DIRECTORS GENERAL OF CIVIL AVIATION - EUR/NAT REGIONS

2019 MEETING (EURNAT-DGCA/2019)

(Paris, France, 19 to 20 March 2019)

Agenda Item 3:   **Update on ICAO Developments**

STATUS OF EURNAT-DGCA/2017 CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

SUMMARY

This paper presents information concerning the actions taken to address the Conclusions and Decisions of the EURNAT-DGCA/2017 meeting.

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1.   Introduction

1.1   The EURNAT-DGCA/2017 meeting (Paris, 5 May 2017) agreed on a number of Conclusions and Decisions.

2.   Discussion

2.1   **Appendix A** provides a status report on these Conclusions, Decisions and Statements.

3.   Action by the Meeting

3.1   The meeting is invited to:

   a)   note the information provided; and

   b)   provide direction as deemed necessary to support these actions.

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APPENDIX A   —   STATUS OF EURNAT-DGCA/2017 CONCLUSIONS AND DECISIONS

(paragraph 2.1 refers)

Reference and Title	Description	Comments	Status

EURNAT-DGCA Conclusion 2017/1
 ICAO EUR list of air navigation deficiencies
	That EURNAT-DGCA:
	 a) confirm the need to address, as a matter of priority, the air navigation deficiencies identified by EANPG;
	 b) urge States to allocate necessary resources to resolve the identified deficiencies by developing and implementing immediate corrective actions and plans;
	 c) for similar air navigation deficiencies affecting several States:
	    i. invite States concerned to work in close cooperation with the EUR/NAT Office of ICAO and other partners to develop, within the framework of the ICAO EUR/NAT NCLB programme, a prioritised action plan to address them; and
	    ii. invite States to share their best practices in order to support other States in the EUR Region in the resolution of identified air navigation deficiencies; and
	 d) report progress to the next EURNAT-DGCA meeting.
		The ICAO EUR/NAT implemented a technical assistance project in the framework of the EUR/NAT NCLB TAP to help States to resolve deficiencies in the area of PANS-OPS and Charts oversight.
		 5 deficiencies have been closed.
		 Another project is starting in 2019 to provide technical assistance in the area of terrain and obstacles database implementation.
		 A task force was established and work is undergoing to revise the methodology for identification of air navigation deficiencies.
			On-going

EURNAT-DGCA Conclusion 2017/2 Support to CAPSCA EUR implementation and other activities as deemed necessary	That the EURNAT-DGCA: a) commit to support the CAPSCA EUR related activities by allocating necessary resources in order to improve coordinated responses to address health events with the potential to impact the international civil aviation system; and b) invite those States not yet members to join the CAPSCA EUR Project and actively participate in its activities.	A successful CAPSCA meeting was held in 2017 and the next one is scheduled in April 2019 in Finland.	On-going

Reference and Title	Description	Comments	Status
EURNAT-DGCA Conclusion 2017/3 Support to crisis exercises/arrangements	That EURNAT-DGCA: a) commit to support crisis-related activities by allocating necessary resources required in the work of EANPG, NAT SPG and RASG-EUR and their contributory bodies; b) invite the ICAO Regional Director, Europe and North Atlantic, on the behalf of the EURNAT-DGCA to remind States, relevant international organizations and operators of the need to continue supporting crisis related preparation activities (e.g. volcanic ash and nuclear emergency exercises) by providing the necessary human and financial resources to plan, conduct and evaluate these exercises.	Successful VA exercises and respective debriefs held every year with a view to further enhance States/ANSPs practices and regional VACP. Note that ANSP participation doubled from VOLCEX17 to VOLCEX18 and continued participation appreciated.	On-going
EURNAT-DGCA Conclusion 2017/4 Data provision to Regional Monitoring Agencies	That, in order to enable a reliable analysis of the level of safety of operations in the ICAO European Region, the EURNAT-DGCA ensure that their States provide data related to vertical separation to the Regional Monitoring Agencies (EUR RMA and EURASIA RMA).	2 RMAs in EUR and 1 in NAT continue regional monitoring. Their ToRs were updated to include PBCS. Further regional actions are being elaborated and proposed at this meeting	On-going
EURNAT-DGCA Conclusion 2017/5 Environmental Capacity Building Programme	That, in order to address the identified concerns related to environmental protection and to support the implementation of 39th Assembly Resolutions, the EURNAT-DGCA, invite States and airspace users, under the leadearship of ICAO, to: a) commit to include environmental issues in the planning and implementation activities related to the improvement of the civil aviation system; b) develop or update their quantified States' Action Plans on CO2 Emissions Reduction Activities in accordance with the provisions in the Guidance on the Development of States' Action Plans on CO2 Emissions Reduction Activities (ICAO Doc 9988), noting sub-regional initiatives, and submit them to	EUR ENV task force was established providing a forum to share best practices and provide guidance on the use of ICAO environment tools and provide training. 43 States have developed and submitted a State Action Plan to ICAO 14 States updated their action plans in 2017. 4 States participate in the ICAO Buddy Programme supporting other States to develop their Action Plans. 45 States voluntarily participate in the pilot phase and the first phase of the Carbon Offsetting and Reduction Scheme	On-going

Reference and Title	Description	Comments	Status
	ICAO by end of June 2018; c) use the ICAO environment tools, or any other tool which is compliant with the CAEP models and methodologies, to estimate the emissions reductions from the implementation of the mitigation measures as part of the development of States' action plans; d) make use of further assistance provided by ICAO in the preparation and submission of States' action plans, if required; e) participate in the ICAO Buddy Programme (a State that had developed its action plan providing support to another State yet to develop its plan); f) share their best practices and, taking into account the commercially sensitive information, consider making available to the public their submitted action plans; and g) voluntarily participate in the pilot phase and the first phase of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).	for International Aviation (CORSIA).	
EURNAT-DGCA Conclusion 2017/6 New EUR Working Structure	That the EURNAT-DGCA, in support of the way forward agreed by RASG-EUR and EANPG, to streamline the working structure in the European Region: a) invite EANPG and RASG-EUR to continue coordination to advance the establishment of the European Aviation Systems Planning Group (EASPG); b) based on the outcome of the first combined back-to-back EANPG/59 and RASG-EUR/06 meetings in the autumn of 2017, address the ICAO Council through the ICAO Secretariat on the proposal; and c) report progress to the next EURNAT-DGCA meeting.	Trial joint meetings held in 2018. Draft EASPG ToR prepared. 1st EASPG in 2019.	On-going

Reference and Title	Description	Comments	Status
EURNAT-DGCA Decision 2017/1 EURNAT-DGCA Handbook, 1st Ed, v1.0	That: a) the EURNAT-DGCA Handbook, 1st Edition, v1.0 - May 2017, as presented at Appendix D to this Summary of Discussions, be approved; and b) the ICAO Regional Director, Europe and North Atlantic, take appropriate action to publish and promulgate the EURNAT-DGCA Handbook.	Not publicly accessible - available only upon request to the Secretariat.	Closed
EURNAT-DGCA Statement 2017/1 Implementation of the ICAO EUR Region Performance Framework	That in order to ensure comprehensive and mature regional performance reports, the EURNAT-DGCA commit to allocating the necessary resources required to actively participate in the regional performance framework and provide the necessary data in accordance with the EUR Region Performance Framework Document (EUR Doc 030) provisions.	The annual regional performance framework reports are presented to the EANPG/RASG-EUR meetings	Closed
EURNAT-DGCA Statement 2017/2 Support of the RASG-EUR activities	That the EURNAT-DGCA: a) confirm the priority safety areas identified by RASG-EUR; b) commit to supporting safety-related activities by allocating necessary resources required in the work of RASG-EUR and its contributory bodies; c) commit to supporting the implementation of RASG-EUR safety enhancement initiatives (SEI), as required, at the national level; and d) agree to sharing their best practices in order to support other States in the EUR Region in the implementation of GASP and RASG-EUR priorities and objectives.	The work programme of the RASG-EUR was successfully implemented. See more details in PPT 01.	Closed

Reference and Title	Description	Comments	Status
EURNAT-DGCA Statement 2017/3 EUR/NAT AVSEC/FAL Work Programme 2017-2019	That, to ensure a harmonized approach to Aviation Security and Facilitation (AVSEC/FAL) in all States in the EUR and NAT Regions, the EURNAT-DGCA: a) endorse the EUR/NAT AVSEC/FAL Work Programme 2017-2019; and b) commit to support it with the necessary resources for its implementation through established mechanisms such as: ENAVSECG, regional workshops, meetings, training and capacity building activities, conducted in the framework of the relevant UN Security Council Resolutions and ICAO Assembly Resolutions to ensure a global harmonised approach to AVSEC/FAL and leave no country behind.	The EUR/NAT AVSEC/FAL work programme has been successfully implemented although the necessary resources are still tight and further support is of importance to continue the implementation of the work programme for the benefit of states. See more details in PPT01.	Closed
EURNAT-DGCA Statement 2017/4 NCLB-EUR/NAT Regional Capacity Building Technical Assistance Programme (EUR/NAT CBP-TA)	That the EURNAT-DGCA: a) endorse the development and implementation of the EUR/NAT Capacity Building Technical Assistance Programme (EUR/NAT CBP-TA), under the NCLB framework; b) commit to support the EUR/NAT CBP-TA and urge States, international organizations and industry to contribute with necessary resources for its implementation through the established ICAO mechanisms; and c) commit to coordinate with ICAO, and specifically with the EUR/NAT Office, their assistance requests/ support and implementation activities.	The EUR/NAT NCLB TAP has been successfully implemented and ongoing. See more details in PPT01.	Closed

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