REPORT OF

THE FIRST MEETING OF

THE EUROPEAN AVIATION SYSTEM PLANNING GROUP

(Paris, 2 – 5 December 2019)

PREPARED BY THE EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO 2019

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1. INTRODUCTION

Place and duration

1.1 The First Meeting of the European Aviation System Planning Group (EASPG) took place in the premises of the European and North Atlantic (EUR/NAT) Office of ICAO from 2 to 5 December 2019.

Attendance

1.2 The Meeting was attended by 130 participants from 40 States and 11 international organisations. The list of participants is provided at **Appendix A** to this Report.

Officers and Secretariat

1.3 The Meeting was co-chaired by Mr Pekka Henttu (Chairman of the European Regional Aviation Safety Group (RASG-EUR), Finland) and Mr Alessandro Ghilari (Chairman of the European Air Navigation Planning Group (EANPG), Italy). Ms Silvia Gehrer, ICAO Regional Director, Europe and North Atlantic, was the Meeting Secretary. She was assisted by other ICAO personnel whose names are also listed in **Appendix A**.

Agenda and Documentation

1.4 The Meeting agreed to the following agenda:

Agenda Item 1: Review of Significant International Aviation Developments

- 1.1 ICAO developments
- 1.2 Updates from States and International Organisations

Agenda Item 2: Review of the EANPG/60 and RASG-EUR/07 Follow-Up Actions

Agenda Item 3: Aviation safety

- 3.1 Regional Aviation Safety Plan
- 3.2 EUR Annual Safety Report, GASP Implementation progress in EUR, EUR Safety Performance Monitoring and Targets
- 3.3 RASG –EUR Safety Enhancement Initiatives (SEIs)
- 3.4 Regional Monitoring Agencies Reports
- 3.5 Air Navigation Deficiencies

Agenda Item 4: Air Navigation Planning and Implementation

- 4.1 EUR GANP ASBU Implementation Status
- 4.2 ATM/CNS/MET/AIS/SAR and other ANS specific topics, incl BSTF
- 4.3 Air Navigation Performance Framework
- 4.4 Cybersecurity

Agenda Item 5: Environment

Agenda Item 6: Work Programme

- 6.1 Election of EASPG Chairperson and Vice-Chairpersons

Agenda Item 7: Special Session on Innovation and 75th Anniversary of the Convention on International Civil Aviation

Agenda Item 8: Any other business

1.5 The list of Meeting documentation is provided at **Appendix B**. The Meeting agreed that due to the amount of working papers to discuss, the information papers would not be presented.

Elections of the Chairpersons

1.6 The Meeting noted that this was the 1st EASPG Meeting with the Terms of Reference (ToR) approved by the ICAO President of the Council on 11 September 2019, merging the former EANPG and RASG-EUR. It was emphasised that this was a new beginning in the ICAO EUR working structure leading to improved coordination between air navigation and aviation safety related activities, enabling an aviation system level approach to managing safety and leading to enhanced efficiencies and synergies.

1.7 In line with its ToR, the Meeting proceeded with the elections of the EASPG chair-team. It was recalled that the EASPG/1 invitation letter (ref 19-0394 of 12 September 2019) also invited States to submit nominations to the positions of the EASPG Chairperson and Vice-Chairpersons by 31 October 2019.

1.8 In response to the foregoing letter, the following nominations were received within the deadlines set:

a) EASPG Chairperson:

i) **Mr Luis Miguel Ribeiro –** Chairman of the Civil Aviation Authority. Nominated by Portugal.

b) EASPG Vice-Chairpersons:

i) **Mr Levan Karanadze** – Director, Georgian Civil Aviation Agency (GCAA). Nominated by Georgia;
ii) **Mr Alessandro Ghilari** – Head of International Policy and Regulations at ENAV, the Italian company for Air Navigation Services. Nominated by Italy;
iii) **Mr Alexandr Yurchik –** Deputy Minister, Ministry of Transport of the Russian Federation. Nominated by the Russian Federation.

1.9 Two (2) other nominations had been received beyond the deadline and therefore were not accepted. The ICAO EUR/NAT State Letter 19-0482 was circulated on 15 November 2019 informing States about these nominations.

1.10 Accordingly, the Meeting unanimously elected Mr. Luis Miguel Ribeiro as the EASPG Chairman.

1.11 With regard to the Vice-Chairpersons positions, the Meeting highlighted the importance attached to ensuring representation of the whole EUR Region in the EASPG chair-team. Therefore, the Meeting agreed to elect Messrs Levan Karanadze, Alessandro Ghilari and Alexandr Yurchik as Vice-Chairmen of the EASPG. To that end, it was agreed that the EASPG ToR would be amended to include three (3) vice-chair positions.

1.12 In this regard, the position of Ukraine was noted, especially to strictly follow the Chicago Convention, EASPG ToR and on the need to ensure avoidance of a potential conflict of interest due to the involvement of the EASPG chair-team in the activities of the Black Sea Task Force (BSTF). The Secretariat commented that per BSTF ToR, it was co-chaired by ICAO and EANPG Chairman. In connection with the

establishment of the EASPG and dissolution of the EANPG, the BSTF would be updated to ensure that the co-chairing responsibilities were divided between the Secretariat and the EASPG chair-team in such a manner that the potential conflict of interest issue could be avoided. Therefore the States involved in the work of BSTF could not be chairing this Task Force.

1.13 The Meeting congratulated the elected EASPG chair-team and wished success in their future endeavours. The Meeting also thanked the outgoing chair-teams of the EANPG (Messrs Alessandro Ghilari (Italy), Torsten Jacob (Germany) and Luc Lapene (France)) and RASG-EUR (Messrs Pekka Henttu (Finland), Haydar Yalcin (Turkey) and Aleksandr Yurchik (Russian Federation)) for their outstanding performance and commitment to the work of ICAO.

1.14 It was noted that per EASPG ToR, the chair-team responsibilities would be handed over to the new team after the current Meeting.

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2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

2.1 ICAO DEVELOPMENTS

ICAO Update

2.1.1 The Meeting was provided with information papers containing regular updates on the latest amendments or proposals for amendment to ICAO provisions, meetings and publications and other relevant information. The material also included the outcomes of the ICAO EUR/NAT Directors General Civil Aviation Meeting 2019 and an overview of technical assistance activities delivered in 2019 under the ICAO EUR/NAT No Country Left Behind (NCLB) Technical Assistance Programme umbrella, including technical assistance projects funded through various voluntary funds or regular budget of ICAO, short-term technical assistance missions funded through ICAO regular budget, Special implementation projects (SIPs), regular workshops and training courses.

2.2 UPDATE FROM STATES AND INTERNATIONAL ORGANISATIONS

EUROCONTROL Activities Update

2.2.1 The Meeting was provided with an information paper on the EUROCONTROL activities update.

EASA Activities Update

2.2.2 The Meeting was provided with an information paper on the European Aviation Safety Agency (EASA) activities update.

3. REVIEW OF THE EANPG AND RASG FOLLOW UP ACTIONS

3.1 UPDATE ON FOLLOW-UP ACTIONS TO EANPG/60 AND RASG-EUR/07 CONCLUSIONS AND DECISIONS

3.1.1 The Meeting was presented with the status review of the EANPG/RASG-EUR Conclusions and Decisions. The updated list of follow up actions is provided in **Appendix C**.

4. AVIATION SAFETY

4.1 IDENTIFICATION AND REPORTING OF COMMON CHALLENGES EXPERIENCED AT THE REGIONAL LEVEL

4.1.1 The Meeting was presented with a working paper identifying a need for EASPG to review and report the common challenges experienced in the Region to be considered by the Air Navigation Commission (ANC) and the Council in a detailed and harmonized way for consideration. It was noted that this action would facilitate the annual reporting of EASPG activities to the ICAO Governing Bodies, and facilitate the identification of global challenges and its expected rectification in a timely manner.

4.1.2 The Meeting strongly supported this proposal and a template to be used for reporting of common challenges. Therefore, the following was agreed:

EASPG Conclusion 1/1 - Identification and Reporting of Common Challenges Experienced at the Regional Level

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

a) Invite States and ICAO EUR contributory bodies to propose common challenges experienced to the EASPG;

b) Ensure that the reported common challenges using the template in **Appendix D** are provided following the EASPG review to the ICAO ANC and Council.

4.2 PROTECTION OF ACCIDENT AND INCIDENT INVESTIGATION RECORDS AND OF SAFETY DATA AND SAFETY INFORMATION

4.2.1 The Meeting noted the information presented by IFATCA and IFALPA about three (3) incidents in the EUR between 2011 and 2013 where Air Traffic Controllers were charged in court cases. The Meeting recognized that the provisions in Annex 13 regarding the protection of accident and incident investigation records, as well as the provisions in Annex 19 regarding the protection of safety data and safety information established the principles for the balance between the proper administration of justice and the continued collection and availability of safety data and information necessary to conduct investigations for the improvement of safety.

4.2.2 The Meeting also noted that Annex 13 recommends that States should ensure cooperation between its accident investigation authority and judicial authorities so that an investigation is not impeded by administrative or judicial investigations or proceedings.

4.2.3 The Meeting recalled the provisions of Annex 19 regarding the principles of protection and recognized that States shall ensure that safety data or safety information is not used for disciplinary, civil, administrative and criminal proceedings against employees, operational personnel or organizations unless a principle of exception applies. The principles of exception include the cases when the competent authority determines that the occurrence may have been caused by gross negligence, wilful misconduct or criminal activity, or when the competent authority determines that the release of safety data or information is necessary for the proper administration of justice and that the the benefits of its release outweigh the adverse domestic and international impact such release is likely to have on the future collection and availability of safety data and safety information.

4.2.4 The Meeting recognized that the principles for protection of accident and incident investigation records and of safety data and safety information might not be uniformly established and implemented throughout the EUR Region. In this regard, the Meeting noted that in the European Union (EU) a dedicated Regulation is addressing this topic and information about successful workshops on the topic of the safety culture conducted in the recent years by EUROCONTROL, IFATCA and ICAO. The Meeting was also informed about some positive developments in some EUR States in support of the safety culture implementation. It was agreed that an EUR level workshop to share recent experience and lessons learnt would be important to facilitate the harmonised implementation of the Annex 13 and 19 provisions. Consequently, the Meeting agreed to the following:

EASPG Conclusion 1/2 – Promotion of Protection of Safety Data and Information

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

a) Urge States to implement the provisions of Annex 13 and Annex 19 concerning the protection of accident and incident investigation records and of safety data and safety information;

b) Organize in 2020, in cooperation with States and International Organizations, a workshop on the protection of accident and incident investigation records and of safety data and safety information for State aviation authorities and judicial authorities in the EUR Region, with

the aim to promote a positive safety culture to encourage safety reporting, as required in ICAO Annex 19.

4.3 REGIONAL AVIATION SAFETY PLAN

Update of the EUR Regional Aviation Safety Plan, EUR Safety Targets and Indicators

4.3.1 The Meeting reviewed the proposal on the way forward concerning the update of the European Regional Aviation Safety Plan (EUR RASP) for the 2020-2024 period. Taking into consideration the initiatives in the Region, and in particular the need to ensure alignment with the European Plan for Aviation Safety (EPAS), the Meeting agreed with the proposal to establish a specific project team to address the issue.

4.3.2 The Meeting noted that the work of the project team should be guided by pan-EUR principals so that the EUR RASP would be applicable for all States in the EUR Region. As a consequence, the wording of some new proposed EUR RASP tasks as presented in **Appendix E** would be revised (e.g MST.035, MST.105, and SPT.107) to ensure its applicability for the whole EUR. Also more focus would be placed on implementation of Fatigue Risk Management Systems (as part of new task MST.034) and to resolution of issues, related to the shortage of new generation of aviation professionals to include mutual recognition of licenses issue by different States. Other new tasks that would be included in the final version of the EPAS 2020-2024 scheduled to be agreed in December 2019 would be also considered by the project team. In addition it was proposed to consider the availability of EUR RASP in other ICAO languages, in particular Russian and French. The Meeting participants were invited to volunteer to support the newly established project team. Georgia expressed its willingness to assist in this activity.

4.3.3 The Meeting reviewed safety targets and indicators proposed to be included in the European Regional Aviation Safety Plan (EUR RASP) 2020-2024. The Meeting noted that these safety targets and indicators were in line with the six goals of the 2020-2022 edition of the Global Aviation Safety Plan (GASP), endorsed at the 40th ICAO Assembly.

4.3.4 The Meeting agreed that the data necessary to generate the proposed EUR RASP indicators in a sustainable and reliable manner was available, except for indicators related to the collaboration at the regional level and to the use of industry programmes (GASP goals 4 and 5 respectively). It was noted this work would be further undertaken by the new project team. For those indicators, further clarification was required, in particular with regards to what and when States should report to the EASPG. It was agreed that EASA, as a Regional Safety Oversight Organization (RSOO) in the EUR Region would coordinate the reporting from the EASA Member States to the EASPG, to avoid duplication of efforts.

4.3.5 In view of the above the following updated draft EASPG Decision was agreed:

EASPG Conclusion 1/3 – Update of EUR RASP (2020-2024)

That the ICAO Regional Director, Europe and North Atlantic:

a) Establish a project team with ToR as provided in **Appendix F** to update the content of EUR RASP to be aligned with GASP 2020-2022 and EPAS 2020-2024, including new actions as indicated in **Appendix E** (to be revised per EASPG/1 comments above);

b) Organize coordination of the revised EUR RASP as outcomes of the work of the project team with EASPG via correspondence;

c) Publish the revised version of the EUR RASP 2020-2024 at the EUR/NAT webpages; and

d) Ensure the establishment of EUR RASP implementation monitoring in cooperation with EASA.

4.4 RASG-EUR SAFETY ENHANCEMENTS INITIATIVES (SEIs)

IE-REST Restructuring and Work Programme

4.4.1 The Meeting was presented with a summary of the outcomes of the ICAO EUR Regional Expert Safety Team (IE-REST) work, including the update on implementation of the following Safety Enhancement Initiatives (SEIs):

a) SEI related to the implementation of Multi-crew Pilot Licenses (MPL) (IE-REST/PT/01)**;**

b) SEI related to the implementation of Evidence Based Training (EBT) (IE-REST/PT/02);

c) SEI related to reducing Loss of Control In Flight (LOC-I) accidents (IE-REST/PT/03);

d) SEI related to the establishment of local runway safety team (IE-REST/RSG/02);

e) SEI related to the implementation of Accident/Incident Data Reporting (ADREP)/ European Co-ordination centre for Accident and Incident Reporting Systems (ECCAIRS) compatible taxonomies and databases;

f) SEI related the establishment and implementation of effective mandatory and voluntary safety occurrence reporting systems within the States and the industry (IE-REST/TS/02);

g) SEI related to vortex ring state recovery (IE-REST/HOST/01); and

h) SEI related to CAA technical personnel training in the area of PANS-OPS and aeronautical charts (IE-REST/IE-ANS SO/01).

4.4.2 The Meeting acknowledged that effective implementation of SEI IE-REST/TS/01 was closely linked to the implementation of ECCAIRS 2.0 project and therefore the following was agreed:

EASPG Conclusion 1/4 – Implementation of ADREP/ECCAIRS Compatible Taxonomies and Databases

That, acknowledging that the implementation of SEI IE-REST/TS/01 is delayed until full deployment of ECCAIRS 2.0 project, the ICAO Regional Director, Europe and North Atlantic, invite EC/EASA to provide regular updates to EASPG, PCG and IE-REST on ECCAIRS 2.0 project implementation and developments of working arrangements between EU and ICAO.

4.4.3 Furthermore, the Meeting noted the lack of a progress report on implementation of the Safety Enhanced Initiative (SEI) related to the improvement of safety for helicopter operations and supported the proposal to organize a helicopter safety forum in order, among other tasks, to identify the need to maintain IE-HOST in the future. Therefore, the following was agreed:

EASPG Conclusion 1/5 – Helicopter Operations Safety Forum

That the ICAO Regional Director, Europe and North Atlantic, on behalf and with the support of the EASPG undertake the necessary action to organize EUR Regional Helicopter Operations Safety Forum in 2020.

4.4.4 The Meeting noted the development of new SEIs and Safety Advisories that were in progress and planned to be presented to next EASPG meetings:

a) SEI related to the development of aerodrome operator’s safety management system (SMS) guidance/manual;

b) Safety advisory on Controlled Flight Into Terrain (CFIT) prevention; and

c) SEI to improve State’s capabilities in Global Navigation Satellite System (GNSS) performance parameters monitoring and notification of GNSS outages.

4.4.5 With regard to the last topic, the Meeting noted that ICAO Secretariat launched a GNSS monitoring and recording implementation questionnaire addressed to the States in the IE-REST geographical area (Ref State letter EUR/NAT 19-0521.TEC (MEA/SUL)).

4.5 REGIONAL MONITORING AGENCIES REPORTS

Results for the 2018-2019 EUR RVSM Safety Monitoring Report

4.5.1 The Meeting was presented with the Reduced Vertical Separation Minimum (RVSM) Safety Monitoring Reports provided by the EUR and EURASIA Regional Monitoring Agencies (RMAs). It was noted that both reports presented the results for a reporting period of 1 (one) year and 9 (nine) months (January 2018 to September 2019).

4.5.2 The Meeting noted that, in common with previous years, the 2018-2019 reports, in accordance with the guidelines set out in ICAO Doc 9574 (2nd Edition), provided quantitative estimates of collision risk and qualitative arguments that the Safety Objectives set out in the EUR RVSM Safety Policy were respected. In total, 4 (four) high level safety objectives were required to be satisfied; technical risk, total risk, risk due to continued RVSM operations and implementation of previous recommendations.

4.5.3 The Meeting was informed that both EUR and EURASIA RMAs estimated that the quantitative safety objectives had both been satisfied. Although there was a high degree of confidence that the technical risk estimate was representative, there was very little confidence in the accuracy of the estimation of the total risk result. This was due to the poor level of reporting from accredited States for the estimation of the operational risk component. In this respect, the EASPG invited States to provide the required reports to the RMAs in due time.

4.5.4 With the evidence provided that the quantitative Target Level of Safety (TLS) for collision risk in EUR RVSM airspace 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 following was agreed:

EASPG Conclusion 1/6 – 2018=2019 EUR RVSM Safety Monitoring Report

a) That based on the reports provided by the EUR and EURASIA RMAs, the Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the four safety objectives for period January 2018 to September 2019 inclusive;

b) That the EUR States be urged to ensure provision of the required Large Height Deviation (LHD) reports to RMAs.

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.

4.5.5 In agreeing to the above, the Meeting noted that the data for the first 9 (nine) months of 2019 demonstrated the same level performance and it could be reasonably expected that the RVSM objectives for 2019 would be also met. In addition, it was noted that as of 1 January 2020 the EUR RMA functions will be carried over to the European Union Network Manager (EU NM).

Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace

4.5.6 The Meeting noted that, in response to the EANPG/60 RASG-EUR/07 Conclusion 06, a number of potential supplementary mechanisms to address the issue of non-approved/non-compliant aircraft operating in RVSM airspace were examined.

4.5.7 In particular, with regard to the potential denial of access to RVSM-designated airspace, the Meeting noted that for various legal and institutional reasons such measure would not be feasible at this stage

and other actions to raise awareness would be a more preferred option. As a result of the discussions, the following was agreed:

EASPG Conclusion 1/7 – Actions with regard to States listed in RMAs' Bulletins

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

a) Further investigate the availability and access effective usage of the mandatory information request (MIR) tool to increase the State's response with regard to aircraft listed in the European RMAs bulletin;

b) Include EUR States with civil aircraft listed in the European RMAs bulletin for a period of more than six (6) months on the EUR Air Navigation deficiency list;

c) Invite other ICAO Regional Offices to include non-EUR States with civil aircraft listed in the European RMAs bulletin for a period of more than six (6) months on their Air Navigation deficiency lists;

d) Inform States with any aircraft included on the European RMA~~s~~ bulletin about potential safety implications of continued operations of non-approved and non-compliant aircraft in RVSM airspace;

e) Request States to remind operators of such aircraft to adhere to the instructions for completion of flight plan forms when planning to operate in RVSM airspace;

f) Invite EUROCONTROL to continue investigation on possible solutions to be employed at the regional level through Initial Flight Plan Processing System (IFPS).

Note: Operators of aircraft on the Bulletin shall be reminded to comply with the instructions for the completion of FPL forms as contained in Procedures for Air navigation Services – Air Traffic Management (PANS-ATM). In particular, in item 10 the letter W (RVSM approved) shall only be used for flights with RVSM approved aircraft.

State Aircraft in RMA Bulletins

4.5.8 The Meeting was presented with a working paper discussing the ICAO provisions with respect to the responsibility of RMAs regarding State aircraft. It was noted that currently RMAs were publishing all aircraft, including state aircraft, on their Bulletins if it was confirmed that aircraft was not RVSM approved.

4.5.9 The Meeting agreed that the current practice should continue. However, additional actions were needed to remind States of the requirement to ensure that all airspace users, including operators of state aircraft, hold the correct authorizations to operate in RVSM airspace.

4.5.10 To that end, it was noted that majority of aircraft detected with very large Altimetry System Error (ASE) characteristics, were state aircraft. Therefore, the Meeting agreed to the following:

EASPG Conclusion 1/8 – Flights in RVSM Airspace by Non-Approved State Designated Aircraft

That the ICAO Regional Director, Europe and North Atlantic, urge States to ensure a closer cooperation between civilian and military authorities so that all RVSM operational requirements are clearly understood and complied with by State aircraft

RVSM Status of the Piaggio P180

4.5.11 The Meeting was presented with information about the EASA Airworthiness Directive (AD) affecting the RVSM approval status of the Piaggio P180 aircraft type. It was noted that the RMAs monitoring results consistently demonstrated a group mean ASE of greater than ±100 ft for P180 aircraft which was higher than the required 80ft.

4.5.12 Taking into consideration that a number of RVSM approvals records available to the EUR RMA include records for some State operators of P180 aircraft, the Meeting agreed to the following:

EASPG Conclusion 1/9 – Implementation of the RVSM related Airworthiness Directive on the P180 Aircraft.

That the ICAO Regional Director, Europe and North Atlantic, request States whose authorities operate the P180 aircraft to consider the contents and relevance of the applicable EASA published Airworthiness Directive.

Dissemination of PBCS (RCP 240 / RSP 180) Authorisation Status

4.5.13 The Meeting was presented with an update on the activities undertaken to consolidate and disseminate Performance Based Communication and Surveillance (PBCS) (RCP240/RSP180) authorisations data and reminding States issuing Performance Based Communication and Surveillance (PBCS) related authorisations to inform their nominated Regional Monitoring Agency (EUR RMA or RMA EURASIA).

4.5.14 In this regard, it was recalled that the EANPG/59 agreed to an additional function in the RMAs ToRs to receive and maintain records of Required Communication Performance (RCP) and Required Surveillance Performance (RSP) authorisations issued by States of Operator/Registry and follow-up as appropriate instances of non-authorised aircraft being identified in PBCS airspace.

4.5.15 Based on the above, the EASPG agreed to the following:

EASPG Conclusion 1/10 – States' Actions on PBCS Authorisations

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

a) Provide PCBS (RCP 240 and RSP 180) authorisations data to their designated RMA (either EUR RMA or RMA EURASIA);

b) Inform their designated RMA if their Point of Contact for Performance Based Communication and Surveillance (PBCS) issues in a State Authority is not the same as that for RVSM issues and, if so, provide the RMA with correspondence details for the correct PBCS Point of Contact. (Send details to the RMA supporting your State i.e. either EurRMA.Support@eurocontrol.int or rma@rma-eurrasia.ru).

Strategy for the Deployment of the RVSM Monitoring Infrastructure for ICAO European Region (2020-2030)

4.5.16 The Meeting was presented with a draft RMA Height Monitoring Strategy for 2020-2030 developed by the EUR and EURASIA RMAs, with the objective to ensure the height monitoring

infrastructure necessary to support the activities performed by the RMA EURASIA and EUR RMA remain fit for purpose throughout the period 2020-2030.

4.5.17 The Meeting noted that the proposed strategy for the monitoring infrastructure fulfilled the EANPG conclusions and tasks, with the principle objective of ensuring that there was no reduction in RVSM safety levels and that there were no gaps in the continuous availability or capability of the RVSM monitoring function.

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

EASPG Conclusion 1/11 – RMA Height Monitoring Strategy for 2020-2030

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

a) The RMA EURASIA and the EUR RMA to undertake the necessary actions to implement the agreed strategy aimed at maintaining and supporting a height monitoring infrastructure;

b) EUROCONTROL/NM and the Russian Federation to make necessary resources available for implementation of the agreed EUR Height Monitoring Strategy 2020-2030 strategy as provided in **Appendix G**.

5. AIR NAVIGATION PLANNING AND IMPLEMENTATION

5.1 EUR GANP ASBU IMPLEMENTATION STATUS

ASBU Implementation Monitoring Report 2018

5.1.1 The Meeting was presented with the 2018 EUR ASBU (Aviation System Block Upgrades) Implementation Monitoring Report that was prepared in cooperation between the ICAO EUR/NAT Office and EUROCONTROL. It was noted that the ASBU Implementation Monitoring Report included the updated status of implementation of ASBU Block 0 modules (reference period 2018) from all 55 ICAO EUR States. In addition, the ICAO Meteorological Group (METG) tables were included for the implementation status on the B0-AMET module.

5.1.2 The Meeting agreed that an updated (in line with the ATM Master Plan Level 3 developments) version of the EUR ASBU implementation report questionnaires would be used for the reference period 2019 and that States should nominate a national ASBU Monitoring Focal Point to be responsible for the collection of information from the applicable stakeholders and communication with ICAO/EUROCONTROL. The Meeting also noted that following the approval of the new version of the Global Air Navigation Plan (GANP) at the ICAO 40th Assembly, further discussions on the implementation of the new GANP and the envisaged use of the GANP portal were expected to take place in the beginning of next year, and will then affect the 2020 reference period.

5.1.3 Given the above, the Meeting agreed to the following

EASPG Conclusion 1/12 – Approval of the 2018 EUR ASBU Implementation Report

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

a) Publish the EASPG endorsed 2018 EUR ASBU Implementation Monitoring Report as provided in **Appendix H;**

b) Invite States (outside of LSSIP area) to use the EUR ASBU implementation report questionnaires (**Appendix I** refers) for the reference period 2019 and nominate their national ASBU Monitoring Focal Points.

EUR eANP Volume III, v2019

5.1.4 The Meeting recalled that the endorsement of Part II of Volume III of the European Air Navigation Plan (EUR eANP, Doc 7754, v2017) by the EASPG was a requirement per the 2014 Council-approved Procedure for amendment of Regional Air Navigation Plans. It was also recalled that the EANPG/57 had adopted the annual ASBU Implementation Monitoring Report as a Companion Document of the EUR eANP Volume III (EANPG/57 Report, paragraph 4.1.7 refers). In view of the revised Global Air Navigation Plan (GANP) which was approved by the 40th ICAO Assembly, the Meeting noted that future work on all Tables would be required and a new version of Volume III would be presented at the next meeting for endorsement.

5.1.5 The 2019 version of the EUR eANP Volume III, based on the previous version of the GANP, was presented and reviewed. The Meeting was informed that in order to streamline the document, detailed discussion on the EUR Region Implementation Status of Block 0 Module Elements was proposed to be replaced by a reference to the Companion Document, the ASBU Implementation Monitoring Report.

5.1.6 For the 2019 version, the Tables related to B0-AMET had been updated and a new table for B1-AMET had been inserted. The Tables related to B0-DATM had also been updated based on input provided at the AIM/SWIM Team-17 (Brussels, 17-18 September2019) meeting.

5.1.7 The following summary of updates was provided:

a) Updates and corrections to paragraphs 3.1 - 3.6 and Figure ANS-ASBU III-EUR-1 [2018 ASBU Monitoring Reporting of ICAO EUR States];

b) Updates to paragraph 3.8;

c) Amendment to the Table ASBU-III-EUR-1 [EUR Region Implementation Status of Block 0 Module Elements];

d) Deletion of Tables ASBU-III-EUR-1-2-1 and 1-2-2;

e) Updates to Tables related to B0-AMET;

f) Updates to Tables related to B0-DATM;

g) Insertion of new Table B1-AMET; and

h) Amendment to the Tables ASBU-III-EUR-2, EUR-3 and EUR-4.

5.1.8 Noting the above summary, the following was agreed:

EASPG Decision 1/1 – Volume III of the EUR eANP, v2019

That the ICAO Regional Director, Europe and North Atlantic, take the necessary actions to publish the 2019 *ICAO European Air Navigation Plan*, Volume III (EUR eANP, Doc 7754, Vol III) and its Companion Document, the *ASBU Implementation Monitoring Report - Reference Period 2018,* as contained at **Appendix J**.

5.2 **ATM**

Outcomes of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/31) and Associated Special Coordination Meeting

5.2.1 The Meeting noted the main outcomes of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/31) (Paris, France, 9-13 September 2019) and the results from the specific side-meetings on Air Traffic Management (ATM) coordination, contingency matters and airspace improvements in the "Eastern Mediterranean EUR/MID interface area" (which was attended by Cyprus, Greece, Israel, EUROCONTROL and IATA) and on the interface area between Turkey, Iraq and Iran. The Meeting was also informed about the outcome of the Special Coordination Meeting on the implementation of ATM Contingency Arrangements (SCM ACA) (Muscat, Oman, 16-18 July 2019).

5.2.2 The Meeting noted the significant improvements in Air Traffic Services (ATS) route improvements and airspace enhancements, but also reiterated the need for addressing the air traffic flows especially in the interface areas between the European/Middle-East (EUR/MID) and European/Asia-Pacific (EUR/APAC) Regions.

5.2.3 The Meeting noted the concerns about the reported lack of resources in ICAO to ensure continuous maintenance and improvements of the ICAO International Codes and Routes Designators (ICARD) database. Acknowledging the role of this tool in supporting air navigation including the implementation of some GANP ASBU modules, e.g Performance Based Navigation (PBN), Free-Route Operations (FRTO), the Meeting emphasised the importance of ensuring its continuous maintenance at the global level with participation of all ICAO Regions. As a result of the discussions, the following was agreed:

EASPG Conclusion 1/13 – Enhance the Use of ICARD

That the ICAO Regional Director, Europe and North Atlantic, request ICAO Headquarter to undertake the necessary actions in order to enhance the use of ICARD in compliance with Annex 11 and in support of State Letter 2017/101 regarding the resolution of 5LNC duplicates.

5.2.4 The Meeting also reviewed the proposed guidance on the proximity check distance of homophonous (similar pronunciation but different spelling, e.g. INBAC - INBAK) five-letter name-codes as they may pose potential safety issues as pilots could select a wrong 5LNC. The Meeting agreed to the following:

EASPG Conclusion 1/14 – Procedure for Handling the Homophonous 5LNCs

That the ICAO Regional Director, Europe and North Atlantic, invite States and ICAO to apply the following endorsed procedure for handling the homophonous 5LNCs:

a) For new 5LNC requests, the ICARD Data Manager (DM) checks for homophonous 5LNCs from 300 NM up to 1000 NM;

b) If there is a homophonous 5LNC within this distance, the ICARD DM informs the ICARD User concerned and the ICARD User of the State where such a case is found;

c) The ICARD Users concerned will coordinate, decide and confirm to the ICARD DM whether the situation of a homophonous 5LNC in proximity from 300 NM to 1000 NM is acceptable.

d) The ICARD DM accepts the 5LNC based on the confirmation from the ICARD Users concerned;

e) A note is added to the message from the ICARD DM to the ICARD Users on the acceptance of the responsibility for the safety related aspects if a homophonous code is used within the 1000 NM range.

Non-Reception of Departure (DEP) Messages

5.2.5 The Meeting was informed about the results of the analysis conducted by the ICAO APAC Region concerning non-reception of DEP messages related to some flights from certain EUR States by the APAC participating States. In this regard, it was recalled that the transmission of DEP messages was the responsibility of local ATS units and that for the IFPS in those cases where the DEP messages were sent, the Network Manager (NM) systems would forward them to the recepients according to the provided addressing information.

5.2.6 Based on the above, the following was agreed:

EASPG Conclusion 1/15 – Transmission of the Required Departure Messages

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

a) Invite States to ensure that, in accordance with PANS ATM (para 11.4.2.2.6), departure messages are transmitted immediately after the departure of aircraft for which basic flight plan data have been previously distributed; and

b) Invite EUROCONTROL to, in coordination with operators, generate and send DEP messages to all relevant Air Traffic Services Unites (ATSUs) (all those addresses that received the basic flight plan) when no DEP message had been received by the EU Network Manager (NM) systems, starting from Q2-2021.

5.3 BLACK SEA TASK FORCE

Update on the EANPG Black Sea Task Force (BSTF)

5.3.1 The Meeting was informed about the outcome of the sixth meeting of the Black Sea Task Force (BSTF) that was held on 22 November 2019 with the aim to further progress on the work assigned by EANPG/60 and ICAO 40th Assembly and in particular to move forward and find acceptable solutions for the normalisation of traffic flows in the high seas airspace of Simferopol FIR.

5.3.2 It was noted that the BSTF/6 meeting reconfirmed the commitment to working together, refrain from any direct or indirect actions that could affect safe operations for all aircraft operators and acknowledged the confirmation by IATA that operations took place smoothly in the period September-October 2019. Furthermore the BSTF identified a set of enablers which must be addressed before any operational/technical solution can be successfully implemented.

5.3.3 In support to the IATA proposal for a phased approach implementation, the BSTF determined several specific measures for the improved use of the existing four (4) ATS Routes and all other measures included in phase 1. For the second phase, the BSTF envisaged a roadmap for the opening of operations in the east-west-east axis with a gradual implementation from summer 2020. The next BSTF meeting was expected to take place in the March/April 2020 timeframe at the ICAO EUR/NAT Office.

5.3.4 The Chairman expressed high appreciation for the commitment of all BSTF participants to move the work forward and thanked the delegations for the constructive dialogue by all parties which allowed a step in the right direction. In the ensuing discussion IATA and the European Commission thanked the BSTF and the involved States for the very constructive work and the positive steps, which was very

important also considering the relevant operational impacts on the neighbouring States and the wider EUR network.

5.4 **CNS**

Outcomes of the Twenty-Fifth Meeting of the Frequency Management Group (FMG/25)

VDL Mode 2

5.4.1 The Meeting was presented with the outcomes of the FMG work. Specifically, the Meeting noted the request for an allotment of additional VHF Air-Ground Data Link (VDL) Mode 2 frequencies in the ICAO EUR Region to satisfy the increasing demand. The short-term measure proposed was to re-assign channel 136,925, which was currently reserved for VDL Mode 4 Common Signalling Channel (CSC), for VDL Mode 2 use and freeing up channel 136.675 for VDL Mode 2 use.

5.4.2 The necessary steps to re-assign 136.675 are currently under investigation within the FMG and the Radio Frequency Function Group (RAFT). Regarding 136.925,the following was agreed:

EASPG Conclusion 1/16 – VDL Mode 2 in the EUR Region

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to initiate a Proposal for Amendment to Doc 7030 with the view to make channel 136.925 available for VDL Mode 2 use in the EUR Region.

Proposal for Amendment of ICAO Doc 7030 - Mandatory carriage of 8.33 KHz

5.4.3 The Meeting was informed that the proposal for amendment of the Regional Supplementary Procedures (SUPPs) – Doc 7030/5 (Serial No.: EUR/NAT-S 19/01 - EUR 3-2) concerning the implementation of 8.33 KHz channel spacing below FL195 in the EUR Region was approved by the ICAO President of the Council on 4 October 2019. In this regard, the Meeting was informed that some additional changes were identified. Therefore, the following was agreed;

EASPG Conclusion 1/17 – Mandatory Carriage of 8.33 KHz, Proposal for Amendment to ICAO Doc 7030

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to initiate a Proposal for Amendment of Doc 7030 as presented in **Appendix K**

5.4.4 Furthermore, the Meeting recalled that 8.33 kHz is an effective means to address frequency congestion. In order to reduce the potential spectrum frequency congestion foreseen at the end of 2025 in the South-Eastern part of EUR, the Secretariat, through the ICAO Air Navigation Services Implementation Support Group (ANSISG) and FMG meetings, would develop a draft 8.33 KHz Regional Implementation Plan to be presented to the first meeting of the EASPG Programme Coordination Group (PCG/1). The Meeting noted the concerns about anticipated frequency congestion in this area and urged the concerned States to actively support this work.

COM4 Polygonal Assignments – Proposal for Amendment EUR Doc 011

5.4.5 The Meeting was provided with some updates to the ICAO EUR Frequency Management Manual (EUR Doc 011) as presented in **Appendix L** and agreed the following:

EASPG Decision 1/2 – Update EUR Doc 011, Frequency Management Manual

That the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to update and publish the amended EUR Doc 011 as provided in **Appendix L**.

Proposal for a New EUR Polygon and consequential changes

5.4.6 The Meeting noted the new proposed EUR wide polygon to be used in the Spectrum and Frequency Information Resource application (SAFIRE) and in the Frequency Planning Tool (MANIF AFM) for interregional planning, coordination and registration of COM2, 3 and 4 assignments. The new EUR Region polygon was endorsed and the coordinate points detailing the new EUR Polygon are contained in **Appendix M**.

5.4.7 In conclusion, the following as agreed:

EASPG Conclusion 1/18 – EUR Polygon in SAFIRE

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

a) invite EUROCONTROL to implement the changes in SAFIRE as described **Appendix M** and to identify all incompatibilities created by the changes and inform all the frequency managers of the impacted States in the EUR Region; and

b) inform other affected ICAO Regional Offices accordingly.

Reducing Unnecessary Spectrum Consumption by Improving in SAFIRE Processes

5.4.8 The Meeting was informed that SAFIRE contained a large number of objected assignments and incomplete ongoing modifications that unnecessarily consumed spectrum and needed to be removed.

5.4.9 The Meeting also noted that ongoing modifications of an assignment consumed spectrum because both the old and the new version of the assignment were treated as registered assignment for compatibility and frequency search calculations.

5.4.10 Based on the above, the following was agreed:

EASPG Conclusion 1/19 – Reduce Spectrum Consumption by Improving SAFIRE Processes

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

a) Invite EUROCONTROL to delete from SAFIRE all assignments that remain objected for more than three (3) months without justification; in case the objected assignment corresponds to an ongoing modification, in addition to the removal of the objected ongoing modification, the corresponding Frequency Manager (FM) should also check the validity of the assignment;

b) Invite the Frequency Managers (FM) of the States with ongoing assignments modification in the **Appendix N** to complete those modifications as soon as practicable; and

c) Invite EUROCONTROL to withdraw from SAFIRE all assignments that remain ongoing modification for more than three (3) years.

ICAO COM Tables

5.4.11 The Meeting noted the proposal to merge ICAO Table COM 3 (ILS, GBAS, VOR, DME, TACAN) and Table COM 4 (NDB) within a unified ICAO table NAV. The new NAV table would contain

around 5600 assignments (3100 for COM 3 and 2500 for COM 4). In addition, from an operational perspective, a complete view of NAVAIDs assignments would be provided by merging these tables. Also, any duplication of NAVAID IDs could be easier identified.

5.4.12 Based on the above, the following was agreed:

EASPG Conclusion 1/20 – Merging ICAO Tables COM3 and COM4 into Table NAV and Rename Table COM2 into Table COM

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

a) Update relevant ICAO documents accordingly; and

b) Invite EUROCONTROL to work in the development of the future SAFIRE v.6, taking into consideration the new proposal of merging COM 3 and 4 tables in a single NAV table, and renaming the current COM2 table as the COM table

Recording Interference Airspace Volumes in SAFIRE

5.4.13 The Meeting noted the proposal to record interference areas/volumes in SAFIRE and implement a warning in MANIF AFM that could inform frequency managers of known interferences before such frequencies were assigned again in the area/volume where the interference occurred.

5.4.14 Based on the above, the following was agreed:

EASPG Conclusion 1/21 – Recording of Interference Areas/Volumes in SAFIRE

That the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to invite EUROCONTROL to implement the interfered areas/volumes functionality in SAFIRE v6.

SAFIRE Workshop

5.4.15 The Meeting was informed that in line with the previous Conclusions, the use of SAFIRE was increasing in the EUR. In particular, Kazakhstan, Morocco and the Russian Federation made progress in updating their data in the database. However, despite several reminders, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan did not provide yet any feedback to the request. In that respect, the Meeting agreed that this issue should be presented at PCG and/or EASPG level for further actions, including potential inclusion on the EUR list of air navigation deficiencies.

5.4.16 In order to promote the use of SAFIRE, the Meeting agreed that a workshop would be organized by EUROCONTROL and ICAO EUR/NAT Office, in the Eastern Part of the ICAO EUR Region.

5.4.17 Based on the above, the Meeting agreed the following Decision.

EASPG Conclusion 1/22 – SAFIRE Workshop

That the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to organize in cooperation with EUROCONTROL/NM a workshop to promote the use of SAFIRE to be held in Eastern Part of the ICAO EUR Region

FMG Chair Team

5.4.18 The Meeting noted that FMG unanimously accepted the nomination and elected Mr. Silvio Zappi, from Italy, as Chairperson of the FMG. Mr. Edgars Dreijers from Latvia was re-elected as Vice-

Chairperson of the FMG. The Meeting endorsed these nominations, congratulated Silvio and Edgars, and wished them all the best in their future roles.

5.4.19 In that respect, the Meeting noted that the former FMG chairman Mr.Torsten Jacob chaired the FMG since 2014 and during these years demonstrated excellent and exemplary chairmanship which was instrumental in successfully advancing the FMG work. They thanked Torsten for his commitment and wished him all the best in his future endeavours.

5.5 **MET**

Outcomes of the Twenty-Ninth Meeting of the Meteorology Group (METG/29)

5.5.1 The Meeting noted the outcomes of the twenty-ninth meeting of the Meteorology Group (METG/29) of the EASPG that was held in the European and North Atlantic Office of ICAO, Paris, from 17 to 20 September 2019. METG/29 was attended by 110 experts from 45 States as well as 5 International Organizations.

SIGMET on Tropical Cyclone in the EUR Region

5.5.2 The Meeting noted that METG29 established an ad-hoc group to identify the Meteorological Watch Offices (MWOs) in the EUR Region that shall provide SIGMET on Tropical Cyclone when a Tropical Cyclone Advisory (TCA) was received, if deemed a requirement as well as verify routing of this information as per the OPMET Exchange Scheme and update relevant regional documentation (e.g. EUR Regional Air Navigation Plan, EUR Doc 014).

EUR SIGMET and AIRMET Guide (EUR Doc 014)

5.5.3 The Meeting recalled that COG75 RCOG12 endorsed the proposed changes to EUR Doc 014 related to the alignment with Amendment 78 to Annex 3 and included best practices (e.g. minimum length of a squall-line, minimum time for some meteorological elements to be present or forecasted in order to issue SIGMET – 30 minutes) (***COG/75 RCOG/12 Conclusion 1 refers***). The revised EUR Doc 014 was posted on the ICAO Paris website on 29 October 2019. The METG SIGMET ad-hoc group would align EUR Doc 014 with Amendment 79 to Annex 3 by METG/30 (September 2020).

EUR OPMET Data Management Handbook (EUR Doc 018)

5.5.4 The Meeting recalled that COG75 RCOG12 endorsed the proposed changes to EUR Doc 018 related to the inclusion of monitoring ICAO Meteorological Information Exchange Model (IWXXM) data as well as the inclusion of the following data that can be retrieved at Regional OPMET Data Bank (RODB) Brussels: special air-reports, space weather advisory information (since 7 November 2019) and IWXXM data (***COG/75 RCOG/12 Conclusion 2 refers***). The revised EUR Doc 018 was posted on the ICAO Paris website on 29 October 2019.

Guidelines for the Implementation of OPMET Data Exchange using IWXXM in the EUR Region (EUR Doc 033)

5.5.5 The Meeting also recalled that COG75 RCOG12 endorsed the proposed changes to EUR Doc 033 related to the inclusion of compression technique and space weather advisory information (***COG/75 RCOG/12 Conclusion 3 refers***). The revised EUR Doc 033 was posted on the ICAO Paris website on 29 October 2019.

ROC Moscow Creation

5.5.6 The Meeting noted progress associated with the prerequisites needed for the establishment of Regional OPMET Centre (ROC) Moscow such as: support extended AMHS needed for the exchange of

IWXXM data; AMHS connection established between NOC Moscow and COM Centre Moscow; AMHS & IWXXM tests conducted without negative impacts on the AMHS-COM Centres; State letter developed by ICAO in coordination with DMG and PT/EAST on choosing ROC Moscow or stay under the responsibility of ROC Vienna; first draft of Transition Plan developed; changed the 4 letter identifier of the Russian Bulletins from RUMS to UUUJ via METNO procedure; and began producing IWXXM versions of the Traditional Alphanumeric Code (TAC) bulletins Moscow generates.

5.5.7 Future tasks identified include developing Work Packages for those centres which are planned to be under the Area of Responsibility (AoR) of the future ROC Moscow as well as participating in the DMG monitoring in February 2020.

5.5.8 To continue this progress of the establishment of ROC Moscow, the EASPG agreed to the following Conclusion:

EASPG Conclusion 1/23 – ROC Moscow Creation

That the EASPG endorses the process of creating a fourth EUR ROC in Moscow, following the EUR ANP and the different phases and actions to be undertaken by Moscow Centre, in coordination with States and existing EUR ROCs as follows:

a) implement AMHS with File Transfer Body Part (FTBP) capabilities with the existing ROCs;

b) implement procedures for staff regarding the correction of format errors;

c) provide monitoring results for DMG monitoring;

d) develop a TAC to IWXXM converter for the MET COM Centre;

e) organize tests with States in a position to receive IWXXM data; and

f) coordinate with ROC Vienna and States on developing and implementing national transition plans for States having accepted to be under the Area of Responsibility of ROC Moscow.

Space Weather Advisory Information - Dissemination

5.5.9 The Meeting recalled that the ICAO Council agreed on designating three global Space Weather Centres (SWXC): Australia, Canada, France and Japan (ACFJ) consortium; PECASUS consortium; and the United States. Space weather advisory information from the global SWXCs began on 7 November 2019 on a rotational basis.

5.5.10 The Meeting agreed to disseminate space weather advisory information from the ROCs to the NOCs in their Area of Responsibility (AoR). The NOC would then send to relevant stakeholders space weather advisory information in order to satisfy Annex 3, 3.8.1 and 9.1.3 k). The method of distribution by the NOC would be determined by the State.

5.5.11 Given the above, EASPG agreed to the following:

EASPG Conclusion 1/24 – Regional Dissemination of Space Weather Advisory Information

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to inform States of the method of disseminating space weather advisory information in the EUR Region and invite States to derive national procedures in order to enable the implementation of Annex 3 Standards 3.8.1 and 9.1.3 k) at the local level using an example of national distribution as provided at **Appendix O**.

Minimum Sector Altitude

5.5.12 The Meeting noted a discrepancy in the definition of Minimum Sector Altitude (MSA) between Annex 3 (as aerodrome and its vicinity - approximately (16 km)-circle in accordance to ICAO Doc 8896) and Annex 4 as well as ICAO Doc 8168 (both definitions as (46 km)-circle). In order to resolve this discrepancy in the provisions, the EASPG agreed to the following:

EASPG Conclusion 1/25 – Harmonize ICAO Annex 3 Definition of Minimum Sector Altitude with ICAO Annex 4 and ICAO Doc 8168

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to communicate to the appropriate ICAO global group the need to harmonize ICAO Annex 3 definition of Minimum Sector Altitude with that referenced in ICAO Annex 4 and ICAO Doc 8168.

Note: the method of communication to the appropriate global group is expected to be addressed as necessary by the MET Panel Management Group.

METG Terms of Reference (TORs)

5.5.13 The Meeting reviewed the proposed updates to the METG ToRs in order to align work of the Meteorology Panel and their working groups as follows: a) inclusion of monitoring developments on quantitative volcanic ash information and forecasts; b) adding re-suspended ash in Volcanic Ash Advisory (VAA), NOTAM/ASHTAM, ICAO Doc 9671 and Volcano Observatory Notice for Aviation (VONA); c) monitor the possible elevation in status of VONA from a note to a recommendation; d) monitor the possible removal of colour code from VAA; and e) assure the SIGMET ad-hoc group of METG consider the changes to the EUR SIGMET and AIRMET Guide to align with Amendment 79 to Annex 3. Given the above, the EASPG agreed to the following:

EASPG Decision 1/3 – Update to the METG Terms of Reference

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

VOLCEX Events

VOLCEX19

5.5.14 The Meeting recalled that the Volcanic Ash Exercises Steering Groups for the EUR and NAT Regions (VOLCEX/SG) planned and conducted a volcanic ash exercise called VOLCEX/19 that took place on 20 November 2019 from 0800 to 1600 UTC. VOLCEX/19 simulated a volcano eruption of Vesuvius, Italy that produced a simulated volcanic ash cloud impacting many EUR States in the areas of the Mediterranean, Black and Caspian Seas and in part, central Europe.

5.5.15 The VOLCEX/19 objectives were with an emphasis that States comply to the EUR/NAT Volcanic Ash Contingency Plan (VACP) to achieve harmonization on accepting airlines Safety Risk Assessment (SRA); the possibility of displaying special air reports by the United States National Weather Service using the information provided on the World Area Forecast System (WAFS) Internet File Service (WIFS) that should mirror the information provided on SADIS in this regard (verified by VAAC London); and share airport volcanic ash surface status information via Airport Corner.

5.5.16 It was noted that the first indications about the exercise revealed a reduction in Danger Areas issued outside the Flight Information Region where the volcano was located and significant progress made in aligning national practices for responding to a volcanic ash event in accordance to the EUR/NAT VACP.

5.5.17 The Meeting was informed that details of VOLCEX/19 would be provided at the VOLCEX/19 Debrief Meeting in Rome, Italy on 16 January 2020. Recommendations from the debrief meeting would be considered when formulating the objectives of the VOLCEX/20 on the following day.

VOLCEX/20

5.5.18 The Meeting agreed that States should be encouraged to participate in VOLCEX/20 to be conducted in cooperation with the European Aviation Crisis Coordination Cell (EACCC). VOLCEX/20 would exercise a volcano eruption of Eyjafjallajokull as this will be the 10th anniversary of this infamous volcano eruption. This exercise would aim to demonstrate the lessons learnt since then and assess the impact to international aviation in the current environment using the current ICAO provisions and contingency plan.

5.5.19 The Meeting noted that this event will attract significant media coverage. It was agreed that close coordination between the ICAO Regional Office and the EACCC should be ensured to define commonly the preparatory steps leading to the exercise. In this regard, it was noted that there were several EUR States not applying fully the Safety Risk Assessment (SRA) approach as defined in the EUR/NAT VACP.

5.5.20 With reference to participation to VOLCEX/19 and potential participation to VOLCEX/20, it was noted that only 10 States with EACCC focal points participated in VOLCEX/19. In addition, airline and aerodrome operators were encouraged to improve their participation. Given the above, the Meeting agreed to the following:

EASPG Conclusion 1/26 – VOLCEX/20 Preparation and Participation

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to urge States and relevant international organizations to:

a) update their national policies and procedures to comply to the EUR/NAT Volcanic Ash Contingency Plan;

b) ensure participation, including of aircraft and aerodrome operators, in VOLCEX/20; and

c) provide their respective reports on VOLCEX/20 in accordance to the convening VOLCEX/20 debriefing letter.

Global Reporting Format (GRF)

5.5.21 The Meeting recalled that the new Global Reporting Format (GRF) for Runway Surface Conditions would be applicable on 5 November 2020. This implementation was expected to reduce the risk of runway excursions since the GRF improves the accuracy and timeliness of runway condition assessment and harmonizes this information globally.

5.5.22 The Meeting recalled that the *Workshop on Implementation of the New GRF for Runway Surface Conditions – ICAO EUR Region* was held at the ICAO EUR/NAT Regional Office in Paris, France from 10 to 11 July 2019. A total of 98 experts from 29 States, 5 International Organizations (ACI, CANSO, EASA, IATA and ICAO), 1 Airline and 1 Industry participated in the workshop. One of the main outcomes of this workshop was the development of a GRF implementation checklist as provided at **Appendix Q**. This checklist included updating State's regulatory framework and to establish a national implementation team and plan that takes into account the modified ICAO provisions.

5.5.23 Since the workshop, the EUROCONTROL AIM/SWIM Team identified many SNOWTAM format issues. These issues, such as the desire to report drifting snow with a runway designator, will be addressed by developing a guidance document. This document was expected to become available by mid-December 2019 for review by the EASPG, EASA, EUROCONTROL AIM/SWIM Team and ICAO Airport

Operations and Interoperability. Comments can be made until 10 February 2020 after which time the guidance document will be made available on the ICAO Paris website. Furthermore, ICAO Airport Operations and Interoperability will provide this information to the other ICAO Regions via Electronic Bulletin or by a similar efficient method.

5.5.24 The Meeting also noted and was encouraged to attend at least one of the future GRF implementation workshops planned in the ICAO EUR Region (10-11 December 2019 in Frankfurt (ACI); 20-21 January 2020 in Madrid (IATA); 28-29 January 2020 in Helsinki (Finavia); and (25-27 Feb 2020) in Nur Sultan (Kazakhstan)). In this regard the Meeting also noted the availability of the IATA's e-Learning tool on this subject.

5.5.25 Given the aforementioned, the EASPG agreed to the following:

EASPG Conclusion 1/27 – Global Reporting Format

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

a) Take appropriate actions on the GRF implementation checklist as provided at **Appendix Q**, and in particular, updating/amending their national regulations and systems related to the new GRF provisions; and

b) participate in one of the upcoming GRF workshops in the EUR Region.

5.6 REGIONAL PERFORMANCE FRAMEWORK

Implementation of the Regional Performance Framework

5.6.1 The Meeting was presented with an update on the activities related to the ICAO EUR Performance Framework responding to the tasks assigned to the COG PERF TF by the EANPG/60& RASG/07 meeting. The Meeting noted the work performed by the Task Force aimed at addressing the following two key areas:

i) Revision of the ICAO EUR Doc 030;

ii) Preparation of the 2019 Regional Performance Report.

5.6.2 In light of the latest global and regional developments as well as the experience gained within the Region, the revised EUR Doc 030 was provided (**Appendix R** refers). The Meeting was furthermore informed that two areas had been highlighted by the Performance Task Force: a) the need for a further discussion on the Safety Key Performance Indicators (KPIs) as part of the wider discussion on the Safety KPIs that will take place in the RASP-EUR revision Project Team, and, b) the importance of ensuring the continuation of support mechanism, based on the cooperation of European Commission, EASA and EUROCONTROL to benefit from the existing performance initiatives in the Region and avoid duplication. During the Meeting all concerned organizations confirmed the full support to the continuation of the activities performed in the framework of the ICAO EUR Doc 030.

5.6.3 It was noted that 29 EUR States contributed so far to the 2019 Regional Performance Report which can be considered as a positive result, although not at the same level as last year, in terms of a number of States participating and also for the participation of States from the Eastern part of the Region and Northern Africa.

5.6.4 In concluding the report of the Performance Task Force, the rapporteur highlighted the outstanding contribution provided by EUROCONTROL, Mr. Hartmut Koelman, to the work of the Task Force since its establishment in 2010, his efforts have been crucial to achieve the level of maturity and quality of the ICAO EUR Doc 030 and the Performance Report and for this reason the EASPG expressed appreciation for the work performed by Mr. Hartmut Koelman.

5.6.5 In light of the discussion, the following was agreed:

EASPG Conclusion 1/28 – Implementation of the ICAO EUR Region Performance Framework

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

a) Undertake necessary actions to update the content of ICAO EUR Doc 030 as included in **Appendix R**;

b) Request States to actively participate and provide performance results according to the new ICAO EUR Doc 030 provisions, in preparation for the regional report in 2020.

5.7 SEARCH AND RESCUE

Search and Rescue Capability Improvements in EUR Region

5.7.1 The Meeting was presented with a proposal to establish the EUR SAR Task Force (EUR SAR TF). The Meeting highlighted that the task force should closely coordinate with other ongoing efforts on SAR to avoid duplication of effort, to ensure the benefits for the EUR SAR community and to ensure a transparent development of a globally harmonized framework through a group of SAR experts.

5.7.2 It was noted that coordination with International Maritime Organization (IMO) activities would be important and would be undertaken through ICAO Secretariat.

5.7.3 Based on the above, the following was agreed:

EASPG Decision 1/4 – Establishment of a SAR Task Force

That, the ICAO Regional Director, Europe and North Atlantic takes appropriate measures to establish the EUR SAR TF with the ToR as provided in **Appendix S**

5.7.4 The Meeting was presented with a proposal to implement a new methodology to measure the Regional Search and Rescue (SAR) performance improvement through the *Regional SAR Plan Monitoring and Reporting Form*. It was noted that the EUR SAR Plan (EUR Doc 039), Section 7 (*Performance Improvement Plan*), provided a scheme for the implementation of a collective set of enhancements for a number of elements in the Preferred SAR Capability Specifications (PSCS).

5.7.5 It was noted that PSCS were the non-mandatory expectations on all EUR Region States to enhance SAR systems in order to meet a minimum level of SAR capability and to enable EUR States to define the goals and means of meeting objectives.

5.7.6 The Meeting agreed that the newly established EUR SAR Task Force would be in charge of monitoring PSCS. Therefore, the following was agreed:

EASPG Conclusion 1/29 – Regional SAR Plan Monitoring and Reporting Form

That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to request States to indicate, no later than 28 February 2020, their status of implementation of the EUR SAR Plan using the 41 SAR Performance Indicators (**Appendix T** refers).

5.8 UPDATE TO ICAO DOCUMENTS

Delegation of Responsibility for Separation

5.8.1 The Meeting was presented with a proposal for amendment to ICAO Doc 4444 (PANS-ATM) pertaining to delegation of responsibility for separation. The proposal complemented the list of

scenarios in which the Air Traffic Control (ATC) is not required to provide wake turbulence separation (PANS-ATM, 5.8.1) and added a requirement for ATC that when reducing the separation minima in the vicinity of aerodrome (PANS-ATM, 6.1), ATC also would need to consider the risk for one of the involved aircraft to encounter wake turbulence generated by the other aircraft.

5.8.2 During the discussions the Meeting was informed that IFALPA could not accept the proposed changes and it was questioned why this kind of proposal was not being discussed at the Air Traffic Management Operations Panel (ATMOPS) Panel. The presenter indicated that the proposal in WP23 and the associated technical justification was subject of discussions, including the representatives from IFALPA. However, the presenter indicated readiness and full openness to discuss and improve the proposal to achieve the objective of full understanding the roles and responsibilities of pilots and controllers when applying the provisions in PANS-ATM 5.8.1 and 6.1.

5.8.3 The delegations from France, Switzerland and the United States also supported the IFALPA position regarding the need to have this proposal reviewed by the ATMOPS Panel.

5.8.4 Noting that the expected applicability date for new PANS-ATM changes will be November 2026, the Meeting agreed that EUROCONTROL together with IFALPA should review the proposed changes, involve the experts from the ATMOPS Panel and prepare a revised version of the Proposal for Amendment (PfA) for the PCG Meeting in May 2020, with the view to submit it to the ICAO ANC for their consideration.

European Supplementary Procedures related to Emergency Descent

5.8.5 The Meeting was presented with a proposal for amendment the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) to remove the regional supplementary procedures specified for emergency descent, as the global provisions cover all the necessary aspects reflected in SUPPs. The Amendment 7-A to the Edition 16 of the PANS-ATM consolidated the provisions for emergency descent occurrences and introduced specific actions to be followed by the pilot of the aircraft executing an emergency descent, as well as revised the actions to be followed by pilots receiving an emergency descent broadcast. Based on the above, the meeting agreed to the following:

EASPG Conclusion 1/30 – EUR SUPPs Emergency Descent Procedures

That the ICAO Regional Director, Europe and North Atlantic, initiate the process to amend the EUR Supplementary Procedures (SUPPs, Doc 7030) related to emergency descent procedures as provided in **Appendix U**.

Mode S Aircraft Identification and Radiotelephony Call Sign

5.8.6 The Meeting was presented with a proposal for amendment the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) related to the use of aircraft identification in air-ground voice communication. The proposal addressed the issue that the radiotelephony call sign used in air-ground communications does not correspond to the displayed Mode S aircraft identification, especially for flights which are not required to submit a flight plan. The Meeting noted the concern raised by Switzerland that there will be airspace users, which - following the proposal – will be prohibited to use call signs type b and c (company call sign, as permitted by Annex 10 Vol. II), if they do not file a flight plan, because the MSID does not correctly display this same information to ATS. The Meeting agreed that a regional agreement should be implemented to ensure that a flight crew will use in air-ground communications a radiotelephony call sign corresponding to the selected Mode S aircraft identification. In a second step the Meeting proposed to discuss this aspect further so that the global provisions could be amended if similar experiences were also reported from other ICAO Regions

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

EASPG Conclusion 1/31 – Use of Mode S Aircraft Identification and Radiotelephony Call Signs

That the ICAO Regional Director, Europe and North Atlantic, initiate the process to amend the EUR SUPPs related to the use of Mode S aircraft identification and radiotelephony call signs as presented in **Appendix V**.

Phase-Out Repetitive Flight Plans in IFPZ

5.8.8 The Meeting was presented with a proposal for amendment the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) indicating that the Repetitive Flight Plan (RPL) services of the IFPS will be phased out from March 2020 onwards and introducing an area of applicability for the provisions related to the use of repetitive flight plans by aircraft operators in parts of the ICAO EUR Region. Based on the above, the Meeting agreed to the following:

EASPG Conclusion 1/32– Phase-Out Repetitive Flight Plans in IFPZ

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, initiate the process to amend the EUR-SUPPs related to repetitive flight plans as presented in **Appendix W**.

Use of ATS Surveillance for the Provision of Surface Movement Control

5.8.9 The Meeting was presented with a proposal for amendment to ICAO Doc 4444 (PANS-ATM) addressing the provisions of surface movement control by other means than surface movement radar (SMR). The proposal would amend PANS-ATM, Doc 4444, (8.10.2) so that the term surface movement radar (SMR) would be replaced with the generic expression "ATS surveillance system" and introduce, through specific requirements, mitigation measures concerning the limitations of a cooperative surveillance system. ICAO commented that this PfA would have to be coordinated with three (3) ICAO Panels (ATMOPS Panel – SASP and Safety Panel) before the PfA can be submitted to the Air Navigation Commission for their review. As a result of the discussions, the Meeting agreed to the following:

EASPG Conclusion 1/33 – Use of ATS Surveillance Systems for Surface Movement Control

That ICAO be invited to initiate the process for assessment of the ICAO provisions pertaining to the use of ATS surveillance systems for surface movement control as provided in **Appendix X.**

Visual Approach Related Provisions

5.8.10 The Meeting was presented with a proposal for amendment to the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) and to the ICAO Doc 4444 (PANS-ATM) clarifying the definition of the visual approach to better reflect its use and to implement a regional agreement for the EUR Region in order to ensure that appropriate information is provided in the approach charts when the visual approach is not performed in connection with an instrument approach procedure.

5.8.11 The harmonization would support the safe and consistent use of visual approach procedures at various locations within the EUR Region. The proposal would also ensure that flight crews will have the necessary guidance as to how to execute the visual approach and in particular what to do in case of a need to abort the approach. IFALPA expressed their support for the development of additional guidance material for aircrews in the event of a go around following a visual approach and pointed out that the proposed changes would be in full compliance with the existing IFALPA policy. Based on the above, the Meeting agreed to the following:

EASPG Conclusion 1/34 – Visual Approach

That:

a) ICAO be invited to initiate the process for assessment of the definition of visual approach in PANS-ATM (Doc 4444) as provided in **Appendix Y**; and

b) the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, initiate the process to amend the EUR Supplementary Procedures (SUPPs, Doc 7030) related to visual approach as provided in **Appendix Z**.

6. ENVIRONMENT

6.1 ICAO ENVIRONMENT ACTIVITIES

6.1.1 The Meeting was presented with the latest updates on the ICAO environmental activities in the EUR Region related to States' Action Plan Initiatives and CORSIA as well as environmental capacity building activities. It was noted that since the previous meeting, the ICAO EUR/NAT Office has organized several meetings on capacity building activities on environment including technical assistance workshops and two meeting of the Environment Task Force, hosted by the Civil Aviation Authority of Azerbaijan in 2018 and by the Civil Aviation Authority of Belarus in 2019.

6.1.2 The Meeting welcomed the enhanced cooperation between the ICAO EUR/NAT Office with the Arab Civil Aviation Organisation (ACAO) and the European Civil Aviation Conference (ECAC) with the development of the new cooperation agreements in 2019 that included the environment related actions. The need for enhanced coordination and cooperation with the ICAO EUR/NAT Office was reiterated and emphasized to allow a more efficient support to the EUR States and avoid duplication. In this regard, the Meeting noted the proposal by EASA for closer cooperation with the ICAO EUR/NAT Office on environment issues and the ongoing activities. Therefore, the following was agreed:

EASPG Conclusion 1/35 – Strengthening ICAO Environment Capacity Building Activities in the EUR Region

That the ICAO Regional Director, Europe and North Atlantic:

a) continue the efforts in the framework of the EUR/NAT Environment Task Force to provide capacity-building activities for environment related matters for the EUR States;

b) invite EUR States to 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) and submit them to ICAO as soon as possible; and

c) invite EUR States to identify their needs for environment related capacity building activities and contact the EUR/NAT Office with requests for assistance.

7. WORK PROGRAMME

7.1 EUR WORKING STRUCTURE

7.1.1 The Meeting was presented with an overview of the progress made so far on optimisation of the EUR working structure and proposed further actions. In this regard, it was recalled that a number of working structure optimisation initiatives had been implemented in 2018 and continued in 2019. These efforts at Level 3 of the EUR working structure would continue through EASPG and PCG on a continuous basis.

7.1.2 Level 0 related work has been completed with the establishment of ICAO EUR/NAT DGCA meetings and Level 1 was completed with the EASPG establishment. In this regard, the Meeting was informed that the EASPG ToR was approved by the ICAO Council President with a caveat that with the first revision a paragraph on the roles of States as provided in the generic PIRGs/RASGs ToRs would be added. To that end, the Meeting agreed with the proposed amendment of the EASPG ToR as provided in **Appendix XA**. Additional changes to the EASPG ToR would take into account the roles of RSOO and coordination with the EU structures, as well as the number of vice-chairs.

7.1.3 With regard to level 3, it was noted that coordination would be taking place in preparation to PCG/1 involving volunteer PCG members including France, Germany, United Kingdom, Tunisia, EC and EASA. Other EASPG members were invited to contribute to this work.

7.1.4 In addition, the Meeting was informed that the EANPG and RASG-EUR Handbooks would be merged by the Secretariat into the EASPG Handbook (EUR Doc 001) and the ToRs of EANPG and RASG-EUR would be replaced by the latest approved by the Council EASPG ToR. This work would be carried out during 2020 and also presented to PCG/1 in May 2020.

7.1.5 Taking these developments into consideration, the Meeting noted the draft PCG ToR and agreed that:

a) PCG composition would be enlarged to allow for all volunteer EASPG members and observers. The initial PCG composition would be the current COG and RCOG membership with new applications to be considered and endorsed by EASPG;

b) PCG would meet once per year, normally end of May/June, to review the progress of implementation of the EASPG work programme and any other ongoing EUR Region issues, as tasked by the EASPG.

7.1.6 Accordingly, the following was agreed:

EASPG Conclusion 1/36– Approval of the EASPG PCG ToR

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

a) amend the EASPG Handbook to include the approved PCG ToR as provided at **Appendix XB;**

b) initiate the process of amending the EASPG ToR as provided at **Appendix XA.**

8. SPECIAL SESSION ON INNOVATION AND 25TH ANNIVERSARY OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

8.1 PIRGS AND RASGS GLOBAL SYMPOSIUM – INNOVATION

8.1.1 The Meeting noted that with the rapid pace of innovation, ICAO was planning the second Innovation Fair to be held in Montréal from 26 to 27 October 2020. It was noted with satisfaction that a PIRG/RASG Global Symposium will follow on 29 and 30 October 2020. The Meeting highlighted that the PIRGs and RASGs will continue to play an important role specifically related to innovation, as they are the entry point related to regional planning and implementation in a coordinated and timely manner.

8.1.2 With the aim to support the Innovation initiative, a special session on Innovation was held as part of the Meeting. The discussions in this session included presentations by ICAO, EASA, EUROCONTROL, EUROCAE and Airbus. Also, one of the EUR winners of the ICAO Innovation contest was invited to present his winner project.

8.1.3 The Meeting requested States to identify and propose innovation activities to ICAO that may be of global interest. With regards to the PIRG/RASG Symposium, the Meeting invited States to identify problem areas and propose topics for discussion.

8.1.4 As an outcome of these discussions, the following was agreed.

EASPG Conclusion 1/37 - 2020 PIRGS and RASGS Global Symposium, Innovation

That, given the rapid pace of innovation in aviation and the important role that PIRGs and RASGs play in facilitating proper planning and facilitate the implementation of the relevant innovations in a coordinated and timely manner, the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to invite:

a) EUR States;

i) identify and propose innovation activities to ICAO that may be of global interest to facilitate planning;
ii) Propose topics for discussion during PIRG/RASG Symposium related to innovation;
iii) Plan participation in the PIRG and RASG Global Symposium and second ICAO Innovation Fair to be held in Montréal tentatively from 26 to 30 October 2020;

b) The Chairpersons of the EASPG plan attendance of the first meeting of the ICAO PIRG/RASG Global Coordination Group, tentatively scheduled for 25 October 2020.

9. ANY OTHER BUSINESS

9.1 NEXT MEETING

9.1.1 The Meeting agreed that the next meeting of the EASPG would be from 1 to 4 December 2020 in Paris, France.

9.1.2 The 1st PCG meeting would be from 8 to 12 June 2020 in Paris, France, (tbc).

9.2 CLOSING

9.2.1 In the closing session, the Meeting was addressed by Mr Alexander Batalov, member of the ICAO ANC who highlighted the importance of the EASPG as a major role player and trend setter in the ICAO Regional planning processes. He welcomed the merger between the former EANPG and RASG-EUR as a new beginning in the ICAO EUR working structure leading to improved coordination between air navigation and aviation safety related activities. He informed that the ANC closely follow the work programme and Conclusions and Decisions of this newly established group.

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Appendix A – List of Participants

(paragraph 1.2 refers)

ALGERIA
Abdelouahab DJATOUF

ARMENIA
Artur GASPARYAN

AUSTRIA
DI Tino SCHILL

AZERBAIJAN
Hajiaga HAJIYEV

BELARUS
Aliaksandr AKULENKA
Leanid CHURO
Tatiana PANACHEVNAYA

BELGIUM
Danny KLEIJKENS
Theodomir NSENGIMANA

BOSNIA AND HERZEGOVINA
Vladimir CEKLIC
Radomir GAVRIC

BULGARIA
Angel RACHEV

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Dino SLAVICA

CYPRUS
Nicolas MYTIDES
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CZECH REPUBLIC
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Philippe PLANTIN de HUGUES
Dominique VERDONI
Nathalie DOMBLIDES
Luce LAPENE
Nicolas BERGAMOTTO
Samy HANNICHE

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REPUBLIC OF MOLDOVA
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Elena GRACHEVA
Pavlina MALININA
Vladimir PUSTOVAROV
Igor SITNIKOV
Elena STEPANOVA
Alexandr YURCHIK
Mariia ZABAVKA
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SERBIA
Zarko KATANCEVIC
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Marijan PENDIC

SLOVENIA
Natasa BESTER
Melita PRISTOV

SLOVAKIA
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SPAIN
Noema Gil GIL
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TUNISIA
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UZBEKISTAN
- Andrey ZAYTSEV

ICCAIA(AIRBUS)
- Iouri TCHEKANOV
- Philippe MASSON

EASA
- Daniela DEFOSSAR

EUROEAN COMMISSION
- Jean-Marc FLON

EUROCAE
- Christian SCHLEIFER (3 Dec)
- Anna VONG GROOTE (3 Dec)

EUROCONTROL
- Neculai COJOCARIU
- Danny DEBALS
- Ovidiu DUMITRACHE
- Rob PETERS
- Andy LEWIS
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IATA
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IAC
- Dr. RUKHLINSKIY
- Mr. VDOVENKO R.A.
- ELDAR BAGIRZADE

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IFALPA
- Arnaud DU BEDAT
- Paul VISSERS

IFATCA
- Philippe DOMOGALA
- Tom LAURSEN

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- Silvia GEHRER
- Elkhan NAHMADOV
- Sven HALLE
- Chris KEOHAN
- Abbas NIKNEJAD
- Sarantis POULIMENAKOS
- Celso FIGUEIREDO
- Arkadii MERKULOV
- Arnaud DESJARDIN
- Blandine FERRIER
- Berk BOZKURT
- Oguzhan HASDENIZ
- Patrica CUFF
- Leyla SULEYMANOVA
- Isabelle HOFSTETTER

European and North Atlantic Office

EUROPEAN AVIATION SYSTEM PLANNING GROUP (EASPG/01)

(Paris, France, 2-5 December 2019)

Appendix B – List of Documentation

WP	Ag It	Title	Presented by	Posted on
WP01	-	Provisional Agenda		2/11/19
WP02	4.2	Non-Reception of Departure Messages	EUROCONTROL/ Secretariat	8/11/19
WP03	2	EANPG and RASG-EUR Conclusions/Decisions Follow Up	Secretariat	15/11/19
WP04	7	PIRGs and RASGs Global Symposium - Innovation	ICAO HQ	2/11/19
WP05	4.2	Outcomes METG/29	Secretariat	4/11/19
WP06	4.2	Global Reporting Format	Secretariat	4/11/19
WP07	4.2	VOLCEX Events	Secretariat	4/11/19
WP08	6.1	ICAO EUR Working Structure	Secretariat	18/11/19
WP09	1.1	Identification and Reporting of Common Challenges experienced at the Regional Level	ICAO HQ	5/11/19
WP10	3.4	Non-Approved and Non-Compliant Aircraft operating in RVSM Airspace	Secretariat and RMAs	8/11/19
WP11	5	ICAO Environment Activities	Secretariat	12/11/19
WP12	4.2	Search and Rescue Activities	Secretariat	8/11/19
WP13	4.2	Search and Rescue Capability Improvements in EUR Region	Secretariat	12/11/19
WP14	1.1	Effects of criminalisation of incidents in the context of Safety Culture	IFATCA/IFALPA	8/11/19
WP15	3.1	Update of the EUR Regional Aviation Safety Plan, EUR safety targets and indicators	Secretariat	12/11/19
WP16	3.3	IE-REST Restructuring and Work Programme	Secretarait	12/11/19
WP17	4.2	Outcomes of 25th Meeting Frequency Management Group (FMG/25)	Secretariat	15/11/19
WP18	3.4	RVSM Status of the Piaggio P180	EUROCONTROL / EUR RMA	14/11/19
WP19	3.4	Dissemination of PBCS (RCP240 / RSP180) Approval Status	EUR & EURASIA RMA	14/11/19
WP20 + Att	3.4	The Strategy for the Deployment of the RVSM Monitoring Infrastructure for ICAO European Region (2020-2030)	EUR & EURASIA RMA	14/11/19
WP21	3.4	2019 EUR RMA RVM Safety Monitoring Report	EUROCONTROL / EUR RMA	14/11/19
WP22	3.4	Report on Flight Safety Monitoring in the EURASIA RVSM Airspace	EURASIA RMA	14/11/19
WP23	4	Delegation of the Responsibility for Separation	EUROCONTROL	14/11/19
WP24	3.4	COG75/RCOG12 outcome – state aircraft in RMA Bulletin	ECTRL/EUR RMA	14/11/19

WP25	4	European Supplementary Procedures related to Emergency Descent	EUROCONTROL	14/11/19
WP26	4	Mode S Aircraft Identification and Radiotelephony Call Sign	EUROCONTROL	14/11/19
WP27	4	Phase-Out Repetitive Flight Plans in IFPZ	EUROCONTROL	14/11/19
WP28	4	Use of ATS Surveillance Technologies for the provision of Surface Movement Control Visual Approval	EUROCONTROL	14/11/19
WP29	4	Visual Approach Related Provisions	EUROCONTROL	14/11/19
WP30	4.1	ASBU	Secretariat	15/11/19
WP31	4.3	COG Performance Task Force	Secretariat	15/11/19
WP32	4.2	Outcomes of RDGE/31	Secretariat	15/11/19
WP33	4.1	EUR eANP Volume III, v2019	Secretariat	15/11/19
IP	**Ag It**	**Title**	**Presented by**	**Posted on**
IP01	1	Meeting Schedule	Secretariat	22/11/19
IP02	1	List of documents	Secretariat	25/11/19
IP03	1	ICAO Update	Secretariat	22/11/19
IP04	4.2	VOLKAM Events	Secretariat	4/11/19
IP05	4.2	SWIM PT	Secretariat (	4/11/19
IP06 Rev1	4.4	Cybersecurity	Secretariat	20/11/19
IP07	1.1	EUROCONTROL Activities Update	EUROCONTROL	4/11/19
IP08	1.1	ATCO Shortages in Europe	IFATCA/IFALPA	8/11/19
IP09	4.2	Outcome of EUROCONTROL AIM/SWIM Team 17 Activities relevant to EASPG	EUROCONTROL	14/11/19
IP10	3.4	Follow Up of ENAPG59/RASG-EUR06 Concl 05 ‘RMA Bulletin Registration on the EUROCONTROL One Sky Team Portal’	EUROCONTROL /EUR RMA	14/11/19
IP11	4.2	Update on IFPP Job Card 013.01 - Requirements for a Proper Identification of ATS Routes	Secretariat	20/11/19
IP12 Rev1	4.2	Outcomes ANSISG	Secretariat	22/11/19
IP13	4.2	AWOG	Secretariat	20/11/19
IP14	4.2	Evolution of AFS To AST TF	Secretariat	20/11/19
IP15	1.1	Outcomes DGCA	Secretariat	20/11/19
IP16	4.2	ICAO Search and Rescue (ICAO EUR SAR) Workshop	Secretariat	20/11/19
IP17	4.2	Frequency Congestion Situation – Status of the Frequency Bands	Secretariat	20/11/19
IP18	3.5	TOD Deficiencies	Secretariat	21/11/19
IP19	3	Update on the COG Language Proficiency Requirements Implementation Task Force Activities	Secretariat	21/11/19
IP20	6	PIRG/RASG Global Coordinating Group Draft ToR	Secretariat	22/11/19

IP21	1.2	No Country Left Behind	Secretariat	25/11/19
IP22 + Att	4.2	EUR Transition Plan for RNAV to RNP Charts Identification	Secretariat	22/11/19
IP23	1	Capacity Building through South-South and Triangular Cooperation	Georgia	25/11/19
IP24	1.1	EASA Update	EASA	26/11/19
IP25	4	Outcomes Black Sea Task Force	Secretariat	28/11/19
PR	**Ag It**	**Title**	**Presented by**	
PR01	7	Regulations – Can they enable Innovation	EASA	
PR02	7	Automated Formation Flight	AIRBUS	
PR03	7	209 Aviation Innovation Competition	Sin Yong Wook	
PR04	7	From Environmental Assessment to Environmental Impact Forecasting	EUROCONTROL	
PR05	7	Standardisation in Support of Innovation	EUROCAE	
PR06	7	Innovation	ICAO	
FL	**Ag It**	**Title**	**Presented by**	
FL01	1.1	Ref WP14	ICAO Secretariat	
FL02	4.2	Ref WP32	Germany	

Appendix C – List of EANPG/60 RASG-EUR/07 Conclusions and Decisions

(paragraph 3.1.1 refers)

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/01	Timely Availability of ICAO Documents	That, in order to ensure smooth and successful implementation of ICAO provisions, ICAO be urged to ensure that appropriate ICAO documents are published in a timely manner prior to the applicability date of the new ICAO provisions.	The issue was reported in the presentation to the ANC.	Closed
EANPG Conclusion 60/02	EUR/NAT NCLB Technical Assistance Programme	That the ICAO Regional Director, Europe and North Atlantic, encourage: a) States to further support with in-kind donations the ICAO EUR/NAT Technical Assistance Programme; b) International Organisations to enhance coordination with ICAO EUR/NAT in order to create the necessary synergies and optimize use of limited resources.	EUR/NAT State Letter 19-0021.TEC was sent on 28 January 2019.	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/03	Approval of EUR RASP	That: a) the ICAO Regional Director, Europe and North Atlantic; (i) take appropriate actions to publish the approved EUR RASP 2019-2023 (Appendix C) at the ICAO EUR/NAT webpage; and (ii) invite EUR States to align their aviation safety plans to incorporate safety actions listed in the EUR RASP; a) the IE-REST be tasked to further develop mechanisms for annual monitoring of implementation by EUR States as well as annual update of the EUR RASP; b) The EUR RASP PT be disbanded.	Published on EUR/NAT website. EUR/NAT letter 19-0055.TEC sent on 1st February 2019	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/04	Follow-Up Actions on ICAO Runway Safety Go-Teams	That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to: a) encourage States to consider future ICAO Runway Safety Go-Team visits to assist in implementation or improvement in their State Runway Safety Programme and local runway safety teams; b) encourage States and international organizations to support future RS Go-Teams as donor-organizations; and c) Invite States and service providers to take into account the typical Runway Safety recommendations as provided at Appendix D in their RS Programmes and RS Teams activities.	EUR/NAT 18-0404.TEC (FIC/SUL) dated 01 August 2018. 4 teams in 2019: Morocco, Ukraine, Azerbaijan, Belarus	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/05	Aggregation and Validation of Safety Data for States participating in the IAC Agreement	That, the ICAO Regional Director, Europe and North Atlantic, invite: a) IAC to provide facilities, database and experts to aggregate the flight safety data related to air accidents and serious incidents at regional level based on ADREP-2000 taxonomy for States participating in the IAC Agreement; b) States, participating in the IAC Agreement, in addition to their obligations of notifying ICAO, to provide relevant data to IAC for processing; and c) the IE-TSG to monitor the effectiveness of the established mechanism and propose further improvement actions in the area.	Letter to IAC and States were issued (EURNAT 19-0209.TEC)	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/06	Non-Approved and Non-Compliant Aircraft Operating in RVSM Airspace	That, the ICAO Regional Director, Europe and North Atlantic: a) invite the EUR States, that have not replied to the EUR/NAT State Letter 17-0645.TEC sent on 21 November 2017, to provide their responses as soon as possible; b) organise a review of the Universal Safety Oversight Audit Programme (USOAP) Central Monitoring Agency (CMA) data with regards to EUR States' compliance with ICAO RVSM approvals provisions and associated procedures on managing RVSM non-approved and non-compliant aircraft, and provide further recommendations, including potential MIRs and inclusion on the EUR list of air navigation deficiencies, to the next meeting; c) request EUROCONTROL in conjunction with EURASIA RMA, on behalf of the EANPG and RASG-EUR, to investigate possible solutions in coordination with other non-IFPS area States to implement additional measures to filter, potentially leading to rejection, flight plans for aircraft intending to operate in the RVSM airspace and included on the RMAs lists of RVSM non-approved and non-compliant aircraft; and d) coordinate with EUR and EURASIA RMAs additional measures to improve awareness	Closed. New draft EASPG/1 Conclusion was drafted	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
		among States on the access and usage of RMA bulletins as regional best practices with the intention of making proposals to the 2019 EUR/NAT Directors General of Civil Aviation (EUR/NAT DGCA/2019) meeting.		

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/07	ICAO ASBU Implementation Monitoring within the ICAO EUR Region	That: a) the ICAO Regional Director, Europe and North Atlantic, invite States to: i. use the revised State Report format as presented in Appendix K, on the status of implementation of ASBU Block 0 modules; and ii. provide their ASBU implementation data before the end of May 2019, so that the 2018 version of the ASBU Implementation Monitoring Report can be presented at EASPG/1 in 2019. b) ICAO be invited to ensure that the future evolution of ICAO GANP Monitoring mechanism/tool will not require from the EUR States to report through a separate reporting channel, thus creating a duplication of efforts.	The ASBU Implementation Monitoring Report to be presented at EASPG/1.	Closed
EANPG Conclusion 60/08	Frequency Assignments Data in SAFIRE	That the ICAO Regional Director, Europe and North Atlantic, urge: a) Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan to urgently register in SAFIRE and provide frequency assignments data for their States; and Morocco and the Russian Federation to update their information in SAFIRE.	EUR/NAT letter 19-0054 sent to Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan, Morocco and Russian Federation on 31st January 2019. Data is still missing from some States.	Ongoing

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/09	Amendment to Doc 7030 concerning 8.33 kHz Channel Spacing Implementation	That, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to process the proposal for amendment to Doc 7030 as presented at Appendix M.	Approved.	Closed
EANPG Conclusion 60/10	METG Participation	That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to strongly encourage METG participation by Algeria, Belarus, Bosnia and Herzegovina, The FYROM, Israel, Kazakhstan, Kyrgyzstan, Malta, Tajikistan, Turkey, Turkmenistan and Uzbekistan in an effort to improve implementation of meteorological provisions for civil international aviation.	EUR/NAT State Letter 18-0591.TEC was released on 3rd December 2018	Closed
EANPG Conclusion 60/11	EUR SCRAG Nomination	That, Mr. Sebastian Stolpmann from Germany be nominated as the EANPG member of the SADIS Cost Recovery Administrative Group.	IOM 18-0592.TEC was sent to ICAO HQ (D/ANB) on 4 December 2018.	Closed
EANPG Conclusion 60/12	Volcanic Ash Impacts on Jet Engines and Developments since 2010	That the ICAO Regional Director, Europe and North Atlantic, encourage States, original equipment manufacturers, aircraft operators and other relevant stakeholders to assess their processes and procedures in view of the latest developments since 2010 and the new methodology provided at Appendix O.	Letter to States and IO to be issued. Action on hold (until further developments are realized by other manufacturers)	On Hold

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/13	Coordination between EUROCONTROL AIM/SWIM Team and ICAO EUR SWIM Project Team	That the Chair and Secretariat of the EUROCONTROL AIM/SWIM Team and Chair and Secretariat of the ICAO SWIM Project Team be invited to assure harmonization in planning and implementation of SWIM in the ICAO EUR Region to achieve synergies and avoid duplication of efforts.	To put on Agenda of Management Meetings between ICAO/ECTL and ICAO/EC. AIM/SWIM Team was advised of the EANPG RASG-EUR Conclusion. Secretariat of the both Groups AIM/SWIM Team and SWIM PT are informed.	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/14	Implementation of the 16th Edition of Annex 15 and the PANS-AIM	That the ICAO Regional Director, Europe and North Atlantic, urge States to: a) take necessary actions on the implementation of the 16th Edition of Annex 15 and the PANS AIM, including: updating AIS/AIM National Regulations; identification and notification of differences (EFOD and AIP GEN 1.7), if any; coordinating with their AISPs to develop necessary operational procedures/practices in order to implement the provisions of Annex 15 and the PANS AIM; b) provide the ICAO EUR/NAT Office with their Implementation Plan and inform about any difficulties and whether technical assistance from ICAO is needed; c) share their best practices/lessons learned through the EUROCONTROL AIM/SWIM Team; and d) participate in the ICAO AIM Go Teams.	EUR/NAT 19-0015.TEC (NIA/HOI) State Letter sent on 10 January 2019.EUR/NAT 19-0050.TEC (NIA/HOI) State Letter "Compliance Checklists for Annex 15 and PANS-AIM" sent on 29 January 2019.Further follow-up on the implementation will be carried out through the AIM/SWIM Team.	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/15	Implementation of the ICAO EUR Region Performance Framework	That: a) the Performance Task Force perform an assessment of the ICAO EUR Region performance framework (ICAO EUR Doc 030) against the developments at the regional and global level in the area of performance and to submit a proposal for the next steps at COG/RCOG in Spring 2019; and b) The ICAO Regional Director, Europe and North Atlantic, in order to further promote the implementation of the EUR performance framework, invite States to actively participate and provide performance results according to ICAO EUR Doc 030 provisions, in preparation for the regional report in 2019.	COG PERF TF/20 to take place 7 Oct. 2019.WP to be presented to COG/75 RCOG/12	Closed
EANPG Conclusion 60/16	Erroneous Mode C or ADS-B Altitude Data	That: a) ICAO be invited to initiate the process for assessment of the proposal for amendment of ICAO provisions pertaining to erroneous Mode C or ADS-B altitude data as provided in Appendix R, through appropriate mechanisms; b) EUROCONTROL be invited to provide the necessary supporting material to assist in the assessment process.	Project Form submitted to ICAO HQ. Peer Review took place on 21st Feb 2019. Waiting for the ANC review. .	On-going

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/17	Identification Procedures	That: a) ICAO be invited to initiate the process for assessment of the proposal to amend the ICAO provisions pertaining to identification procedures as described in Appendix S, through appropriate mechanisms; b) EUROCONTROL be invited to provide the necessary supporting material to assist in the assessment process.	Project Form submitted to ICAO HQ. Peer Review took place on 21st Feb 2019.Waiting for the ANC review.	On-going
EANPG Conclusion 60/18	Separation of Vehicles and Taxiing Aircraft	That: a) ICAO be invited to initiate the process for assessment of the proposal to amend the ICAO provisions pertaining to methods to separate vehicles and taxiing aircraft. as described in Appendix T, through appropriate mechanisms; b) EUROCONTROL be invited to provide the necessary supporting material to assist in the assessment process	Project Form submitted to ICAO HQ. Peer Review took place on 21st Feb 2019. Waiting for the ANC review.	On-going

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/19	ICAO EUR Environment Task Force and Capacity Building Activities	That the ICAO Regional Director, Europe and North Atlantic, invite States to: a) nominate their focal points for the CORSIA related activities and for the ICAO Action Plan on CO2 emissions reduction initiative; b) develop and/or update their Action Plan on CO2 emissions reduction as soon as possible; and c) Contact the EUR/NAT Office with requests for assistance in the framework of the ICAO EUR/NAT Technical Assistance Programme and the EUR Environment Task Force.	EUR/NAT State Letter 19-0049.TEC was sent non 29 January 2019.	Closed
EANPG Conclusion 60/20	Draft Terms of Reference of EASPG	That: a) the ICAO Regional Director, Europe and North Atlantic, take appropriate action to process the draft EASPG ToR as provided in Appendix U through ICAO mechanisms; b) The TPT ToR be considered as completed and the project team be disbanded.	Approved	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Conclusion 60/21	Implementation of Amendment 6 to PANS-OPS and Circular 353 on RNP Charts Naming	That, the ICAO Regional Director, Europe and North Atlantic: a) invite the EUR States to cooperate in the development of the EUR RNP Circular 353 implementation transition plan and implement changes in accordance with the to be agreed Plan; and b) Invite the EUR States that have already started the implementation of Amendment 6 to PANS-OPS on RNP Charts naming, continue and complete their implementation in accordance with their national plans.	Questionnaire issued on 19 November 2018. COG74 RCOG11 WP10 refers EUR/NAT 19-0253.TEC letter of 19 June 2019 "EUR Regional Transition Plan for RNAV to RNP IFP Charts Identification" was issued.	Closed
EANPG Decision 60/01	Review of the AN-Conf/13 and A40 Recommendations	That, the EANPG and RASG-EUR contributory bodies to review the outcomes of the AN-Conf/13 and A40, once the final report is available, in order to identify and propose actions for inclusion in their work programme.	Secretariat Actions, liaise with groups' chairs.	On-going

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Decision 60/02	Publication of RASG-EUR Annual Safety Reports (RASG-EUR ASR)	That the EANPG/RASG-EUR approve the following working arrangements for the development, approval and publication of the RASG-EUR ASR: a) the ICAO Secretariat to develop the draft RASG-EUR ASR, in coordination with volunteer States, EASA, EUROCONTROL, IATA, IAC, ECAC group of experts on accident investigation as well as ENCASIA, and ensure the completion of the draft ASR on or before the end of April each year, covering the period of the previous year; b) the draft RASG-EUR ASR to be presented to the spring meeting of COG/RCOG for review; c) the ICAO Secretariat to address any comments received on the draft RASG-EUR ASR, make the necessary amendments and send the RASG-EUR ASR to EANPG/RASG-EUR for approval by correspondence by end of May each year; and d) Upon approval by correspondence of the RASG-EUR ASR by EANPG/RASG-EUR, the ICAO Regional Director, Europe and North Atlantic to publish the RASG-EUR ASR on the ICAO EUR/NAT Office public website.	At COG/RCOG in October 2019, A40 reference was added	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Decision 60/03	Discontinuation of the RCOG Reporting Group (R-REP)	That, in order to increase efficiency of the RASG-EUR working structure, the R-REP be disbanded and the ICAO Regional Director, Europe and North Atlantic, take necessary actions to amend the RASG-EUR Procedural Handbook to delete references to the R-REP.	RASG-EUR Handbook, 6th Edition, published on 30 January 2019. States notified by e-mail same day.	Closed
EANPG Decision 60/04	Amendment of SEIs on Runway Safety	That the EANPG and RASG-EUR: a) acknowledge the completion of SEI IE-REST/RSG/01 (Appendix E), concerning the development and implementation of standard operating procedures (SOP) and delivery of several supporting workshops; and b) adopt changes to the SEI IE-REST/RSG/02, Detailed Implementation Plans (DIPs) and Outputs (Appendix F), to include additional activities related to the establishment of a Runway Safety Forum.	Completed with the EANPG60 RASG-EUR07 Report.	Closed
EANPG Decision 60/05	Completions of IE-FDG SEIs	That, in view of the completion of the IE-FDG tasks per its ToR, the IE-FDG be disbanded and the ICAO Regional Director, Europe and North Atlantic, take necessary actions to amend the RASG-EUR Handbook to delete references to IE-FDG.	RASG-EUR Handbook, 6th Edition, published on EUR/NAT website on 30 January 2019. States were notified same day by email	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Decision 60/06	RASG-EUR Accident Investigation and ECCAIRS User Workshop	That ICAO Regional Director, Europe and North Atlantic, organize an EUR Accident Investigation and ECCAIRS user workshop in Russian and English languages during the first half of 2019 to improve accident investigation capacity of the EUR States and covering the topics presented in Appendix G.	EUR/NAT invitation letter 18-0585.TEC sent on 17 December 2018.Workshop was held in the ICAO EUR/NAT office from 8 to 10 April 2019.	Closed
EANPG Decision 60/07	English Language Proficiency Implementation in EUR States	implementation issues: a) the updated LPRI TF Action Plan (2018-2020) be endorsed (Appendix H refers); and b) ICAO Regional Director, Europe and North Atlantic, take appropriate actions to update the EANPG Handbook (EUR Doc 001) to include the revised Terms of Reference (ToR) as provided in Appendix H.	EUR Doc 001, First Edition, Amendment 5, December 2018 was published on the ICAO EUR/NAT website on 8 January 2019. EANPG/RASG-EUR/COG/RCOG Members were informed same day.	Closed
EANPG Decision 60/08	Approval of the EUR 2017 ASBU Implementation Report	That, the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to publish the 2017 ICAO/EUROCONTROL ASBU Implementation Monitoring Report as provided in Appendix J.	Document published on 25 January 2019 on EUR/NAT website. States notified by email on 30 January 2019	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Decision 60/09	Continuation of EANPG BSTF	That the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to organise the EANPG BSTF/6 meeting during the first half of 2019 with the main objective to continue work based on the potential use of the 4 (four) existing ATS routes with the purpose to move forward and find acceptable solution for normalisation of traffic flows within the High Seas airspace	Meeting to be held on 22 November 2019	Closed
EANPG Decision 60/10	Amendments to the EUR Frequency Management Manual (EUR Doc 011)	That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to amend the EUR Frequency Management Manual (EUR Doc 011) as provided at Appendix L and publish the amended document on the ICAO EUR/NAT website.	EUR Doc 011 published on EUR/NAT website on 4 January 2019. EANPG, RASG-EUR and FMG Members informed same day.	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Decision 60/11	Further Actions concerning 8.33 kHz Channel Spacing Implementation	That: a) the ANSISG, in coordination with the FMG and appropriate EASA and EUROCONTROL groups assess the possibility for further actions to reduce the likelihood of safety hazards and ATM implications generated by the deployment of 8.33 kHz channel spacing communication only in parts of the European airspace below FL195; b) The FMG assess the possibility for further actions to reduce the potential spectrum frequency congestion foreseen at the end of 2025 in the South-Eastern part of EUR.	Work is ongoing under FMG and ANSISG to prepare a draft plan for PCG/1	On-going
EANPG Decision 60/12	Update of the METG Terms of Reference	That the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the revised EANPG Handbook (EUR Doc 001) to reflect the updated Terms of Reference of the Meteorology Group as provided at Appendix N.	EUR Doc 001, First Edition, Amendment 5, December 2018 was published on the ICAO EUR/NAT website on 8 January 2019. EANPG/RASG-EUR/COG/RCOG Members were informed same day by email.	Closed
EANPG Decision 60/13	ICAO Sub-Regional TOD Workshop	That the ICAO Regional Director, Europe and North Atlantic, organize a sub-regional workshop for Algeria, Morocco and Tunisia, to address TOD implementation and in particular the development of TOD national policy.	Workshop Scheduled 29-31 October 2019 in Algeria.	Closed

LIST OF EANPG/60 RASG-EUR/07 Conclusions and Decisions				
Reference	**Title**	**Description**	**Comments**	**Status**
EANPG Decision 60/14	Evolution of the AFSG	That, in view of the envisaged evolution of the EANPG AFSG by December 2019, the ICAO EUR/NAT Office and AFSG draft ToR for a new Task Force (the complete name TBD) to plan and manage transition of the EUR AFS network to support SWIM, while maintaining the current EUR AFS network without its service level degradation, and present the draft to the combined COG/RCOG meeting in May 2019 for approval.	The AST TF ToR was approved.	Closed
EANPG Decision 60/15	Restructuring of AWOG, COG PBN TF and ATMGE	That: a) ICAO in coordination with the EANPG AWOG Chairman review the AWOG ToR to identify any necessary ongoing activities and potential arrangements to address them with the view to discontinue the AWOG by the end of 2019 after the completion of the ongoing work related to ILS CSA and AWO; b) the ATMGE ToR be updated as provided in Appendix V; and c) the EUR PBN TF ToR be updated as provided in Appendix W to become a EUR PBN Consolidation Task Force.	PBNC TF and ANSISG established. AWOG way forward agreed.	Closed

Appendix D – Template for Reporting on Common Challenges

(paragraph 4.1.2 refers)

PART A: CHALLENGE IDENTIFICATION	**ISSUE and ID: Date and number**
Challenge/ Issue	**Name of challenge**
Link to global plans	**All**
Reported by PIRGs/RASGs	☐ **RASG-AFI** ☐ **RASG-MID** ☐ **RASG-APAC** ☐ **RASG-PA** ☐ **APANPIRG** ☐ **APIRG** ☐ **GREPECAS** ☐ **MIDANPIRG** ☐ **NATSPG** ☐ **EASPG**
Date first reported	
Status	☐ **Ongoing** ☐ **Completed**
Remarks	

PART B: ACTION DETAILS

Action 1: **To be taken**

	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline						-	

Action 2: **Action to be taken**

	APAC	EUR/NAT	**AFI**	MID	NACC	SAM	HQ
Timeline		-	-	-	-	-	**2020**

PART C: HIGH-LEVEL ACTION BY THE COUNCIL

ID	Action proposed by PIRG/RASGS	Action proposed by the ANC
1		

Appendix E – New Tasks to be Added to the EUR RASP

(paragraph 4.3.2 refers)

Rulemaking	
RMT.0731	**New air mobility** The current European regulatory framework for aviation safety has initially been designed for conventional fixed wing aircraft, rotorcraft, balloons and sailplanes. The existing framework relies on active contribution of human beings, increasingly assisted by automation, be it on board or on the ground. Propulsion is mostly provided by piston or turbine engines using fossil fuels. The introduction of new technologies and air transport concepts (from multi-modal vehicles to autonomous vehicles) requires to revisit this framework. The purpose of this RMT is to develop rules or amend existing ones, where necessary, to address new technologies and operational air transport concepts, with the objective to adapt the regulatory framework in line with Performance Based Regulations principles. A general principle that will govern this RMT is to ensure that future requirements are technology-neutral where possible, while ensuring legal certainty. This RMT is expected to lead to different streams of activity. A first stream has been defined, indicated here below as subtask. Potentially, more streams to cover other future projects will be added, including the development of CS based on experience gained in certification projects applying Special Conditions such as for VTOL or electric/hybrid propulsion. Subtask 1. Electric and hybrid propulsion: Continuing Airworthiness requirements for electric and hybrid propulsion for all types of aircraft.
State actions	
MST.032	**Oversight capabilities/focus area** **(a) Availability of adequate personnel in competent authorities:** States to ensure that adequate personnel is available to discharge their safety oversight responsibilities; **(b) Cooperative oversight in all sectors** States to ensure that the applicable authority requirements are adhered to in all sectors. The objective is to ensure that each organization's activities are duly assessed, known to the relevant authorities and that those activities are adequately overseen, either with or without an agreed transfer of oversight tasks. **(c) Organizations management system in all sectors** States to foster the ability of CAs to assess and oversee the organizations' management system in all sectors. This will focus in particular on safety culture, the governance structure of the organization, the interaction between the risk identification/assessment process and the organization's monitoring process, the use of inspection findings and safety information such as occurrences, incidents, and accidents. This should lead CAs to adapt and improve their oversight system.
MST.033	**Language proficiency requirements - To share best practices, to identify areas for improvement for the uniform and harmonized LPR implementation** States should share experience on how the LPRI is implemented, including the uptake by ATOs to deliver training in English, for the purpose of harmonization and uniform implementation.
MST.034	**Oversight capabilities/focus area: flight time specifications schemes** States to ensure that the CAAs possess the required competence to approve and oversee the operators' flight time specifications schemes, in particular those including fatigue risk management. CAAs should focus on the verification of effective implementation of processes established to meet operators' responsibilities requirements and to ensure an adequate management of fatigue risks. CAAs should consider the latter when performing audits of the operator's management system.
MST.035	**Oversight capabilities/focus area: Fraud cases in Part-147** States should focus on the risk of fraud in examinations, including by adding specific items in audit checklists and collecting data on the actual cases of fraud. They may exchange and share information with a collaborative oversight.

Safety Promotion and State actions	
SPT.105	**Language proficiency requirements – to raise awareness on LPRI, together with ICAO, the industry and the States.** **Subtask 1:** Raise awareness on LPR implementation (LPRI), establish good practices and facilitate proportionate LPRI, based on the operational needs, together with ICAO, the industry and the States. All relevant stakeholders and States to work together on the maintenance, monitoring and revision of LPRI; to promote the common understanding of LPRI as a safety issue, linked to human factor principles; share lessons learned; encourage progress and harmonization and develop good practice document to cope with operational, safety and standardization needs. **Subtask 2:** Use of the English language during pilot training for IR, CPL and ATPL. CAAs recommending ATOs about pilot training for CPL, ATPL and IR mainly conducted in English language and/or English language training delivered in parallel with CPL, ATPL and IR training courses
SPT.106	**Preventing, detecting and mitigating fraud cases in Part-147 organizations.** The report on the EU maintenance licensing and training system, denounced cases of fraud or cheating during the examinations. The action includes organization of workshops, discussions with the CAAs/industry on how to prevent, detect and mitigate fraud cases.
SPT.107	**Promote the full range of careers and opportunities in the European Aviation industry** Help to address potential shortages of aviation professionals for the future European aviation system by promoting the full range of careers and opportunities that are available. This covers the full range of aviation activities both on the ground and in the air. Specific focus needed to address already identified shortages in areas such as aeromedical examiners, instructors, flight examiners, maintenance and ground personnel. This task also supports some of the European aspects of the ICAO Next Generation of Aviation Professionals (NGAP) programme
SPT.109	**Raise awareness of the risk posed by Icing in Flight and potential mitigations**
SPT.110	**Strengthen the standardization of examiners, at EUR level, fostering and facilitating the harmonization of requirements, procedures and forms adopted at national level** Improve harmonization across the States by providing support and guidance defining clear criteria and competences for examiners, depending on the different qualifications needed for different licenses, and based on the needs from authorities and the industry. This is intended to strengthen the standardization of examiners at EUR level, fostering and facilitating the harmonization of requirements, procedures and forms adopted at national level.
SPT.111	**Examiner' s manual** To be developed

Appendix F – Terms of References for EUR RASP 2020-2024 Project Team

(paragraph 4.3.5 refers)

Project Title	EUR RASP 2020-2024 project team
Parent Group	EASPG
Project Supervisory body	EASPG
Project Period	December 2019 – March 2020
Project Objective	Organize a review of EUR RASP to align it with GASP 2020-2022 and EPAS 2020-2024
Project Outcomes:	Draft EUR RASP 2020-2024
Membership	EASPG nominated members, including Ireland, Russian Federation and United Kingdom
Coordination Requirements	None
Project High level Tasks	- Review the structure of EUR RASP to be aligned with GASP 2020-2022 and EPAS 2020-2024 - Amend the existing EUR RASP tasks in line with one amended in EPAS 2020-2024 - Decide which new tasks from EPAS should be proposed to be included in the EUR RASP (in addition to the one already agreed by EASPG/01) - Propose revision of EUR safety performance indicators and targets, in accordance with the goals of the GASP 2020-2022 edition - Incorporate sections on EUR safety data analysis - Propose EUR RASP implementation monitoring mechanism
Project Lead	EASA
Project Secretariat Support	ICAO EUR/NAT Regional officer, Safety

Appendix G – EUR and EURASIA RMA Strategy 2020 to 2030

(paragraph 4.5.18 refers)

Provided in a separate file

Appendix H – 2018 EUR ASBU Implementation Monitoring Report

(paragraph 5.1.3 refers)

Provided in a separate file

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Appendix I – EUR ASBU Implementation Report Questionnaires

(paragraph 5.1.3 refers)

Provided in a separate file

Appendix J – 2019 ICAO European Air Navigation Plan, Volume III (EUR eANP, Doc 7754, Vol III)

(paragraph 5.1.8 refers)

Provided in a separate file

Appendix K – Proposal for Amendment to Doc 7030, Chapter 3 – Communications, Section 3.2

(paragraph 5.4.3 refers)

3.2 MANDATORY CARRIAGE OF 8.33 KHZ CHANNEL SPACING CAPABLE RADIO EQUIPEMENT

3.2.2 Except where exemptions are granted by States concerned, all aircraft operating at or below FL 195 in the following FIRs/UIRs, where the carriage of VHF radio is required, shall be equipped with 8.33 kHz channel spacing capable radio equipment:

Amsterdam FIR, Athinai FIR, Barcelona UIR, Bordeaux FIR, Bratislava FIR, Bremen FIR, Brest FIR, Brindisi UIR, Bruxelles ~~UIR~~FIR, Bucuresti FIR, Budapest FIR, , Hannover UIR, Helsinki FIR, Kobenhavn FIR, Langen FIR, Lisboa UIR, Ljubljana FIR, London FIR, Madrid UIR, Malta UIR, Marseille FIR, Milano FIR, Milano UIR, Munich FIR, Nicosia FIR, Oslo FIR, Paris FIR, Praha FIR, Reims FIR, Rhein UIR, Riga UIR, Roma UIR, Scottish FIR, Shannon UIR, Sofia FIR, Stavanger FIR, Sweden UIR south of 61°30', Switzerland ~~UIR~~FIR, Tallinn UIR, Trondheim FIR, Vilnius UIR, Warszawa FIR, Wien FIR, Zagreb FIR.

Appendix L – Proposal for Amendment to EUR Doc 011, Frequency Management Manual

(paragraph 5.4.5 refers)

3.1.3 The DOC of a VOR can typically vary from 25 NM to approximately ~~200~~ 100 NM and the protected altitude up to between 10 000 feet and 60 000 feet. Any unwanted signal must be at least 20 dB lower than the signal from the wanted station. Sectorization of the coverage may be used, in this case the range is different in different directions according to a system described in Appendix A to Part III ~~in the EUR ANP~~. ~~In this case the full circle is divided into 24 slices, each 15 degrees wide, labelled from A to X for identification.~~ Information of the designated o~~O~~perational coverage of each station is available from ~~the national AIP and from~~ Table COM 3 and published accordingly in the national AIP. Both the co-channel and the first adjacent channels on each side are considered in the planning.

3.2.2 Where the designated operational range of a given ~~frequency~~ station is not the same throughout 360°, the angular limits of sectorization in range should be indicated in accordance with the method described in Appendix A to Part III.

Appendix A to Part III

Convention for indicating the angular limits of sectorization in range.

1. The range values given for ICAO category facilities are the ICAO recommended designated operational ranges and, for national facilities, the declared operational range requirement. In both cases the ranges are normally circular, i.e. of the same value throughout 360 degrees (°).

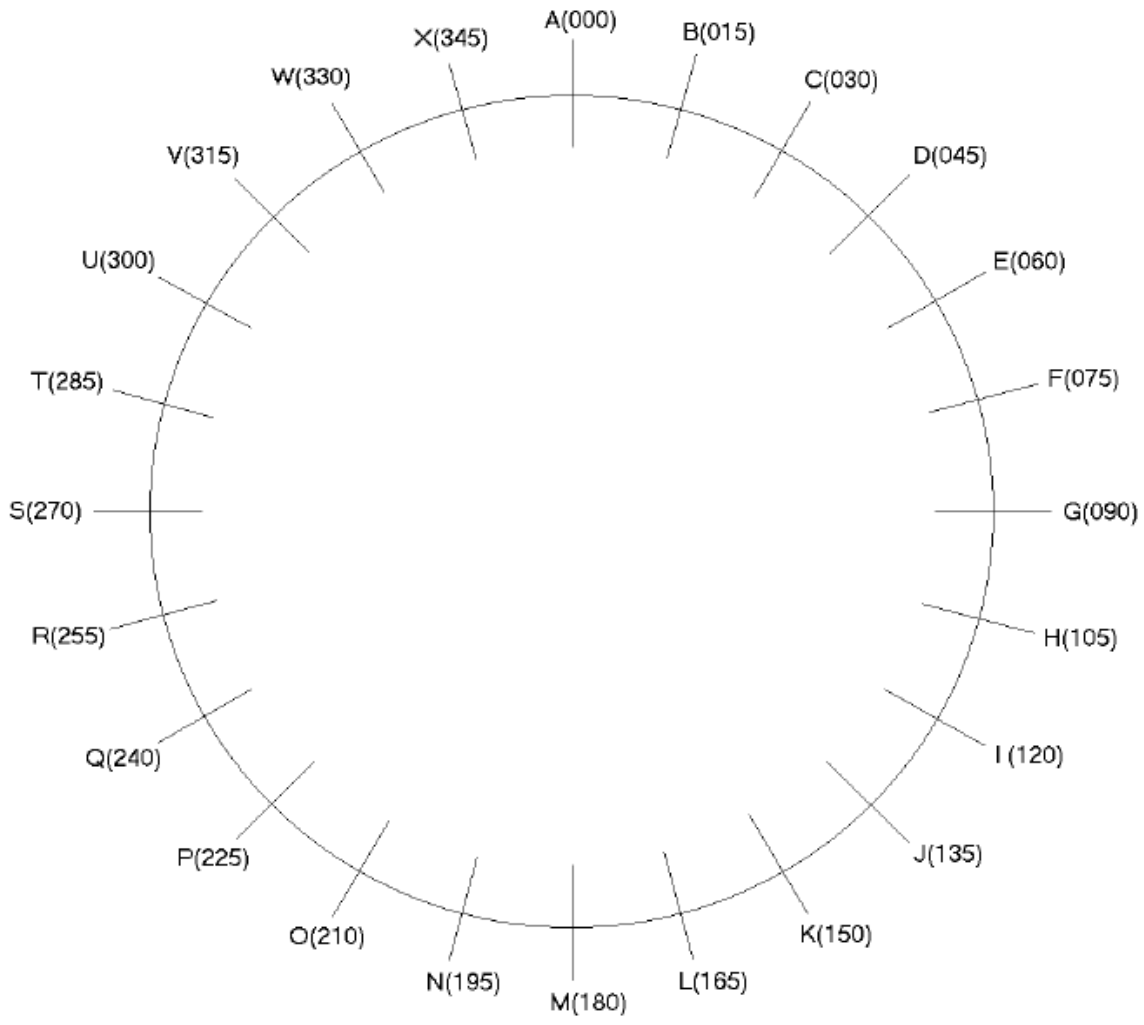
2. Where, however, the designated or declared values of operational range are not the same in all sectors, the following method is used to indicate the angular limits of sectors.

Method

~~3. The circle is divided into 24 radials, each designated with a letter taken from A to X in accordance with the Table and Figure below. The angular separation between adjacent radials is 15°.~~

~~Table – Sector designations~~

Code	Radials	Code	Radials	Code	Radials	Code	Radials
A	000	G	090	M	180	S	270
B	015	H	105	N	195	T	285
C	030	I	120	O	210	U	300
D	045	J	135	P	225	V	315
E	060	K	150	Q	240	W	330
F	075	L	165	R	255	X	345



Circle depicting the 24 radials

1. The angles are measured clockwise along a horizontal plane from the ~~always defined according to the~~ True North direction (Geographical North): 0° is True North, 90° is East, 180° is South, etc.

2. An angle is expressed by a three-digit number and can have any value between 000 and 359.~~defined using 3 digits"~~
Example: 90° is noted 090.

3. A sector is defined by a range value in NM followed by a pair of angles into brackets in degrees separated by ":"
Example: 80(130:180) means 80NM between 130° and 180°

4. [A sector is always defined clockwise.]

5. If several sectors have the same range, the range is followed by the sectors separated by a "+"
Example: 60(065:095~~)~~+ ~~(~~160:200) means 60NM between 65° and 95° and between 160° and 200°

6. A sectorization is provided using a series of sectors. At the end of the sectorization a range value preceded by "/" can be provided, to indicate the range for all the angles outside the defined sectors
Example: 80(110:170)/60 means 80NM between 110° and 170° and 60NM elsewhere

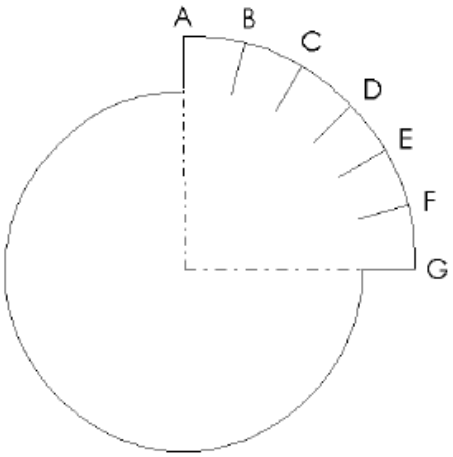
7. Illustrative examples of sectorization

Illustrative examples of sectorization

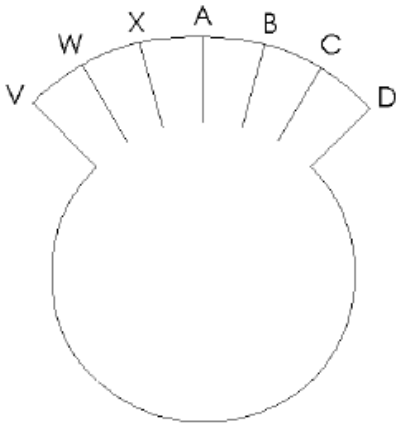
(Figures below)

4. The sectorization as denoted is best described by the following examples. ~~It should be borne in mind that a sector is always described by two letters taken from the Table below and that the sector is always drawn from the first letter, clockwise, to the second letter (e.g. GS is the 180° sector centred on South, while SG is the 180° sector centred on North).~~

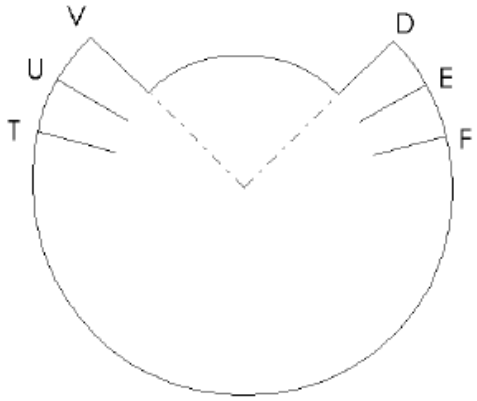
80AG60



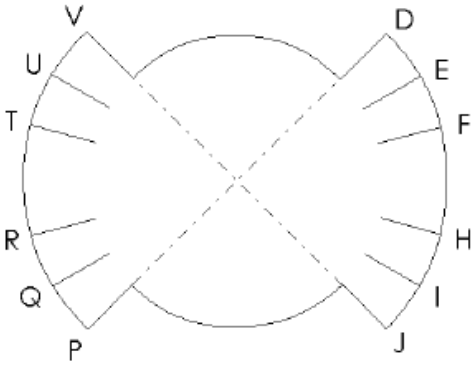
100VD/60



100DV/60



80DJ+PV/60



~~(Figures below)~~

~~Letters have to be removed from the figures and replaced by 3 digits angles (A:000°, B:015°, C:030°…etc)~~

Example 1:

80(000:090)/60 means 80 NM in sector 000° - 090° and 60 NM in other directions.

Example 2:

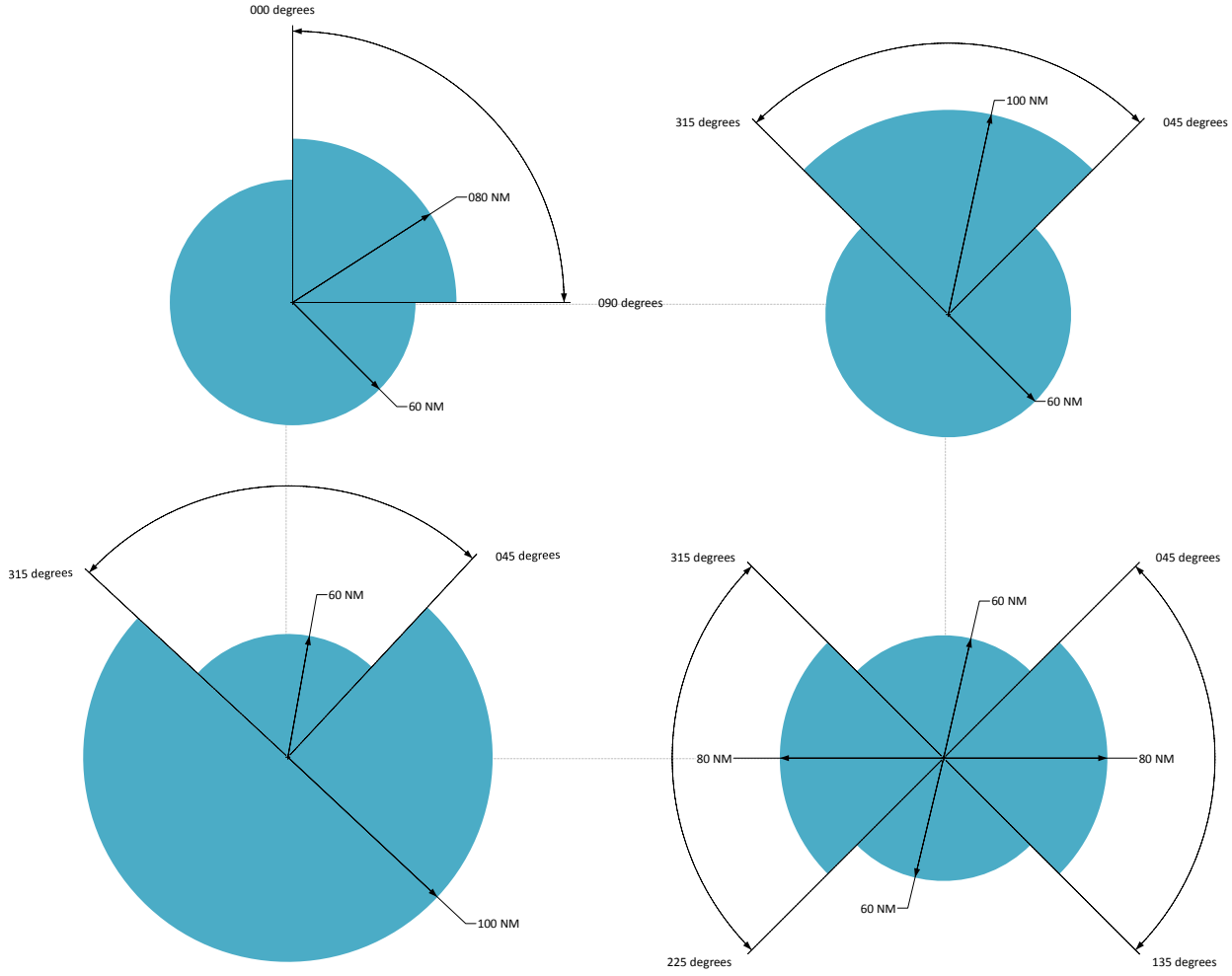
100(315:045)/60 means 100 NM in sector 315° - 045°, clockwise, and 60 NM in other directions.

Example 3:

100(045:~~325~~315)/60 means 100 NM in sector 045° - 315°. Note that this is a sectorization that is the reverse of Example 2.

Example 4:

80(045:135~~)~~+ ~~(~~225:315)/60 means 80 NM in sector 045° - 135 degrees, clockwise, and 225° - 315° also clockwise while 60 NM in what remains, that is the intermediate sectors 135° - 225° and 315° - 045°.



~~The former method should be recalled at the end, the examples should refer to the figures of the new methods~~

Note: The method applied before FMG#25 (2019) which had divided a circle into 24 equal radials, each designated with a letter taken from A to X, is kept for reference purposes in the Supplement to Doc 011. It should not be used anymore in coordination and registration of frequency assignments.

Editor's note: Move the old material to the Supplement of Doc 011 and indicate that the old method is provided for information purposes only and should not be used in coordination and registration of frequency assignments.

Amendment to EUR Doc 011, Deletion of following note in section 7.2.1 :

~~*Note 2: 3 letter NDB identifications commencing with "X" are reserved for use by maritime vessels and should not be assigned to other facilities. In order to coordinate the assignment of a common NDB identification for use in all the States where a vessel may wish to operate, a table of agreed NDB identifications per vessel is available at https://portal.icao.int/NDBIDENT. To register for access to the database or request further information, contact icaoeurnat@paris.icao.int.*~~

Amendment to the Supplement of EUR Doc 011, in Part A Section 2.2:

2.2 By use of the following codes, a ~~A~~ State co-ordinating a ~~frequency~~ proposal for a frequency assignment which displays apparent incompatibilities with frequency assignments of other States ~~agreed under a bi-lateral arrangement~~ should record ~~the rationale~~ in the 'remarks' field of the SAFIRE ~~the coordination~~ message ~~using the following codes~~:

- the rationale which would justify the acceptance of this proposal, or
- the frequency assignments of affected States about which bilateral agreements are already concluded or proposed to be concluded.

Code	**Reason why the incompatibility is considered to be acceptable**
TERRAIN	The existence of terrain reduces sufficiently the probability of interferences.
DIST	The incompatibility involves a very small distance.
AREA	The incompatibility involves a very small area.
NIO	The incompatibility has no impact on the Operational Service (e.g. the incompatible assignments are never operational at the same time)
DIR	The use of directive antennas ensures that the incompatibility has no impact on the operational service.
~~OST~~	~~Other reasons for which suitable justification can be provided on request.~~

Code	Reason why the incompatibility is considered to be acceptable
NIB <SAFIRE REFERENCE(s)>	The new assignment may operate subject to not causing harmful interference to nor claiming protection from the listed assignments.
*BILAT <SAFIRE REFERENCE(s)>	Bilateral agreements concluded or proposed to be concluded regarding the incompatibilities with the listed assignments. Justifications on request.

**this code is to be used when none of the others above is applicable.*

Appendix M – New EUR Region Polygon

(paragraph 5.4.7 refers)



895930N 320000E, 600000N1800000E,540000N1690000E,430000N1465000E,433000N1452200E,443000N1454000E,
454500N1420000E,454500N1400000E,403000N1355600E,414000N1313100E,424300N1302400E,425600N1310800E,
432300N1311800E,445000N1305800E,452000N1315400E,450924N1330742E,472000N1341100E,474100N1344600E,
481700N1344300E,480600N1330800E,474400N1323600E,474300N1305700E,485224N1304012E,494700N1273400E,
524700N1260400E,533400N1231600E,531600N1204900E,524600N1200200E,523200N1204300E,515900N1204300E,
514000N1200500E,500100N1191200E,493000N1175100E,501700N1142100E,492900N1124300E,491100N1105700E,
491800N1083000E,495500N1075800E,502900N1052100E,500800N1034100E,501900N1025500E,503500N1021900E,
512000N1021300E,520900N 985500E,510000N 975000E,501900N 981700E,494500N 971900E,500200N 943800E,
503400N 941800E,503300N 930800E,505100N 922200E,501207N 903418E,493500N 892200E,490800N 865347E,
483227N 863511E,482138N 854236E,470301N 853210E,465147N 845642E,471316N 830137E,453659N 821531E,
451216N 823339E,452309N 814623E,445453N 795309E,443631N 802438E,431039N 804827E,424944N 801527E,
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375600N 711500E,381600N 712100E,382900N 705900E,375400N 701100E,373700N 701600E,373500N 693100E,
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232700N 120000W,232246N 124414W,225818N 130430W,212000N 130000W,212000N 140000W,212000N 165500W,
204600N 170200W,190000N 190000W,240000N 250000W,300000N 250000W,300000N 200000W,314058N 172759W,
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820000N 000000E,820000N 300000E

Appendix N – Assignments Ongoing Modifications

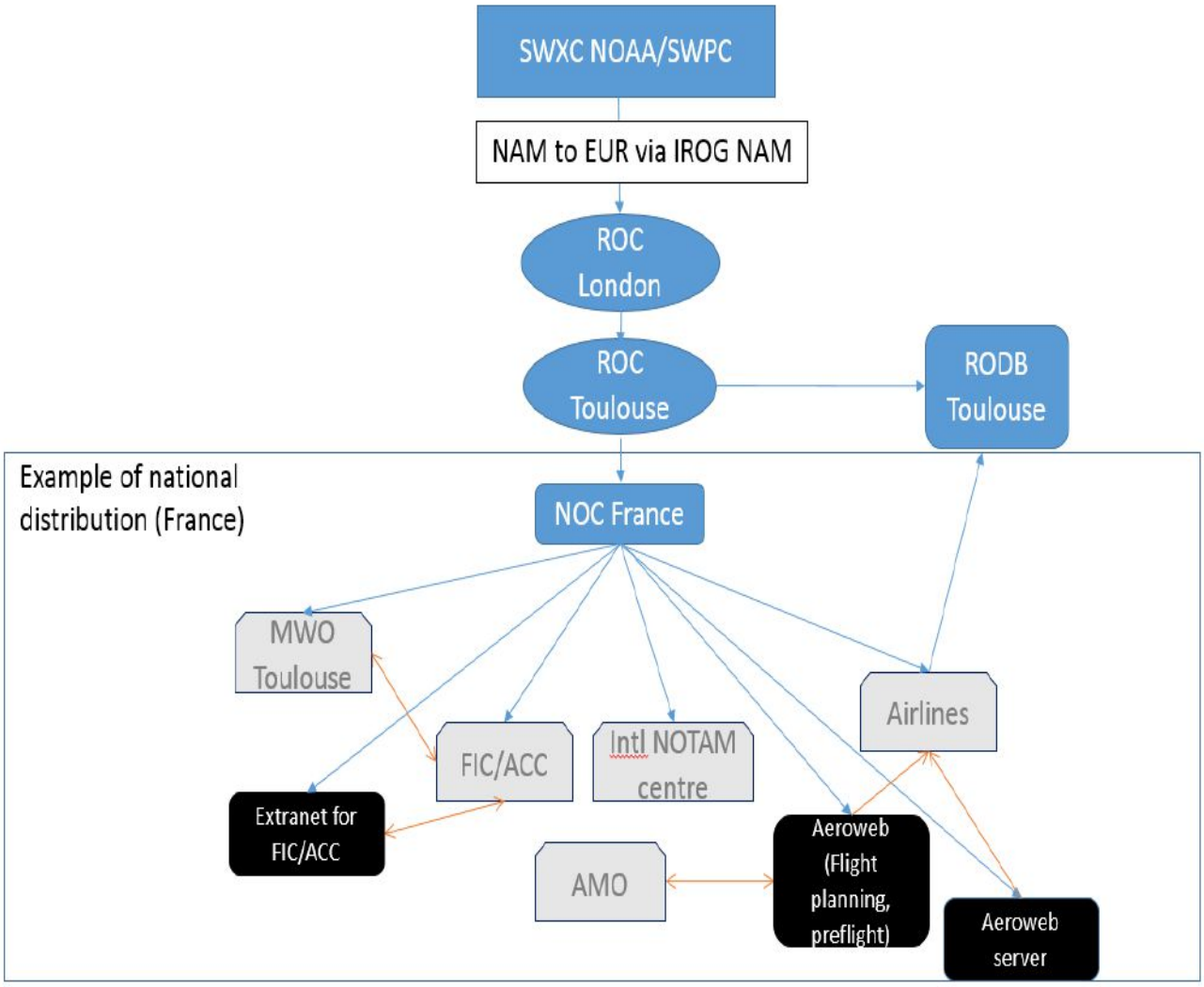
(paragraph 5.4.10 refers)

Provided in a separate file

Appendix O – Disseminating Space Weather Advisory Information in the EUR Region

(paragraph 5.5.11 refers)

(Example of national distribution)



Appendix P – METG Terms of Reference

(paragraph 5.5.13 refers)

Parent Group	Task	Who	When – completed by
WG-MRI	Establish the appropriate Project Team, if deemed necessary, 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 2022. Monitor the development of the EUR SWIM/PT work programme as it may impact this task (e.g. task may not be needed).	COG (METG makes recommendation)	Late 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). Short term solution likely with 3D contamination charts and associated guidance for EACCC. Support implementation of Amendment 78 to Annex 3 that allows 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	~~Dec 2018~~Oct2019 Nov. 2018-2019 for guidance tbd
	Monitor developments associated with provisions for phenomenon based en-route weather information that could be provided by	METG, COG, EASPG	~~Tbd~~ 2021-2023

	Regional Hazardous Weather Advisory Centres.		
	Monitor developments related to a proposal to include regional/sub-regional SIGMET coordination as a recommendation in Amendment 79 to Annex 3.	METG, COG, EASPG	2020
	Support implementation of new provisions of space weather service information in Amendment 78 to Annex 3.	METG, COG, EASPG	July 2018 – Nov 2019
	Monitor developments related to space weather such as effects to SATCOM and vertical resolution from radiation models (Amendment 79 to Annex 3).	METG, COG, EASPG	~~2020~~ ~~2022~~ Nov 2020
	Assure alignment of EUR Doc 014 with a) Amendment 78 to Annex 3 provisions 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	2019
	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 SO2 provisions; providing VAACs information from sensors located within their State).	METG	2020
	Monitor developments associated with World Area Forecast System, particularly ASBU Block 1 (2018-2023).	METG	2020+
WG-MIE	Prepare for exchange of METAR and SPECI, TAF, SIGMET, AIRMET, VAA, TCA, Space Weather Advisories 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 033	DMG, METG in coordination with AFSG	2016- 2020

	(*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 regional workshops on IWXXM.	DMG	Second half 2019
	Monitor IWXXM developments related to: translation of XML back to TAC; elements to support low-level flight; and definition of zones describing MET phenomena.	DMG, METG, COG, EASPG	2020-2022
	Monitor TAC related changes due to IWXXM developments: METAR template (Table A3-2) in Annex 3 possible enabling the ability to indicate parameters missing in METAR product.	DMG, METG, COG, EASPG	2020-2022
	To provide a transition plan to assist the States/stakeholders on the cessation of TAC data exchange. Also consider updating the appropriate regional guidance such as the EUR/NAT VACP, EUR Doc 014, EUR Doc 018, etc…	DMG, METG, COG, EASPG	2024-2026 (to be confirmed with final METP/4 report)
	Monitor developments related to MET-in-SWIM as well as provisions related to SWIM type services (communications, function of WAFCs, RODBs, ROCs).	SWIM PT, 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 ~~July 2019~~ 2024 (in trial mode)
	Monitor development of SO_2 provisions as well as quantitative volcanic ash information and forecasts taking into consideration the list of requirements provided by IATA – planned for inclusion in Amendment ~~79~~ 80 to Annex 3.	VAAC, VO, METG	~~2020~~ tbd
	Monitor and take into account developments related to volcanic ash provisions in light of volcanic ash (e.g. introduction of re-	VAAC, VO, ~~DMG,~~ METG	2020

	suspended ash in VAA, NOTAM/ASHTAM, ICAO Doc 9691 and VONA (Amendment 79 to Annex 3)).		
	Monitor the possible elevation in the status of VONA from a note to a recommendation (Amendment 80 to Annex 3)	VAAC, VO, METG	2022
	Monitor the possible removal of colour code from VAA (Amendment 80 to Annex 3)	VAAC, VO, METG	2022
	Monitor development of provisions related to WAFS gridded data above FL530.	METG	2022
	Assure DMG task list reflects assistance to WG-MOG, and in particular, alignment of OPMET content of SADIS and WIFS for scheduled OPMET information (METAR and TAF) and non-scheduled OPMET information such as AIRMET and Special AIREP; and support to SADIS/WIFS OPMET Data Catalogue in electronic form for monitoring purposes.	DMG, METG	~~2018~~ yearly
	Assure SIGMET ad-hoc group of METG consider the changes to the Regional SIGMET and AIRMET Guide to align with Amendment79 to Annex 3. ~~Template to be presented to the METP/4~~	METG SIGMET ad-hoc group	~~2018 2019~~ 2020

Appendix Q – Global Reporting Format Implementation Checklist

(paragraph 5.5.22 refers)

ID	TASK	WHO	WHEN	Remarks
GRF 1	**Establish a *National GRF implementation team*** at the State Level	State GRF implementation team to include: - CAA (*responsible entity for implementation*) - Aerodromes - ANSP(ATM/AIM/ MET) - Airlines/Flight Ops - Any other relevant stakeholder, as required	By Sep 2019	
GRF 1-1	**Develop a *National GRF Implementation Plan***, detailing tasks, champions and timelines	State GRF implementation team	By Nov 2019	
GRF 2	**Educate** by reviewing the following **documentation**: - PANS ADR - ICAO Circular 355 - Annex 14 - ICAO GRF global Symposium presentations https://www.icao.int/Meetings/grf2019 - ICAO Doc 10064 (check when available with HQ) - Other relevant ICAO provisions – consequential amendments due to GRF (e.g. PANS-AIM, PANS-ATM, etc.) **Educate** by **attending**: - ICAO Regional Workshops (GRF Workshop (Paris)) - https://www.icao.int/EURNAT/Pages/Other-Meetings.aspx **Educate** by **conducting**: - State Level Workshops/Seminars	State GRF implementation team - In coordination with national bodies representing airports, ANSPs, Airlines	By Feb 2020 (consider refresher by Nov 2020)	*Advise difficulties to ICAO EUR/NAT*

ID	TASK	WHO	WHEN	Remarks
GRF 3	**Promote** GRF at the national level in context of safety by developing: - brochures - website material - AIC (Aeronautical Information Circular)	State GRF implementation team - distribution should also include GA/BA and Military	By Feb 2020	
GRF 4	**Train relevant stakeholders on GRF** Note that different stakeholders may have different training needs (e.g. aerodromes, pilots, ATS, AIS, aerodromes in warm climates vs. operators that fly to locations with winter conditions, etc.) **Train relevant groups that interface with customers on GRF** so they can brief their customers when on audit/inspections	Relevant stakeholders: - ACI - IATA - IFATCA - IFALPA State GRF implementation team assures training for: - ADR/ATM - CAA/FO inspectors	By Apr 2020 (consider refresher by Nov 2020) By Apr 2020 (consider refresher by Nov 2020)	
GRF 5	**Update SNOWTAM Format/template (NOTAM/SNOWTAM systems)**	State GRF implementation team assures SNOWTAM template is updated by: - AIM	By Nov 2020	
GRF 6	**Train on the new SNOWTAM Format**	State GRF implementation team assures training on SNOWTAM format by: - AIM	By Apr 2020 (consider refresher by Nov 2020)	

ID	TASK	WHO	WHEN	Remarks
GRF 7	**Update AIP**, as required	State GRF implementation team assures AIP is updated by: - AIM	By Nov 2020	
GRF 8	**Conduct parallel test of GRF** this winter **Conduct analysis** using archives of SNOWTAM & AIREPS (this should also be considered after implementation to identify errors)	State GRF implementation team coordinates parallel test with the necessary stakeholders: - Airport operators - ANSP - Regional CAA - Airlines - AIS	Nov 2019 - Apr 2020	

Appendix R – ICAO EUR Doc 030, Revision 2019

(paragraph 5.6.2 refers)

(provided in a separate folder)

Appendix S – EUR Search and Rescue Task Force Terms of Reference

(paragraph 5.7.3 refers)

Establishment:2019 – EASPG Decision 1/4

Terms of Reference

Objective

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

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

2- The EURSAR/TF will be expected to deliver within two years:

a. a Standardized Training Program (STP) for the Search and Rescue (SAR) Inspectorate Staff;

b. a Specific Chapter for Inspector's Handbook to cover Standardized Inspection Procedures for SAR Inspectorate Staff; and

c. a Guidance Material (GM) for the implementation and monitoring of PSCS[1] and promote the enhancement and improvement of Regional SAR capability of establishment for enhancement of SAR capability within the EUR Region.

Tasks

3- To meet its objectives, the Task Force shall:

Standardized Training Program (STP)

a) review the current status and needs of SAR training centers of EUR Region States;
b) specify training goals and objectives, List the objectives and refer to them often during the preparation of the STP to keep on message and achieve the training goals;
c) develop the STP in a logical order. Explain the basics of the topic—and make sure that the SAR Inspectorate Staff is able to understand them—before going on to more detailed and technical information;
d) write a training session plan. Some plans may be less detailed than others depending on the subject matter, but a plan should be written for every training session;
e) determine the training activities that will help SAR Inspectorate Staff learn to perform the tasks;
f) determine characteristics of SAR Inspectorate Staff that will make the training more effective; and

[1] PSCS are the **non-mandatory** expectations on all EUR Region States to enhance SAR systems in order to meet a minimum level of SAR capability (*EUR SAR Plan, EUR Doc 039, Chapter 7. Performance Improvement Plan*).

g) by developing a comprehensive STP, the final work should help EUR States to implement its formal SAR training programme to ensure that SAR personnel are regularly trained.

Specific Chapter for Inspector's Handbook

a) outline the best practices for standardized inspection procedures in the area of SAR;
b) define principles to adhere with prescribed standards and procedures in the ICAO provisions of Search and Rescue services. Clearly define the objectives of the safety oversight inspections;
c) outline the actions for the effectiveness of planning in SAR operations and highlight the process to identify significant findings (where appropriate);
d) define mechanisms to identify areas for improvement in SAR system;
e) define the scope of safety oversight inspection, the staff requirements and the tasks to be undertaken by each inspection team member; and
f) mention the most important principles for safety oversight purpose. The inspectors are always in the public eye, they are expected to exercise good judgment, ethics and professional behavior at all times while on duty.

Guidance Material (GM) for the implementation and monitoring of PSCS

a) review the objective of the EUR Doc 039, EUR SAR Plan;
b) following the EUR Doc 039, provide instructions to assist EUR States to meet their SAR needs and obligations;
c) the GM should help to identify the way in the EUR Doc 039 to provide recommendations for EUR States for the enhancement and improvement of national, sub-regional and regional SAR capability;
d) describe one or more acceptable means of complying with the requirements in the EUR Doc 039;
e) provide practical advice for SAR experts to implement the EUR Doc 039 or undertaking on how to manage/achieve the basic requirements associated to the SAR activities; and
f) describe information, including examples, to assist the SAR experts in the interpretation and application of the EUR Doc 039.

Reporting

4- The EURSAR/TF reports to the EASPG PCG. A line of communication will be provided to the IMO on EURSAR/WG outcomes.

Membership

5- The membership of the EURSAR/TF is open to the EUR States and administrations that have the responsibility for the provision of SAR services and facilities within the EUR Region, SAR related international organizations, IMO and ICAO. The membership is also open to participants from outside the EUR Region or organizations that can contribute to EURSAR/TF by invitation from EURSAR/TF (such as military organizations that can facilitate SAR operations).

Appendix T – 41 Search and Rescue Performance Indicators

(paragraph 5.7.6 refers)

(Provided in a Separate Folder)

Appendix U – Proposal for amendment to the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030), Emergency Descent Procedures

(paragraph 5.8.5 refers)

[…]

Chapter 9. SPECIAL PROCEDURES

9.1 EMERGENCY DESCENT PROCEDURES
(P-ATM – Chapter 15)

Nil.

~~9.1.1 Action by the pilot-in-command~~

~~9.1.1.1 When an aircraft operated as a controlled flight experiences sudden decompression or a malfunction requiring an emergency descent, the aircraft shall, if able:~~

~~a) initiate a turn away from the assigned route or track before commencing the emergency descent;~~

~~b) advise the appropriate air traffic control unit as soon as possible of the emergency descent;~~

~~c) set transponder to Code 7700 and select the Emergency Mode on the automatic dependent surveillance/controller-pilot data link communications (ADS/CPDLC) system, if applicable;~~

~~d) turn on aircraft exterior lights;~~

~~e) watch for conflicting traffic both visually and by reference to ACAS (if equipped); and~~

~~f) coordinate its further intentions with the appropriate ATC unit.~~

~~9.1.1.2 The aircraft shall not descend below the lowest published minimum altitude that will provide a minimum vertical clearance of 300 m (1 000 ft) or, in designated mountainous terrain, of 600 m (2 000 ft) above all obstacles located in the area specified.~~

~~9.1.2 Action by the ATS unit~~

~~9.1.2.1 Immediately upon recognizing that an emergency descent is in progress, air traffic control units shall acknowledge the emergency on radiotelephony.~~

~~9.1.2.2 In particular, they may, as required by the situation:~~

~~a) suggest a heading to be flown, if able, by the aircraft carrying out the emergency descent in order to achieve separation from other aircraft concerned;~~

~~b) state the minimum altitude for the area of operation, only if the level-off altitude stated by the pilot is below such minimum altitude, together with the applicable QNH altimeter setting; and~~

~~c) as soon as possible, provide separation from conflicting traffic, or issue essential traffic information, as appropriate.~~

~~9.1.2.3 When deemed necessary, air traffic control will broadcast an emergency message, or cause such message to be broadcast, to other aircraft concerned to warn them of the emergency descent. The broadcast emergency message should contain instructions for specific actions to be taken by aircraft addressed in the broadcast or, alternatively, instructions to continue in accordance with their current clearances, and stand by on the appropriate channels for further clearances and instructions.~~

1.2 ~~*Note. In the absence of specific instructions provided to the aircraft addressed in the broadcast, it may be expected that such aircraft will clear the area on their own initiative.*~~

Appendix V – Proposal for amendment to the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) related to the Use of Aircraft Identification in Air-Ground Voice Communication

(paragraph 5.8.7 refers)

5.2 SSR MODE S

5.2.1 Carriage and operation of SSR Mode S

(A10, Vol. IV — Chapter 2 and 3, P-ATM — Chapter 8)

5.2.1.1 The carriage and operation of Mode S airborne equipment shall be mandatory in airspace designated by the appropriate ATS authorities pursuant to the implementation of SSR Mode S Elementary or Enhanced surveillance in accordance with the following requirements:

a) SSR Mode S Elementary surveillance (ELS)

1. for all IFR flights, including general air traffic (GAT):

— Level 2 transponder, as a minimum, with downlink aircraft parameter (DAP) capability denoted as basic functionality as detailed in 5.2.1.2;

2. for VFR flights in airspace designated by the appropriate ATS authority, subject to transition arrangements published by the relevant State regulatory authorities:

— Level 2 transponder, as a minimum, with DAP capability denoted as basic functionality as detailed in 5.2.1.2;

b) Mode S Enhanced surveillance (EHS)

1. for IFR flights conducted as GAT by fixed-wing aircraft having a maximum take-off mass greater than 5 700 kg or a maximum cruising true airspeed in excess of 250 kt in designated airspace as notified by the appropriate authority:

— Level 2 transponder, as a minimum, with DAP capability denoted as basic functionality and enhanced surveillance functionality as detailed in 5.2.1.2;

c) Mode S-equipped aircraft shall report, automatically, basic functionality which includes the transmission of aircraft identification (in the form specified in item 7 of the ICAO flight plan);

Note 1.— The aircraft identification required above is not provided by the 24-bit aircraft address.

Note 2.— See Annex 10, Vol. IV – Chapter 3, 3.1.2.9 for details on the selection of aircraft identification.

Note ~~2~~3.— Level 1 transponders are not prescribed for international flights in the EUR Region.

d) Mode S-equipped aircraft shall use in voice air-ground communications a radiotelephony call sign corresponding to the aircraft identification transmitted by the transponder;

Note .— See Doc 4444, 8.5.3.4 and 8.5.3.5 for cases of discrepancy between the transmitted Mode S aircraft identification and the call sign used.

~~d~~e) Mode S-equipped aircraft with a maximum mass in excess of 5 700 kg or a maximum cruising true airspeed in excess of 463 km/h (250 kt) shall operate with antenna diversity.

Appendix W – Proposal for amendment to the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030), Phase Out Repetitive Flight Plan (RPL) services in IFPS

(paragraph 5.8.8 refers)

2.3.2 Amendments
(P-ATM – Chapter 11)

2.3.2.1 Any changes to the EOBT of more than 15 minutes for any IFR flight within the IFPZ shall be communicated to the IFPS.

2.3.2.2 When an individual flight plan (FPL) ~~or a repetitive flight plan (RPL)~~ has been filed but it is decided, within 4 hours of EOBT, to use an alternative routing between the same aerodromes of departure and destination, either a modification message (CHG) may be sent or alternatively:

a) a cancellation message (CNL) shall be sent to IFPS;

b) not less than 5 minutes after sending the CNL message, a replacement flight plan (RFP) in the form of an FPL with identical call sign shall be transmitted;

c) the RFP shall contain, in Item 18, the indication "RFP/Qn", where RFP signifies "Replacement Flight Plan" and "n" is "1" for the first replacement, "2" for the second replacement, and so on; and

d) the last RFP shall be filed at least 30 minutes before EOBT.

Note.— The submission of a replacement flight plan is normally accepted as fulfilling a State's requirement for advance notification of flight (diplomatic clearance).

2.4 REPETITIVE FLIGHT PLANS (RPLs)
(P-ATM – Chapter 16 and Appendix 2)

~~*Note.— Detailed provisions for the handling of RPLs within the IFPZ are specified in the EUROCONTROL "Basic CFMU Handbook".*~~

2.4.1 Operators intending to operate flights in ICAO EUR Region, outside IFPZ, may file repetitive flight plans.

2.4.2~~1~~ In order to avoid a disproportionate workload on ATS units, RPLs will not be accepted for any flight conducted on 25 December. On this day, individual flight plans shall be filed for all flights.

2.4.32 All operators filing RPLs shall include, in Item Q of the RPL, all equipment and capability information in conformity with Item 10 of the flight plan. This includes appropriate indicators/designators as specified in 2.1.2.1 and 2.1.5.1.

2.4.43 When there is a change of equipment or capability for a flight which is subject to an RPL, a modification message (CHG) for the day of operation shall be sent not earlier than 20 hours before the estimated EOBT.

2.4.54 Similarly, other changes, delays, or cancellations for the day of operation shall be sent not earlier than 20 hours before the EOBT.

Appendix X – Proposal for amendment to ICAO Doc 4444, PANS-ATM, Use of ATS Surveillance Systems for Surface Movement Control

(paragraph 5.8.9 refers)

8.10.2 Use of ATS surveillance systems for surface movement control

Note.— Requirements concerning surface movement guidance and control systems (SMGCS) are contained in Annex 14, Volume I, Chapter 9. Guidance on the use of surface movement radar (SMR) and other advanced functions is contained in the Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476) and in the Advanced Surface Movement Guidance and Control Systems (A-SMGCS) Manual (Doc 9830).

8.10.2.1 GENERAL PROVISIONS

8.10.2.1.1 The use of ~~SMR~~ ATS surveillance systems should be related to the operational conditions and requirements of the particular aerodrome (i.e. visibility conditions, traffic density and aerodrome layout).

8.10.2.1.2 ~~SMR~~ATS surveillance systems shall to the extent possible enable the detection and display of the movement of all aircraft and vehicles on the manoeuvring area in a clear and unambiguous manner.

8.10.2.1.3 Aircraft and vehicle position indications may be displayed in symbolic or non-symbolic form. Where labels are available for display, the capability should be provided for inclusion of aircraft and vehicle identification by manual or automated means.

8.10.2.2 FUNCTIONS

8.10.2.2.1 ~~SMR~~ ATS surveillance systems should be used to augment visual observation of traffic on the manoeuvring area and to provide surveillance of traffic on those parts of the manoeuvring area which cannot be observed visually .

8.10.2.2.2 The information displayed on an ~~SMR~~ ATS surveillance system situation display may be used to assist in:

a) monitoring of aircraft and vehicles on the manoeuvring area for compliance with clearances and instructions;
b) determining that a runway is clear of traffic prior to a landing or take-off;
c) providing information on essential local traffic on or near the manoeuvring area;
d) determining the location of aircraft and vehicles on the manoeuvring area;
e) providing directional taxi information to aircraft when requested by the pilot or deemed necessary by the controller. Except under special circumstances, e.g. emergencies, such information should not be issued in the form of specific heading instructions; and
f) providing assistance and advice to emergency vehicles.

8.10.2.2.3 Unless otherwise authorised by the appropriate ATS authority, when the ATS surveillance system is solely based on cooperative surveillance technology, the functions in 8.10.2.2.2 could be performed provided that all aircraft and vehicles entering the manoeuvring area are properly

equipped to ensure accurate detection and display of their position on the controller display. Local procedures should be developed to ensure that access to the manoeuvring area is not allowed for vehicles not properly equipped. Any necessary access to the manoeuvring area by such vehicles should only be allowed if accompanied by properly equipped vehicles.

8.10.2.3 IDENTIFICATION OF AIRCRAFT

Where an ATS surveillance system is used, in addition to identification procedures described in 8.6.2.2 and 8.6.2.3, an aircraft may be identified by one or more of the following procedures:

a) by correlating a particular position indication with:

i) an aircraft position visually observed by the controller;

ii) an aircraft position reported by the pilot; or

iii) an identified position indication displayed on a situation display;

b) by transfer of identification when authorized by the appropriate ATS authority; and

c) by automated identification procedures when authorized by the appropriate ATS authority.

Appendix Y – Draft Proposal for Amendment to ICAO Doc 4444, PANS-ATM, Definition of Visual Approach

(paragraph 5.8.11 refers)

Chapter 1 – Definitions

[…]

Visual approach. An approach by an IFR flight when either:

a) part or all of an instrument approach procedure is not completed; or

b) after vectoring;

~~and~~ the approach is executed ~~in~~ with visual reference to terrain.

Appendix Z – Proposal for amendment to the European Regional Supplementary Procedures (EUR SUPPs) (Doc 7030), Visual Approaches

(paragraph 5.8.11 refers)

6.5.5 Visual approaches
(P-ATM – Chapters 6 and 8)

~~Nil.~~

6.5.5.1 A visual approach may be requested by a flight crew or initiated by the controller only for arrivals to runways for which instrument approach procedures are published in the AIP.
6.5.5.2 When prescribed by the appropriate ATS authority, a visual approach may be authorized to a runway without a published instrument procedure, provided that the details on how to conduct the visual approach, including the go around procedure, are published in the AIP.

Appendix XA – Proposed Amendment EASPG Terms of Reference

(paragraph 7.1.2 refers)

EUROPEAN REGION AVIATION SYSTEM PLANNING GROUP

(EASPG)

EASPG PROCEDURAL HANDBOOK - GENERAL

FOREWORD

The EASPG Procedural Handbook was adopted by the combined meeting of EANPG/60 and RASG-EUR/07 in November 2018. Its purpose is to provide, for ease of reference, a consolidation of material regarding the work of the EASPG. It contains the organizational structure, the terms of reference (ToRs), the working arrangements, internal procedures and practices governing the conduct of business of the EASPG.

An electronic copy of the Procedural Handbook is available in PDF format, on the website of the ICAO European and North Atlantic (EUR/NAT) Office (https://www.icao.int/EURNAT/Pages/welcome.aspx)**.**

1. Establishment

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

2. Objectives

2.1 The objectives of the EASPG are to:

a) Ensure that air navigation system development plans and actions within the EUR Region remain coherent and compatible with those of the adjacent regions and with the ICAO Global Aviation Safety and Air Navigation Plans;

b) Monitor the progress in the GANP and GASP implementation and report to the ICAO Council;

c) Manage and coordinate the implementation of the ICAO European Regional Aviation Safety Plan (EUR RASP), Air Navigation Plan for the European Region (EUR eANP) (ICAO Doc 7754), EUR Regional Supplementary Procedures (Doc 7030)] and other related documentation;

d) Promote and facilitate the harmonisation and co-ordination of the air navigation and safety related EUR sub-regional (e.g EU, EASA, EUROCONTROL, ECAC, IAC) and national programmes;

e) Ensure the inter-regional coordination and harmonisation of the EUR aviation system with aviation systems of adjacent Regions (NAT, NAM, MID, AFI, APAC);

f) Assist States or State groupings in their planning and implementation efforts, if and when required**.**

3. Work Programme

3.1 The EASPG will support the implementation of the GASP and GANP by:

a) supporting the establishment of integrated safety analysis and risk mitigation capabilities throughout the Region;

b) enhancing the coordination of safety activities at the regional and sub-regional level to avoid duplication of efforts;

c) facilitating the sharing of, and discussion on safety information, safety related matters and experiences among all stakeholders;

d) conducting follow-up activities related to the GASP and GANP as required;

e) providing feedback to ICAO to continuously improve the global framework of ICAO provisions;

f) ensuring the continuous and coherent development of the European Air Navigation and Aviation Safety Plans and other relevant regional documentation in a manner that is harmonized with adjacent Regions and consistent with global requirements;

g) providing input to the work of appropriate ICAO bodies concerning the GASP and GANP implementation;

h) monitoring implementation of air navigation facilities and services and, where necessary, ensuring harmonization, taking due account of cost/benefit analyses, business case development, environmental benefits and financing issues;

i) ensuring the conduct of any necessary systems performance monitoring, identify specific problems in the Aviation Safety and Air Navigation fields, and propose action aimed at solving any identified problems;

j) ensuring close cooperation with relevant organizations and State groupings to optimize the use of available expertise and resources;

k) maintain the regional list of air navigation deficiencies and ensure the development and implementation of action plans by States to resolve identified air navigation deficiencies, where necessary.

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

State role+

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

a) ensure the continuous and coherent development and implementation of Regional Aviation Safety and Air Navigation Plans and report back on the key performance indicators (KPIs);

b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;

c) support the implementation of effective safety management and collaborative decision-making processes to mitigate aviation safety risks, thus supporting policy decisions at the State level;

d) contribute information on safety risk, including State safety programme (SSP) safety performance indicators (SPIs, in accordance with the GASP as part of their safety risk management activities;

e) plan for basic services to be provided for international civil aviation in accordance with ICAO Standards, within State national plans;

f) mitigate deficiencies identified under the uniform methodology for the identification, assessment and reporting of air navigation deficiencies in a timely manner;

g) enable coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;

h) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;

i) ensure the implementation of the GASP and GANP goals and targets;

j) report on the status of implementation, within the State, on a regular basis;

k) embrace a performance-based approach for implementation as highlighted in the Global Plans; and

l) ensure the inclusion of the regional priorities in the States' national implementation plans to the extent possible.

~~4.~~5. Composition/Participation in a Meeting

~~4.1~~5.1 EASPG meetings are open to all Contracting States within the area of accreditation of the European and North Atlantic (EUR/NAT) Office of ICAO in the EUR Region. (see Section 1 of Appendix A). Each of the above mentioned Contracting State has the right to be represented at any such meeting by a delegate and, if required, an alternate delegate and/or advisers.

~~4.2~~5.2. Other States and selected International organizations, recognized by the ICAO Council, may participate with the observer status. Section 2 of Appendix A provides a list of such States and organisations that participate on a regular basis in the EASPG meetings.

~~4.3~~5.3 The EASPG may also invite other entities, including industry, to participate with the observer status. Section 3 of Appendix A lists such organizations currently participating in the EASPG meetings on a regular basis. As far as practical, such stakeholders should be represented by recognized international organisations, e.g IATA, ICCAIA, IBAC.

~~5.~~6. Chairmanship and Administration

~~5.1~~6.1 The EASPG shall be administered by:

a) a Chairperson and ~~two~~ three Vice-Chairpersons elected from the EASPG members; and

b) the ICAO EUR/NAT Regional Director, who serves as Secretary of the EASPG and is assisted in this task by appropriate experts from the ICAO EUR/NAT Regional Office and ICAO Headquarters (HQ), as required.

~~5.2~~6.2 The Chairperson facilitates the work of the meeting so as to encourage consensus or clearly identify barriers to consensus. The tasks of the Chairperson include ensuring the efficient conduct of the meeting, ensuring that the tasks associated with the work programme are addressed or reported upon during the course of the meeting. The Chairperson may make decisions regarding the conduct of the meeting and, in cases where it is not possible to reach consensus, propose the recommendation(s) that will be made by the meeting.

~~5.3~~6.3 The Vice-Chairpersons will be called upon to preside over the meeting should circumstances prevent the Chairperson from being present at the meeting. The Vice-Chairperson may also be requested to support the Chairperson in his/her role, taking over some of the Chairperson's work load whenever appropriate. The Vice-Chairperson does not automatically succeed as chairperson at the conclusion of the term of the incumbent Chairperson.

~~5.4~~6.4 **Elections of Chairperson/Vice-Chairpersons** – An election of Chairperson and Vice-Chairperson shall take place every four years, even if no new candidates are proposed. Nominations of candidates must be submitted to the ICAO EUR/NAT Office and be promulgated by the ICAO EUR/NAT Office by e-mail two months before the meeting. Candidates for election to the post of the Chairperson/Vice-Chairpersons must be from a member State. Nominations shall be supported by a CV of the candidates.

~~5.5~~6.5 A EASPG member may at any time request that the election of the Chairpersons and/or Vice-Chairpersons be included on the agenda. The requests must be submitted to the ICAO EUR/NAT Office and be promulgated by the ICAO EUR/NAT Office by e-mail two months before the meeting. A decision to accept the request will be done by the current Meeting based on a simple majority of present members of the Group.

~~5.6~~6.6 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the EASPG. The EASPG shall operate with a minimum of formality and paper work (paperless meetings).

~~5.7~~6.7 In order to ensure the necessary continuity in the work of the EASPG and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairpersons of the EASPG should assume their functions at the end of the meeting at which they are elected and serve for 4 years unless otherwise re-elected.

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

~~6.~~7. Working Arrangements and Procedures

~~6.1~~7.1 General

~~6.1.1~~7.1.1 The Chairperson, having consulted EASPG members and the EASPG Secretary, shall decide the date and duration of meetings of the EASPG.

~~6.1.2~~7.1.2 The ICAO EUR/NAT Regional Office will provide the required secretariat services to the EASPG.

~~6.1.3~~7.1.3 Total attendance should be kept to a minimum consistent with the topics to be discussed.

~~6.1.4~~7.1.4 The EASPG should operate with a minimum of formality and paperwork (paperless meetings) and the rules of procedure for the conduct of meetings should be as flexible and simple as possible. The EASPG is expected to conduct its business by consensus.

~~6.1.5~~7.1.5 Reports on meetings should not include statements by specific members or participants. However, specific divergent views expressed in relation to decisions taken or conclusions reached shall be recorded as an integral part of the report.

~~6.2~~7.2 Convening of EASPG Meetings

~~6.2.1~~7.2.1 The EASPG shall meet at least once per year, but may meet more frequently if deemed necessary. At each meeting, the EASPG should agree on the date, duration and venue of its next meeting.

~~6.2.2~~7.2.2 The convening letter for a EASPG shall be issued by the Secretary of the EASPG, normally 90 days prior to the meeting. The convening letter should be accompanied by a provisional agenda to assist participants in preparing for the meeting.

~~6.2.3~~7.2.3 The duration of EASPG meeting should not normally exceed 5 working days.

~~6.3~~7.3 Establishment of the Provisional Agenda of the EASPG

~~6.3.1~~7.3.1 The Secretary of the EASPG, in consultation with the Chairperson of the EASPG shall establish a provisional agenda on the basis of the work programme adopted and the documentation available.

~~6.4~~7.4 Languages

~~6.4.1~~7.4.1 The language of the meetings of the EASPG shall be English. Interpretation to Russian and French will be provided at the EASPG meetings and, as needed and on a case-by-case basis, for other meetings.

~~6.4.2~~7.4.2 The meeting reports and supporting documentation for meetings of the EASPG will be prepared in English.

~~6.5~~7.5 Coordination and Reporting Lines

~~6.5.1~~7.5.1 The EASPG reports to the ICAO Council through the ICAO Air Navigation Commission (ANC) and the ICAO Secretariat. The PCG (EASPG Programme Coordination Group – described in para 1.1 below) reports to the EASPG.

~~6.5.2~~7.5.2 Contributory bodies established by the EASPG, shall report to the EASPG, in general through the PCG. Coordination between the EASPG contributory bodies will primarily be ensured by the PCG and the ICAO EUR/NAT Secretariat.

~~6.5.3~~7.5.3 Routine liaison and communications between the EASPG, its contributory bodies and other ICAO groups and meetings shall be conducted through the ICAO EUR/NAT Regional Office and chairpersons.

~~6.6~~7.6 Supporting Documentation

~~6.6.1~~7.6.1 The following documentation, including proposed action as required, may be presented to the EASPG meetings by members, observers, partners, the Secretariat or the PCG:

a) *Working papers*: these normally contain material with a draft decision, conclusion, or inviting action by the meeting. Submission deadline- two weeks prior to the meeting;

b) *Information papers*: these are submitted in order to provide the meeting with information on which no action is required and will normally not be discussed at the meeting. Submission deadline – one week prior to the meeting;

c) *Flimsies*: these are documents (such as papers or Powerpoint presentations) which are prepared on an ad-hoc basis in the course of a meeting with the purpose to assist the meeting in the discussion on a specific matter or in drafting text for a Conclusion or Decision.

~~6.6.2~~7.6.2 Working papers and Information papers shall be presented in a standardized format. Each paper should be limited to one agenda item or sub-item and contain, as appropriate, introduction of the matter, brief discussion and - in the case of a working paper - conclusions with specific proposals for action.

~~6.7~~7.7 Conclusions and Decisions of the Meetings

~~6.7.1~~7.7.1 Action taken by the EASPG shall be recorded in the form of:

a) *Conclusions*, which deal with matters which, in accordance with the terms of reference of the EASPG, merit directly the attention of States or on which further action will be initiated by ICAO in accordance with established procedures;

b) *Decisions*, which deal with matters of concern only to the EASPG and its contributory bodies; and/or

c) *Statements*, which deal with a position reached by consensus regarding a subject without a requirement for specific follow-up activities.

~~6.7.2~~7.7.2 Each Conclusion and Decision formulated by the EASPG should explicitly and clearly respond to the following "4 W" questions:

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

~~6.8~~7.8 Conduct of Business for EASPG Meetings

~~6.8.1~~7.8.1 The meetings of the EASPG shall be conducted by the Chairperson or, in the absence, by one of the Vice-Chairpersons of the EASPG.

~~6.8.2~~7.8.2 The EASPG shall at each of its meetings review outstanding Conclusions/Decisions and Action Plans of the previous meeting in order to keep them current and their number at a minimum consistent with the progress achieved in implementation.

~~6.8.3~~7.8.3 The EASPG shall at the end of each of its meetings review and agree on the Conclusions/Decisions/Statements reflecting the discussion at the meeting.

~~6.9~~7.9 Reports

~~6.9.1~~7.9.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

a) a brief history of the meeting (duration, attendance and agenda);

b) the list of Conclusions and Decisions of the meeting; and

c) the work programme and future action by the EASPG.

~~6.9.2~~7.9.2 A draft report in English will be prepared by the Secretariat and accepted by the Meeting.The final report will be sent to the EASPG meeting participants within 10 working days of the meeting closure for final review and approval.

~~6.9.3~~7.9.3 The report shall be posted on the ICAO EUR/NAT public website and shall also be circulated to all EASPG members and observers.

~~7.~~8. Establishment of Contributory Bodies

~~7.1~~8.1 Contributory bodies may be established when it has been determined that it can make a substantial contribution to the work programme of the EASPG and specific expertise is required. Contributory bodies are categorised as follows (see Appendix C for the latest updated structure):

~~7.1.1~~8.1.1 Working Groups - Only the EASPG can create such a contributory body which is normally established to address broader scope and longer-term issues. A working group reports to the EASPG, normally through the PCG.

~~7.1.2~~8.1.2 Task Forces (TF) - The EASPG can create Task Forces to work on specific and urgent issues.. The EASPG may delegate the creation of TF(s) to the PCG. A TF reports to the EASPG, normally through the PCG.

~~7.1.3~~8.1.3 Project Teams (PT). A Working Group may create Project Teams. These will be task focussed, strictly time-limited activities normally lasting no more than a few months at maximum and set up in accordance with the Guiding Principles for PTs (Attachment B refers).

~~7.2~~8.2 A contributory body will be dissolved when it has completed its assigned tasks, or if the tasks cannot be usefully continued. This will be determined by the EASPG, following a recommendation from the PCG.

~~7.3~~8.3 Membership – contributory bodies are composed of experts relevant to the task being undertaken. Depending upon the requirement, experts may be drawn from within existing membership of contributory bodies, although in some cases it may require additional expertise to be drawn from the wider aviation community. This will be considered on a case-by-case basis.

~~7.4~~8.4 Candidates for election to the post of Chairpersons/Vice-Chairpersons for working groups, Rapporteurs/Vice-Rapporteurs for task forces and Project Teams must be a member of the Contributory Body, nominated by a member of the body and seconded by another member of the body. The Contributory Body shall elect the CHAIRPERSONS/VICE-CHAIRPERSONS/Rapporteurs/Vice-Rapporteurs by simple majority of the casted votes from the list of candidates by vote at the initial meeting. For working groups, the Chairmanship shall be reviewed as per the EASPG Handbook**.**

~~7.5~~8.5 A contributory body shall be given terms of reference, a list of tasks with clear and concise deliverables and dates for completion. The terms of reference of the permanent groups are part of this handbook. At each of their meetings, the contributory bodies should review the continued validity of their respective list of tasks and advise its parent body of any proposed changes that may be required. Any output of a contributory body that is mature enough for discussion and action by the EASPG shall be presented in a Working Paper with the necessary draft Conclusions and/or Decisions.

~~7.6~~8.6 To ensure that the objectives are met in accordance with the TORs, each contributory body shall conduct its work according to a Work Programme endorsed by EASPG and kept under review. The following are the main principles to be followed in setting up the work programme:

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

b) The activities should cover the main implementation domains related to TORs of the contributory body concerned, subject to the Regional safety objectives and the planning and implementation processes;

c) The progress on the activities should be reviewed regularly by the contributory bodies and reported to its superior body, to ensure that the target dates are met and the deliverables are of the required quality;

d) Contributory bodies shall work under the guidance of, and in a close coordination with, the ICAO EUR/NAT Secretariat in the most time effective and result oriented way, with as few formalities as possible, and preferably by means of electronic communications;

e) A detailed and updated Task List providing a list of actions aimed to fulfil the objectives of the work programme should be included in the latest Summary of Discussions of a contributory body.

APPENDIX A –

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

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

2. Current list of EASPG observers:

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

Contracting States outside the EUR accreditation area:
- United States
- Iceland

3. Other entities:
- International Consultancy and Analysis Agency (ICAA) "AviaSafety"

APPENDIX B

1. The general guiding principles to govern the establishment and the work of projects and projects teams are as follows:

a) A Project is defined as a specific activity that is finished over an agreed period of time and intended to achieve a specific outcome of the agreed EASPG work programme;

b) The period of a Project is normally not greater than 6 months;

c) The EASPG contributory bodies are responsible for the identification of the Projects that will deliver the work programme in the most efficient and effective way considering, for example, expert resource availability, dependencies of outcomes from other activities, meeting efficiency;

d) A Project Team consists of individuals/experts assembled to perform activities that contribute towards achieving the tasks related to the Project. For each Project Team a Rapporteur shall be identified, responsible for the leadership of the team to deliver the required outcomes within the agreed timescales, and to report to the parent group. For practical reasons the appointed project lead should be a member of the project supervisory body; and

e) All EASPG contributory bodies shall establish and maintain a Project Definition document for all projects that are under their ownership for the purpose of project initiation, supervision and closure. The following elements (Table 1 refers) shall be considered as a minimum in a Project.

Table 1: Project Definition Contents

Project Title	Unique and concise project title that relates to the outcomes of the project
Parent Group	The parent body that approves the project of
Project Supervisory body	The EASPG contributory body that supervises the project
Project Period	Forecast period for which the project will be active (specific timeframe to be used: e.g. dates, time of a specific meeting etc).
Project Objective	What is the purpose of the project and how does it relate to the delivery of the EUR strategy
Project Outcomes:	What will be physically delivered by the project
Membership	Who are the project team members
Coordination Requirements	Which other bodies will the project need to coordinate with to achieve the outcomes
Project High level Tasks	At a summary level what are the key tasks that this project will perform to achieve the outcomes
Project Rapporteur	Who, from the project supervisory body, will be responsible for the leadership of the project to achieve the outcomes, and for reporting to the parent group.
Project Secretariat Support	Who will be the support from the ICAO EUR Secretariat

2. The general guiding principles to help the establishment and the governance of projects and projects teams are as follows:

a) The EASPG contributory bodies shall identify projects that are required to deliver those aspects of the EASPG Work Programme that the parent group have agreed as being their responsibility;

b) The EASPG contributory bodies shall form Project Teams as required to deliver the projects in the most efficient and effective manner. Project Teams are not required to have the parent group

endorsement, unless they envisage physical meetings outside the EASPG contributory Group regular meeting; when establishing a Project Team its work programme shall be established in the most efficient and effective way considering, for example, expert resource availability, dependencies of outcomes from other activities and meeting efficiency; it is expected that the Project Teams work mainly by correspondence.

c) The EASPG contributory bodies are required to provide regular updates to their parent group meeting on the following:

   i. Summary on the progress of "active" projects, including justification of those projects with a life time greater than 12 months or the need for physical meetings outside the NAT SPG contributory group regular meetings;

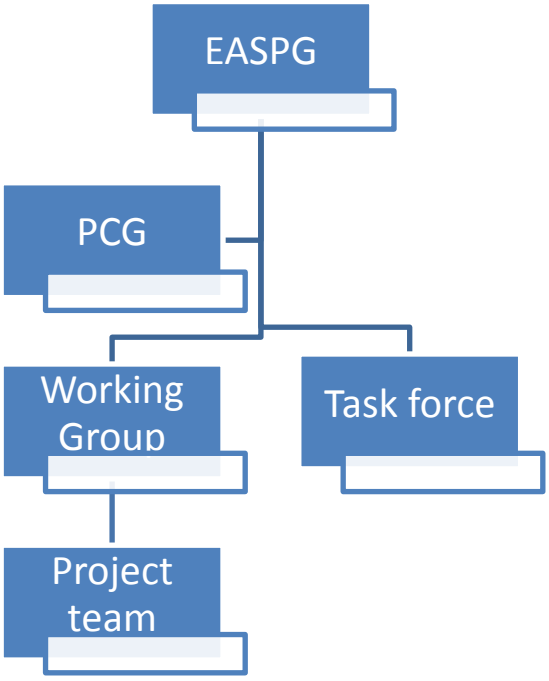
   ii. Summary of those projects that have been completed; and

   iii. Proposal of projects required to deliver the next period of the EASPG Work Programme, including justification of those projects with a life time greater than 12 months, for endorsement by the parent group.

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

APPENDIX C

Organigramme



Appendix XB – EASPG Programme Coordination Group Terms of Reference

(paragraph 7.1.6 refers)

EASPG Programme Coordination Group (PCG)

1.1 Objective

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

1.2 Tasks

1.2.1 To this end, the PCG will:

a) execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by the EASPG;

b) direct the work programmes and tasks of contributory bodies in the best manner commensurate with the overall EASPG work programme;

c) ensure that contributory bodies have clearly defined tasks, deliverables and target dates in line with the goals of the EASPG;

d) take decisions when specifically delegated by the EASPG, including the amendments to existing EUR documents and deletion of entries from the list of air navigation deficiencies;

e) review the reports made to PCG by the contributory bodies to provide guidance to these bodies as may be necessary and to determine which subjects have matured for submission to the EASPG for conclusion and/or decision; and

f) act as an advisory body to the EASPG.

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

a) to prepare the agenda for EASPG meetings, including the background notes;

b) to provide guidance in the preparation of the documentation for EASPG meetings;

c) to coordinate and harmonize the work of the contributory bodies of the EASPG;

d) to review outstanding shortcomings and deficiencies in accordance with the Council approved Uniform Methodology;

e) to carry out specific tasks given to it by the EASPG to advance its work at the required speed;

f) to ensure that the work programme of the EASPG and the tasks assigned to its contributory bodies cover all safety and air navigation planning and implementation aspects of the entire EUR Region;

g) to preview draft Conclusions and Decisions emerging from the work of EASPG contributory bodies and other input for the attention of the EASPG; and

h) to prepare and refine EASPG working/information papers to assist and guide the ICAO Secretariat in its work in support of the EASPG.

1.3 Membership

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

a) the EASPG Chairperson and Vice-Chairpersons;

b) initially to be composed of the COG and RCOG members;

c) any other volunteer EASPG member as endorsed by EASPG; and

d) other participants and the Rapporteurs of the Contributory Bodies might be invited on ad-hoc basis to be determined by the Chairperson in coordination with ICAO Secretariat.

1.4 Chairperson

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

1.5 Meeting arrangements and procedures

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

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