Twenty-Seventh Meeting of Route Development Group East and AIRARD-TF/02

4.2.14 The Meeting was presented with the main outcomes of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/26 and RDGE/27) meetings which took place respectively in the European and North Atlantic (EUR/NAT) Office of ICAO in April 2017 and in Astana, Kazakhstan in October 2017. It was also noted that the 27th Meeting of the RDGE (RDGE/27) was followed by the 2nd Meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD-TF/2) which had been organised in response to decisions made at the ICAO 4th Inter-Regional Coordination Meeting (IRCM/4).

4.2.15 The meeting noted that at RDGE/26 in April 2017, the 24 State reports presented indicated traffic trends between a decrease of 4% and a maximum increase of 13.9%, with an average of 2.7% of overall traffic increase when compared to the traffic figures for the same time period in 2015/2016. The traffic situation had been impacted by the closure of parts of the Ukrainian airspace and the avoidance of Baghdad FIR.

4.2.16 At RDGE/27 in October 2017, significant increases of traffic figures in some States were reported, ranging from 1.5% to a maximum increase of 54.96%, with an average of 9% of overall traffic increase when compared with the traffic figures for the same time period in the previous year. This dynamic and volatile growth in traffic was mainly attributed to the changes in traffic flows in the Middle East due to

restrictions of airspace applied to certain aircraft operators as well as the gradual availability of airspace over the High Seas in Simferopol FIR for flights to/from Europe. The ATS route improvements related to the shifting of traffic in Baghdad FIR away from the conflict zone that had been implemented by I.R Iran, Iraq and Turkey also contributed to an increase in traffic in a number of States.

4.2.17 It was noted that a number of States reported various planning stages of implementation of the Free Route Airspace (FRA) concept as well as PBN implementation projects in the short to medium term. A total of 244 new ATS route proposals and 9 major airspace change projects had been implemented since RDGE/25 (October 2016) aimed at the improvement of the airspace organisation and ATS route network and thus direct benefits to aircraft operators with more efficient and optimized use of the routes.

4.2.18 As a follow up to the EANPG Conclusion 58/12 *[Progress on the Implementation of the SIMLI Dualisation Airspace Project*], the Russian Federation reported that a bilateral meeting with China took place in July 2017. A new entry/exit point near SIMLI for northbound flights was agreed and China and the Russian Federation would continue to coordinate this issue in order to implement the new entry/exit point by the end of the first quarter of 2018.

4.2.19 The reorganisation of the interface between Turkey and I. R. Iran and Iraq implemented on AIRAC 27 APR 2017 was reported. It was noted that discussions between the three States regarding flow management procedures after the implementation of these new routes were on-going. It was also highlighted that the significant increase of overflight traffic in Teheran FIR following restrictions applied to Qatar-registered aircraft operators had led to ATFM measures being taken.

4.2.20 The outcomes of a coordination meeting between Japan and the Russian Federation in February 2017 were reported. It was highlighted that the differences in coordinates of the waypoint AVGOK as published in the aeronautical information publications (AIP) of the Russian Federation and Japan and therefore, the mismatch of the FIR boundaries in the *EUR Air Navigation Plan* and the *ASIA/PAC Air Navigation Plan*, was not resolved. As both States had concluded that everything possible had been done on their part, it was requested that the decision on the unified description of the FIR boundaries be taken to a higher level for resolution (e.g. APANPIRG/EANPG coordination meeting or ultimately, at the ICAO Council).

4.2.21 Accordingly, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/16 – Discrepancies in Published Coordinates of Waypoint AVGOK

That the ICAO Regional Director, Europe and North Atlantic, on behalf of EANPG, in coordination with the ICAO Regional Director, Asia and Pacific Office, take the appropriate actions to resolve the discrepancies in the publication of waypoint AVGOK and clarify the FIR boundary points between Japan and the Russian Federation in the *EUR Air Navigation Plan* and the *ASIA/PAC Air Navigation Plan.*

4.2.22 Regarding the second meeting of the Advanced Inter-Regional ATS Route Development Task Force (AIRARD-TF/2) which was jointly organised by the ICAO Asia/Pacific (APAC), Middle East (MID) and EUR Regional Offices, the following main outcomes were highlighted:

a) ICAO would organize two Special Coordination Meetings (SCM), with appropriate participation of EUROCONTROL and IATA, for Egypt, Cyprus and Lebanon to discuss route proposal SERMA-KAROL; and for Afghanistan, Iran and Pakistan to discuss the contingency route between Karachi and Tehran FIRs (PEKES-New Boundary Point-IDEBA-NH). The applicable longitudinal separations at the interfaces between MID/EUR and MID/APAC would also be addressed.

b) ICAO was invited to consider aligning the proposals in the EUR, MID and APAC route catalogues to facilitate the inter-regional coordination work of the AIRARD-TF.

c) The issue of five-letter name codes (5LNCs) uniqueness and worldwide non-compliance with Annex 11 was addressed. States were invited to coordinate with the ICAO Regional Offices concerned to resolve the duplicates highlighted.

d) The issue of the possible shortage of route designators as worldwide implementation of PBN progressed was also addressed and the TF's input would be provided to the appropriate ICAO Panels for further consideration.

e) The SSR code issues at the EUR/MID interface, in particular codes used by Greece, Libya and Malta were highlighted and States at the interface between EUR/MID regions were urged to report interference/conflict cases, if any, to the relevant Regional Office related to the misuse of SSR codes, and support as deemed necessary a review of the initial 2009 SSR Code Allocation Study.

f) The Workshop on Civil/Military Cooperation organized jointly by ICAO (Cairo and Paris Regional Offices), Arab Civil Aviation Commissions (ACAC) and CANSO, to be held in Algiers, Algeria from 26 to 28 March 2018, would address Flexible Use of Airspace issues in the interface of the EUR and MID Regions.

g) Strategies to address safety concerns in the MID and APAC Regions arising from inconsistent implementation of Amendment 7 to the ICAO PANS-ATM (ICAO Doc 4444) related to the Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes or Standard Instrument Arrivals (STARs) radiotelephony phraseology were also noted.

h) The long-term inter-regional developments, such as the Asia/Pacific Seamless ATM Plan and the PBN Highways concept, planned for the 2022 timeframe, were noted. The European Free Route Airspace Concept and the development of User Preferred Routes in North America were also noted. The airspace users' needs for long range operations were also presented.

4.2.23 It was reported that the AIRARD/TF draft Term of Reference (TORs) had already been endorsed by the MID Region. These draft TORs would be presented to the EANPG for endorsement after the necessary coordination mechanisms had been agreed in the appropriate EUR Region meeting fora.

4.2.24 It was noted that RDGE/28 was planned from 10 to 13 April 2018 and RDGE/29 from 8 to 12 October 2018, both at the ICAO EUR/NAT Office in Paris, France. The AIRARD/TF/3 meeting was tentatively planned to be held at the ICAO MID Office in Cairo, Egypt from 29 to 30 April 2018, in conjunction with the MID ATM/SG/4 meeting.

4.2.25 The Meeting noted with appreciation the improved inter-regional coordination mechanisms with the APAC and MID Regions, and especially the active participation of the delegations from I. R. Iran and Iraq, which had enabled more efficient and expedient management of ATS route proposals that went beyond the geographical limits of the ICAO EUR Region.

Route Development Group East (RDGE) Composition

4.2.26 The Meeting reviewed a proposal to update the composition of the Route Development Group – East (RDGE) to include the participation of computer flight plan software providers (CFSPs) as observers. This participation was highlighted as necessary in light of the evolving European ATM environment which made the role of CFSPs increasingly important to ensure the accuracy of the data that was being incorporated in flight planning systems. It was explained that the participation of the CFSPs would be beneficial for both States and airspace users particularly when a significant number of airspace or ATS route changes were being planned for implementation and early coordination would facilitate the publication and implementation of such changes.

4.2.27 In the ensuing discussions, it was found that other relevant stakeholders could provide a beneficial support to the work of the RDGE for specific subjects, but having in mind to maintain the number

of participants in the RDGE meetings to a reasonable and manageable number to maintain the effectiveness of the meeting.

4.2.28 Therefore the following wording was agreed so that the relevant stakeholders could be invited as observers for specific coordination matters:

"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, Turkey, Turkmenistan, Ukraine, Uzbekistan, EUROCONTROL, IAC, IBAC 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 regional coordination matters the following adjacent States will also be invited: Afghanistan, Canada, China, Democratic People's Republic of Korea, Iran, Iraq, Japan, Mongolia, Pakistan, Syrian Arab Republic, United States.

Note: The Cross Polar Working Group (CPWG) could also be invited to participate on specific issues related to ATS route planning and implementation in the Far East Area of the ICAO EUR Region."

4.2.29 It was noted that similar working arrangements had been established in other EANPG Subgroups in order to enable participation of the appropriate stakeholders.

4.2.30 Based on the above, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/17 – Update to the RDGE Terms of Reference in EANPG Handbook (EUR Doc 001)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, undertake the necessary action to update the *EANPG Handbook* (EUR Doc 001) to reflect the updated Terms of Reference and Composition of the Route Development Group – East (RDGE) as provided at **Appendix W** of the EANPG/59 Report.

Necessary ICARD Enhancements for State User Needs

4.2.31 The meeting was informed that since March 2014 Ukraine identified several occurences when 5LNCs registration/allocation to a State via ICARD was done outside its area of responsibility or which was located on the border with an adjacent State without the corresponding approval from or coordination with the State concerned.

4.2.32 One of the latest examples concerned 5LNC SARME (coordinates located within the sovereign airspace of Ukraine) registered in ICARD by the Russian Federation on 10 May 2017. As a corrective action, 5LNC SARME was released from ICARD on 21 September 2017 by the ICARD EUR/NAT Data Manager after a request from Ukraine.

4.2.33 Ukraine expressed their expectations that the registration/allocation process of a 5LNC by a State via ICARD should be limited to the area of responsibility related to that State and therefore safety nets should be put in place to prevent such actions.

4.2.34 The ICAO Secretariat informed the Meeting that the current ICARD 5LNC database was not designed with a MAP tool able to depict the FIRs or State borders. If made available, such a MAP would allow the ICARD Data Manager to easily check if a waypoint requested by a State would be within its area of responsibility.

4.2.35 Ukraine also suggested that ICARD should provide for a "log file" recording all history of 5LNC updates that would allow State users to follow the update in ICARD.

4.2.36 The Meeting noted the issues reported by Ukraine and agreed to be brought to the attention of the EANPG COG ICARD 5LNC Task Force in order to identify possible solutions and/or develop recommendations for future updates of the ICARD software.

ICARD 5LNC TF Progress Report

4.2.37 The Meeting was informed that as one of the outcomes of the Sixty-Eighth Meeting of the EANPG Coordinating Group (COG/68), the COG decided to establish an ICARD Five-Letter Name Code (5LNC) Task Force (ICARD 5LNC TF) to evaluate on the pronounceability of the 5LNC available in the ICARD EUR/NAT reserve list and identify related issues which may have applicability at the global level.

4.2.38 The Task Force benefited from the support of experts from Austria, Germany, Ireland, Italy, United Kingdom, United States, Russian Federation, Switzerland, EUROCONTROL and ICAO and was chaired by Mr Paul McCann, General Manager of Terminal Services of Irish Aviation Authority.

4.2.39 The Task Force had two meetings: on the 26 July 2017 through a videoconference and a second meeting was hold on 6th September 2017 in the ICAO EUR/NAT Office premises.

4.2.40 The Meeting noted that a number of issues, such as the global implementation of Performance Based Navigation (PBN), VFR reporting points to be in compliance with EASA audits and the necessity to find available 5LNC to replace 4000 duplicates existing worldwide in order to comply with Annex 11 provisions, had placed an additional strain on an already capacity-limited ICARD database currently having 15896 5LNC available in the ICARD EUR/NAT reserve list. The TF had started to evaluate on the pronounceability of those codes already highlighting that the subjectivity component associated with this task was very high considering the native language of the persons performing the assessment.

4.2.41 The Meeting was informed that in average there were around 1600 new codes allocated to States in the EUR/NAT Regions in the last 5 years (2012-2016); during the same period around 880 codes were released every year. It was noted that in 2015 a major 5LNC update of data was performed in ICARD by States of the EUR/NAT Region, which impacted these figures. It could though be deduced that in the EUR/NAT Region, there was currently a need of approximately 700 new codes per year. The statistics also revealed that a significant update of data in ICARD was still to be undertaken outside of the EUR/NAT Regions, which would in the end impact the actual number of available codes.

4.2.42 In regards to the future demands for 5LNC in the EUR/NAT Region, major airspace projects such as continued PBN implementation, possible improved connectivity between China and Mongolia with States in the Eastern part of the EUR Region had been identified as potentially requiring a significant number of 5LNCs. The EASA requirements for States to change VFR reporting points in Class B, C or D airspace to 5LNCs could also increase the demand for 5LNCs in the near future.

4.2.43 The Meeting also noted that the number of sound-alike 5LNC in the database was significant and therefore reducing considerably the actual number of available codes. The Meeting noted that the TF had planned to meet on 29 November 2017 in Ireland to progress its work and provide practical solutions and recommendations.

4.3 CNS/MET ISSUES

Outcomes of the Twenty-Third Meeting of the Frequency Management Group (FMG/23)

Use of SAFIRE

4.3.1 The Meeting was presented with the outcomes of the twenty-third meeting of the Frequency Management Group of the EANPG (FMG/23) held in Paris from 11 to 15 September 2017. In particular, the Meeting noted the status as of 25 August 2017 containing the “Active” and “Inactive” SAFIRE users in the

EUR region. Additionally, the Meeting was informed that no frequency assignment data was recorded in SAFIRE for the following States: Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.

4.3.2 The Meeting noted that the COG/69 requested the Secretariat to coordinate with the above mentioned States to ensure that their frequency assignment data would be provided accordingly (*COG Conclusion 69/06 – Focal points for Frequency Coordination Matters*, refers).

ICAO position for the ITU WRC-19

4.3.3 The Meeting noted the ICAO State Letter (reference E 3/5-17/82 dated 14 July 2017) in regard to ICAO position on issues of interest to international civil aviation to be addressed at the 2019 ITU World Radiocommunication Conference (WRC-19), reviewed and approved by ICAO Council in June 2017 (**Appendix X** refers).

4.3.4 The Meeting noted that an active support from States was the only way to ensure that the results of WRC-19 would reflect the continued need of civil aviation for radio frequency spectrum. States and international organizations had been requested to make use of the ICAO Position, to the maximum extent possible, in their preparatory activities for the WRC-19 at the national level, in the activities of the regional telecommunication organizations and in the relevant meetings of the ITU. Consequently the Meeting agreed the following:

EANPG59 RASG-EUR06 Conclusion/18 – Preparatory Activities for the WRC-19

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, noting the importance of the support from States to ensure that the results of WRC-19 reflect civil aviation's continued need for radio frequency spectrum, remind States and international organizations to make use of the ICAO Position, to the maximum extent possible, in their preparatory activities for the WRC-19.

Footnotes in the ITU Radio Regulations

4.3.5 The Meeting noted that footnotes to the ITU Table of Frequency Allocations allocated spectrum in one or more States to other radio services in addition or alternatively to the aeronautical service to which the same spectrum was allocated. The use of State footnote allocations to non-aeronautical services in aeronautical bands was generally not recommended by ICAO, on safety grounds, as such use could result in harmful interference to safety services.

4.3.6 In this regard, the EANPG agreed that States in the EUR Region and indicated in the footnotes mentioned in the ICAO Position for the ITU WRC-19 be invited to remove their country names from these footnotes (**Appendix X**, *page B-25* refers), if no longer required. Consequently the Meeting agreed the following:

EANPG59 RASG-EUR06 Conclusion/19 – Deletion of Country Footnotes in the ITU Radio Regulations

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to invite States to delete their country footnotes or to have their country name removed from footnotes, if no longer required.

4.3.7 The Meeting also noted that the FMG/23 discussed and agreed several amendments to the EUR Frequency Management Manual (EUR Doc 011) that was provided in the form of a proposal for amendment (*COG Conclusion 69/07 – EUR Frequency Management Manual, (EUR Doc 011)* refers) related to the following topics:

a) Data Link service designator proposal;

b) DME adjacent channel planning rules;

c) VOR/ILS co-channel Planning Rules; and

d) VDL ground station installation guidance.

4.3.8 In this regard, the Meeting noted, in particular for the *VDL Ground Station Installation Guidance*, that the material was approved by the FMG/23 and included in the EUR Doc 011. The Meeting commended the excellent work developed by the VDL Drafting Group.

PMSE

4.3.9 France and Denmark emphasized the potential difficulties which could result from the intended use of the 960-1164 MHz band (DME) by the Programme Making and Special Events (PMSE) systems. Furthermore, the Meeting was recalled that this issue was the subject of a State Letter (EUR/NAT 17-0335.TEC (NAE/BRM) where States had been urged to bring the matter to the attention of their frequency regulators.

Outcome of the Twenty-Seventh Meeting of the Meteorological Group (METG/27)

4.3.10 The Meeting reviewed the outcomes of the Twenty-seventh meeting of the Meteorology Group (METG/27) of the European Air Navigation Planning Group (EANPG) that was held in the European and North Atlantic Office of ICAO, Paris, from 19 to 22 September 2017. METG/27 was attended by 104 experts from 40 States as well as 7 international organizations.

4.3.11 The Meeting noted that METG/27 covered a wide range of topics and that the meeting could find more details on items that did not require a COG decision on the ICAO Portal group METG. Those items included: survey results on Aeronautical Meteorological Service Provision conducted by the World Meteorological Organization (WMO); latest developments concerning MET in EASA; WAFS and SADIS developments; VAAC developments; cross-border SIGMET coordination; IWXXM implementation survey results; MET support to ATM; MET in SESAR developments; outcomes of the *Workshop on Implementing ICAO MET Provisions in the Maghreb States* (Marrakech, 11 to 12 April 2017); outcomes of the *ICAO Meteorological Information Exchange Model (IWXXM) Implementation Workshop* (Paris, 17-18 May 2017), and outcomes of the *Workshop on SIGMET Coordination for PT/EAST States* (Minsk, 14 June 2017). Furthermore, METG Decisions related to improvements to the EUR SIGMET and AIRMET Guide; reduction of OPMET data monitoring exercises; population of proposed eANP Volume III tables related to METAR and TAF availability and timeliness and SIGMET availability; planning a workshop on improving guidance material related to cloud, visibility, runway visual range, observations and forecasts; and updating the future work programme of the METG were also included in the METG/27 Report.

EUR SIGMET and AIRMET Guide – EUR Doc 014

4.3.12 The Meeting noted that the COG/69 agreed to the following proposed changes to the EUR SIGMET and AIRMET Guide (EUR Doc 014): removal of repeated elements in AIRMET to align with Annex 3 provisions; updating notes related to repeated elements to align with Annex 3 provisions; clarification that multiple occurrences of a phenomenon in SIGMET other than Tropical Cyclone and Volcanic Ash was not allowed; clarification that separate SIGMETs should be issued when thunderstorms observed and forecast occur in different parts of the same Flight Information Region (FIR); clarification that SIGMET on volcanic ash and Volcanic Ash Advisory (VAA) formats were different; clarification that SIGMET for freezing precipitation should always be issued regardless of the depth of the layer and regardless of the proximity to the surface; and clarification on the use of forecast at (FCST AT). The COG/69 agreed that these proposals be included in the next update to the EUR SIGMET and AIRMET Guide by December 2017 (**COG Conclusion 69/03 refers**).

Special Air-Reports

4.3.13 The Meeting noted the results of monitoring the reception of special air-reports conducted by the Data Management Group in order to measure the implementation of special air-reports in the EUR Region. Specifically, monitoring the reception of special air-reports by Regional OPMET Centre (ROC) Toulouse for the period from 4 February 2017 to 2 July 2017 revealed that no special air-reports by several States were received by ROC Toulouse. Given that special air-reports were used by operators in their safety risk assessments and could also assist in forecasters who issue SIGMET, the Meeting agreed that States should make an effort in providing this information using the EUR Regional OPMET Data Exchange (RODEX) Scheme. Given the aforementioned, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/20 – States' Obligation in the Dissemination of Special Air-Reports

That, the ICAO Regional Director, Europe and North Atlantic urge States* to:

a) Review the procedures in place between the meteorological authority and the ATS authority to ensure that special air-reports received by the ATS unit shall be disseminated without delay to associated meteorological watch office (MWO) for onward dissemination by MWO**; and

b) Provide the ICAO Regional Office a corrective action plan no later than **31 December 2017**.

*Azerbaijan, Bulgaria, Estonia, France, Georgia, Lithuania, Malta, Morocco, Portugal and Turkey

**Dissemination of special air-reports by MWO depends on circumstance as provided in section 9 of EUR Doc 018

ICAO Location Indicators (Doc 7910)

4.3.14 The Meeting noted the Data Management Group's request, in light of their responsibility to provide measurement of implementation of OPMET data availability and timeliness for the eANP Volume III, to have the ICAO location indicators (ICAO Doc 7910) in an acceptable digital format (ready to be used by software applications). In addition, having ICAO Doc 7910 available in an acceptable digital format would facilitate in annual monitoring of OPMET data. Both tasks mentioned were in the DMG Terms of Reference. The Meeting was informed that COG/69 noted that the Doc 7910 was already available in a CSV format and therefore invited the DMG to coordinate with ICAO HQ on obtaining the information.

Guidelines for the Implementation of OPMET data exchange using IWXXM in the EUR Region – EUR Doc 033

4.3.15 The Meeting noted that the new Appendix H of the EUR AMHS Manaul (EUR Doc 020) contained the specification of the AMHS profile to be used for OPMET data exchange using IWXXM over AMHS as well as guidance on conducting conformance testing of implementation components. This added guidance was expected to assist States in implementing an AMHS connection for IWXXM data with their national OPMET centre. In order to promote this new guidance, a proposal to add an Appendix to the *Guidelines for the Implementation of OPMET data exchange using IWXXM in the EUR Region* (EUR Doc 033) that refers to Appendix H of EUR Doc 020 was proposed. In addition, editorial modifications and clarification on the wording related to the exchange of OPMET data for AOP and non-AOP aerodromes was proposed by WG-MIE. The COG/69 agreed that the revised EUR Doc 033 be published on the ICAO EUR/NAT website (**COG Conclusion 69/04**), which was completed on 12 October 2017.

EUR OPMET Data Management Handbook – EUR Doc 018

4.3.16 The Meeting was informed that the COG/69 agreed to the proposed changes to the *EUR OPMET Data Management Handbook* (EUR Doc 018 – 8th Edition version 3.0) which included the following modifications: adding Regional OPMET Data Catalogue (RODC) to the list of acronyms; references to eANP instead of FASID; references to AFS instead of AFTN; update to the SADIS User

Monitoring responsibility to Romania; update to the number of OPMET data monitoring periods from two to one per year; and inclusion of a new Appendix G – Regional OPMET Data Exchange (RODEX) Backup Procedure. The COG/69 agreed that the revised EUR Doc 018 be published on the ICAO EUR/NAT website (**COG Conclusion 69/05**), which was completed on 12 October 2017.

EANPG Handbook – EUR Doc 001

4.3.17 The Meeting agreed to the proposed changes related to various tasks of the METG related to the Working Groups of the Meteorology Panel. These tasks took into account significant updates associated with Amendment 78 to Annex 3 that included: SIGMET on radioactive cloud; space weather provisions; use of operational status indicators in SIGMET, Volcanic Ash Advisory and Tropical Cyclone Advisory; as well as updates to volcanic products. Furthermore, some modifications to the Data Management Group Terms of Reference were made such as the composition and duties of the group. Given the above, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/21 – Updated ToRs of the METG

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, undertake the necessary action to update the *EANPG Handbook* (EUR Doc 001) to reflect the updated Terms of Reference of the Meteorology Group as provided at **Appendix Y** to this Report.

4.3.18 The Meeting noted that the METG/28 meeting would be held from 18 to 21 September 2018 at the ICAO EUR/NAT Office, Paris.

Volcanic Ash Exercises – VOLKAM

4.3.19 The Meeting noted that the Eleventh meeting of the Volcanic Ash Exercises Steering Group for the (far) Eastern part of the EUR Region (EUR (EAST) VOLCEX/SG/11) was held in Kamchatka, Russian Federation from 7 to 9 August 2017. This meeting took into consideration outcomes of VOLKAM17 in developing a first draft Exercise Directive for VOLKAM18. The objectives of VOLKAM18 included the following:

- Demonstrate coordination procedures between all participating parties (ANSPs, ATM Centres, AIS, VO, VAACs, MWO, users);
- Demonstrate coordination between Magadan and Petropavlovsk-Kamchatsky and Fukuoka ACCs using permanent contingency Letter of Agreement;
- Demonstrate tactical re-routes using available methods including DARP-like test using Controller-Pilot Data Link Communications (CPDLC) (use agreed re-route scenarios published by NOTAMs);
- Demonstrate diversion to Petropavlovsk-Kamchatsky to test emergency procedures;
- Demonstrate ATFM measures (informative) in Magadan FIR;
- Demonstrate VAAC Tokyo / VAAC Anchorage / VAAC Washington handover;
- Demonstrate transmission of air-reports on volcanic ash in accordance to Annex 3 (aircraft->ACC->MWO->VAAC) using CPDLC; and
- Demonstrate information sharing via teleconferences and website (KVERT website with PUFF model and aeronautical information).

4.3.20 To meet these objectives, a simulated eruption of a volcano named Zheltovsky in Kamchatka would produce a volcanic ash plume to FL450 moving SE at 400 km/hr to impact trans-east, NOPAC and PACOTS routes. In addition, a second simulated eruption of a volcano named Khangar in Kamchatka would produce a volcanic ash plume to FL250 moving NW at 250 km/hr to impact trans-east routes (this would

impact some aircraft due to decompression constraints). VOLKAM18 would take place from 2200 UTC on 19 April 2018 to 0200 UTC on 20 April 2018.

Volcanic Ash Exercises – VOLCEX

4.3.21 The Meeting noted that the VOLCEX17 was planned by the European and North Atlantic Volcanic Ash Exercises Steering Group (EUR/NAT VOLCEX/SG) on 16 November 2016 in Reykjavik, Iceland. The objectives of VOLCEX17 include the following:

- Exercise the merged EUR/NAT Volcanic Ash Contingency Plan (EUR Doc 019, NAT Doc 006, Part II)
    - For individual States; test the effectiveness of their national procedures in accordance with the ICAO plan;
    - For all participants: test the effectiveness of local (organizational) volcanic ash contingency plans and/or procedures; and
    - Exercise the origination, dissemination, reception and use of volcanic ash related aeronautical/meteorological information (including VAA/VAG, VA supplementary information, VA SIGMET and NOTAM and special air-reports on volcanic activity); ensure that NOTAM are in accordance with Annex 15 and the ICAO EUR/NAT Volcanic Ash Contingency Plan.
- Exercise and evaluate crisis coordination between the various stakeholders through EACCC (the European Aviation Crisis Coordination Cell) and the Aircraft Operator Crisis Coordination Cell (AOCCC);
- Test the ATM responsiveness to need for AO operational flexibility;
- Test transmission/dissmeination of special air-reports on volcanic ash, their upload and display on the NM NOP Portal/EVITA Tool and verify number of reports received at NM and VAACs; and
- Test cross-border SIGMET coordination.

4.3.22 To meet these objectives, a simulated eruption of a volcano named Agua de Pau (Azores, Portugal) would produce ash that would impact the Mediterranean belt and into Central Europe from 29 to 30 November 2017. The exercise times would be from 0800 to 1600 UTC on both days. The final VOLCEX17 Exercise Directive was posted at the end of September 2017 and teleconferences supporting participants would be conducted by EUROCONTROL at the end of October 2017.

Space Weather Information Services – Proposed European Union Consortium

4.3.23 EASA informed the Meeting on the responses from the European Union (EU) Member States to ICAO State Letter AN10/1-IND/17/11 related to Space Weather information services (Amendment 78 to Annex 3 applicable 8 Nov 2018). The following proposals from EU Member States were submitted to ICAO:

- A proposal from France; and
- A proposal from a consortium of EU Member States, led by Finland and comprising of Austria, Belgium, Cyprus, Finland (lead), Germany, Italy, the Netherlands, Poland and the United Kingdom.

4.3.24 EASA planned to propose to the European Commission (EC) an action to transpose the expected Amendment 78 to Annex 3 into EU legislative framework (Common Requirements regulation). To assist in this endeavour, EASA welcomed an early issuance of ICAO guidance material relating to Space Weather in advance of the implementation of Space Weather information services.

4.3.25 EASA also noted that with reference to the impacts of Space Weather events upon GNSS, the expertise lied with the providers of such systems. Therefore, both proposals from EU Member States submitted to ICAO would have access to EU GNSS data. The density of the aviation network was also considered to be relevant with regard to mitigation of the impacts of Space Weather events, which would require a specific regional approach. Furthermore, consideration should be given to emerging technologies such as the impacts on RPAS and remote towers.

4.3.26 The Meeting also noted that there were current and foreseen plans of work to further develop and enhance European Space Weather observing and forecasting capabilities by 2021, which would enhance Space Weather information services in Europe beyond the initial implementation envisaged by ICAO in 2018.

4.4 SEARCH AND RESCUE

EUR Region Search and Rescue Plan (EUR SAR Plan)

4.4.1 The Meeting noted that as per its terms of reference, the EURSAR Task Force concluded the draft of a EUR Region SAR Plan. The objective of this Plan was to provide a framework to assist EUR States to meet their SAR needs and obligations accepted under the Convention on International Civil Aviation (Annex 12) and to improve the cooperation between aeronautical and maritime SAR services, within their area of responsibility and across other ICAO regional boundaries, where applicable.

4.4.2 The Meeting noted that the COG/68 agreed in principle with the content and structure of the EUR SAR Plan as provided at **Appendix Z**. The EURSAR TF proceeded with its development and presented a revised, final version to this Meeting for approval. Consequently the Meeting agreed the following:

EANPG59 RASG-EUR06 Conclusion/22 – EUR Search and Rescue Plan

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

a) Publish the EUR Search and Rescue Plan (EUR SAR Plan), version 1.0, **Appendix Z** to this report, as EUR Doc 039; and

b) Invite States to continue providing data to populate the SAR Capability Matrix that indicates ICAO Annex 12 compliance not later than 31 March 2018 (Appendix D to the EUR SAR Plan refers).

4.4.3 The Meeting acknowledged that the EUR SAR Plan was a living document and should be periodically reviewed in the future to ensure it would remain relevant to the SAR system, particularly for new technology developments and alignment with other relevant global SAR plans.

4.4.4 The Meeting noted with satisfaction that there were some initiatives in the EUR Region, notably the Regional SAR Committee (initiated by Republic of Serbia and EUROCONTROL), supported formally by Cyprus and Hungary, that could contribute to the development of the SAR activities in the EUR Region.

4.4.5 The Meeting agreed that to improve the level of effective implementation (LEI) regarding SAR activities for a specific State in the EUR Region, temporary working arrangements as project teams should be considered, if and when required, to facilitate the execution of the work programme that should work in a close coordination with the ICAO EUR/NAT Secretariat.

4.4.6 The Meeting also noted a proposal from the European Commission (EC) to expand the scope of the SAR activities taking into consideration “The future of Civil/military cooperation”. The possibility of

this topic to be discussed during the Second Global Air Navigation Industry Symposium (GANIS/2) and First Safety and Air Navigation Implementation Symposium (SANIS/1), to be held in ICAO HQ's, Montreal, from 11 to 15 December 2017, would be explored.

4.4.7 The Meeting noted that the tasks established in the ToR of the EUR SAR/TF had been completed successfully and therefore the Task Force can be disbanded. The Meeting congratulated their members for the excellent work.

4.5 AIR NAVIGATION PERFORMANCE FRAMEWORK

Implementation of the Regional Performance Framework

4.5.1 The Meeting recalled that ICAO EUR Performance Framework had been developed based on the provisions of EUR Doc 030 and on-going initiatives at regional and national level, taking into consideration in particular the experience gained in the European Union area with the development of the EU Performance Scheme. At the regional level some useful, realistic and measurable indicators had been identified to be applicable in the whole EUR Region, that could be reported by all States without huge efforts (in terms of resources, data collection/extraction/distribution, etc.).

4.5.2 On this basis the EUR Regional Performance Framework included, out of the 11 ICAO global Key Performance Areas (KPAs), a set of six KPAs (Safety, Capacity, Efficiency, Environment, Cost Effictiveneess and Participation by the ATM communty) and related objectives, Key Perfomance Indicators and metrics that had been selected for the implementation and presented to the Meeting.

4.5.3 With reference to the coordination for the support mechanism, the Meeting was informed that an activity had been launched involving ICAO, the European Commission, EASA and EUROCONTROL to ensure the same support mechanism of 2016 while also solving some of the constraints and shortcomings faced in last year's exercise, in particular with reference to the availability of safety data. This was ensured through the support of EASA that provided safety data for the States under the EU Performance Scheme to EUROCONTROL. Based on the agreement on the support mechanism, EUROCONTROL prepared templates pre-filled with data on Performance Areas and Indicators for 42 States.

4.5.4 The Meeting was presented with an update of the work carried out by the COG Performance Task Force and the ICAO Secretariat, in particular the activities related to the implementation of the ICAO EUR Region Performance Framework for the reporting cycle of 2017 and consistent with the actions agreed at EANPG/58.

4.5.5 The Meeting recalled that an ICAO EUR/NAT State Letter (17-0399.TEC) was circulated on 11 July 2017 with the request to ICAO EUR accredited States to provide the 2016 performance results, according to the ICAO EUR Doc 030 provisions and using an excel template which contained the reporting tables. The deadline for submission of performance templates was 22 September 2017. The State Letter also highlighted that, based on the agreement between ICAO, the European Commission, EASA and EUROCONTROL, States could receive support, on their request, through pre-filled templates.

4.5.6 The State Letter also included the information on the implementation workshop that was held at EUROCONTROL in September 2017, aiming at further support States and Stakeholders in the understanding of the Regional Performance Framework and in the implementation phase. The workshop was attended by 16 participants from 9 States and representatives from EUROCONTROL and EASA. It was noted that the level of participation by non-EU/EUROCONTROL States was still low thus putting at risk the overall value of this activity for the Region. A summary of the workshop conclusions was presented to the Meeting.

4.5.7 The Meeting noted that, in October 2017, the COG/69 was presented with the initial results of the States' submissions: 27 States had provided their performance results which represented an

improvement (50% increase) compared to last year exercise including of particular importance the involvement of several non EU/EUROCONTROL States.

4.5.8 The Meeting noted that the aim of the report was to show the added value of this regional activity, especially in case all or the majority of the States would participate. Therefore the report showed the aggregation of performance results. The Meeting was reminded that the aim of the activity was mostly the identification of areas where improvements were most needed. In addition, the graphics could be used as a tool by States to check how they were positioned, in the performance scale, in relation to other States. In the future, with the growing maturity in the data provision and aggregation, the framework could evolve and result into a more detailed report also including the names of the States in the graphics.

4.5.9 With the aim to further enhance the performance report, the Meeting discussed measures to ensure wider participation of States, especially the non-EU/EUROCONTROL States, in the provision of performance results. The Meeting agreed that the commitment of all States was a prerequisite for the success of the activity; the ICAO Office and the COG PERF TF would have to continue the work in supporting the framework through meetings and workshops. In that respect, it was suggested that it would be useful to consider the next workshop on the implementation of the Performance Framework in the Mid-Asia and the Mediterranean Area of the EUR Region in Spring 2018, in preparation of the 2018 reporting cycle.

4.5.10 In addition, the Meeting was informed on the activities going at the global and regional level that have to be considered in the future evolution of the ICAO EUR Performance Framework, to ensure it would always fit for purpose and that it corresponds to emerging needs, namely:

- At the ICAO: New GANP and preparatory activities for the Air Navigation Conference in 2018 and Assembly in 2019; and
- The EU Performance Scheme: definition of the regulatory framework for Reference Period 3 (2020-2024).

4.5.11 The Meeting noted that the work done was mainly carried out by the Task Force in which States were strongly invited to participate.

4.5.12 During the discussions, it was suggested that it could be of relevance to benefit from the data collected. The Chair of the task force explained that with the current situation (i.e. not all States participating and not all data providing the same level of granularity and consistency) it would not be possible to provide more detailed indications deriving from the performance results. The aim should be to ensure the harmonization of the data provided. The consistent interpretation of the indicators would be in fact crucial to avoid the discrepancy in data, in addition to the increase in the number of States involved in the process. It could be of interest to have further discussions in this regard within the Task Force as it would be a good opportunity to make proposal on how the performance report could evolve.

4.5.13 In this regard, the Chair of the Meeting proposed that the Task Force could provide some suggestions at the next COG meeting on how, in the future, data and performance results could be used to carry out further analysis and more detailed findings, as well as on what would be the consequences if the States that participated in the report would be identified.

4.5.14 Finally the Meeting, in order to support the planned activities and ensure wider and active participation of States in the implementation of the regional performance framework, agreed the following:

EANPG59 RASG-EUR06 Conclusion/23 – Implementation of the ICAO EUR Region Performance Framework

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG RASG-EUR:

a) Continue to promote the regional performance framework especially through dedicated implementation workshops to be held in the first half of 2018 in the Mid-Asia Area and the Mediterranean Area of the EUR Region;

b) Invite States to actively participate and provide performance results according to ICAO EUR Doc 030 provisions, in preparation for the regional report at EANPG/60 in 2018; and

c) Request the Task Force to develop proposals by COG/71 on the potential future use of the data collected, with the aim to provide more detailed recommendations based on data analysis also addressing the opportunities and implications of having the States report de-anonymised.

4.6 AIS/AIM ACTIVITIES

Amendment and PFA to ANNEX 15 and the PANS AIM

4.6.1 The Meeting noted that amendment 39 to Annex 15 was adopted by the ICAO Council with the effective date of 11 July 2016. The second part of the amendment (39B; applicability date 5 November 2020) includes recommendations of the Friction Task Force of the Aerodrome Design and Operations Panel (ADOP) relating to the use of a global reporting format for assessing and reporting runway surface conditions.

4.6.2 The Meeting recalled that the EANPG/58 raised concerns about the complexity of the implementation of Amendment 39B to Annex 15, which would involve a number of stakeholders and consequently would require coordinated initiatives at the global level. It was noted that the EANPG/58, through EANPG Conclusion 58/23, requested that coordination be made with the ICAO HQ for conducting appropriate initiatives at the global level for a harmonized implementation of the amendment 39B to Annex 15.

4.6.3 The Meeting was informed that, as a follow-up action to the EANPG Conclusion 58/23, the ICAO EUR/NAT Office established communication with the ICAO Headquarters, through IOM and exchange of emails. It was noted that some planned activities to support harmonized implementation of the amendment 39B to Annex 15 would be as follows:

- An ICAO global symposium on the Global Reporting Format is tentatively planned for second half of 2018 to address the different aspects (and ICAO documents) relevant to the implementation of the GRF. The plan is still pending final approval;
- The symposium would be followed by some regional activities to raise awareness on the GRF, introduce in details the amendments involved, and to present the supporting guidance. These would not be courses/training for the different audiences involved in the implementation of the GRF, but more high-level events;
- The updating of ICAO Circular 329 (Assessment, measurement and reporting of Runway Surface Conditions), with a specific chapter on training is ongoing, expected to be completed by the end of 2017;
- A new document (Aeroplane Performance Manual-APM, Doc 10064) is being developed;
- Both above mentioned documents (Circular 329 and Doc 10064) would be officially presented at the mentioned global symposium, with an emphasis on their implementation aspects.

<u>PfA to the restructured Annex 15 and the new PANS AIM</u>

4.6.4 The Meeting noted that Proposal for Amendment (PfA) to Annex 15 — Aeronautical Information Services (second half of Annex 15 restructuring; Chapters 4 to 6), the new *Procedures for Air*

Navigation Services — Aeronautical Information Management (PANS-AIM) and consequential amendments to Annex 3, Annex 4, Annex 6 Part I, Annex 9, Annex 10 Volume I and Volume II, Annex 11, Annex 14 Volume I and Volume II, Doc 4444 (PANS ATM), Doc 8168 (PANS OPS) Volume I and II, Doc 8400 (PANS ABC) and Doc 9981 (PANS Aerodrome) was issued on 21 April 2017 (SL Ref.: AN2/2.1.1-17/22,) with envisaged applicability date 3 November 2018.

4.6.5 Taking into consideration the major upcoming changes in Annex 15 and introduction of the new PANS AIM, the Meeting agreed that an interregional workshop should be conducted on the new PANS AIM and Annex 15 amendments in order to introduce the changes for a coordinated and harmonized implementation. The meeting was informed about the establishment of the Global AIM TF and that coordination with this Group would be beneficial.

4.6.6 Based on the above, the Meeting agreed on the following:

EANPG59 RASG-EUR06 Conclusion/24 – Seminar/Workshop on the New PANS AIM and Annex 15 Amendments

That the ICAO Regional Director, Europe and North Atlantic, take necessary actions to conduct an interregional Seminar/Workshop on the new PANS AIM and Annex 15 amendments in Q2/Q3-2018.

4.7 PROPOSALS FOR AMENDMENTS TO ICAO DOCUMENTS

Civil/Military Cooperation EUR OPS Bulletin

4.7.1 The Meeting noted that based on the results stemming from the work of the former Baltic Sea Project Team and based on the continuous interest in civil military aspects within the Baltic Sea region, the Finnish Transport Safety Agency (Trafi) established an ad-hoc civil military expert group (the Experts Group).

4.7.2 The Experts Group met twice during 2017 (March and June) in Helsinki, Finland and had participants from 8 of the 9 Baltic Sea States (only Lithuania was missing) and from 4 international organizations (ICAO, NATO, EASA and EUROCONTROL).

4.7.3 The Experts Group agreed to establish a strategic level focal point list with the aim to create a network where civil military issues that could not be resolved at operational level, would be further discussed. This list was complementary to the already published list of operational focal points and is attached in **Appendix ZA.**

4.7.4 The Experts Group also drafted, discussed and finalized "Principles and best practices in case of air encounters, especially in the High Seas airspace commonly shared by civil and military aviation over the Baltic Sea". The Experts Group concluded that these principles and best practices in case of air encounters should be published as a new ICAO EUR OPS Bulletin (2017_001). This second EUR OPS Bulletin would be complementary to the already existing ICAO EUR OPS Bulletin 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*) and is attached in **Appendix ZB**.

4.7.5 In the ensuing discussions a number of States (Finland, Poland, Latvia) and international Organizations (EC, IFALPA) supported the publication of the new ICAO EUR OPS Bulletin (2017_001). IFALPA expressed its readiness to further disseminate the information included in the new Bulletin 2017_001, through a dedicated IFALPA bulletin.

4.7.6 Latvia's supportive statement, provided to the Meeting through Finland, referred to possibilities for additional safety measures acceptable to both military and civilian parties in order to ensure

that all possible mutually agreed measures would be implemented for a sustained flight safety over the high seas in the Baltic Sea.

4.7.7 The Meeting noted the comments from Greece regarding the area of applicability (i.e. Baltic Sea region only) and suggested a change on the regulatory section of the Bulletin.

4.7.8 Based on the above, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/25 – Endorse the Publication of EUR OPS Bulletin 2017_001

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the EUR OPS Bulletin 2017_001 (Principles and best practices in case of air encounters, especially in the High Seas airspace commonly shared by civil and military aviation over the Baltic Sea) on the ICAO EUR/NAT website/portal.

Procedures Related to the Use of Approval Requests, Proposal for Amendment to Doc 4444

4.7.9 The Meeting noted that the *ATM Procedures Development Sub-Group of the Network Operations Team of EUROCONTROL* identified a lack of correspondence between the procedures in Doc 4444 (PANS- ATM) paragraph 10.1.2.3 and the coordination phraseologies to be used in the particular scenarios described in 10.1.2.3. In addition, the Meeting was informed that the conditions for using "approval requests" overlapped with those perceived for the use of "expedition of clearance", and that not all the scenarios in 10.1.2.3 were supported by phraseologies in Chapter 12, 12.3.5 of the same document (Coordination between ATS units).

4.7.10 In that respect, the Meeting noted that the most effective approach to avoid these inconsistencies would be to commonly agree to refrain from using coordination phraseologies addressing 'expedite clearance' in their current form defined in Doc 4444, paragraph 12.3.5.7. Considering this approach, the Meeting agreed that for all the instances when an ATC unit would need an urgent accept/clearance from the neighboring ATC unit, the use of the word "expedite" should preface the existing coordination phraseology, when necessary.

4.7.11 The Meeting was informed that such agreement would not affect the phraseology used in air-ground communications but only the one designed for ground-ground coordination, which should be reflected in the letters of agreement established between ATC units.

4.7.12 Therefore the Meeting agreed the following:

EANPG59 RASG-EUR06 Conclusion/26 – Procedures related to the Use of Approval Requests

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG undertake the necessary actions to process the proposed amendment to Doc 4444, Procedures for Air Navigation Services – Air Traffic Management, as detailed in **Appendix ZC**.

Proposed Amendment to European Principles and Procedures for the Allocation of Secondary Surveillance Radar Mode S Interrogator Code (IC), EUR Doc 024

4.7.13 The Meeting was presented with a proposal to discontinue the publication of the IC (Interrogator Code) Allocation status in the Attachment to EUR Doc 024 and re-direct a legitimate user to the password-protected online MICA (Mode S Interrogator Code Allocation) website.

4.7.14 It was reported that with the current method of publication information quality problems occurred when IC (Interrogator Code) allocations data published in the Attachment to EUR Doc 024 differed from data contained in the MICA (Mode S Interrogator Code Allocation) website. Especially the age of the data could cause problems and therefore attention would be needed when using such data for operational

purposes. Different options were assessed to improve the quality of the published data and to avoid inconsistencies between various sources of information and the option to discontinue the publication of the detailed assignment data in the Attachment to EUR Doc 024 and re-direct a reader to the password-protected online MICA website was agreed to be the favored one. EUROCONTROL assured the Meeting that access would be granted to all legitimate users from the EUR States.

4.7.15 Consequently, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/27 – Amendment to EUR Doc 024

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EANPG, undertake the necessary action to publish the revised European Principles And Procedures For The Allocation Of Secondary Surveillance Radar Mode S Interrogator Code (IC) (EUR Doc 024) taking into account the list of changes and the access procedure to the MICA website, as provided at **Appendix ZD** and **Appendix ZE** to this report.

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Note on Agenda Item 4 :

The below listed Information Papers were posted under agenda 4 in the documentation for the meeting but were not presented. Thus these are not summarized in this report:

- IP/05: Outcome of the AIM/SWIM Team-12 and 13 relevant to COG and EANPG (Outcome to be presented to the NEXT CGO for further action as appropriate);
- IP/06: Outcome of COG/AIM TF/33 (Baku, Azerbaijan, 30 May-1 June 2017) and COG/AIM TF/34 (Paris, France, 19-21 September 2017), Outcome to be presented to the next COG for further action as appropriate;
- IP/09: Status of GOLD and DPMF;
- IP/11: Outcomes of the Twenty-Third Meeting of the All-Weather Operations Group of the EANPG;
- IP/12: Outcomes of the Twenty-Fourth Meeting of the Air Traffic Management Group East;
- IP/13: Outcomes of the Twenty-First Meeting of the Aeronautical Fixed Services Group.

5. ENVIRONMENT

5.1 ENVIRONMENTAL PROTECTION

ICAO's Activities on Environmental Protection

5.1.1 The Meeting was updated with information on the status of activities related to Environmental Protection in the EUR and NAT Regions. The Meeting recalled the EANPG Conclusion 58/01 – *Environmental Protection Actions* inviting States to update and submit their quantified State action plans on CO_2 emissions reduction activities, consistent with the ICAO guidance Document, Doc 9988, by the end of June 2018.

5.1.2 The Meeting was informed with respect to the Sates Action Plans on CO_2 emissions reduction initiative that was initiated at the 37th Session of the ICAO Assembly in 2010. Thus, ICAO had been encouraging its Member States to voluntarily develop and submit their action plans for emissions reduction from international aviation. In the light of the success of this initiative since 2010, the 39th Session of the Assembly in 2016 decided to further encourage ICAO Member States to submit their action plans, to update those submitted in 2012 and 2015, to share their content on the ICAO public website and to cooperate with other States for their submission.

5.1.3 The 39th Session of the Assembly recognized ICAO's tremendous progress since 2010 and reaffirmed the global aspirational goals of improving fuel efficiency by 2 % per annum and keeping the net carbon emissions from 2020 at the same level. The Assembly also invited the States that choose to prepare or update their action plans to submit these to ICAO preferably by the end of June 2018, so that ICAO could continue to compile the quantified information in relation to achieving the global aspirational goals. To date 104 ICAO Member States had prepared and submitted action plans to ICAO, including 43 from the EUR NAT Regions.

5.1.4 The Meeting was informed that the voluntary submission of new or updated action plans to ICAO outlining the respective policies and actions of the States and quantified information on the expected environmental benefits from the implementation of the measures chosen from the basket was expected by the end of June 2018 and once every three years after, as encouraged by the 39th Assembly.

5.1.5 As part of efforts to provide further assistance to States, the EUR/NAT Office had reinforced its capacity building activities on environment and started providing more assistance to States in the Region to develop their Action Plan on CO_2 emissions reduction aligned with No Country Left Behind initiative at the regional level. As an example, the EUR/NAT Office, with the collaboration of States, had organised a capacity building activity at the end of May 2017 for the States of the Black Sea Region (EUR-NAT ENV 17004).

5.1.6 The Meeting noted that ICAO organised a series of regional seminars on States' Action Plans and CORSIA; the EUR/NAT Seminar was held in Bonn, Germany, from 3 to 6 April 2017, and a global seminar held in Montreal in May 2017. The main purpose of these seminars was to share the information on the design elements of CORSIA as well as the lessons learned and the conclusions of the regional seminars which recommended that more information on CORSIA be made available on the ICAO public website (e.g. on the benefits of voluntary participation in CORSIA, on the design elements, CORSIA related requirements, etc.). As of September 2017, 72 States representing more than 87 % of international air traffic, including 45 States accredited to the EUR/NAT Office of ICAO, had volunteered to participate in CORSIA from the pilot phase in 2021.

5.1.7 The Meeting also noted that a Conference on Alternative Fuels (CAAF2) was held in Mexico from 10 to 13 October 2017 with a view to develop an ICAO policy framework on aviation alternative fuels. States and international organizations had been invited to prepare and submit to ICAO working papers to be discussed at the Conference. ICAO Member States have agreed on a new Vision for Sustainable Aviation Fuels which would help to ensure that conventional jet fuels are substituted with sustainable alternatives to a significant percentage by 2050.

5.1.8 The Meeting was informed as well that a Green Airports Seminar would be held in Montreal, Canada from 29 to 30 November 2017. The Seminar topics would focus on best practices to reduce environmental impacts such as ground handling, land/air-side mobility, renewable energy, community engagement and sustainability reporting. New business models and financing of environmental projects and mitigation measures would also be explored, in line with the No Country Left Behind initiative.

5.1.9 One State sought clarification on why this paper was presented to the Meeting as a working paper since it was the first time that environment was treated as such in the EANPG Forum. The Meeting agreed that activities related to environmental protection in the ICAO EUR region including the efforts and the positive outcome of the work of various contributory bodies of the EANPG should be given a better visibility. Ttherefore, the Meeting agreed to the following:

EANPG59 RASG-EUR06 Conclusion/28 – Environment Related Activities in the EUR/NAT Region

That the ICAO Regional Director, Europe and North Atlantic undertake the necessary actions to:

a) Urge States to:

i. Commit to include environmental issues in the planning and implementation activities related to the improvement of the civil aviation system;

ii. Develop or update their quantified *States' Action Plans on CO_2 Emissions Reduction Activities* in accordance with the *Guidance on the Development of States' Action Plans on CO_2 Emissions Reduction Activities* (ICAO Doc 9988) and submit them to ICAO by end of June 2018;

iii. Make use of further assistance provided by the ICAO Secretariat in the preparation and submission of States' action plans, including the ICAO environment tools, if required;

b) Invite States to:

i. Participate in the ICAO Buddy Programme (a State that had developed its action plan providing support to another State yet to develop its plan); and

ii. Voluntary participate in the pilot phase and the first phase of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

6. WORK PROGRAMME – TERMS OF REFERENCE – ELECTION OF CHAIRPERSON/VICE-CHAIRPERSONS

6.1 TRANSITION ARRANGEMENTS

Transition Arrangements for the Creation of the European Region Aviation Systems Planning Group

6.1.1 The Meeting was briefed on the content of WP24 regarding the transition arrangements to be considered in order to deliver the revised working arrangements for the EUR Region, anticipated as a consequence of the recent DGCA Meeting (EURNAT-DGCA Conclusion 2017/6 - New EUR Working Structure). The paper focused on the principles to be applied in drafting new Terms of Reference, the interim Chairmanship arrangements for the EANPG and the creation of a small Transition Project Team (TPT).

6.1.2 The paper received considerable support from the meeting and the necessity to create a Project Team was endorsed with the understanding that ToR would need to be drafted. The interim arrangements for Chairmanship of the EANPG during the transition period brought about by the retirement of key individuals, at a point in time when continuity was important in order to deliver the changes, were also agreed and as such Mr Phil Roberts would continue as the Chair pending the election of a new chair of the EASPG in 2018. The Meeting also agreed that Mr Luc Lapene (France) and Mr Alessandro Ghilari (Italy) would act as Vice-Chairs during the transition period.

6.1.3 In discussing the principles to be applied in the drafting of the ToR for the new group there was general support for the principles as set out in WP24. In addition, a number of States requested a principle be added to the original list indicating a desire to achieve a balanced geographical representation in the Level 2 activities. Therefore the following principles were agreed:

a) Participation arrangements for the EASPG will be in-line with the policies and procedures adopted by ICAO HQ;

b) The EASPG (Level 1) will be comprised of representatives of Member States accredited to the EUR Region;

c) Representatives of the approved organisations will be invited to participate in the EASPG (Level 1) as Observers;

d) Level 2 arrangements for the combined COG will follow the same principles as Level 1 with the caveat that the composition of the group should ensure a balanced geographical representation;

e) Level 3 will enable participation from industry groups and other bodies on a group-by-group basis, along the lines adopted in the existing IE-REST teams and in the NAT, either as members, observers or partners (the term partner as currently utilised by RASG-EUR may require further clarification);

f) Requests from any other ICAO Contracting State or an international organization to attend the EASPG meetings will be reviewed on a case-by-case basis and decided by the EASPG Chairman. Such requests must be supported by the appropriate rationale to attend the meeting;

g) The EASPG Chairman may invite any State or international organisation, or industry body to attend a particular meeting of the EASPG should the situation warrant their participation.

6.1.4 These arrangements would ensure that high-level decision making (Level 1) within the EUR Region on safety and air navigation matters, as envisaged by the DGCA's meeting, would be retained by Member States and appropriately supported by the approved organisations. At the working group level (Level 3) there would be the possibility for wider participation by representative organisations and industry to ensure the broadest possible input.

6.1.5 The Meeting also expressed a request for more details on the proposed timeline in order to assist States with their forward planning and to make the Level 1 arrangements more widely known as soon as possible. A number of organizations requested clarification on their future participation as observers or partners and it was stressed that there was no desire to exclude international organizations or industry bodies but to ensure their participation at the optimal Level.

6.1.6 The Meeting reviewed the draft Terms of Reference (**Appendix ZF** refers) for the proposed Transition Project Team (TPT), together with a more detailed timeline (**Appendix ZG** refers) for the period up to EASPG/02 in autumn 2019. The TPT would be time-limited and its remit would be reviewed post EASPG/01; in any case, it was not envisaged that the TPT would exist beyond EASPG/02.

6.1.7 In order to better understand the scale of the issues to be addressed, in particular at Level 3, the Meeting received information on the number/size of the current supporting (Level 2 &3) sub-group structures of both the EANPG and the RASG-EUR (**Appendix ZH** refers). As it was considered optimal to limit the size of the TPT in line with the proposed ToR, it was agreed that the output of the meetings would be made available for review and comment to the EANPG/RASG-EUR members via the password-protected portion of the ICAO website. The subsequent conversation, which included the introduction of some proposals that the TPT should take into consideration in conducting its work, led to the adoption of the following:

EANPG59 RASG-EUR06 Decision/08 – Principles to be Used in Drafting EASPG Terms of Reference

That EANPG RASG-EUR agrees to the principles as set out in this report being utilised to create the new draft Terms of Reference for the EASPG and its working structures.

EANPG59 RASG-EUR06 Decision/09 – Interim Chairmanship Arrangements for EANPG

That the EANPG agrees to the continuation of Mr Phil Roberts (formerly of the UK CAA) as the interim Chair of EANPG, supported by Mr Luc Lapene (France) and Mr Alessandro Ghilari (Italy) as vice-chairs, pending the election of a new chairmanship team for the EASPG.

7. ANY OTHER BUSINESS

7.1 NEXT MEETING

7.1.1 The First Meeting of the European Aviation Safety Planning Group (EASPG/1) is scheduled from 26 to 30 November 2018 in the premises of the ICAO EUR/NAT Office.

7.2 APPRECIATION L. MIKA AND G. FIRICAN

7.2.1 The Meeting was informed that Mr Ladislav MIKA, the EANPG Vice Chairman would retire at the end of the year. Recalling with appreciation his many years of contributions to the EANPG (participating since EANPG/23, May 1984) and COG (participating since COG/01, 1995) the Meeting thanked him and wished him a very happy retirement. Mr Mika thanked the Meeting for the gracious words and expressed his sincere wishes to the Meeting for a good continuation of their work in their next endeavours.

7.2.2 The Meeting was also informed that Mr George FIRICAN, ICAO Deputy Regional Director, Europe and North Atlantic and Secretary of the EANPG/COG, would retire at the end of the year. Recalling with appreciation his 19 years of dedicated service and remarkable contributions to the ICAO EUR and NAT Regions as Regional Officer (since 1999) and as Deputy Regional Director (since 2007), the Meeting expressed their gratitude and wished him a very happy retirement.

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Appendix A – List of Participants

*(paragraph 0.2 refers***)**

ALGERIA
Abdelouahab DJATOUF
Safir YOUCEF

ARMENIA
Artur GASPARYAN

AUSTRIA
Franz NIRSCHL

BELARUS
Aliaksandr AKULENKA
Leanid CHURO
Tatiana PANACHEVNAYA

BULGARIA
Milan MARINOV
Angel RACHEV
Milen TODOROV

CROATIA
Dino SLAVICA

CYPRUS
Nicolas MYTIDES

CZECH REPUBLIC
Ladislav MIKA

DENMARK
Lise KRONBORG

FINLAND
Pekka HENTTU
Kai VAISANEN

FRANCE
Luc LAPENE
Jude MARIADASSOU
Yann PICHAVANT
Pascale ROBERT
Jacques WEYANT

GEORGIA
Giorgi EDISHERASHVILI
Levan KARANADZE

GERMANY
Torsten JACOB
Raimund KAMP
Michael LOKAY
Gerold REICHLE

GREECE
Epameinondas AMORATIS
Georgia GLIATI
Georgios SOURVANOS

HUNGARY
Istvan MUDRA

IRELAND
Gwen MORGAN

ISRAEL
Alon SHALEV
Moti SHMUELI

ITALY
Selene FERRANTE
Stefano PIERACCINI
Alessandro GHILARI

KAZAKHSTAN
Kairat TLENSHIN

LATVIA
Erika NEIMANE

LITHUANIA
Kazimieras JAKAS

NETHERLANDS
Robert Van Der BOOM
Jos WILBRINK

POLAND
Krzysztof BANASZEK
Karol KAZMIERCZAK

REPUBLIC OF MOLDOVA
Dan STRATAN

RUSSIAN FEDERATION
Elena GRACHEVA
Petr INOZEMTSEV
Kseniia KRASNOVA
Valeriy OKULOV
Mikhail PARNEV
Sergey POGREBNOV
Alexander POLYAKOV
Mikhail SERGEEV
Evgeny SHCHERBAKOV
Elena STEPANOVA

SLOVAKIA
Zdenko BLASKO

SLOVENIA
Natasa BESTER
Melita PRISTOV

SPAIN
Arturo YAÑEZ OTERO

SWEDEN
Anne-Marie RAGNARSSON

SWITZERLAND
Thomas BUCHANAN
Florian KAUFMANN

TUNISIA
Beldi ABDERRAOUF
Kalai HAMADI

TURKEY
Ayhan OZTEKIN
Hasan Onur YAZICI
Aysin ZEREN

UKRAINE
Olena ANDRIENKO
Dmytro BABEICHUK
Vitalii BEZMAL
Oleksandr GNATIUK
Ruslan HUTSAN
Vitalii SIMAK
Alina ZADOROZHNIA

UNITED KINGDOM
Mark CHESNEY
Sarah HILL
Paddy RAFFAN
Stuart (Stu) WAIN

USA
Travis FIEBELKORN
Kate FRASER
Andrew McKEE
Ian H. ROSS

AIRBUS
Iouri TCHEKANOV

CANSO
Eduardo GARCIA GONZALEZ

EASA
Jean Marc CLUZEAU
Krzysztof KEDZIERSKI
Emanuil RADEV

ECAC
Salvatore SCIACCHITANO

EMBRAER
Luis SAVIO DOS SANTOS

EUROCONTROL
Jerome BODART
Marc DEBOECK
Andrew LEWIS
Rob PETERS

EUROPEAN COMMISSION
Umberto ROSSI

IAC
Victor RUKHLINSKIY
Sergey ZAYKO

IATA
Giancarlo BUONO
Dragos MUNTEANU

ICAA AVIASAFETY
Victor KOURENKOV

IFAIMA
Barbara FROHLICH

IFALPA
Paul VISSERS

IFATCA
Philippe DOMOGALA
Tom LAURSEN

EANPG Chairman
Phil ROBERTS

ICAO
Luis FONSECA DE ALMEIDA
George FIRICAN
Erwin LASOOIJ
Abbas NIKNEJAD
Arkadii MERKULOV
Arnaud DESJARDIN
Blandine FERRIER
Celso FIGUEIREDO
Christopher KEOHAN
Cornelia LUDORF
Elkhan NAHMADOV
Isabelle HOFSTETTER
Leyla SULEYMANOVA
Patricia CUFF
Sarantis POULIMENAKOS

INTERPRETERS
Natalia DANOVICH
Daniel JVIRBLIS
Irina KHOMUTOVA
Michel

Appendix B – Meeting Documentation

*(paragraph 0.5 refers***)**

WP	Ag It	Title	Presented by	Posted on
WP01	-	Provisional Agenda	Secretariat	11/10
WP02	3.5	RMA Terms of Reference	Secretariat (nae)	11/10
WP03 + Att_A	4.3	METG/27 Outcomes	Secretariat (kec)	11/10
WP04	4.1	Outcomes of the Interregional APAC/EUR/MID Workshop on '*Service improvement through integration of AIM, MET and ATM Information Services*'	Secretariat (kec/nia)	17/10
WP05	4.7	Procedures Related to the Use of Approval requests	EUROCONTROL	12/10
WP06	3.1	RASG EUR Regional Safety Priorities and targets: implementation progress and status	Secretariat (mea)	16/10
WP07	4.2	High Seas Coordination Procedure and FRA Implementation	Secretariat (cup)	12/10
WP08	4.2	RDGE Composition	Secretariat (cup)	12/10
WP09 + Att_A+B+C	4.6	Amendment and PfA to Annex 15 and the PANS AIM	Secretariat (nia)	12/10
WP10	5	ICAOs Activities on Environmental Protection	Secretariat (feb)	13/10
WP11 **Rev1** + App A+B	4.7	Proposed Amendment to EUR Doc 024	EUROCONTROL	17/10
WP12	3.6	EANPG Decision 58/01 – Update of the EUR Region Air Navigation Deficiencies Table	Ukraine	16/10
WP13	2	Black Sea Task Force	Ukraine	16/10
WP14	4.2	Necessary ICARD enhancements for State user needs	Ukraine	16/10
WP15	3.2 iv	Progress report in the implementation safety enhancement initiatives (SEIs), related to taxonomy and occurrence reporting/safety data analysis	IE-TSG Rapporteur (IAC)	17/10
WP16	3.2 ii	Safety Enhancement Initiatives, proposed corrections to Detailed Implementation Plans and Outputs related to the scope of work of the ICAO EUR- Runway Safety Group (IE-RSG)	ICAO Secretariat (mea)	18/10
WP17	3.2iii	Safety Enhancement Initiatives, Detailed Implementation Plans and Outputs related to the scope of work of the Flight Data Analysis and Air Operator Safety Management System Group (IE-FDG)	IE FDG Rapporteur Airbus	17/10
WP18+Att	3.1	Proposal for the EUR Regional Aviation Safety Plan (EUR-RASP)	EASA/ICAO Secretariat (mea)	16/10

WP19	3.2vi	Outcomes of the work of the IE-REST ANS Safety Oversight Group (IE-ANS SO) and proposed SEI in the area of technical personnel qualification and training	ICAO Secretariat (mea)	16/10
WP20	3.5	A review of the EUR RVSM Safety Objectives	EUROCONTROL	18/10
WP21	3.5	Non-Approved Aircraft Operating in EUR RVSM Airspace	EUROCONTROL	18/10
WP22	3.4	Results for the 2017 EUR RVSM Safety Monitoring Report (Legacy)	EUROCONTROL	18/10
WP23	3.4	Results for the 2017 EUR RVSM Safety Monitoring Report (Revised Format)	EUROCONTROL	18/10
WP24	6	Transition Arrangements for the creation of the European Region Aviation Systems Planning Group	Secretariat (fig)	19/10
WP25 + Att	3.6	Deficiencies	Secretariat (MEA)	19/10
WP26 + App_A+B	4.5	Implementation of the Regional Performance Framework	Secretariat (has)	20/10
WP27	2	EANPG Conclusions Status	Secretariat (fig)	19/10
WP28 + App_A+B	4.3	Outcomes of the Twenty-Third Meeting of the Frequency Management Group (FMG/23)	Secretariat (fic)	19/10
WP29 + App_A	4.4	EUR Region Search and Rescue Plan (EUR SAR Plan)	Secretariat (fic)	19/10
WP30	3.2 v	IE-REST Helicopter Safety Team (IE-HOST) Update.	Secretariat (mea)	20/10
WP31	3.4	RASG EUR Annual safety report (ASR) 2016	Secretariat (mea)	23/10
WP32 + App_A+B	4.1	Update EUR EANP Volume III	Secretariat (cup)	23/10
WP33	3.3	Proposal on activities related to the prevention of Controlled Flight into Terrain (CFIT)	Secretariat (mea)	23/10
WP34 + App_A+B	4.1	ASBU Implementation Monitoring Report 2016	ICAO & ECTL	23/10
WP35	3.5	Report of flight safety monitoring in EURASIA RVSM Airspace	EURASIA RMA	23/10
WP36	1.3	Regional Mechanism For Sharing Resources Among States to Provide Safety Implementation Assistance To States	ICAO secretariat (fig)	25/10
WP37 **Rev1** Att_A+B	3	Recommendations from the Ad-Hoc Civil Military Expert Group Meetings on Flight Safety Over Baltic Sea	ICAO Secretariat (has)	**31/10**
WP38	3	Enhancing support for safety management implementation	ICAO Secretariat (E. Lasooij)	27/10
WP39	4.2	Outcomes o RDGE/26, RDGE/27 and AIRARD-TF/02	ICAO Secretariat (CUP)	27/10

IP	Ag It	Title	Presented by	
IP01 Rev4	1	Meeting schedule	Secretariat	27/10
IP02 Rev1	1	Meeting documentation	Secretariat	27/10
IP03	1.1	ICAO Update	Secretariat (hoi)	18/10
IP04	4.2	ICARD 5LNC TF Progress Report	Secretariat (hoi)	11/10
IP05	4.6	Outcome of the AIM/SWIM Team-12 and 13 relevant to COG and EANPG	Secretariat (nia)	12/10
IP06	4.6	Outcome of the COG/AIM TF-33 and 34 relevant to COG and EANPG	Secretariat (nia)	17/10
IP07	3	Airplane protection from icing up on the ground (RUS/ENG)	IAC	18/10
IP08	3.2i	Progress report on implementation of SEIs related to pilot training in IE-REST geographical area	IE-PTG Rapporteur (mea)	18/10
IP09	4.3	Status GOLD and DPMF	EUROCONTROL	18/10
IP10 **Rev1**	4.3	Space Weather Information Services – Proposed European Union Consortium	EASA	**26/10**
IP11	4.3	Outcomes of the Twenty-Third Meeting of the All-Weather Operations Group of the EANPG (AWOG/23)	Secretariat (has)	19/10
IP12	4.1	Outcomes of the Twenty-Fourth Meeting of the Air Traffic Management Group EAST (ATMGE/24)	Secretariat (has)	19/10
IP13	4.3	Outcomes of the Twenty-First Meeting of the Aeronautical Fixed Services Planning Group (AFSG/21)	Secretariat (fic)	19/10
IP14	1.4	Update on Aviation Activities in Algeria	Algeria	20/10
IP15	1.2	Update on Global RASG	Secretariat (mea)	20/10
IP16	1.3	No Country Left Behind – EUR/NAT Technical assistance programme	Secretariat (pos)	23/10
IP17	1.1	Update EUR/NAT DGCA2017 Meeting	Secretariat (nae)	20/10
IP18	2	RASG EUR decisions and conclusions – follow up	Secretariat (mea)	20/10
IP19	1.2	Planning and implementation regional group (PIRG) Activities in other regions	Secretariat	23/10
IP20 + App	1.4	EC Report on SES and SESAR	EC	24/10
IP21	1.4	EASA update	EASA	24/10
IP22	1.2	PBN Approach Charts – Transition from RNAV to RNP	ICAO HQ	**27/10**
IP23	1.2	Implementation Strategy for Aeronautical Charting	ICAO HQ	**27/10**
PR	**Ag It**	**Title**	**Presented by**	
PR01	4.3	METG/27 Outcomes (in support of WP03)	kec	20/10

PR02	4.1	Interregional SWIM Workshop Outcomes (in support of WP04)	kec/nia	20/10
PR03	1.2	ENAVSECG/06 Conclusions	luc	20/10
PR04 Rev1	4.1	ASBU Implementation Monitoring Report 2016 (In support of WP34)	ICAO & ECTL	27/10
PR05	3.1	Proposal for the EUR Regional Aviation Safety Plan (EUR-RASP) (in support of WP18)	EASA/ICAO (mea)	25/10
PR06	1.2	ICAO Safety and Air Navigation Update	ICAO HQ	30/10
PR07	3.2i	Progress report on implementation of SEIs related to pilot training in IE-REST geographical area (in support of IP08)	IE-PTG Rapporteur (mea)	30/10
PR08	1.4	In support of IP21	EASA	30/10
PR09	3	In support of IP07	IAC	30/10
PR10	3.6	EANPG Decision 58/01 – Update of the EUR Region Air Navigation Deficiencies Table – In support of WP12	Ukraine	1/11
PR11	4.5	Implementation of the Regional Performance Framework (In support of WP26)	Secretariat	1/11
FL	**Ag It**	**Title**	**Presented by**	
FL01	2	EANPG Conclusions Follow-Up	Secretariat (fig)	**30/10**
FL02	1.2	Implementation Strategy for Aeronautical Charting (in support of IP22 and IP23)	ICAO HA	01/11
FL03	3.5	Non-Approved Aircraft Operating in EUR RVSM Airspace (In support of WP21)	MEA	01/11
FL04	6	Transition Arrangements for the creation of the European Region Aviation Systems Planning Group (in support of WP24)	Secretariat (fig)	01/11

Appendix C – Proposed Set of Safety Metrics and Targets for RASG-EUR Region for 2018-2019.

(paragraph 3.1.4 refers)

	Metric	Target
ST1 – Accident rate in commercial air transport	Moving five-year regional average accident rate (*for aircraft of a maximum certificated mass of over 5700 kg in scheduled operations*) Moving five-year regional average for absolute number of accidents (*for aircraft of a maximum certificated mass of over 27000 kg in scheduled operations*)	Reduce by end 2019 compared with the average regional accident rate for the 2013-2017 period
ST2 – CAA resources	Yearly regional average EIs for PQs related to the financial and human resources of the CAAs	Increase by end 2019 compared with the average regional EI level for these PQs for 2017
ST3 – Certification, surveillance and resolution of safety concerns	Yearly regional average EIs for PQs related to CE-6, CE-7 and CE-8 in the PEL, OPS, AIR, ANS and AGA areas	Increase by end 2019 compared with the average regional EI level for these PQs for 2017
ST4 – SSC resolution	1. Number of unresolved SSC in the Regions 2. Number of new SSCs not resolved within 2 years from publications in ICAO Electronic Bulletin	1. 0 • 2. 0
ST5 – SSP implementation	Yearly results from State's SSP gap analysis – using tool published by ICAO on the ISTARS SPACE website	All States to have implemented SSPs by end 2019 (*as per information uploaded by States on ICAO ISTARS SPACE website, with the pre-requisite that the State should have an average EI above 60%*)
ST6 – Accident investigations	Yearly regional rate of accidents, as reported to ICAO, in commercial air transport for which an investigation has been launched by the State of occurrence according, or delegated by that State to another State or to a Regional Accident Investigation Organisation	Improve by end 2019 compared with the regional rate for 2017

Appendix D – Current Monitoring Report for Safety Targets

(paragraph 3.1.6 refers)

	Value for reference period	**Value for 2016**	**Current figure for 2017 (as per 12.10.17)**
ST1 – Accident rate in commercial air transport	2009-2013 regional average: 3.84 accidents per million departures (for aircraft with MTOW above 5,700 kg) 2009-2013 moving five-year regional average number of accidents: 25.2 (for aircraft with MTOW above 27000kg)	2012-2016 average: 3.12 accidents per million departures (for aircraft with MTOW above 5,700 kg) 2012-2016 moving five-year regional average number of accidents: 21.6 (for aircraft with MTOW above 27000kg)	No validated data (10 accidents, 39 fatalities) 2012-2016 moving five-year regional average number of accidents: 15.2 (for aircraft with MTOW above 27000kg)
ST2 – CAA resources	52.97%	55.51%	58.24%
ST3 – Certification, surveillance and resolution of safety concerns	CE-6: 81.52% CE-7: 67.23% CE-8: 70.39% Average EI: 73.05%	CE-6: 81.33% CE-7: 67.99% CE-8: 70.18% Average EI: 73.17%	CE-6: 81.53% CE-7: 69.74% CE-8: 70.08% Average EI: 73.78%
ST4 – SSC resolution	Unresolved SSC: 0 New SSCs not resolved within 2 years from publications in ICAO: 0	Unresolved SSC: 1 (2 resolved in 2016) New SSCs not resolved within 2 years: 0 (1 new SSC was published and resolved in 2016)	Unresolved SSC: 1 New SSCs not resolved within 2 years: 0
ST5 – SSP implementation	N/A	"Gap analysis started": by 72.92% of States above 60% EI	"Gap analysis started": by 75% of States above 60% EI
		"Gap analysis completed": by 47.92% of States above 60% EI	"Gap analysis completed": by 52.08% of States above 60% EI
		"Implementation plan defined": by 27.08% of States above 60% EI	"Implementation plan defined": by 29.17% of States above 60% EI
		"SSP implementation completed": by 0% of States above 60% EI	"SSP implementation completed": by 0% of States above 60% EI

ST6 – Accident investigations	There were 21 accidents reported to ICAO in 2013 with State of occurrence in EUR/NAT region. 19 accidents were found to have investigations launched. For the residual 2, no information was found if the investigation is launched, i.e. the rate was 90.48%	There were 24 accidents reported to ICAO in 2016 with State of occurrence in EUR/NAT region. 20 accidents were found to have investigations launched. For the residual 4, no information was found if the investigation is launched, i.e. the rate was 83.33%	To date there are 10 accidents reported to ICAO in 2017 with State of occurrence in EUR/NAT region. 7 accidents were found to have investigation launched. For the residual 3 no information was found if the investigation is launched, i.e. current rate is 70%

Appendix E – Draft EUR Regional Safety Plan 2018-2022

(paragraph 3.1.14 refers)

(provided in a separate file)

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Appendix F – Outputs for Safety Enhancements (IE-REST/RSG/01)

(paragraph 3.2.10 refers)

Safety Enhancement (IE-REST/RSG/01)	
Safety Enhancement Action:	- In order to reduce runway excursions due to unstabilized approaches and long landings, the IE-REST should make available to air operators, and promote guidance material that outline adherence to industry best practices related to approach and landing safety. - Additionally, air operators should promote, and regulators should encourage, pilot adherence to approach and landing Standard Operating Procedures (SOPs) based on manufacturer guidance and industry best practices, including the go-around decision-making process.
Statement of Work:	- With the assistance of a Globus and UTair, the IE-RSG have reviewed, consolidated guidance on industry best practices related to approach and landing safety to air operators within the IE-REST geographical area. - All air operators within the IE-REST geographical area should ensure their SOPs for approach and landing meet industry best practices and adhere to manufacturer operating requirements. - Air operators should review all training and checking guidance materials to ensure proper emphasis on adherence to SOPs in all training and checking events and in normal line operations. - Regulators should evaluate and document the level of adoption of both manufacturer guidance and industry best practices related to approach and landing during safety oversight activities.
Champion Organization	UTair
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☐ Aerodrome Operators ☐ Research Organizations ☐ Training Organizations ☐ Air Navigation Service Provider ☒ Aircraft Maintenance Organizations ☒ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☐ Aircraft Accident/Incident Investigation Authority ☐ Other (specify)
Human Resources	• Personnel to research , draft, review and translate proposed guidance material • Air operator training, international industry associations or flight operations personnel to review and update manuals and training materials as necessary
Financial Resources:	• 1/4 Full-Time Equivalent (FTE) x Number of Air Operators x Fleets affected x annual salary • Funds for both English and Russian language versions of guidance material

Relation to Current Aviation Community Initiatives:	• Flight Safety Foundation Approach and Landing Accident Reduction Tool Kit • European Action Plan for the Prevention of Runway Excursions (EAPPRE) • ECAST Runway Excursion Working Group • Eurocontrol SISG • Eurocontrol/Flight Safety Foundation "go-around safety forum" (21 June 2013) • ICAO Regional Runway Safety Seminar (06-07 November 2013) • ICAO/IATA Runway Risk Reduction Toolkit
Performance Goal:	Reduction in runway excursion events where SOP non-compliance is a contributing factor.
Performance Indicators:	• Number of air operators which, voluntarily or required by their regulators, have reviewed their SOPs • Number of developed recommendations. For operators utilizing flight data analysis (FDA) programs, a decline in: • Long landing events in FDA in connection with control the passage of the runway threshold. • Unstable approach or landing events in FDA related to the long flare. • Unstable approach or landing events in FDA related to the short flare.
Key Milestones:	• Development of guidance materials in Russian and English by Champion Organization in cooperation with the IE-RSG, that incorporate industry best practices related to approach and landing safety. • Review of approach and landing SOPs by individual air operators and revision as necessary to ensure compliance with all current manufacturers recommended practices as well as overall industry best practices related to approach and landing. • Review of all manuals, training and guidance materials, and revision as necessary, by individual air operators to ensure compliance with manufacturer recommended operating practices related to approach and landing • Regulator will establish routine reviews of the implementation level of relevant manufacturer and industry best practices related to approach and landing by individual air operators during normal operational oversight visits
Potential Blockers:	Lack of support from air operators. Lack of financial resources within air operators to develop, translate and distribute the desired guidance material.
Detailed Implementation Plan Notes:	Incorporates CAST SE 14,15 and16.
CICTT Code:	RE, USOS, ARC
Output 1:	
Description:	The Champion Organization will , with the support of the IE-RSG, publish and distribute guidance material containing information on industry best practices for SOPs related to approach and landing to commercial air operators within the IE-REST geographical area
Lead Organization	UTair
Target Initiation Date:	2014

Time Line (milestones):	1 year
Target Completion Date:	December 2015 (for the first approved version)
Resources:	• Personnel to research , draft, review and translate proposed guidance material
Resource Notes:	• Lack of a volunteer.
Actions:	• Created a base concept on Russian and translation in English has started. Find resources and volunteers to do.
Progress report:	• The relevant guidance material was developed
Status:	Completed
Changes required:	Not required
Output 2:	•
Description:	• Regulators will ensure that air operators within the IE-REST geographical area have reviewed flight and operations manuals to assess compliance with all manufacturers recommended practices related to approach and landing as well as for alignment with industry best practices related to approach and landing, as contained in the guidance material from Output 1.
Lead Organization	• Regulators and air operators
Target Initiation Date:	• March 2016
Time Line (milestones):	• 3 year to complete manual publication cycle and oversight review
Target Completion Date:	• December 2018
Resources:	• Specific fleet review of manufacturer's guidance should require limited resources.
Resource Notes:	Existing manual/training material review and update process should be utilized. Need help from the most advanced air operators in obtaining best practice.
Actions:	• Organize the implementation.
Progress report	• SMS/RWY Safety Seminar was held on 19-20 July 2016 in Moscow, Russia. The Seminar has been organized with the support of IE-RSG members as well as ICAO, IAC, FAA, Rosaviatsia (Russian CAA) and Airbus. The Seminar was attended by over 180 representatives of CAAs and airports of Armenia, the Republic of Belarus, Republic of Kazakhstan, Kyrgyz Republic and Russian Federation. The conference participants were informed about the content and purpose of the guidelines designed by the IE-RSG. • RF Air Transport Agency (FATA) recommended Air operators to review all training and checking guidance materials to ensure proper emphasis on adherence to SOPs in all training and checking events and in normal line operations.
Status	• In progress.
Changes required	• Not required.
Output 3:	
Description:	All regulators within the IE-REST geographical area will emphasize and will ensure compliance operator's SOP with all manufacturers and regulators recommended practices related to approach and landing as well as for alignment with industry best practices related to approach and landing.

Lead Organization	Regulators
Target Initiation Date:	Upon completion of Output 2 by the air operator
Time Line (milestones):	3 years.
Target Completion Date:	December 2018
Resources:	
Resource Notes:	• Nil.
Actions:	• Organize the implementation.
Progress report:	The participants of IE-RSG reached an agreement on necessity to hold regular meetings with the regulators, operators and airplane manufacturers for raising and discussing the problems related to strict adherence to operational regulations and • procedures.
Status:	In progress
Changes required:	Not required

Appendix G – Outputs for Safety Enhancements (IE-REST/RSG/02)

(paragraph 3.2.10 refers)

Safety Enhancement (IE-REST/RSG/02)	
Safety Enhancement Action:	In order to reduce the occurrence of runway excursions, runway incursions and other runway-safety related occurrences, the IE-RSG, with the support of regulators, air operators, aerodrome operators and air navigation service providers (ANSPs), should develop guidance material, training programs and action plans for Runway Safety Teams (RSTs) within the IE-REST geographical area. The IE-REST should form a Runway Safety Go-Team (small group of experts) in the region that could assist airports in the IE-REST geographical region with start-up of local runway safety teams (along with team already established at Sheremetyevo Moscow and Pulkovo St. Petersburg airports).
Statement of Work:	The IE-RSG will collect, translate as needed and disseminate available specific guidance and training material from various organizations, including ICAO Eurocontrol, FAA, etc. as well as from other RASGs related to the development and operation of Runway Safety Teams (RSTs) in order to assist with the development of such teams at airports within the IE-REST geographical area. The IE-REST has created formation of the Runway Safety Go-Team (small group of experts) in the region that could assist airports, including ATC and ground operations, in the IE-REST geographical region with start-up of local runway safety teams.
Champion Organization	UTair.
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☒ Aerodrome Operators ☐ Research Organizations ☐ Training Organizations ☒ Air Navigation Service Provider ☐ Aircraft Maintenance Organizations ☐ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☐ Aircraft Accident/Incident Investigation Authority ☐ Other (specify)
Human Resources	• RST go-team already formatted in and 2 people are available with preliminary agreement in 90 days in advance.
Financial Resources:	Support from UTair and Aeroflot.
Relation to Current Aviation Community Initiatives:	• ICAO Regional Runway Safety Seminars. • Publication of the ICAO "Runway Safety Team Handbook" (2013). • Eurocontrol SISG. • ECAST Runway Excursion Working Group.

Performance Goal:	• An improvement in overall runway safety at airports within the IE-REST geographical area.
Performance Indicators:	• Number of local runway safety teams established in IE-REST geographical area. • Local safety initiatives initiated and closed as reported by regional runway safety teams. • Number of Regional Runway Safety support visits completed and/or established in IE-REST geographical area
Key Milestones:	• Publication in English and Russian of specific guidance material related to the development and operation of RSTs. • Establishment of an IE-REST Runway Safety Go-Team to support RST establishment in the IE-REST geographical region. • Identification of champions at each target airport to support team start-up.
Potential Blockers:	• Lack of regulatory basis for providers. • Lack of knowledge/best practice. • Lack of financial support for RST Go-Team visits. • Lack of guidance materials for RST Go-Team visits. • Lack of training support for RST Go-Team members. • Lack of funding for identified safety deficiency corrections at airports.
Detailed Implementation Plan Notes:	Not available.
CICTT Code:	RE, ARC, USOS, RI, BIRD, ***
Output 1:	
Description:	Develop list of guidance material and action plans for Runway Safety Teams (RSTs) within the IE-REST geographical area.
Target Initiation Date:	March 2014
Time Line (milestones):	1 year
Target Completion Date:	December 2017
Resources:	1/2 FTE to review and collate specific guidance material, 1 FTE to translate and validate translation Recourses required to create recommended implementations and to cooperate with Regulators and Air operators.
Resource Notes:	• The IE-RSG will be seeking assistance and support from Eurocontrol for material development and from donor organizations for the translation
Actions:	• Review and consolidate existing industry material on the development and function of runway safety teams
Progress report:	The Aeroflot' translation into Russian of the ICAO LRST Handbook on Runway Safety has been completed and uploaded on the ICAO EUR/NAT website. LRST methodology implemented in RF in 2014.
Status:	• Completed
Changes required:	• Not required
Output 2:	•

Description:	IE-RSG will establish selection criteria based on relevant experience for membership and will thereafter charter a Runway Safety Go-Team (small group of experts) in the region that could assist airports in the IE-REST geographical region with support for local runway safety teams. The Runway Safety Go-Team will develop applicable working techniques and will facilitate implementation of established plan for visits in the region to assist airports with both guidance material as well as support for local runway safety teams.
Target Initiation Date:	Upon RASG-EUR approval (March 2014)
Time Line (milestones):	• 90 days
Target Completion Date:	• March 2015
Resources:	• Travel and support for the Runway Safety Go-Team to participate in regional runway safety events.
Resource Notes:	• Lack of a volunteer and financial support.
Actions:	• Organize the implementation.
Progress report:	Two airports were selected in IE-REST geographical area to conduct ICAO Regional Runway Safety Go-team missions in 2016: BEN GURION (LLBG) - Tel Aviv, Israel and ESENBOGA (LTAC) – Esenboga, Turkey
Status:	• Completed
Changes required:	• Not required
Output 3:	•
Description:	• IE-RSG, with input from the IE-REST will identify an initial list of candidate airports for 2014 in the IE-REST geographical region,
Target Initiation Date:	• March 2014
Time Line (milestones):	• Ongoing
Target Completion Date:	• December 2016
Resources:	• Promotion of the Runway Safety Go-Team in regional airport publications. • Travel and support for the Runway Safety Go-Team to participate in regional runway safety events
Resource Notes:	• Lack of a volunteer and financial support.
Actions:	• Participation in regional runway safety events or other venues to publicize the availability of runway safety materials and assistance.
Progress report:	• ICAO Regional Runway Safety Go-team missions were conducted to BEN GURION (LLBG) - Tel Aviv, Israel and ESENBOGA (LTAC) – Esenboga, Turkey
Status:	• Completed
Changes required:	•

Appendix H – Safety Enhancements (IE-REST/IE-FDG/01)

(paragraph 3.2.15 refers)

Safety Enhancement (IE-REST/IE-FDG/01)	
Safety Enhancement Action:	In order to ensure air operators' adoption of industry best practices related to flight data analysis (FDA) and Safety Management System (SMS) implementation, the IE-FDG will make available to air operators, and promote adherence to guidance material (in English and Russian), that outlines industry best practises related to FDA programmes.
Statement of Work:	With the assistance of Champion organization, the IE-FDG will collect, analyse and develop guidance material for air operators, based on outcomes from the European Operators Flight Data Monitoring Forum (EOFDM), European Authorities coordination group on Flight Data Monitoring (EAFDM) and other relevant groups/organizations. Air operators in the IE-REST geographical area should review their FDA programmes and ensure alignment with industry best practices.
Champion Organization	Air Astana and Civil Aviation Committee (CAC) of Kazakhstan
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☐ Aerodrome Operators ☒ Research Organizations ☐ Training Organizations ☒ Aircraft Maintenance Organizations ☒ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☒ Aircraft Accident/Incident Investigation Authority ☐ Air Navigation Service Provider ☐ Other (specify)
Human Resources	Personnel to research and draft guidance material
Financial Resources:	To be defined within the scope of the selected projects (3000USD spent for ENG to RUS translation)
Relation to Current Aviation Community Initiatives:	• ICAO Doc10000 • EAFDM document (DEVELOPING STANDARDISED FDM-BASED INDICATORS Version 1 December 2013), • EAFDM Guidance on FDA oversight. • UK CAA "Significant Seven" Task force document, UK CAA CAP 739 Flight Data Monitoring. • FAA Advisory Circulars 120-82 (FOQA) • European Operators Flight Data Monitoring –Working Group A & B reports • CAAP SMS-4(0) Guidance on the establishment of a Flight Data Analysis Program (FDAP) – Safety Management Systems (SMS)

Safety Enhancement (IE-REST/IE-FDG/01)	
Performance Goal:	- Air operators will gaining additional knowledge and experience about analysis techniques, data mining principles, data process schemes and safety performance monitoring, this contributing to enhancing the implementation of their Safety Management System (SMS), moving to more proactive and predictive approaches; - Regulators will receive additional safety data and information from air operators thanks to the implementation of FDA, this contributing to enhancing the implementation of the State Safety Programme (SSP).
Performance Indicators:	• *Number of air operators in the IE-REST geographical area reporting to have implemented the guidance material developed by the IE-FDG*
Key Milestones:	• Finalization and dissemination of the guidance material in English by the IE-REST • Translation, review and validation of the guidance material in Russian • Dissemination of the guidance material by appropriate organizations in the IE-REST geographical area, • Implementation of the guidance material by air operators, as applicable • Implementation of the guidance material by regulators, as applicable
Potential Blockers:	• *Lack of support from regulators* • *Lack of interest from operators* • *Imperfection of National legislation with regards to FDA data protection* • *Existing FDA programs are focused on individuals but not on system safety improvements* • *Luck of benchmarking and threshold adaptation for various types of airplanes and flight operations* • *Luck of standardized FDA event definitions*
Detailed Implementation Plan Notes:	*Air Astana FDA program is under internal assessment and amendments*
CICTT Code:	*ALL*
Output 1:	
Description:	Development of guidance material in English and Russian, that outlines adherence to industry best practices related to FDA programmes.
Lead Organization	Air Astana
Target Initiation Date:	March 2014
Time Line (milestones):	2 years
Target Completion Date:	April 2016
Resources:	

Safety Enhancement (IE-REST/IE-FDG/01)	
Resource Notes:	
Actions:	• *Coordination with EOFDM (including participation in the EOFDM as observers)* • *Coordination with EAFDM (including participation in the EAFDM as observers)* • *Collection and analysis of material regarding industry best practises* • *Development of internal FDA program for Air Astana* • *Implementation and assessment of internal FDA program for Air Astana* • *Development of standardized FDAP in English and Translation to Russian* • *Publication of standardized FDAP in English and Russian on ICAO website.*
Progress report	a) Previous FDG reporter has participated in third conference of EOFDM on 06 February **2014**, in Cologne. It was agreed that FDG reporter to join the EOFDM working group A as a member. Also EAFDM agreed that FDG group will use officially published documents in it work to avoid duplications. b) Relevant guidance material was selected and circulated within the FDG members c) Translation (draft) of selected documents into Russian completed. d) New members to FDG have joined the group following IE-REST (03) meeting at Moscow in April 2014. e) Additional guidance materials were identified and circulated within FDG members. f) Air Astana has developed the draft of FDAP, area of improvement were identified. It is now under review and corrections/amendments. g) Nowadays the Air Astana FDA program is developed and approved by National Aviation Authority. h) External assessment will be done by Third Country Operator (TCO) audit in October 2015. i) If basic compliance with local and international standards confirmed, Air Astana will continue with adopting best practices in FDA program. j) Final guidance material in English and Russian sent to ICAO EU and North Atlantic office in April 2016 and then published.
Status	Completed
Changes required	None
Output 2:	
Description:	Organization of several seminars/workshops for air operators and regulators.
Lead Organization	*AIRBUS in cooperation with IAC/MAK in the frame of ICAO Project ref. "COSCAP-CIS – RER/01/901"*
Target Initiation Date:	The 1st FDA Seminar took place in September 2014 in Moscow at IAC/MAK under COSCAP-CIS project with the support of Airbus.
Time Line (milestones):	3 years

Safety Enhancement (IE-REST/IE-FDG/01)	
Target Completion Date:	End 2017
Resources:	Organization of seminars and workshops
Resource Notes:	
Actions:	• Develop seminars and workshop material • Announce and promote workshop • Venue, logistics, participants, speakers • Conduct the seminar/workshop Follow up.
Progress report	a) The first FDA Seminar took place in Moscow, Russian Federation, from 16 to 18 September 2014. b) Several workshops organised with some Russian operators from 2014 to 2017. c) Second FDA Seminar/workshop took place in Moscow, Russian Federation, from 12 to 13 April 2016. d) Third FDA Seminar/workshop took place on the 2nd & 3rd of October 2017 in Baku, Azerbaijan
Status	In progress
Changes required	None
Output 3:	
Description:	Implementation of Guidance materials by air operators and regulators in the IE-REST geographical area, including a pilot project with an air operator and its oversight authority
Lead Organization	Air Astana
Target Initiation Date:	September 2015
Time Line (milestones):	3 years
Target Completion Date:	September 2018
Resources:	TBA
Resource Notes:	**TBA**
Actions:	• Publication on ICAO web site • Submission of guidance materials to regulators • Regulators may consider to mandate some or all recommendations developed • Air operators may consider to implement guidance materials on voluntary basis

Safety Enhancement (IE-REST/IE-FDG/01)	
Progress report	Air Astana has finalized implementation of their FDAP within their organization. Research for additional airlines to participate in the pilot project for implementation of standardized FDA programme within IE-REST geographical area
Status	In progress.
Changes required	It is proposed to move the implementation date to allow for additional airlines to participate in the pilot project for implementation of standardized FDA programme within IEREST geographical area.

Appendix I – Safety Enhancement (IE-REST/IE-FDG/02)

(paragraph 3.2.15 refers)

Safety Enhancement (IE-REST/IE-FDG/02)	
Safety Enhancement Action:	In order to improve and promote an open dialogue within the industry and between the industry and regulators regarding FDA implementation, the IE-FDG should make available guidance material intended for national regulators, in English and Russian, on establishing a national oversight & forum dedicated to FDA.
Statement of Work:	With the assistance of Champion organization, the IE-FDG will collect, analyze and develop guidance material for regulators within IEREST geographical area, using outcomes from the European Authorities Forum for Fight Data Monitoring (EAFDM) and other relevant groups/organizations, in order to dialogue within the industry and between the industry and regulators regarding FDA implementation. Regulators will set up a regular dialogue (through regular meetings or forums) with their national air operators regarding FDA programmes. Additionally, regulators and IATA should encourage air operators to participate in the IATA "FDX" programme. Regulators in the IE-REST geographical area should work closely with air operators under their oversight responsibility in order to develop means to use FDA to identify precursors of accidents and incidents, monitor operational safety issues and to assist in the regular reporting of standardized FDA events.
Champion Organization	CAAs of the Republic of Moldova
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☒ Aerodrome Operators ☒ Research Organizations ☐ Training Organizations ☒ Aircraft Maintenance Organizations ☒ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☒ Aircraft Accident/Incident Investigation Authority ☒ Air Navigation Service Provider ☐ Other (specify)
Human Resources	Personnel to research and draft guidance material, experts from regulators and air operators including project manager to lead the meeting
Financial Resources:	Tbd - to include funds for both Russian and English versions of guidance material.
Relation to Current Aviation Community Initiatives:	• *EAFDM ToR* • *EAFDM Guidance on FDA oversight.* • *Guidance for NAA of setting up a National FDM forum*
Performance Goal:	• Air operators will learn from each other about practices, challenges and solutions found to enhance the implementation of FDA programmes; • Regulators will enhance their capacity to support air operators to enhance the implementation of FDA programmes.
Performance Indicators:	• Number of Sates in the IE-REST geographical area reporting to have implemented the guidance material developed by the IE-FDG • Number of States having established national forums for FDA

Key Milestones:	• Finalization and dissemination of the guidance material in English by the IE-REST • Translation, review and validation of the guidance material in Russian • Dissemination of the guidance material to regulators in the IE-REST geographical area, • Implementation of the guidance material by regulators
Potential Blockers:	• Lack of support from regulators • Lack of interest from air operators
Detailed Implementation Plan Notes:	
CICTT Code:	*ALL*
Output 1:	
Description:	Developing the guidance material in English and Russian, regarding the implementation of National FDA oversight & establishment of a national FDA forum.
Lead Organization	*Air ASTANA and CAA Moldova*
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	31 December 2015
Resources:	EAFDM Docs translator(s) + subject matter experts to verify the translation
Resource Notes:	
Actions:	• Air ASTANA translated draft of "Guidance for NAA on the Oversight of FDAP" • CAA Moldova to verify and document at national level and submit the final version for publication on ICAO web site.
Progress report	• Air ASTANA has translated the draft of. EAFDM Guidance on FDA oversight CAA Moldova works on draft translation of its Implementation guide into Russian with publication planned at in December 2015 (TBA); • *IAC/MAK in the frame of ICAO Project ref. "COSCAP-CIS – RER/01/901"* has provided translation of the "Guidance for NAA of setting up a National FDM forum"
Status	Completed
Changes required	none
Output 2:	
Description:	Pilot project in several IE-REST States
Lead Organization	CAA Moldova
Target Initiation Date:	October 2016
Time Line (milestones):	One year
Target Completion Date:	End 2019

Resources:	TBA
Resource Notes:	
Actions:	CAA of Moldova to continue & develop the activity of National FDA forum
Progress report	In December 2016 CAA of Moldova officially established National FDA Forum. In May 2017 CAA of Moldova held first National FDA Forum working meeting Research for additional CAAs to participate in the pilot project
Status	In Progress
Changes required	It is proposed to move the implementation date to allow for additional CAAs to participate in the pilot project for implementation of National FDA.

Appendix J – Safety Enhancement (IE-REST/TS/01)

(paragraph 3.2.20 refers)

Safety Enhancement (IE-REST/TS/01)	
Safety Enhancement Action:	The IE-REST will support the implementation of ADREP/ECCAIRS compatible databases in the IE-REST geographical area, in order to enhance the capability for performing safety data analysis and of exchanging safety data.
Statement of Work:	- With the assistance of a Champion Organization and other organizations, the IE-TSG will identify issues (enablers/blockers) related to the implementation of ADREP/ECCAIRS compatible databases in the various States in the IE-REST geographical area; - The relevant State authorities in the IE-REST geographical area will identify relevant English-speaking staff (from the relevant State authorities but also, if possible, from major industry organizations, including air operators and ANSPs) to be trained to use ECCAIRS, and will ensure their effective training; - With the assistance of a Champion Organization and other organizations, the IE-TSG will translate ECCAIRS taxonomy in Russian language and related guidance material as needed; - The relevant State authorities within the IE-REST geographical area will take measures, including regulatory measures if needed, to ensure the implementation of ADREP/ECCAIRS compatible databases.
Champion Organization	Interstate Aviation Committee (IAC), with support from ICAO, EU/JRC (tbc) and Eurocontrol
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☒ Aerodrome Operators ☒ Research Organizations ☒ Training Organizations ☒ Aircraft Maintenance Organizations ☒ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☒ Aircraft Accident/Incident Investigation Authority ☒ Air Navigation Service Provider ☐ Other (specify)
Human Resources	*TBD*
Financial Resources:	TBD
Relation to Current Aviation Community Initiatives:	• ICAO SARPS and guidance material • CAST/ICAO common taxonomy team (CICTT) • ECCAIRS community
Performance Goal:	Deploy and maintain ADREP/ECCAIRS compatible databases in all States in the IE-REST geographical area
Performance Indicators:	• Number of States having adopted ADREP/ECCAIRS compatible taxonomies and databases ; • Number of States having experts appropriately qualified and trained to use ECCAIRS; • Number of States effectively maintaining ADREP/ECCAIRS compatible databases.

Key Milestones:	• Development of a report on the various issues (enablers/blockers) related to the implementation of ADREP/ECCAIRS compatible databases in the various States in the IE-REST geographical area; • Delivery of ECCAIRS training for the relevant staff; • Translation of the ECCAIRS taxonomy in Russian language and related guidance material as needed; • Deployment and maintenance, through all necessary measures, of ADREP/ECCAIRS compatible databases in each State in the IE-REST geographical area.
Potential Blockers:	• Lack of support from regulators; • Lack of financial resources.
Detailed Implementation Plan Notes:	
CICTT Code:	ALL
Output 1:	
Description:	Development of a report on the various issues (enablers/blockers) related to the implementation of ADREP/ECCAIRS compatible databases in the various States in the IE-REST geographical area.
Lead organization:	IAC
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	December 2017
Resources:	1 representative from the IAC, 1 representative from the CAA Russia
Resource Notes:	Need to be amended by representatives from states.
Actions:	The study is to be conducted and results presented.
Progress report:	Preliminary results of the study were presented at the IE-REST/04 at Almaty in September 2014. The research activity regarding the comparison of the ASOBP and ECCAIRS taxonomies has been completed and presented by the CAA of the Russian Federation
Status:	In progress
Changes required:	Shift the Target Completion Date.
Output 2:	
Description:	Selection and training of relevant English-speaking staff (from the relevant State authorities but also, if possible, from major industry organizations, including air operators and ANSPs) in the use of ECCAIRS.
Lead organization:	IAC
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	December 2018
Resources:	To be determined
Resource Notes:	

Actions:	
Progress report:	1- A dozen of experts from 4 IE-REST States (Azerbaijan, Georgia, Kyrgyzstan and the Republic of Moldova) received an ECCAIRS training provided in cooperation between TRACECA and ICAO. The training was organized in Tbilisi, Georgia, from 29 September to 8 October 2014. 2- Some IE-REST States are envisaging to request a cost-recoverable ECCAIRS course to ICAO.
Status:	In progress
Changes required:	Target completion is proposed to be amended.
Output 3:	
Description:	The translation of the ADREP taxonomy into Russian language.
Lead organization:	IAC
Target Initiation Date:	January 2015
Time Line (milestones):	
Target Completion Date:	December 2018
Resources:	1 volunteer from LLC GLOBUS (S7 Airlines) (Russia), 3 specialists from the IAC,
Resource Notes:	Need to be amended by aviation specialists for crosscheck and speeding up the progress.
Actions:	
Progress report:	The translation of the most relevant keys is almost complete. The BEA and DGAC France assisted the group with the presentation and guidance material regarding the use of the ECCAIRS Taxonomy Designer (Translation Tool). The guidance material and experience of the BEA helped a lot in launching of the translation process and with the prioritization. The IAC contacted the ECCAIRS JRC support people and received the positive feedback as well as the ECCAIRS 5 Taxonomy Designer 2.5.1 software and the “Russian Translation Project” file. The ECCAIRS 5 was installed at the IAC server superseding the ECCAIRS 4 installation. The translation Tool was launched and the test of compatibility with the “Russian Project” was passed successfully. The key elements of the Translation Tool taxonomy, prioritized with the help of the BEA and group members, were exported to the Excel files and transferred for translators to parallel the process. The translated keys have been imported back to the Translation Tool. Nevertheless the process was interrupted due to the necessity to send the translated results back to the JRC for integration into the updated release of the ECCAIRS taxonomy for review. That will take some time and extended cross-check of the results cannot take place before. The translation of Taxonomy Tables is being finalized and translation of the interface is underway.
Status:	In progress
Changes required:	Shift the Target Completion Date

Appendix K – Safety Enhancement (IE-REST/TS/02)

(paragraph 3.2.20 refers)

Safety Enhancement (IE-REST/TS/02)	
Safety Enhancement Action:	The IE-REST will support the establishment and implementation of effective mandatory and voluntary safety occurrence reporting systems within the States and the industry in the IE-REST geographical area.
Statement of Work:	In order to establish the necessary foundations for the implementation of State Safety Programmes (SSP) and Safety Management Systems (SMS), respectively within the States and the industry in the IE-REST geographical area: – With the assistance of a Champion Organization and other organizations, the IE-TSG will review, consolidate, disseminate guidance material, in English and Russian, regarding international provisions and best practices related to the establishment and implementation of mandatory and voluntary safety occurrence reporting systems within the States and the industry; – The relevant State authorities within the IE-REST geographical area will take measures to ensure the effective implementation of mandatory and voluntary safety occurrence reporting systems as part of their SSP; – Air operators, air navigation service providers, aerodrome operators, approved maintenance organizations and approved training organizations within the IE-REST geographical area will take measures to ensure the effective implementation of mandatory and voluntary safety occurrence reporting systems as part of their SMS.
Champion Organization	CAA of Georgia
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☒ Aerodrome Operators ☐ Research Organizations ☒ Training Organizations ☒ Aircraft Maintenance Organizations ☒ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☒ Aircraft Accident/Incident Investigation Authority ☒ Air Navigation Service Provider ☐ Other (specify)
Human Resources	CAA of Georgia
Financial Resources:	TBD
Relation to Current Aviation Community Initiatives:	• ICAO SARPS (in particular Annex 13 and Annex 19) and related guidance material (Doc 9859); • EU (Directive2003/42/EC, EC No 1330/2007, EC No 1321/2007 and related); • EUROCONTROL (EVAIR); • ASRS and ASAP (United States). Advisory Circular 120-66B
Performance Goal:	To achieve a data-driven, risk based and result oriented safety management framework within the IE-REST geographical area.

Performance Indicators:	• Increased number and quality of reports submitted through mandatory reporting systems; • Relevant reports on no-reportable occurrence submitted though voluntary reporting systems.
Key Milestones:	• Presentation of applicable international provisions and sharing of best practices; • Identification and acknowledgement of practical problems/issues by stakeholders (States and industry); • Development of the guidance material; • Pilot project to support implementation of the developed guidance material.
Potential Blockers:	• Unclear/insufficient legislation; • Lack of support from regulators; • Legal, judicial and cultural issues.
Detailed Implementation Plan Notes:	
CICTT Code:	
Output 1:	
Description:	Organization of a series of workshops to present and discuss international provisions, best practices and practical challenges related to the establishment and implementation of mandatory and voluntary safety occurrence reporting systems within the States and the industry.
Lead organization:	CAA of Georgia
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	December 2017
Resources:	*To be determined – small team of instructors (including from ICAO, ICCAIA (TBC) Eurocontrol (TBC), and one State TBD) to be formed to develop and provide the training*
Resource Notes:	
Actions:	Develop training material for occurrence reporting. Review it within IE-Rest Geographical area and deliver to beneficial states.
Progress report:	The systemic issues related to the SEI 02 implementation were identified and ways of implementation were discussed during the IE-REST/03 in Moscow in April 2014 and during the IE-REST/04 at Almaty in September 2014. International provisions were presented by ICAO and examples of implementation were presented by several States. A discussion was launched and supported by operators and aviation administrations. A workshop on occurrence reporting is planned for the next IE-REST meeting.
Status:	In progress
Changes required:	Target Completion Date is proposed to be amended.

Output 2:	
Description:	Development and dissemination of guidance material, in English and Russian, regarding international provisions and best practices related to the establishment and implementation of mandatory and voluntary safety occurrence reporting systems within the States and the industry.
Lead organization:	CAA of Georgia
Target Initiation Date:	March 2014
Time Line (milestones):	
Target Completion Date:	December 2016
Resources:	To be determined
Resource Notes:	
Actions:	
Progress report:	A PPT presentation is being prepared (with the support of the ICAO Secretariat and the CAA of Georgia) for a short guidance document highlighting basic principles governing mandatory and voluntary occurrence reporting. The Regulatory Framework on Occurrence Reporting Guidance Material has been developed by the Georgian CAA, and translated into Russian by the Bermuda Department of Civil Aviation; The Guidance Material has been uploaded to IE-REST portal for discussion and presented to IE-REST.
Status:	Completed
Changes required:	No changes required
Output 3:	
Description:	Pilot project with one State within the IE-REST geographical area and organizations within that State (air operators, air navigation service providers, aerodrome operators, approved maintenance organizations and/or approved training organizations), to support implementation of the developed guidance material.
Lead organization:	CAA of Georgia
Target Initiation Date:	January 2015
Time Line (milestones):	
Target Completion Date:	January 2018
Resources:	To be determined
Resource Notes:	

Actions:	Identify a State willing to analyse and implement occurrence reporting.
Progress report:	The CAA of Georgia has taken many actions to strengthen occurrence reporting within its State and has kept the IE-REST informed about its progress. The progress achieved by Georgia was reviewed by a mission conducted by the ICAO EUR/NAT Regional Office in December 2015, with the assistance of an expert from France, following which suggestions were made to Georgia on the way forward. A letter has been sent to the Member States of the Region proposing support in the implementation of the occurrence reporting systems in a volunteering State with use of the Regulatory Framework on Occurrence Reporting Guidance Material developed by the Georgian CAA. There has been no volunteering State for the time being.
Status:	In progress
Changes required:	No changes are required

Appendix L – Safety Enhancement (IE-REST/HOST/01)

(paragraph 3.2.28 refers)

Safety Enhancement (IE-REST/HOST/01)	
Safety Enhancement Action:	Nearly every year accidents with helicopters occur due to their entering the vortex ring state. The reason is the lack of theoretical and practical skills of pilots, which leads to the inability to detect signs of entering the vortex ring state and to the absence of vortex ring state recovery skills. To mitigate aircraft accident risks of entering the vortex ring state IE-HOST will develop the Recommendations for pilot training, considering the best practices of the helicopter industry and will contribute to their adjunction into the courses in training centers for pilots as well as for operators.
Statement of Work:	• To study the theoretical and practical experiences of the pilots training pertaining to the vortex ring state in the states with a significant number of commercial helicopter operators; • To conduct a research/practice conference on vortex ring problem with the representatives of educational establishments, operators, helicopter manufactures, research centers, considering opinions of its participants while developing the Recommendations for pilot training; • To prepare the Draft of the Recommendations, distribute it among the stakeholders and consolidate their comments and suggestions. • To prepare the final version of the Recommendations in both Russian and English languages, approve then in the aviation administrations of IE-HOST geographical area; • To take necessary steps for adjunction of the Recommendations into the courses for pilots in training centers, operators, providing all the necessary assistance for their implementation Jointly with the administrations of IE-HOST geographical area.
Champion Organization	Federal Air Transport Agency (FATA), Russian Federation
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☐ Aerodrome Operators ☒ Research Organizations ☒ Training Organizations ☐ Aircraft Maintenance Organizations ☒ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☒ Aircraft Accident/Incident Investigation Authority ☐ Air Navigation Service Provider ☒ FSTD Design/Production Organizations
Human Resources	• Personnel (Design/Production Organizations, Research University etc.) to research the topic and formation of proposals and approaches for guidance materials. • Test pilots of Design/Production Organizations and Regulatory/Safety Oversight Authority to check (in flight or expertly) proposals and approaches formed in guidance materials.

Safety Enhancement (IE-REST/HOST/01)	
	• Air operator training or flight operations personnel to review and update manuals and training materials as necessary.
Financial Resources:	N/A at present
Relation to Current Aviation Community Initiatives:	• Federal Aviation Rules FAR-147 (Russian Federation) • FAA/EASA Advisory Circulars • International Helicopter Safety Team • United States Helicopter Safety Team • European Helicopter Safety Team
Performance Goal:	• To improve training of practical skills for VRS recognition and recovery within the framework of existing flight training schools
Performance Indicators:	• Publication of RASG-EUR safety advisory with recommendations for VRS recognition and recovery training
Key Milestones:	• English and Russian publications of specific materials related to the vortex ring state recovery (if necessary). • A technical report containing the conclusion that includes the statement of the necessity to nominate ICAO initiative for practical implementation of the requirements for helicopter safe operation when entering the vortex ring
Potential Blockers:	• Lack of support from regulators • Lack of support from air operators • Lack of financial support
Detailed Implementation Plan Notes:	
CICTT Code:	LOC-I
Output 1:	
Description:	The Champion Organization will perform analysis of the research of vortex ring problem in the international helicopter community within the IE-HOST geographical area. The Champion Organization will prepare RASG-EUR safety advisory for practical implementation of the requirements for helicopter safe operation when entering the vortex ring. This material will be reviewed by IE-HOST, after that it will be promulgated through applicable procedure.
Lead Organization	FATA
Target Initiation Date:	September 2016
Time Line (milestones):	18 months
Target Completion	February 2018

Safety Enhancement (IE-REST/HOST/01)	
Date:	
Resources:	Translate and format existing English language material into Russian
Resource Notes:	The IE-HOST will be seeking assistance and support from Russian helicopter industry, aviation authorities and university society.
Actions:	• Assessment of adequacy and realism of helicopter simulator performance during VRS entering in flight. An agreement was reached between GAZPROMAVIA air company and flight schools regarding performing test flights, using flight simulators, with involvement of test pilots from Mil Moscow Helicopter Plant, JSC and Flight Research Institute, who repeatedly practice VRS. • Under favorable conclusion of test pilots to develop a standard program of initial and periodic flight crew training. • Consider the developed methodology at FATA expert board. • Drafting, approval and dissemination of the RASG-EUR safety advisory

Appendix M – Safety Enhancement (IE-REST/IE-ANS SO/01)

(paragraph 3.2.34 refers)

Safety Enhancement (IE-REST/IE-ANS SO/01)	
Safety Enhancement Action:	Enhance the States oversight capabilities in the areas of PANS-OPS and Aeronautical Charts.
Statement of Work:	With the assistance of a Champion Organization and other organizations, the IE-ANS SO will: - develop a model for national rules and regulations in the area of PANS-OPS and Aeronautical Charts; - develop a standardised training programme for the PANS-OSP and Aeronautical Charts inspectorate staff; - prepare and deliver workshops to provide initial, recurrent and On-the-Job training for the PANS-OPS and Aeronautical Charts inspectorate staff.
Champion Organization	ICAO
Implementers: (Select all that apply)	☐ Air Operators ☐ International Industry Associations ☐ Aerodrome Operators ☐ Research Organizations ☒ Training Organizations ☐ Aircraft Maintenance Organizations ☐ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☐ Aircraft Accident/Incident Investigation Authority ☒ Air Navigation Service Provider ☐ FSTD Design/Production Organizations
Human Resources	• Experts to draft and review the proposed material • Experts to prepare workshops and training material • Instructors to conduct workshops and training •
Financial Resources:	• Funds for associated travel of experts and instructors • Funds for both English and Russian language versions of the produced material •
Relation to Current Aviation Community Initiatives:	• ICAO EUR/NAT PANS-OPS 16002 Project
Performance Goal:	To improve safety oversight capabilities of States in the IE-REST geographical area

Safety Enhancement (IE-REST/IE-ANS SO/01)	
Performance Indicators:	• Number of inspectors trained • EI implementation rate for PQs related to PANS OPS and Aeronautical Charts (7,211; 7,213; 7,215; 7.217; 7,333; 7,335; 7,337; 7,339) • Number of States with the relevant entry on the EANPG List Of Air Navigation Deficiencies
Key Milestones:	• Assembling the team of experts; • Review of the existing best practices in the area of PANS-OPS and Aeronautical Charts oversight; • Develop a model for PANS-OPS and Aeronautical Charts regulations • Development of a standardized training program for PANS-OPS and Aeronautical Charts inspectorate staff; • Development and delivery of specific workshops to include initial, specialised and on-the-job training for PANS-OPS and Aeronautical Charts inspectorate staff; •
Potential Blockers:	• Lack of support from States and necessary funding •
Detailed Implementation Plan Notes:	•
CICTT Code:	*CFIT, RE*
Output 1:	
Description:	Development of a standardized training program for the PANS OPS and Aeronautical charts inspectorate staff
Lead Organization	ICAO EUR/NAT and training organisations
Target Initiation Date:	January 2018
Time Line (milestones):	9 months
Target Completion Date:	September 2018
Resources:	2 Subject Matter Experts donated by the Lead Organization
Resource Notes:	•

Safety Enhancement (IE-REST/IE-ANS SO/01)	
Actions:	• Review available ICAO guidance material • Review existing training programmes developed by States and training organisations • Develop a draft training program •
Output 2:	•
Description:	• Delivery of workshops to include initial, specialised and on-the-job training for PANS-OPS and Aeronautical Charts inspectorate staff
Lead Organization	• ICAO EUR/NAT and training organisations
Target Initiation Date:	• October 2018
Time Line (milestones):	• 12 months
Target Completion Date:	• October 2019
Resources:	• 2 Subject Matter Experts donated by the Lead Organization • Mission travel funds • Provision of facilities to deliver workshops
Resource Notes:	•
Actions:	• Development of workshop material • Securing required financing for missions and workshops • Delivery of workshops to cover all IE-REST States
Output 3:	•
Description:	• A model for PANS-OPS and Aeronautical Charts regulations
Lead Organization	• ICAO EUR/NAT, States, training organisations
Target Initiation Date:	• November 2019
Time Line (milestones):	• 24 months
Target Completion Date:	• November 2021
Resources:	• 2 SMEs donated by donors

Safety Enhancement (IE-REST/IE-ANS SO/01)	
Resource Notes:	•
Actions:	• Review the existing ICAO material • Review the existing regulations developed by States • Develop a draft model regulation •
Output 4:	•
Description:	• ICAO validation activities to confirm resolution of CAPs
Lead Organization	• ICAO EUR/NAT
Target Initiation Date:	• November 2019
Time Line (milestones):	• 24 months
Target Completion Date:	• November 2021
Resources:	• Subject Matter Expert (SME) in the area of ANS • Associated travel costs
Resource Notes:	•
Actions:	• To ensure States document relevant progress in the on-line frameworks • Select and conduct the appropriate validation activities • Prepare and issue validation activity reports and update status of PQs

Appendix N – RASG-EUR Safety Advisory-06 (RAS-06)

(paragraph 3.3.4 refers)

RASG-EUR SAFETY ADVISORY–06

(RSA-06)

November 2017

GUIDANCE MATERIAL ON MEASURES TO IMPROVE THE EFFECTIVENESS OF ENHANCED GROUND PROXIMITY WARNING SYSTEM (EGPWS)/TERRAIN AWARENESS AND WARNING SYSTEM (TAWS)

Date of Issue:	November 2017
Revision No:	First Edition
Document Ref. No.:	RASG-EUR/IE-REST
Owner:	RASG-EUR

These guidelines are developed based on the work performed by the IE-REST in

collaboration with the ICAO EUR/NET Regional Office and the European Regional Aviation Safety Group (RASG-EUR) championed by United Kingdom (Bermuda CAA) and are aimed to Improve the Effectiveness of TAWS/EGPWS.

Disclaimer

This document is intended to provide guidance for civil aviation regulators and aircraft operators on easures that could be taken by stakeholders to reduce the likelihood of false GPWS warnings or, more seriously, the system's failure to provide a timely warning.

It is not intended to supersede or replace existing materials produced by the Civil Aviation Authorities (CAA) or in ICAO SARPs. The distribution or publication of this document does not prejudice the CAA's ability to enforce existing National regulations. To the extent of any inconsistency between this document and the National/International regulations, standards, recommendations or advisory publications, the content of the National/International regulations, standards, recommendations and advisory publications shall prevail.

1. Background

1.1 A controlled flight into terrain (CFIT) accident occurs when an airworthy aircraft under the control of the flight crew is flown unintentionally into terrain, obstacles or water, usually with no awareness of the impending collision on the part of the crew.

1.2 ICAO's first action in this regard can be traced to 1978, when requirements for equipping commercial air transport aircraft with GPWS were introduced into Annex 6 Part I International Commercial Air Transport - Aeroplanes. This led to a significant decrease in the number of CFIT occurrences, but not to their complete elimination. A significant advancement in technology was achieved with the development of GPWS with a forward looking terrain avoidance function, generally referred to as Enhanced Ground Proximity Warning System (EGPWS), and known also as Terrain Awareness and Warning System (TAWS).

1.3 With the advent of EGPWS/ TAWS in 1996, there has been a significant reduction in the frequency of CFIT accidents. ICAO subsequently required that aircraft be equipped with this equipment and Annex 6 Part I currently requires all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers, to be equipped with a ground proximity warning system which has a forward looking terrain avoidance function.

1.4 ICAO requires States to ensure that operators have procedures in place to ensure the integrity electronic navigation data products and that the operator continues to monitor both process and products. While EGPWS/TAWS data base would not be utilized for navigation purposes, it would be considered important to ensure that the equipment is functioning with the latest software and data base available.

1.5 There are a number of factors that can reduce the effectiveness of ground proximity warning system (GPWS) equipment. Several measures can be taken by stakeholders to reduce the likelihood of false GPWS warnings or, more seriously still, the system's failure to provide a timely warning.

2. Analysis

2.1 Perhaps the most easily rectified shortcoming involves the software utilized by EGPWS/TAWS. Software updates are issued regularly, yet industry sources reveal these are not always being implemented by all operators, or are not installed in a timely manner.

2.2 Application of software updates improves the characteristics of the equipment. Such improvements are possible on the basis of operational experience, and enable earlier warnings in situations that occur closer to the runway threshold where previously it was not possible to provide such warnings. Similarly, it is important to regularly update the obstacle, runway and terrain database provided by manufactures for use with their equipment.

2.3 EGPWS/TAWS equipment was designed to function with a position update system, but not all installations are linked to Global Navigation Satellite System (GNSS) receivers. While the required position data can be acquired by using an effective ground-based navaid network, such support for area navigation systems is not available everywhere. Use of GNSS eliminates the possibility of position shift, which is another source of false warnings (or worse, the failure to provide a genuine warning).

3. Recommended Action

3.1 RASG-EUR encourages States to advise air operators of factors that could reduce the effectiveness of EGPWS/TAWs warnings.

3.2 RASG-EUR recommends that States ensure air operators have procedures in place to ensure that EGPWS/TAWS software and data bases (including obstacle, runway and terrain

databases) are updated to the latest available standard. Where air operators choose not to update the software and data bases to the latest standard, they should conduct a risk assessment. The risk assessment is to confirm that CFIT safety risk for their operation would not be reduced through incorporation of the latest update.

3.3 RASG-EUR recommends that States should ensure that air operators maintain and monitor the provision of most accurate positioning information to the EGPWS/TAWS system (e.g. encourage the broader use of GNSS input linked to EGPWS, etc). ~~consider mandating GNSS inputs for TAWS/EGPWS equipment, where an air operator may toutinely operate in areas where the ground based navaid network does not ensure accurate position information.~~

Appendix O – RASG-EUR 2016 Annual Safety Report

(paragraph 3.4.4 refers)

(provided in a separate file)

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Appendix P – Updated Terms of Reference for the EUR RMA and EURASIA RMA

(paragraph 3.5.36 refers)

Appendix D, EUR Doc 001:

These functions of the RMA, as agreed by EANPG, are as follows::

…

18. receive reports of non-compliance (Doc 9869 refers) with RSP180 and RCP240 from other RMAs and transmitting reports to the respective State of the operator/aircraft;
19. receive and maintain records of RCP and RSP approvals issued by States of Operator/Registry associated with current State responsibility and incorporating into expanded RVSM/PBCS approvals database and follow-up as appropriate instances of non-approved aircraft being identified in PBCS airspace. This would be determined by augmenting the existing monthly RVSM approvals check to incorporate a similar check against PBCS Approvals where these have been included in the flight plan but no approvals record is held by RMAs;
20. sharing records of RCP and RSP approvals between RMAs in line with current sharing practices of RVSM approvals for the ability of States/ANSPs to verify that aircraft operators filing PBCS capabilities in the flight plan are authorized to do so.

Appendix Q – List of EUR Air Navigation Deficiencies

(paragraph 3.6.5 refers)

(provided in a separate file)

Appendix R – 2016 ASBU Implementation Monitoring Report

(paragraph 4.1.8 refers)

(provided in a separate file)

Appendix S – ICAO ASBU Implementation Monitoring Questionnaire

(paragraph 4.1.12 refers)

(provided in a separate file)

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Appendix T – European (EUR) Air Navigation Plan Vol III

(paragraph 4.1.21 refers)

(provided in a separate file)

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Appendix U – Status of States with High Seas Airspace in relation to "High Seas Coordination Procedure" regarding Implementation of FRA Concept (as of 23 August 201)

(paragraph 4.2.4 refers)

STATES WITH HIGH SEAS AIRSPACE	FRA DESCRIPTION	HIGH SEAS PROCEDURE SERIAL NUMBER
Albania	FRALB: Night FL195 - FL660	17/08-HS-ALB
Algeria		
Belgium	FRAM2: FRA Brussels FIR, Hannover UIR and Amsterdam FIR FL245 - FL660	17/19-HS-BEL
Bulgaria	Sofia FIR: Night FL245 to FL660 SEEN FRA: Night Sofia FIR (FL lowered to FL175), Bucuresti FIR and Budapest FIR Sofia FIR: H24 seasonal	13/26-HS-BUL 17/01-HS-BUL-ROU 17/20-HS-BGR
Croatia	SEA FRA / SECSI FRA	
Cyprus		
Denmark	DK/SE FRA / NEFRA	
Estonia	FRA: FIRs Tallinn and Riga FL95 - FL660	15/34-HS-EST-LVA
Finland	FRA: FL95 - FL660	12/20-HS-FIN/SWE
France		
Georgia	FRAG: H24 FL255 - FL660	17/02-HS-GEO
Germany	FRAM2: FRA Brussels FIR, Hannover UIR and Amsterdam FIR FL245 - FL660	17/19-HS-BEL
Greece		
Iceland (NAT)		
Ireland	FRA Ireland	
Israel		
Italy	FRA in Brindisi, Milano and Roma UIRs FL365 - FL460 FRAIT - above FL335	14/06-HS-ITA 16/21-HS-ITA
Latvia	FRA: FIRs Tallinn and Riga FL95 - FL660	15/34-HS-EST-LVA
Lithuania	LTUFRA: H24 FL245 - FL660 LTUFRA: H24 FL95 and above	15/45-HS-LTU 16/22-HS-LTU
Malta	FRA: Malta FIR between FL335 - FL660	16/20-HS-MLT
Montenegro / Serbia	SEA FRA / SECSI FRA	
Morocco		
Netherlands	FRAM2: FRA Brussels FIR, Hannover UIR and Amsterdam FIR FL245 - FL660	17/19-HS-BEL
Norway	FRA above FL135 & FL195 in parts of North Sea and above FL195 in Bodø Oceanic FIR	15/35-HS-NOR
Poland		
Portugal	FRAL: FL245 and above	13/25-HS-POR
Romania	N-FRAB: Bucuresti FIR Night FL105 to FL660 SEEN FRA: Night Sofia FIR (FL lowered to FL175), Bucuresti FIR and Budapest FIR	13/32-HS-ROU 17/01-HS-BUL-ROU
Russian Federation		
Spain		
Sweden	DK/SE FAB FRA: Sweden UIR above FL285	13/41-HS-SWE
Tunisia		
Turkey		

STATES WITH HIGH SEAS AIRSPACE	FRA DESCRIPTION	HIGH SEAS PROCEDURE SERIAL NUMBER
Ukraine		
United Kingdom		

Appendix V – EANPG Handbook (EUR Doc 001), Appendix B – Regional Air Navigation Agreement Coordination Procedure for Airspace Changes over the High Seas

(paragraph 4.2.8 refers)

THE HIGH SEAS COORDINATION PROCEDURE

a. The following procedure is aimed to obtain regional air navigation agreement before implementing all airspace changes and ATS routes (regional and non-regional) over the High Seas (international airspace):

1) States send an official letter to the ICAO Secretariat or indicate the requirement in the RDGE Summary of Discussions, as a direct outcome of the RDGE meeting.

2) The ICAO Secretariat circulates the proposed changes over the High Seas on behalf of the "initiating" States.

3) The States consulted generally have a four-week deadline for comments.

4) The "silent procedure" applies (i.e. no comments received means agreement).

5) After the deadline, if no objections are received, the ICAO Secretariat officially informs all States consulted that the "initiating" State(s) may proceed with the implementation.

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ATS ROUTE AND AIRSPACE CHANGES THAT REQUIRE HIGH SEAS COORDINATION PROCEDURE

b. The following non-exhaustive list shows some examples of ATS route and airspace changes over the High Seas that require proper coordination and conduct of the High Seas Coordination Procedure:

- change/implementation of significant points;
- change of traffic flows (i.e. unidirectional to bi-directional and vice-versa);
- change of vertical limits of airspace and/or ATS routes;
- re-designation of ATS routes;
- change/removal of ATS routes;
- change of airspace classification;
- change of TMA and CTA boundaries.
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c. For implementation of the Free Route Airspace (FRA) Concept, in the case that none of the above mentioned changes takes place when FRA is implemented over the High Seas, with no restrictions imposed on airspace users, and with no changes to the existing ATS procedures (e.g. as described in the LoAs with neighbouring ATC units) the High Seas Coordination Procedure may not be necessary.

d. Nevertheless, all States planning to implement FRA over the High Seas are required to officially inform the ICAO EUR/NAT Office within the following timelines to allow ample time for processing of the appropriate coordination procedure or dissemination of information to the appropriate airspace users and impacted stakeholders:

a) information on intent of FRA implementation: 6 months in advance; and

b) full details of FRA implementation: no less than 3 AIRAC cycles in advance.

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MODEL TEXT FOR OFFICIAL LETTER TO ICAO TO INITIATE THE PROCEDURE

e. The following is model text for the official letter from States to initiate the regional air navigation agreement coordination procedure:

Note: This should be used only as a guide for the content of the letter to ICAO. For all airspace changes, such as change of airspace classification, change of TMA boundaries, etc., States are invited to use their discretion to adjust the text and provide all necessary information concerning this change, as appropriate.

TO BE ISSUED AND SIGNED ON THE STATE'S LETTERHEAD PAPER

To: Mr Luis Fonseca de Almeida, ICAO Regional Director, Europe and North Atlantic

[DATE]

Subject: Free Route Airspace Concept Implementation / ATS Route Network Changes over the High Seas

Dear Mr Fonseca de Almeida,

1. In accordance with the provisions in Annex 11, paragraph 2.1.2 and the established procedure for amendment of the European Air Navigation Plan, [STATE OR STATES] wish to inform the ICAO EUR/NAT Office of their intention to implement *airspace changes/ATS route changes/the Free Route Airspace Concept* which will include airspace over the High Seas (international airspace) within [FIR NAME] FIR.

2. The proposed area, principles and procedures of the Free Route Airspace Concept implementation are as follows:

a) definition of the implementation area in the vertical and horizontal planes;

b) brief description of the procedures to be applied in this area; and
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c) indication of the reference material within the national Aeronautical Information Publication.

AND/OR

3. The proposed changes to the ATS route network are as follows:

Route Designator:	
Route description:	
Route characteristics/ remarks:	

4. We confirm that coordination between all parties concerned has been carried out and a chart indicating the changes concerned is attached to this letter for ease of reference.

5. The planned date of implementation of these changes is *[DD/MM/YY]*.

[SIGNED]

Attachment: Chart showing changes

Appendix W – Proposed Updates to RDGE Terms of Reference (ToRs), Composition, Structure and Task List, and Working Structures

(paragraph 4.2.30 refers)

Establishment **2003 -** EANPG Decision 45/34, revised 2016 – EANPG Conclusion 58/31

Terms of Reference

The Route Development Group **RDGE** works within the terms of reference of the EANPG, on matters related to ATS route planning and implementation, as well as airspace improvement projects, in the Eastern part of the ICAO European Region that are included in the following task list. The RDGE work/activities also support the implementation of the aviation system block upgrade (ASBU) modules of the *Global Air Navigation Plan* (ICAO Doc 9750, GANP) in the improvement area of Optimum Capacity and Flexible Flights, with relationships to Block 0 modules: B0-CCO (improved efficiency in departure profiles), B0-FRTO (improved operations through enhanced en-route trajectories), B0-CDO (improved flexibility &efficiency in descend profiles).

a) Develop and maintain working procedures for:

- RDGE and its four subgroups and
- procedures to handle the proposals for amendment to the ATS route network (including airspace improvement projects) and eANP;

b) Identify requirements/improvements for maintaining an efficient ATS route network (including airspace improvement projects), 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

c) 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.);

d) Apply procedure to obtain regional air navigation agreement for proposals for amendment to the ATS route network (including airspace improvement projects) and eANP.;

e) Ensure the implementation of the approved amendments to the ATS route network (including airspace improvement projects) and EUR eANP.

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, Turkey, Turkmenistan, Ukraine, Uzbekistan, EUROCONTROL, IAC, IBAC, IATA~~, as well as Computer Flight Plan Software Providers (e.g. Jeppesen, Lufthansa Systems, Sabre, Air Support Denmark)~~. 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 regional coordination matters the following adjacent States will also be invited: Afghanistan, Canada, China, Democratic People's Republic of Korea, Iran, Iraq, Japan, Mongolia, Pakistan, Syrian Arab Republic, United States.

Note: The Cross Polar Working Group (CPWG) could also be invited to participate on specific issues related to ATS route planning and implementation in the Far East Area of the ICAO EUR Region.

Structure

Plenary and sub-regional groups (5 days meeting with 2 days plenary session, 2 days Subgroup sessions followed by 1 day plenary session as required)

RDGE WORKING PROCEDURES

STEP 1 Preliminary information on proposed airspace improvement projects and/or ATS route network to RDGE.

Before an RDGE meeting, preferably not later than two months in advance, RDGE members from States and International Organizations submit descriptions of proposed airspace improvement projects and/or ATS route network to the Secretariat.

STEP 2 Dissemination of the information on proposed airspace improvement projects and/or ATS route network amongst the RDGE members.

The Secretariat processes the information received and includes the proposed airspace improvement projects and/or ATS route network in the ATS Route Catalogue of the RDGE. The updated RDGE ATS Route Catalogue is sent out by e-mail to the RDGE members and other parties concerned by the proposal.

STEP 3 Discussions at and Coordination between the meetings.

At the RDGE meeting, for the sake of efficiency, the forum of the Meeting is divided into four subgroups to cover several geographical areas simultaneously, namely:

a) Baltic area and its interface;

b) Black Sea and South Caucasus area and its interface;

c) Middle Asia area and its interface; and

d) Far East area and its interface.

Other subgroups or task forces may be established, if required.

At the RDGE meeting, the working groups discuss the previously proposed, or any new, proposals and agree on actions and deadlines for their execution to enable the States to continue coordination on a bilateral or multilateral basis between the meetings. The actions and deadlines agreed are reflected in the RDGE ATS Route Catalogue.

If required, ad-hoc and mini-RDGE meetings are convened by the Secretariat or the RDGE members themselves in order to expedite the coordination and implementation of the proposed airspace improvement projects and/or ATS route network.

Between the meetings, the RDGE members ensure that the coordinates of new waypoints are calculated with required precision and States reserve the ICAO route designators and five-letter name-codes of the waypoints through the ICARD system.

If further coordination of the waypoints is required to finalize the proposal, the RDGE members continue discussions with their counterparts in the neighbouring States on a bilateral basis and inform the Secretariat on the results of their discussions.

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For ATS Routes or airspace improvement projects over the High Seas:

STEP 4 Regional air navigation agreement for amendment to the ATS route network and Air Navigation Plan (eANP)

The mission of the RDGE with regard to proposed airspace improvement projects and/or ATS route network and the associated amendment of the ANP is to prepare agreed technical material required to initiate the formal procedure to obtain regional air navigation agreement for proposals for amendment (PfA) to the ATS route network and associated *ICAO Air Navigation Plans* (eANP).

The regional air navigation agreement coordination procedure and template of the letter that States should send to the ICAO Secretariat is outlined in Appendix B of the EANPG Handbook (EUR Doc 001).

In order to ensure the most efficient and expeditious handling of the proposals for amendment to the ATS route network and associated *ICAO Air Navigation Plans* (eANP), the following procedures should apply:

- Procedure One (HS-P1 – "*Fast-track procedure*") – ICAO Secretariat is requested to circulate the proposal on behalf of the "initiating" States (or ICAO Secretary General), as a direct outcome of the RDGE meeting (for proposals requiring a short term implementation and without any expected objection);

- Procedure Two (HS-P2 – "*Confirmation procedure*") – ICAO Secretariat is requested to prepare a draft proposal and circulates it to the "initiating" States for confirmation; the "initiating" States have a two week deadline for comments; "silent procedure" applies (i.e. no comments received means agreement); after the confirmation stage, if no objections received, the ICAO Secretariat officially circulates the proposal on behalf of the "initiating" States;

- Procedure Three (HS-P3 – "*IO procedure*") – ICAO Secretariat is requested to circulate the proposal on behalf of an international organisation directly concerned with the operation of aircraft ("initiating" IO), as a direct outcome of the RDGE meeting;

- Procedure Four (HS-P4 – "*EANPG Procedure*") – ICAO Secretariat is requested to prepare a draft proposal and circulates it to the EANPG members (via electronic correspondence) for consideration and comments; EANPG members have a deadline of up to three week for comments; "silent procedure" applies; after the consultation stage, if no objections are received, the ICAO Secretariat circulates the official proposal on behalf of the EANPG.

The procedure to be applied would be selected by the ICAO Secretariat on a "case by case" evaluation, based on the recommendations of the RDGE meeting as stated in its Summary of Discussions.

Note 1.:The above referenced procedures do not preclude any State from initiating its own formal procedure to obtain regional air navigation agreement for airspace and/or ATS route-related proposals.

Note 2.:Whilst it is acceptable to submit proposed amendments to the ATS route network and eANP without prior agreement with neighbouring States, the States participating in RDGE

activities are encouraged to avoid this practice. This is to ensure that the eANP does not become saturated with proposals which are not feasible to implement.

Before applying for the procedure to obtain regional air navigation agreement for proposed amendments, RDGE (and/or States concerned) will ensure that the following information is accurate and consistent with the ICARD systemfive-letter name-codes of waypoints and their coordinates; and route designators.

STEP 5 Publication of ATS Routes and/or airspace improvement projects

After the Amendments to the ANP have been circulated and approved, the States promulgate the aeronautical information on the ATS routes so that all concerned receive it a minimum of 2 AIRAC cycles (56 days) before the effective date.

STEP 6 Report on implementation status

The RDGE members report on the implementation of airspace improvement projects and/or ATS routes to the RDGE meeting, and the RDGE ATS Route Catalogue is updated accordingly.

Airspace user organizations convey their feedback on operations and utilization of the new airspace improvement projects and/or ATS routes. Corrective actions are undertaken, if required, to further improve the newly established route structure.

Appendix X – ICAO Position for the ITU WRC-19

(paragraph 4.3.3 and 4.3.6 refers)

(provided in a separate file)

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Appendix Y – Updated EUR METG Terms of References

(paragraph 4.3.17 refers)

EUR MET SG ToRs

METEOROLOGY GROUP (METG)
Terms of Reference and Composition
Establishment Renamed in 1990. EANPG Decision 32/9

Terms of reference
The Meteorology Group (METG) is established by EANPG 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 ~~efficiant~~ 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.

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 EANPG and kept under review by the COG. 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 ~~implementation~~ areas of aeronautical meteorology ~~MET~~ 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 COG and EANPG to ensure that the target dates are met and the deliverables are of required quality.

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 conducting its activities, METG should follow the following guidance given to the Group by the EANPG and COG:

a) Maintain close coordination with relevant EANPG 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 EANPG 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 EANPG and the Meteorology Panel (METP) and its associated 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 bodies (WMO, EASA, EUROCONTROL, EC) on regional issues and analyze related implementation aspects;
j) Identify and refer to COG and EANPG 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.

4. **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 Organisations (CANSO, EUROCONTROL, IAOPA, IATA, IFALPA, WMO)

Attachment – relevant tasks associated with the MET Panel and its' associated working groups

Parent Group	Task	Who	When
WG-MRI	Activate EUR MET/ATM TF to address regional implementation of provisions (Annex 3, PANS-MET) for MET support to selected ASBU Block 1 modules (e.g. support to trajectory based operations, terminal area operations) that would become applicable in ~~2020~~2022.	COG (METG recomm.)	Late ~~2018~~2020
WG-MISD	Monitor global developments that may assist in the development of EUR/NAT contingency plan for nuclear emergency (COG Conclusion 50/07 and NAT SPG Conclusion 47/07 refers). ~~Proposals for Amendment of ICAO Annex 3 with respect to release of radioactive material into the atmosphere for endorsement by the MET Panel expected in October 2016.~~ Short term solution likely with 3D contamination charts and associated guidance for EACCC. Support implementation of Amendment 78 to Annex 3 (subject to ANC approval) that is expected to allow the use of a cylinder of radius up to 30km for SIGMET on Radioactive Cloud when detailed information on the release is not available. Provide an example of SIGMET on RADCLD in EUR Doc 014. Long term solution would include advisory dimension, use of initial source parameters and eventually threshold levels acceptable to passengers, crew and aircraft components.	METG, COG, NAT SPG, EACCC	~~Oct 2016~~ Dec 2017 Nov 2018 ~~2018+~~ 2020+
	Monitor developments associated with provisions for phenomenon based, globally-consistent, en-route weather information systems and associated Regional Hazardous Weather Advisory Centres, and where applicable, an implementation strategy needed by EANPG in 2019 for 2020	METG, COG, EANPG	2018-2020

	applicability date. Selection process to be provided by ICAO.		
	~~Monitor developments associated with space weather information (e.g. impact to HF, GNSS, aircraft systems, aircrew and passengers) and space weather selection criteria (with assistance by WMO). An implementation strategy needed by EANPG in 2016 and/or 2017 is needed for 2018 applicability date.~~ Support implementation of new provisions of space weather service information in Amendment 78 to Annex 3 (subject to ANC approval).	METG, COG, EANPG	~~2016-2017~~ July 2018
	Assure alignment of EUR Doc 014 with a) Amendment 78 to Annex 3 provisions (subject to ANC approval) related to operational status indicators (test, exercise) for VAA, TCA and SIGMET/AIRMET; and b) Regional SIGMET Guide Template that does not use 'APRX' in SIGMET messages – to assist in IWXXM implementation.	METG	2018
	Monitor developments associated with volcanic ash information in ASBU Block 1 (2018-2023) since two VAACs reside in the EUR Region and States may have to assist in implementation (e.g. possible SO_2 provisions; providing VAACs information from sensors located within their State).	METG	2018
	Monitor developments associated with World Area Forecast System, particularly ASBU Block 1 (2018-2023).	METG	2018
WG-MIE	Prepare for exchange of METAR and SPECI, TAF, SIGMET, AIRMET, VAA and TCA in IWXXM by November 2020 by addressing designation and responsibilities of Regional Translation Centres, validation, extended AMHS implementation (in coordination with AFSG) and inter-regional exchange. METG through DMG to assure EUR Doc	DMG, METG in coordination with AFSG	2016-2020

	033 (*Guidelines for the Implementation of OPMET Data Exchange using IWXXM in the EUR Region*) is kept up-to-date based on WG-MIE developments.		
	Consider developments of WG-MIE in proposed inter-regional workshop, *Service Improvement through integration of Digital AIM, MET and ATM information in 2017*, as well as any regional workshops on IWXXM.	DMG	October 2017
	Monitor developments related to MET-in-SWIM	DMG, METG in coordination with AFSG	2020+
WG-MOG	Monitor feasibility study on making area forecasts for low-level flights issued in graphical form available on SADIS FTP as this may impact exchange of information in this regard by States.	DMG, METG	2017 – 2018 (in trial mode)
	Monitor development of SO_2 provisions taking into consideration the list of requirements provided by IATA – planned for inclusion in Amendment 79 to Annex 3.	METG	2020
	Monitor and take into account developments related to volcanic ash provisions in light of volcanic ash exercises ~~in order to adapt exercise directives with new provisions if adopted~~ (e.g. ~~confidence levels, T+24 VAG, special air report on no-ash,~~ introduction of re-suspended ash; removal of confidence levels on a trial basis; removal of T+24 hour trial VA forecast).	DMG, METG	~~2017-2018~~ 2017

Data Management Group (DMG) of METG
Terms of Reference and Composition
Establishment:
EUR Bulletin Management Group (BMG) replaced by EUR Data Management Group (METG Decision 20/06 refers, METG/20 held from 6-10 Sep 2010 in Paris)
Objectives
The Data Management Group of the METG (DMG) was established by METG to optimize and manage OPMET data distribution within the EUR Region as well as interregional OPMET distribution to and from the EUR Region.

- Support the implementation of System Wide Information Management (SWIM)

- ICAO Weather Information Exchange Model (IWXXM)
  - Monitor and consider outcomes from WG/MIE, IMP and coordinate when necessary with AFSG and other inter-regional groups
  - Develop implementation plan
  - Update EUR Doc 033 and EUR Doc 018 when necessary

- Availability management
  - RODEX
  - Routine monitoring and ad-hoc exercises

- Quality management
  - Validation
  - Timeliness
  - Performance indices

- Change management
  - MOTNE procedure
  - RODC
  - IWXXM support

- Problem management
  - PHP (only for AOP aerodromes)

- Ad-hoc tasks received from METG relating to the OPMET data distribution

- Any other task in support of data management

Composition of the DMG
One to two experts from
Algeria (RODC Focal point)
Austria (ROC ~~rep., SIGMET and Special AIREP~~ Warning test focal point, RODB)
Belgium (Vice Chair, DMG focal point, ~~RODB,~~ RODB focal point, RODB)
Denmark (EUR Doc 18 ~~and RODC~~ focal point)
France (Chair, ROC ~~representative~~, volcanic ash focal point, RODB)
~~**Netherlands** (SADIS User – Monitoring Reference Point)~~
Romania (Secretary)

Russian Federation (focal point for PT/EAST States on implementation of OPMET related provisions (e.g. IWXXM, PHP))
United Kingdom (ROC ~~representative~~, SADIS ~~OPMET Gateway~~ Focal Point, ~~PHP manager~~)
ICAO

Note: a limited number of experts from States and IATA or other ICAO recognized organizations beyond those listed may at times be ~~necessary~~ invited to support complex DMG activities. MID ROC Jeddah and back-up ROC Bahrain are encouraged to participate in DMG meetings, when deemed necessary.
Note: PHP manager will be designated during DMG/22 meeting.

Abbreviations:
ROC – Regional OPMET Centre
RODB – Regional OPMET Data Bank
RODC – Regional OPMET Data Catalogue
RODEX – Regional OPMET Data Exchange
PHP – Problem Handling Procedure

Meetings
Three meetings occur each year, noting that ICAO support is expected for three meetings per year.
Documentation

- DMG procedures should be documented and kept up-to-date in the EUR OPMET Data Management Handbook
- Working and information papers as well as summary of discussions should be provided on the ICAO Portal under the group name DMG.

Parent group
The DMG reports to the METG. Updates to the DMG procedures, composition and terms of reference are subject to approval by the METG

Project Team on Implementing of MET Services in the Eastern Part of the EUR Region including Central Asia (PT/EAST) of METG
Terms of Reference and Composition

Establishment: PT/EAST was established in 2000
The PT/EAST reports to METG to address the following:

- Deficiencies
    - Identify, mitigate and monitor deficiencies related to the provision of meteorological services to international civil aviation.

- Competency assessment
    - Implement competence assessment of aeronautical meteorological personnel according to WMO provisions;
    - Exchange experience on implementation and documentation in this regard.

- Space weather
    - Prepare proposals on implementing Global and/or Regional Centre(s) of Space Weather in accordance to ICAO selection process when it becomes available.

- Hazardous weather
    - Prepare proposals on implementing Regional Hazardous Weather Advisory Centre(s) in accordance to ICAO selection process when it becomes available;
    - Implement necessary weather information network (e.g. Doppler meteorological radars) to support the above.

- IWXXM implementation
    - Implement the ICAO Meteorological Information Exchange Model (IWXXM) and share implementation experience with PT/EAST States.

- QMS
    - Implement Quality Management System (QMS) with ISO 9001:2015 standards

- English language proficiency
    - Determine need of implementing ELP based on the available guidance material, EUR Doc 038 ~~expected to be available at the end of 2016~~;
    - Develop implementation plan on ELP where applicable.

- Implementation of Amendment 77 to Annex 3
    - implement Amendment 77 to Annex 3 (noting 77B that removes state of the runway in supplementary information in METAR and SPECI is not applicable until 5 Nov 2020) and subsequent amendments in the future;
    - provide assistance in implementation by sharing related changes in national regulatory documents of PT/EAST States.
    - to facilitate participation in implementing the WMO Strategic and Operating Plan and ICAO Global Air Navigation Plan**.**

- Prepare proposals/sub regional initiatives in the field of aeronautical meteorology (**MET**) contributing to the **safety** and **efficiency** of international air navigation

Composition of the PT/EAST
Armenia
Azerbaijan
Belarus
Georgia (Rapporteur)
Kazakhstan
Kyrgyzstan
Republic of Moldova
Russian Federation
Turkmenistan
Ukraine
Uzbekistan

Meetings
One meeting should occur each year and work should be done through correspondence between meetings.

Documentation
Working and information papers as well as summary of discussions should be provided on the ICAO Portal under the group name PTEAST.

Note that the Project Team Meteorological Information Services Operations (MET-OPS) manages the harmonization of all aspects related to the operational service delivery of MET information for International Air Navigation in the ICAO EUR Region, excluding elements related to the international MET information exchange in scope of the Data Management Group (DMG).

Appendix Z – EUR Search and Rescue Plan

(paragraph 4.4.2 refers)

(provided in a separate file)

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Appendix ZA – Baltic Sea Ad-Hoc Civil Military Expert Group, Strategic Level Focal Points

(paragraph 4.7.3 refers)

(provided in a separate file)

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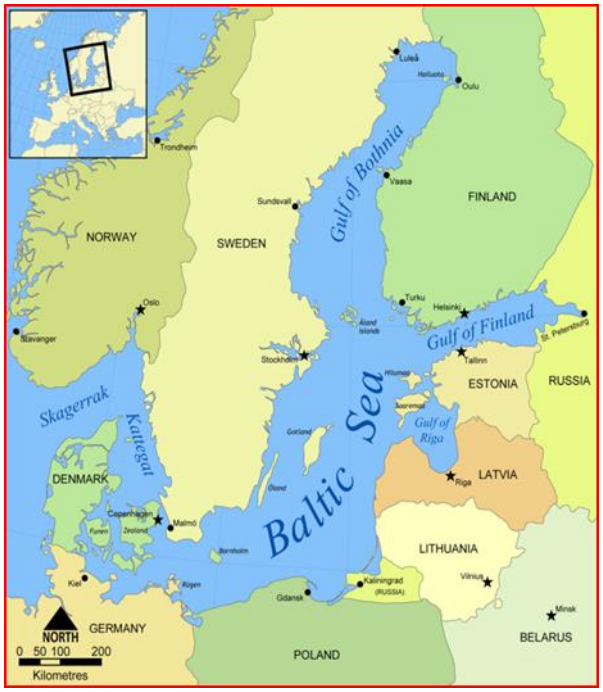
Appendix ZB – EUR OPS Bulletin 2017_001

(paragraph 4.7.4 refers)

EUR OPS BULLETIN

Serial Number: **2017_001** Effective: 15 December 2017

Subject: 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



The common use of airspace and of certain facilities and services by civil and military aviation shall be arranged so as to ensure the safety, regularity and efficiency of civil aviation as well as to ensure that the requirements of military air operations are met. As airspace is a shared resource for civil and military aviation activities and the assurance of safety is paramount for all involved aviation stakeholders.

Civil and military aviation authorities should share best practices with a view to promote a common understanding of the described principles and their practical implementation. States should also share national policies and regulations in order to raise the awareness and enhance the understanding of military aircraft operations from all the aviation stakeholders involved.

This bulletin provides considerations for safety risk management and outlines best practices for the handling and resolution of air encounters between aircraft, both civil and military, in peacetime.

Regulatory framework

- While each state has exclusive sovereignty over the airspace above its territory and territorial waters, the High Seas are open to all States (UN Convention on Law of the Sea) ;
- Military aircraft, as part of State aircraft, are not bound by the Convention on International Civil Aviation, which established the International Civil Aviation Organisation (ICAO) and sets up standards and recommended practices (SARPS) for civil aviation at global level;

Note *Further guidelines are available in the EUR OPS Bulletin 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) and EUR Doc 032*

General considerations

- Safety is paramount regarding all air operations for both civil and military airspace users as well as air navigation service providers;
- Where applicable, military aircraft respect the provisions of the Code for Unplanned Encounters at Sea (CUES) related to air incidents;
- All aircrews shall ensure a safe distance to any other aircraft, obstacles or the ground/sea in all phases of the flight;
- To determine safe distance, all aircrews shall comprehensively consider national rules, relevant international guidance, meteorological conditions, flight rules, aircraft performance, situation and the type of operation;

- In addition to the provisions from the *ICAO Manual concerning Interception of Civil Aircraft (MICA) (Doc 9433)*, the pilots in command of involved aircraft, in case of an interception for the purpose of identification, verification or escort, will operate in the interest of common safety, maintaining safe distance/separation and avoiding reckless manoeuvres that could be interpreted as provocative;
- Any aircraft involved in an encounter in the air should, in the interest of flight safety, conduct active communications as much as practicable, and the communication should include, as a minimum:
  - the clarification of identity;
  - the aircraft manoeuvring intentions;
  - the events in progress or planned events that could impact air safety;
  - any emergency or other critical flight status information.

Best practices for the handling and resolution of air encounters between civil and military aircraft in peacetime

- The pilot in command is solely responsible for judging whether the safe conduct of his flight is endangered by another aircraft that has a right to operate in the same airspace. This judgement should balance the perceived risk of an air encounter against the likelihood of a real incident. Therefore,

  - **Civil aircrews should consider:**
    - The different regulatory framework for flights over sovereign airspace which are mostly conducted in controlled airspace and for the flights conducted over High Seas airspace;
    - The use of all available means (i.e. traffic advisories, Radio Communications) or methods (i.e. see-and-avoid) to minimise the risk of collisions;
    - The application of the principles of airmanship and the Rules of Air (ICAO Annex 1 and Annex 2)

- **Military aircrews should consider the potential consequences before engaging in actions that could be misinterpreted. The actions that aircrews generally avoid include:**
  - Unreasonable actions that prevent other aircraft to manoeuver safely including launch and recovery;
  - Approaching other aircraft at an excessive/high closure rate;
  - Use of FCR (Fire Control Radar) at (very) close range in such a manner which could be misconstrued as preparation for weapons deployment;
  - Use of lasers in such a manner as to cause harm to personnel or damage equipment on board other aircraft;
  - Except in the case of distress, the discharge of signal rockets, weapons or other objects in the direction of other aircraft

- **Air Traffic Control should consider:**
  - To share all available information of all known traffic to adjacent ATC units;
  - When necessary, provide traffic information of non-identified traffic to all affected aircraft under control according to national rules and regulations.

Notice

The purpose of the European Operations Bulletin **2017_001** is to promulgate principles and best practices in case of air encounters especially in the High Seas airspace over the Baltic Sea, commonly shared by civil & military aviation stakeholders.

This Bulletin is incorporating the results from the Civil Military Expert Group Meetings for the enhancement of safety over the Baltic Sea, organised and hosted by the Finnish Transport Safety Agency (Trafi) in 2017. It was presented and endorsed at the 59th Meeting of the European Air Navigation Planning Group in December 2017.

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Appendix ZC – Procedures related to the Use of Approval Requests

(paragraph 4.7.12 refers)

Draft Proposal for Amendment to ICAO Doc 4444, P-ATM, Chapter 10 Coordination

10.1.2.3 APPROVAL REQUESTS

10.1.2.3.1 If the flying time from the departure aerodrome of an aircraft to the boundary of an adjacent control area is less than the specified minimum required to permit transmission of the necessary flight plan and control information to the accepting ATC unit after take-off and allow adequate time for reception, analysis and coordination, the transferring ATC unit shall, prior to departure, forward that information to the accepting ATC unit together with a request for approval. ~~The required time period shall be specified in letters of agreement or local instructions, as appropriate~~. [Editorial Note: Requirement already covered in 10.1.2.3.5] ~~In the case of revisions to a previously transmitted current flight plan, and control data being transmitted earlier than this specified time period, no approval from the accepting ATC unit shall be required~~.[Editorial Note: moved to paragraph 10.1.2.3.4]

10.1.2.3.1.1 When boundary estimate data are to be transmitted for approval by the accepting unit, the time in respect of an aircraft not yet departed shall be based upon the estimated time of departure as determined by the ATC unit in whose area of responsibility the departure aerodrome is located. [Editorial Note: provisions relocated from 10.1.2.3.4]

10.1.2.3.2 In the case of an aircraft in flight requiring an initial clearance when the flying time of the aircraft to the control area boundary ~~of an adjacent control area~~ is less than a specified minimum, the aircraft shall be held within the transferring ATC unit's control area until the flight plan and control information have been forwarded together with a request for approval, and coordination effected, with the ~~adjacent~~ accepting ATC unit.

10.1.2.3.2.1 In the case of an aircraft in flight requiring an initial clearance, the time shall be based on the estimated elapsed time from the holding fix to the boundary plus the time expected to be needed for coordination. Editorial Note: provisions relocated from 10.1.2.3.4]

10.1.2.3.3 In the case of an aircraft requesting a change in its current flight plan, or of a transferring ATC unit proposing to change the current flight plan of an aircraft, ~~and the flying time of the aircraft to the control area boundary is less than a specified minimum~~, which would result in aircraft operating under conditions other than those specified in the letters of agreement or local instructions in accordance with 10.1.1.3 h), the revised clearance shall be withheld pending approval of the proposal by the ~~adjacent~~ accepting ATC unit.

10.1.2.3.4 In the case of revisions to a previously transmitted current flight plan, and control data being transmitted earlier than the specified time period, no approval from the accepting ATC unit shall be required. [Editorial Note: relocated from paragraph 10.1.2.3.1] ~~When boundary estimate data are to be transmitted for approval by the accepting unit, the time in respect of an aircraft not yet departed shall be based upon the estimated time of departure as determined by the ATC unit in whose area of responsibility the departure aerodrome is located.~~ [Editorial Note: provisions moved to the new paragraph 10.1.2.3.1.1] ~~In respect of an aircraft in flight requiring an initial clearance, the time shall be based on the estimated~~

~~elapsed time from the holding fix to the boundary plus the time expected to be needed for coordination.~~
[Editorial Note: provisions moved to the new paragraph 10.1.2.3.2.1]

10.1.2.3.5 The conditions, including specified flying times, under which approval requests shall be forwarded, shall be specified in letters of agreement or local instructions as appropriate.

[…]

12.3 ATC PHRASEOLOGIES

12.3.5 Coordination between ATS units

Circumstances		*Phraseologies*
…		
12.3.5.4	APPROVAL REQUEST	a) APPROVAL REQUEST *(aircraft call sign)* ESTIMATED DEPARTURE FROM *(~~significant point~~ place)* AT *(time)*; b) APPROVAL REQUEST *(aircraft call sign)* [ESTIMATED] OVER *(significant point)* AT *(time)* REQUESTS *(level or route, etc.)*; ~~b~~c) *(aircraft call sign)* REQUEST APPROVED [*(restriction if any)*]; ~~c~~d) *(aircraft call sign)* UNABLE *(alternative instructions)*.
12.3.5.5	INBOUND RELEASE	[INBOUND RELEASE] *(aircraft call sign)* [SQUAWKING *(SSR code)*] *(type)* FROM *(departure point)* RELEASED AT *(significant point, or time, or level)* CLEARED TO AND ESTIMATING *(clearance limit) (time)* AT *(level)* [EXPECTED APPROACH TIME *or* NO DELAY EXPECTED] CONTACT AT *(time)*.
12.3.5.6	HANDOVER	HANDOVER *(aircraft call sign)* [SQUAWKING *(SSR code)*] POSITION *(aircraft position) (level)*.
…		
12.3.5.7	EXPEDITION OF CLEARANCE	a) EXPEDITE CLEARANCE *(aircraft call sign)* EXPECTED DEPARTURE FROM *(place)* AT *(time)*; b) EXPEDITE CLEARANCE *(aircraft call sign)* [ESTIMATED] OVER *(~~place~~significant point)* AT *(time)* REQUESTS *(level or route, etc.)*.

Appendix ZD – Attachment to EUR Doc 024, European Principles and Procedures for the Allocation of Secondary Surveillance Radar Mode S Interrogator Code (IC)

(paragraph 4.7.15 refers)

(provided in a separate file)

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Appendix ZE – EUR Doc 024, European Principles and Procedures for the Allocation of Secondary Surveillance Radar Mode S Interrogator Code (IC)

(paragraph 4.7.15 refers)

(provided in a separate file)

Appendix ZF – Transition Project Team (TPT) Draft Terms of Reference

(paragraph 6.1.6 refers)

The Transition Project Team (TPT) is a temporary group comprised of members of the EANPG and RASG-EUR communities, together with the Secretariat, tasked by EANPG and RASG-EUR in line with EANPG/59 RASG-EUR/06 WP25 with devising the new working arrangements required to achieve the outcomes envisaged by Conclusion 2017/6 (New EUR Working Structure) of the May 2017 EURNAT DGCA meeting.

Specifically the TPT will:

1. Consider the arrangements necessary to deliver the first meeting of the European Region Aviation Systems Planning Group (EASPG/01) in November 2018.
2. Develop draft ToR for the EASPG and the combined Level 2 (COG/R-COG) meetings, in line with the principles agreed at EANPG59-RASG-EUR/06;
3. Draft proposals for a Level 3 working structure to be presented to the inaugural meeting of the EASPG.
4. Develop a detailed transition timeline for the entire project to the combined COG/R-COG Meeting anticipated in May 18.
5. Provide update/progress reports to the combined COG/R-COG meetings and the EASPG/01.

Composition

The TPT will be comprised as follows:

1. The Chair of the TPT will be the Chair of EANPG.
2. One person from the Chair/Vice-Chairs of RASG-EUR.
3. One of the Vice-Chairs of EANPG (as nominated at EANPG/59).
4. Two representatives from the Secretariat (one of whom to act as Secretary to the TPT).
5. Three volunteer representatives from the Level 3 structures in both the EANPG and RASG-EUR sub-structures.
6. One individual to represent the interests of observers/partners in the future working arrangements.

Meeting Arrangements

1. The TPT is a time limited activity for the transition period. It is not anticipated that it will exist beyond EASPG/02.
2. Following an initial face-to-face, kick-off meeting in March 2018, the TPT will meet virtually every 2-months using teleconference/Skype for Business, unless another meeting of provides an opportunity for a face-to-face meeting. A final face-to-face prior to EASPG/01 is envisaged.
3. All material developed by the TPT will be made available via the restricted part of the ICAO Regional Office website (EANPG and RASG-EUR).

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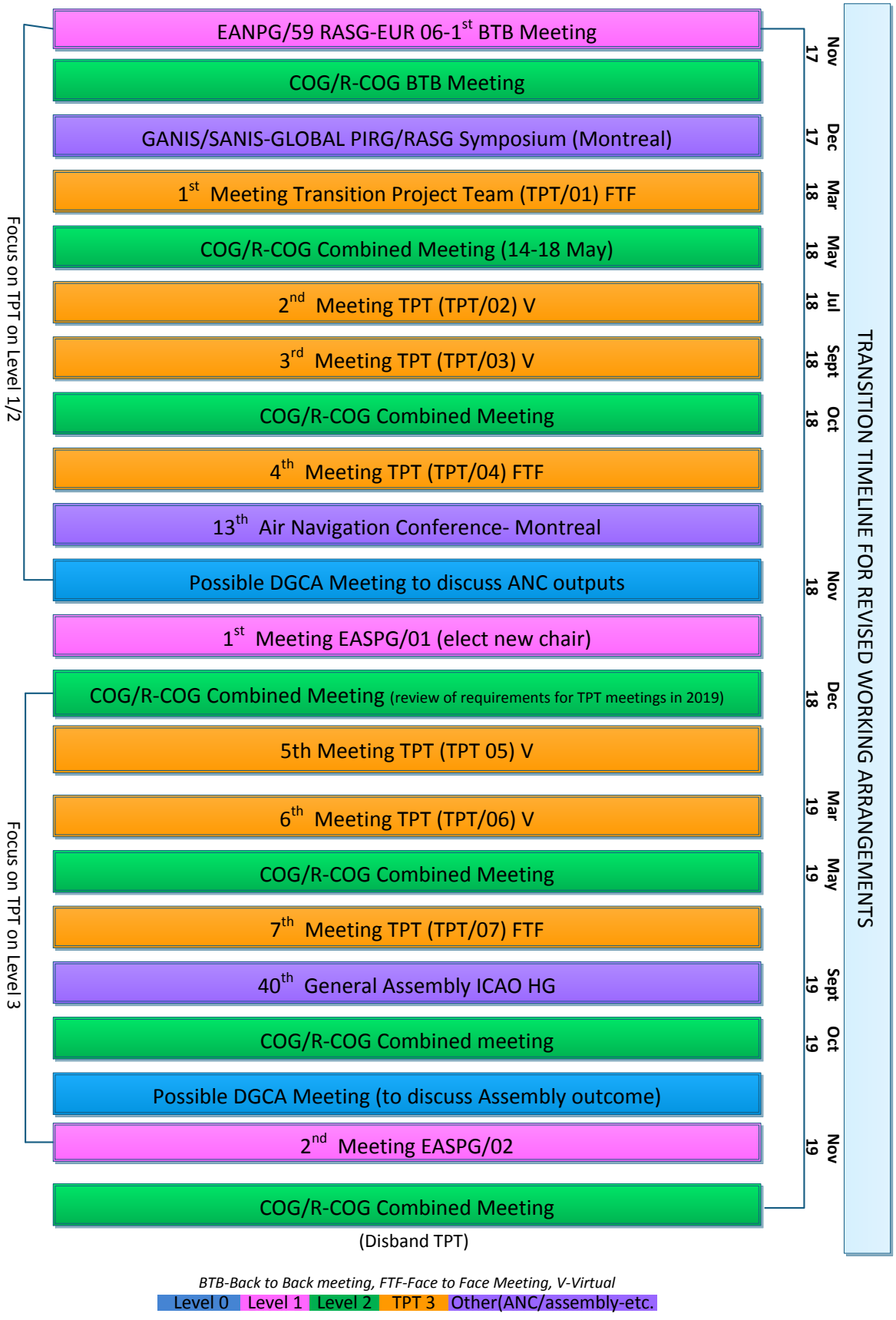
Appendix ZG – Transition Timeline for Revised Working Arrangements

(paragraph 6.1.6 refers)

(Please see the following page)


EANPG/59 RASG-EUR 06-1st BTB Meeting
COG/R-COG BTB Meeting
GANIS/SANIS-GLOBAL PIRG/RASG Symposium (Montreal)
1st Meeting Transition Project Team (TPT/01) FTF
COG/R-COG Combined Meeting (14-18 May)
2nd Meeting TPT (TPT/02) V
3rd Meeting TPT (TPT/03) V
COG/R-COG Combined Meeting
4th Meeting TPT (TPT/04) FTF
13th Air Navigation Conference- Montreal
Possible DGCA Meeting to discuss ANC outputs
1st Meeting EASPG/01 (elect new chair)
COG/R-COG Combined Meeting (review of requirements for TPT meetings in 2019)
5th Meeting TPT (TPT 05) V
6th Meeting TPT (TPT/06) V
COG/R-COG Combined Meeting
7th Meeting TPT (TPT/07) FTF
40th General Assembly ICAO HG
COG/R-COG Combined meeting
Possible DGCA Meeting (to discuss Assembly outcome)
2nd Meeting EASPG/02
COG/R-COG Combined Meeting
(Disband TPT)
Focus on TPT on Level 1/2
Focus on TPT on Level 3
Nov 17
Dec 17
Mar 18
May 18
Jul 18
Sept 18
Oct 18
Nov 18
Dec 18
Mar 19
May 19
Sept 19
Oct 19
Nov 19
TRANSITION TIMELINE FOR REVISED WORKING ARRANGEMENTS
BTB-Back to Back meeting, FTF-Face to Face Meeting, V-Virtual
Level 0
Level 1
Level 2
TPT 3
Other(ANC/assembly-etc.

Appendix ZH – Number of Participants at the Last Meetings (2016-2017)

(paragraph 6.1.7 refers)

EANPG AND SUBGROUPS

MEETING	
EANPG	87
COG	37
AFSG	60
ATMGE	35
AWOG	19
FMG	47
METG	104
PBN TF	70
RDGE	68
LPRI TF	12
COG AIM TF	28
COG Performance TF	4
EUR EAST VOLCEX	24
EURNAT VOLCEX SG	47

RASG EUR AND SUBGROUPS

MEETING	
RASG EUR	69
RCOG	20
RREP	6
IE REST	48
IE ANS SO	27
IE FDG	13
IE HOST	13
IE PTG	20
IE RSG	31
IE TSG	17

--END--