REPORT OF

THE SECOND MEETING OF

THE EUROPEAN AVIATION SYSTEM PLANNING GROUP

(WebEx, 1 – 4 December 2020)

PREPARED BY THE EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO 2020

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1. INTRODUCTION

Place and Duration

1.1 The Second Meeting of the European Aviation System Planning Group (EASPG) took place through WebEx from 1 to 4 December 2020.

Attendance

1.2 The Meeting was attended by 184 participants from forty-three (43) States, ten (10) International Organisations and one (1) industry. The list of participants is provided at **Appendix A**.

Officers and Secretariat

1.3 The Meeting was chaired by Mr Luis Miguel Ribeiro. 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

Agenda Item 2: Review of the EASPG follow-up actions

Agenda Item 3: Aviation Safety

Agenda Item 4: Air Navigation Planning and Implementation

Agenda Item 5: Environment

Agenda Item 6: Any other business, incl Election of the EASPG Vice-Chairperson

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.

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2. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

2.1 ICAO DEVELOPMENTS

COVID-19 Supply Chain

2.1.1 The Meeting was presented with a review of considerations on large scale handling, transport and distribution of vaccines, pharmaceutical, life science and medical products required for COVID-19 recovery. It was aimed to increase awareness and define necessary coordinated actions at EASPG level to facilitate future vaccine distribution tasks in safe, secure, environment friendly and efficient way.

2.1.2 It was noted that ICAO was working with all stakeholders to develop measures to safely remove potential impediments to the transport of vaccines and associated supplies. Quick reference guides to assist States in implementing these measures would be publically available on the COVID-19 operational measures website (www.icao.int/safety/COVID-19OPS/Pages/QRGs.aspx). The Meeting was also informed about the work by the International Air Transport Association (IATA) to develop guidance on the topic (www.iata.org/cargo) that identified potential risks along the supply chain.

2.1.3 In the ensuing discussion, the Meeting acknowledged the high importance of the topic and its complicated structure requiring coordination of issues on capacity and connectivity, security and facilitation, operational safety. In particular, the challenges related to the transportation of dry ice were mentioned, including potential exemptions, possible transportation on passenger airlines repurposed for cargo needs, etc. It was recognized that more guidance on the topic from regulatory authorities and ICAO would be beneficial.

2.1.4 Based on the above, the following was agreed:

EASPG Conclusion 2/1 – Preparation Steps for COVID-19 Vaccine Delivery

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

a) prepare and execute an awareness campaign among relevant stakeholders on the importance and possible risk associated with the COVID-19 vaccines delivery taking into account ICAO and IATA recommendations as well as other stakeholder recommendations that could be considered of relevance and importance in the future;

b) ensure appropriate coordination at the national level through their National Air Transport Facilitation Committee, and Airport Facilitation Committees as required, or similar coordinating bodies, for the purpose of facilitating safe and secured delivery of vaccines;

c) develop an action plan aimed to ensure proper preparation and risk management of the involved stakeholders for planned deliveries;

d) coordinate with other States necessary planned activities through existing regional mechanism and through the ICAO EUR/NAT Regional office; and

e) provide necessary feedback to IATA with requests to enhance developed guidance material based on regional and national best practices on the topic to ensure further sharing with other States and industry stakeholders utilizing IATA as a communication channel in the overall global collaboration approach.

3. REVIEW OF THE EASPG/1 FOLLOW-UP ACTIONS

3.1 UPDATE ON FOLLOW-UP ACTIONS TO EASPG/1 CONCLUSIONS AND DECISIONS

3.1.1 The Meeting was presented with the status review of the EASPG/1 Conclusions and Decisions. The updated list of follow up actions is provided in **Appendix C**.

4. AVIATION SAFETY

4.1 OUTCOMES OF THE IE-REST WORK PROGRAMME

4.1.1 The Meeting was briefed on the outcomes of the recent meetings of the ICAO EUR Regional Expert Safety Team (IE-REST), including the updates on implementation of the EASPG Safety Enhancement Initiatives (SEIs) as well as proposals for new initiatives.

4.1.2 The Meeting was apprised about the progress in the implementation of the SEIs related to pilot training. In particular, it was noted that little progress could be reported on Multi-crew Pilot Licenses (MPL) implementation which was linked to the lack of participation. The Meeting agreed that work on this initiative should be continued and in order to support its progress, the following was agreed:

EASPG Conclusion 2/2 – Continuation of Safety Enhancement Initiatives (SEI) related to Multi-crew Pilot Licenses (MPL) Implementation

That the ICAO Regional Director, Europe and North Atlantic:

a) invite States from the IE-REST geographical area to provide by 1 February 2021 information about their plans and assistance requests to support MPL implementation; and

b) provide a report to the next European Aviation System Planning Group (EASPG) Programme Coordination Group (PCG) meeting about the received responses in order to take further decision on the continuation of the SEI related to MPL implementation.

4.1.3 The Meeting was also briefed on the implementation of the IE-RSG SEI, related to the establishment and operation of Local Runway Safety Teams (RSTs). It was noted that IE-RSG prepared a report on problems identified in organizing the work of local runway safety teams. The report contained an analysis of the investigation results for three serious incidents (two in the Russian Federation and one in Spain). The immediate conclusion indicated in the report highlighted the need to conduct events (forums, seminars, conferences, issue methodological and information materials) aimed to improve efficiency of RSTs.

4.1.4 Based on the progress reached so far and according to the analysis of additional data presented by IE-REST, the Meeting agreed the following:

EASPG Decision 2/1 – Amendment of the Safety Enhancement Initiatives (SEI) related to the Establishment of Local Runway Safety Team

That:

a) changes to the SEI IE-REST/RSG/02 related to the establishment of local runway safety team are approved as provided in **Appendix D**; and

b) IE-REST is tasked to support, monitor the implementation of the relevant Safety Enhancement Initiatives (SEI) and report back to EASPG on the progress.

4.1.5 The Meeting noted with regret the lack of progress on implementation of the SEI related to the improvement of safety for helicopter operations and the delay in organizing a helicopter safety forum due to COVID-19.

4.1.6 During the follow-up discussion, the Meeting agreed that the work on this topic should continue in close cooperation with other existing forums in the Region. In this regard, the proposal from the European Aviation Safety Agency (EASA) on enhanced coordination and joint activities, in particular related to safety promotion, was considered with appreciation. Therefore, in order to foster the continuation of the work on safety of helicopters operations, the following was agreed:

EASPG Conclusion 2/3 – Improvement of IE-REST Helicopter Safety Team (IE-HOST) Work

That the ICAO Regional Director, Europe and North Atlantic, invite States from IE-REST geographical area to provide by 1 February 2021 their revised membership for IE-HOST, and plans and assistance requests to improve helicopter operational safety.

4.1.7 The Meeting was presented with the draft safety advisory on initiatives to reduce Controlled Flight into Terrain (CFIT) risk when conducting non-precision and circling approaches and agreed to the following:

EASPG Conclusion 2/4 – Publication of EASPG Safety Advisory on Measures to mitigate the Risk of Controlled Flight into Terrain (CFIT) during the Approach Phase of Flight

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

a) publish EASPG Safety Advisory 07 as provided at **Appendix E**; and

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

4.1.8 Furthermore, the Meeting highlighted that the benefits of other implementations to mitigate the risk of CFIT, e.g Performance Based Navigation (PBN), could be further explored in order to update the foregoing Safety Advisory. Therefore, the following was agreed:

EASPG Decision 2/2 – Future Updates to the Safety Advisory 07

That, IE-REST is tasked:

a) to consider potential updates to EASPG Safety Advisory 07 to include PBN and other potential implementations for Controlled Flight into Terrain (CFIT) mitigation; and

b) to present the outcomes of such review to the next EASPG meeting.

4.2 IE-REST RESTRUCTURING

4.2.1 The Meeting was presented with a proposal to update the IE-REST Terms of Reference (ToRs) that was developed based on the following considerations:

a) encompass all EUR States;

b) in addition to the existing ToR, i.e. working on safety enhancement initiatives, to monitor and report on implementation of the EUR Regional Aviation Safety Plan (RASP) and propose relevant amendments when needed; and

c) report to EASPG on implementation of Global Aviation Safety Plan (GASP), EUR RASP and relevant safety enhancement initiatives.

4.2.2 It was also proposed that that the name of the group should be changed to a working group to align with the EASPG Handbook taxonomy.

4.2.3 Therefore, the following was agreed:

EASPG Decision 2/3 – IE-REST/RESG Terms of Reference (ToR) Revision

That:

a) the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to amend the EASPG handbook to include ToR for Regional Expert Safety Group (RESG) (modified IE-REST) (**Appendix F** refers) and invite States and organisations for nomination of new RESG members and chairpersons;

b) the RESG be tasked to develop and propose for EASPG endorsement the mechanism to update and monitor implementation of the EUR RASP; and

c) the RESG be tasked to review and propose modifications to its working structure to enable implementation of the approved RESG ToRs.

4.3 REGIONAL MONITORING AGENCIES REPORTS AND ACTIVITIES

2020 EUR RVSM Safety Monitoring Report

4.3.1 The Meeting was presented with the 2020 EUR Reduced Vertical Separation Minimum (RVSM) Safety Monitoring Report provided by EUR and EURASIA Regional Monitoring Agencies (RMAs), describing the results of collision risk estimates required to demonstrate compliance with the quantitative Target Levels of Safety (TLS) for RVSM airspace, as well as an assessment of the qualitative objectives related to aircraft performance and other safety related issues. The report by the EURASIA RMA also included the 2019 calendar year and the period from 01.01.2020 to 01.10.2020

4.3.2 Both reports estimated that the quantitative safety objectives were both 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.

4.3.3 With the evidence provided that the quantitative TLS for collision risk in EUR RVSM airspace is satisfied and accepting that there is no increased risk to the safety of continued operation of RVSM in European airspace due to other factors, the following was agreed:

EASPG Decision 2/4 – EUR RVSM Safety Monitoring Report

That the EASPG, noting the report provided by the EUR and EURASIA Regional Monitoring Agencies (RMAs), is satisfied that Reduced Vertical Separation Minimum (RVSM) operations in the ICAO European Region met the four safety objectives for period January 2019 to September 2020 inclusive.

Note: As in previous years, 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 received by the EUR and Eurasia RMAs

4.3.4 With regard to the Note on the low level of reporting of operational errors, the Meeting discussed potential future actions to tackle this problem. It was recalled that numerous reminders were sent through this forum to States that so far didn't yield any significant improvements. In this regard, the Meeting noted that EUR RMA was planning to coordinate with EASA and EUROCONTROL to explore how their safety occurrence reporting mechanisms could be utilised. However, it was also highlighted that the ultimate responsibility for reporting of operational errors to appropriate RMAs remained with States. It was agreed

that the results of the above-mentioned coordination would be reported to the next EASPG PCG in order to discuss potential actions.

Update on RMA Bulletin

4.3.5 The Meeting was presented with information from the EUR RMA on their follow up actions on EASPG Conclusion 1/7 that required a number of actions to be taken in relation to aircraft listed for more than six months on the RMA Bulletin of non-approved aircraft.

4.3.6 It was noted that while there were still a number of aircraft listed on the EUR RMA part of the RMA bulletin in excess of six months, the EUR RMA was satisfied with the level of support currently being provided by EUR States to which it is accredited. Therefore, no action in relation to EASPG Conclusion 1/7 b) was considered necessary at this time.

4.3.7 The Meeting was also provided with information about actions undertaken by the EURASIA RMA on the same subject. It was noted that their part of the RMA bulletin included a number of aircraft from seventeen (17) States accredited in five (5) RMAs.

4.3.8 In this regard, the Meeting agreed that the ICAO Secretariat would take appropriate measures to coordinate this information through other ICAO Regional Offices and provide feedback to the EASPG PCG.

Review of the Flight Plan Rejection Trial for Non-Approved Aircraft requesting a Clearance into German RVSM Airspace

4.3.9 The Meeting recalled EASPG Conclusion 1/7 which required additional measures by States to improve the situation. As a follow up, the German Federal Ministry of Transport invited EUROCONTROL to investigate whether it was feasible to configure the flight plan processing system (IFPS) to automatically send rejections to the originator of the flight plan for any aircraft listed on the bulletin, for which a flight plan clearance into German RVSM airspace was requested. The meeting noted that such a functionality had been implemented on a trial basis. The paper provided some details of this implementation trial and the initial results

4.3.10 It was noted that due to the short time in which the flight plan rejection scheme was in place, it was not considered practical at this time to submit any recommendation related to future evolution, or extension of the scheme to other parts of the Region. A more detailed report would be submitted to EASPG/3 (or Spring 2021 EASPG PCG).

4.4 LANGUAGE PROFICIENCY REQUIREMENT IMPLEMENTATION (LPRI)

4.4.1 The Meeting was presented with a proposal to amend the ToR of the Language Proficiencty Requirement Implementation Task Force (LPRI TF) to align its scope with the changing challenges taking into consideration the unique nature of the TF as being the only forum within the ICAO structure dealing with language proficiency matters. The Meeting noted that from the currently assigned tasks, the TF has completed some of them while on others the work was in progress. The Meeting agreed that there were additional tasks that were identified that should be added to the ToR.

4.4.2 Therefore, the following was agreed:

EASPG Decision 2/5 – Update the Language Proficiency Requirement Implementation (LPRI) Task Force (TF) ToR

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to update the LPRI TF ToR as provided in **Appendix G**

4.4.3 In this regard, the Meeting recalled that in line with the EASPG/1 assigned task, comprehensive discussions on future Level 3 working structure would take place in 2021 and be reported to the next meeting. As a result of these discussions, further amendments to the ToRs of the contributory bodies could be necessary in line with the result oriented and project based approach.

5. AIR NAVIGATION PLANNING AND IMPLEMENTATION

5.1 EUR GANP ASBU IMPLEMENTATION STATUS

ASBU Implementation Monitoring Report 2019

5.1.1 The Meeting was provided with the EUR Aviation System Block Upgrades (ASBU) implementation Monitoring Report for the reference period 2019 which was developed jointly by EUROCONTROL and ICAO EUR/NAT.

5.1.2 It was noted with satisfaction that the 2019 Report included again the updated progress/status of implementation of ASBU Block 0 modules from all 55 EUR States.

5.1.3 The Meeting was informed that most of the ASBU modules recorded a slight increase in the implementation progress across EUR Region. The notable drop for B0-APTA was due to requirements of the new PBN Regulation applicable in the European Union (EU), related in particular to the development and formal approval of a "PBN Transition Plan", that compelled some States to revert the implementation status from "completed" to "ongoing". In terms of the overall cumulative progress achieved, the best-performing modules were B0-ACAS (90%), B0-FRTO (77%) and B0-FICE (73%). The largest progress year-over-year was recorded for Continuous Climb Operations (B0-CCO), with nine (9) new airports implementing the module, followed by B0-SURF.

5.1.4 The Meeting recalled that, as the Global Air Navigation Plan required States to report the status of their ASBU implementation, this report was a key document for the EASPG to monitor and analyse the ASBU implementation within the EUR Region and a companion document of the Air Navigation Plan (eANP), Vol III. Therefore, the EASPG agreed to the following:

EASPG Decision 2/6 – Approval of the 2019 EUR ASBU Implementation Report

That:

a) the EASPG endorses the 2019 ICAO/EUROCONTROL ASBU Implementation Monitoring Report (Version 0.3 from 19.10.2020); and

b) the ICAO Regional Director, Europe and North Atlantic take appropriate measures to publish the endorsed ASBU Implementation Monitoring Report as provided in **Appendix H**

GANP Transition

5.1.5 The Meeting was provided with information on different aspects of transition to the 6th edition of the Global Air Navigation Plan (GANP). It was recalled that the current EUR ASBU implementation report was based on the previous GANP Edition and adhered to the agreed priorities,

reporting templates and procedures for the EUR Region which had been decided at former European Air Navigation Planning Group (EANPG) meetings.

5.1.6 The Meeting was informed that the 6th edition of the GANP (Endorsed by Assembly Resolution A40-1 in 2019), introduced new concepts such as Basic Building Blocks (BBBs), changed the previous ASBU Modules to ASBU Threads, modified the composition of ASBU Blocks and substantially increased the granularity by introducing ASBU elements.

5.1.7 From the previous eighteen (18) ASBU Block 0 modules, fifteen (15) (3 ASBU Block 0 modules B0-WAKE, B0-ASEP, B0-OFPL were identified as not applicable for the EUR Region by the EANPG) modules had been monitored by the current monitoring process so far, which included also a mapping to the ATM Master Plan Level 3 objectives. With the new edition of the GANP, twenty-two (22) ASBU Threads have now been defined which include fifty-two (52) ASBU elements for Block 0 and sixty-two (62) elements for Block 1.

5.1.8 With these significant changes in the new version of the GANP, the Meeting was informed that it would not be possible to continue with the current form of implementation monitoring and to make comparison in implementation progress versus previous years. The Meeting supported the view that the GANP would need a higher level of stability and that the impacts of GANP changes to existing PIRG activities must be better addressed in the future. The Meeting noted that several options on a potential way forward concerning the adaptation of the regional ASBU monitoring mechanisms had been developed and concurred with the proposal to establish a project team. Consequently, the following was agreed:

EASPG Decision 2/7 – Establishment of the EUR Region GANP Transition Project Team (EURGANT- PT)

That the ICAO Regional Director, Europe and North Atlantic:

a) take appropriate action to establish the EUR Region GANP Transition Project Team (EURGANT- PT), per project definition as provided at **Appendix I**; and

b) circulate the PT results (recommendations for a new set of ASBU B0 and B1 threads/elements which need to be monitored within the ICAO EUR Region in accordance with Assembly Resolution 40-1) for written consultation of EASPG members before the end of April 2021.

EUR eANP Volume III, v2020

5.1.9 The Meeting was presented with the 2020 version of the eANP Volume III. It was noted that Tables B0-DATM were updated and renamed B-DAIM to be in line with the Sixth Edition of the Global Air Navigation Plan (GANP). A few editorial updates were provided in Part II, Air Navigation System/ASBU Implementation, Pages II-1, II-2 and II-3. B0-AMET and ASBU B1-AMET related tables were reviewed and updated mainly based on Operational Meteorological (OPMET) data monitoring as well as monitoring METNO messages on AIRAC cycles that include new bulletins related to the exchange of some OPMET data in ICAO meteorological information exchange model (IWXXM) as well as updating performance indicators/supporting metrics for World Area Forecast Centres (WAFC) and World Area Forecast System (WAFS).

5.1.10 Based on the above, the following was agreed:

EASPG Decision 2/8 – Volume III of the EUR eANP, v2020

That the ICAO Regional Director, Europe and North Atlantic, take the necessary actions to publish the 2020 *ICAO European Air Navigation Plan*, Volume III (EUR eANP, Doc 7754, Vol III) and its Companion Document, the *ASBU Implementation Monitoring Report - Reference Period 2019*, as contained at **Appendix J**.

5.2 **ANS**

Closure of All Weather Operations Group (AWOG) and Proposed Way Forward to Address Operational Aerodrome Aspect in the Future

5.2.1 The Meeting recalled the EANPG/60&RASG-EUR/07 Decision 15 - Restructuring of AWOG, COG Performance Based Navigation Task Force (PBN TF) and Air Traffic Management Group East (ATMGE), where the EANPG decided that the AWOG should be discontinued by the end of 2019 after the completion of the ongoing work related to ILS CSA and AWO.

5.2.2 The Meeting was informed that with the update of ICAO EUR Doc 012 and Doc 016 in 2019 and the publication of the new ICAO EUR Doc 040 in October 2020, nearly all remaining work items for AWOG were closed. The only remaining work item was the update of ICAO EUR Doc 013 that could be only done in 2022 due to ongoing work in EASA. Therefore, the Meeting thanked the AWOG members for their excellent work and agreed that the group could be discontinued

5.2.3 At the same time, the Meeting noted that there was a need for a regional forum on aerodrome operations related topics to support the regional implementation of ICAO provisions related to final approach and aerodrome operations (incl All Weather Operations, Performance Based Aerodrome Operating Minimum (PBAOM), Surface Movement Guidance and Control System (SMGCS), CSAs and obstacle management, new technologies and operational concepts and others) that should be addressed in the 2020-22 timeframe. In the longer term, a regional operational expert group would be needed to address regionally coordinated stakeholder (ANSP, ATCOs, Airport) input into developments of PANS-OPS Vol I and III, PANS Aerodromes and the AWO Manual, which were mainly aircraft operator-centric.

5.2.4 Therefore, the following was agreed:

EASPG Decision 2/9 – Establishment of a Regional Working Group on Aerodrome Operations

That the ICAO Regional Director, Europe and North Atlantic takes appropriate action to establish a Regional Working Group on Aerodrome Operations (RWGAO) per ToRs as provided in **Appendix K** and update the EASPG Handbook accordingly.

5.3 **CNS**

Outcomes of the Twenty-Sixth Meeting of the Frequency Management Group (FMG/26)

5.3.1 The Meeting was presented with the outcomes of the FMG work. Specifically, the Meeting noted that the modifications endorsed in the EASPG Conclusion 1/20 – Merging ICAO Tables COM3 and COM4 into Table NAV and Rename Table COM2 into Table COM that required consequential amendment to EUR Doc 011. Therefore, the following was agreed:

EASPG Decision 2/10 – Update Frequency Management Manual, EUR Doc 011, Ed. 2020

That the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to update and publish the amended EUR Doc 011, Edition 2020 as provided at **Appendix L**

5.3.2 The Meeting was presented with the first draft of the EUR 8.33 KHz Regional Implementation Plan that was developed by the Secretariat. It was noted that the document was coordinated with the FMG and Air Navigation Services Implementation Support Group (ANSISG) members. The objective of the plan was to produce some basic guidance to States and agree through consultation on a realistic implementation schedule. In that respect, the target dates in the document were only "tentative dates", and these dates should be first reviewed and agreed by States. Therefore, the following was agreed:

EASPG Decision 2/11 – 8.33 KHz Regional Implementation Plan, EUR Doc 042

That the ICAO Regional Director, Europe and North Atlantic, take appropriate measures to publish the EUR 8.33 KHz Regional Implementation Plan, as provided at **Appendix M**, as ICAO EUR Doc 042.

Outcomes of the First AFS to SWIM Transition Task Force (AST TF/1)

5.3.3 The Meeting was presented with the outcome of activities related to Aeronautical Fixed Services (AFS) operations and transition from AFS to System Wide Information Management (SWIM) in the EUR Region occurred from AFSG/23 to AST TF/1.

5.3.4 In particular, the Meeting noted the discussions on ARINC Gateway implementation and that as a result of the discussions and follow-ups over the past three years, a road map was developed and accepted in order to implement ARINC ATS Message System Handling (AMHS) Gateways worldwide. The Meeting noted that, following the experience acquired a few years ago with the similar AMHS/SITA Gateway implementation (second part), a Transition Manager must be designated, in cooperation with the AMC to ensure the success of the ARINC/AMHS Gateways implementation.

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

EASPG Conclusion 2/5 – ARINC Gateway Transition Manager

That, based on the experience acquired during the implementation of AMHS SITA Gateways, ICAO Regional Director, Europe and North Atlantic, invite EUROCONTROL to support ARINC integration, by providing ARINC integration Transition Manager tasks in cooperation with the AMC, as it was done for the second part of SITA integration.

5.3.6 Furthermore, the Meeting noted the amendment proposal related to AMHS security provisions in Part II of Doc 9880 and agreed that if should be further submitted to the ICAO CP – DCIWG (Communications Panel – Data Communication Infrastructure Working Group), through the Doc 9880 Configuration Control Board (CCB).

5.3.7 The Meeting was informed that a number of proposals for amendment were developed to respective ICAO EUR Docs and agreed that the updated EUR Docs should be further introduced by correspondence to the EASPG Members for endorsement as soon as possible.

5.3.8 The Meeting underscored that the ICAO SWIM Manual Doc 10039 was an essential element for the Region to progress with planning and implementing SWIM infrastructure. The EASPG/2 meeting therefore invited the ICAO Secretariat to publish as soon as possible this awaited document.

5.4 **MET**

Outcomes of the Thirtieth Meeting of the Meteorology Group (METG/30)

5.4.1 The Meeting reviewed the outcomes of the Thirtieth Meeting of the Meteorology Group (METG/30) that took place virtually from 22 to 25 September 2020. METG/30 was attended by 152 experts from 46 States and 5 International Organizations.

5.4.2 The Meeting noted that the horizontal resolution of the World Area Forecast System (WAFS) hazard data sets for ICING, TURBULENCE and CUMULONIMBUS was increased from 1.25 degrees to 0.25 degrees. Furthermore, the new turbulence field, TURBULENCE SEVERITY, forecasts both clear air turbulence and orographic turbulence and provide their forecasts as an eddy dissipation rate (EDR). In addition, the new icing field, ICING SEVERITY, gives a categorical assessment of icing as nil, trace,

slight, moderate and severe. Due to implementation delays at one of the WAFCs, between November 2020 and March 2021 the data provided will not be available until approximately 6-hours after the model data time (one hour later than required in Annex 3) and will have reduced operational resilience. Given the above, the EASPG agreed on the following Conclusion:

EASPG Conclusion 2/6 – 0.25 Degree WAFS Hazard Data

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to encourage SADIS users to integrate the test 0.25 degree World Area Forecast System (WAFS) hazard data available on SADIS into systems and software for the operational implementation date of 17 March 2021.

5.4.3 The Meeting also noted planned upgrades to the WAFS in November 2023 which included a horizontal resolution of 0.25 degrees for all WAFS fields as well as a vertical resolution of 1000ft. In addition, the temporal resolution will increase significantly to better accommodate operators' needs. SIGWX forecasts between World Area Forecast Centres (WAFC) London and Washington will be harmonized and produced with a shorter lead time. This information will be provided at 3-hourly intervals out to 2 days and better suited for the needs of short haul and ultra-long haul operations. Lastly, the meeting noted to manage the significant increase in volume of data the delivery mechanism will be upgraded and be SWIM-compliant using web-coverage services and application programming interfaces. Given the aforementioned, the EASPG agreed on the following Conclusion:

EASPG Conclusion 2/7 – November 2023 WAFS Upgrades

That, the ICAO Regional Director, Europe and North Atlantic, invite States to undertake the necessary action to familiarize themselves with the proposed World Area Forecast System (WAFS) changes planned for November 2023 and commence preliminary discussions with their technical departments about how their organization could adapt to these technological changes.

Note: for more information, access https://www.metoffice.gov.uk/services/transport/aviation/regulated/wafs-2022.

5.4.4 The Meeting reviewed updates to the *EUR SIGMET and AIRMET Guide* (EUR Doc 014) that focused on aligning this document with Amendment 79 to Annex 3 (applicable 5 November 2020) and in particular, updating Eddy Dissipation Rate (EDR) thresholds and SIGMET on radioactive cloud. Furthermore, clarification was provided on the procedure related to transferring SIGMET responsibilities that could be used in a backup situation. In addition, more States were added to the list of States that may be impacted by Tropical Cyclone.

EASPG Decision 2/12 – EUR SIGMET and AIRMET Guide (EUR Doc 014)

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the revised EUR SIGMET and AIRMET Guide (EUR Doc 014), Third Edition, as provided at **Appendix N**.

5.4.5 The Meeting reviewed proposed changes to the *EUR OPMET Management Handbook* (EUR Doc 018) provided by the Data Management Group (DMG) of METG. The proposed changes included the removal of the requirement of Volcanic Ash Advisory Centres (VAAC)s to issue test Volcanic Ash Advisory in graphical form (VAG) during the annual warning monitoring as this is covered by VOLCEX and VOLKAM exercises. The inclusion of monitoring of space weather advisory information in the DMG warning monitoring procedure was also proposed. Two new tables were also included: one that showed a list of States under the area of responsibility of each Regional OPMET Centre (ROC) and the other containing information about the AFTN and AMHS addresses to be used in the EUR Region. In addition, the ROC backup procedures were updated providing a backup schema in ROC pairs (London and Toulouse as well as Moscow and Vienna). An emphasis was also placed on the use of AFS for the exchange of OPMET data in the EUR Region in compliance with ICAO provisions.

EASPG Decision 2/13 – EUR OPMET Data Management Handbook (EUR Doc 018)

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to publish the revised EUR OPMET Data Management Handbook (EUR Doc 018), Ninth Edition, as provided in **Appendix O**.

5.4.6 The Meeting noted that States were informed that the EUR ROCs allowed an extension of IWXXM translation service to 4 November 2021 and that this service was not intended to be indefinite. To assist States in implementation, the ROCs have developed IWXXM implementation workbooks with States in their area of responsibility and assists in providing advice on implementation as well as testing.

5.4.7 The Meeting noted that an ad-hoc group of the METG studied Terminal Aerodrome Forecast (TAF) verifications in the EUR Region that concluded the various TAF methodologies used were attributed to different rules for forecast production (Annex 3, Appendix 5, *Technical specifications related to forecasts*) and those for measuring forecast quality (Annex 3, Attachment B, *Operationally desirable accuracy and forecasts)*. This results in different quality of service and to remedy this issue, the rules for forecast production should be the same as the rules for measuring forecast quality. Given the above, the EASPG agreed to the following Conclusions:

EASPG Conclusion 2/8 – Harmonize ICAO Annex 3, Attachment B Operationally Desirable Accuracy of Forecasts with Annex 3, Appendix 5 Technical Specifications related to Forecasts

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, Attachment B Terminal Aerodrome Forecast (TAF) quality criteria with the various criteria for inclusion of change groups in TAF and issuance of amended forecasts referenced in ICAO Annex 3, Appendix 5 in light of meeting operational needs.

EASPG Conclusion 2/9 – Proposed Update to ICAO Doc 8896

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to communicate to the appropriate ICAO global group to insert reference to guidance material in Appendix C into ICAO Doc 8896, Chapter 3, 3.2 – accuracy of aeronautical meteorological forecasts and Appendix thereto.

5.4.8 The Meeting noted the significant progress made in the establishment of Regional OPMET Centre (ROC) Moscow. Several related ROC requirements have been met during the year that included the following: participating in the EUR OPMET data monitoring exercise in February 2020; implementing procedures for staff regarding the correction of OPMET format errors; implementation of IWXXM and serving as a translation centre for some States under the foreseen area of responsibility of ROC Moscow; and continued testing of OPMET data exchange between Moscow and the other ROCs in EUR. Based on ICAO letters of agreement, the following States will be under the area of ROC Moscow: Armenia, Belarus, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan (note that there has not yet been a response by Turkmenistan). To formalize the recognition of ROC Moscow, the EASPG agree to include Moscow to the list of ROCs in Volume II of the EUR ANP and incorporated in the below Conclusion.

5.4.9 The Meeting noted that an ad-hoc group of METG identified the Meteorological Watch Offices (MWO)s in the EUR Region that shall provide SIGMET when Tropical Cyclone Advisory (TCA) is received. As result, the EASPG agreed to the proposed updates to Volume I (Tropical Cyclone Advisory Centre designations – Miami for the Atlantic Basin and Tokyo for the northwest Pacific Basin) and Volume II (MWOs required to issue SIGMET on tropical cyclone) on the EUR ANP and incorporated in the below Conclusion.

5.4.10 The EASPG also agreed to the following changes to the EUR ANP: use of the current definition of SADIS (Secure Aviation Data Information Service); current distribution of Volcanic Ash

Advisory information that uses the EUR Regional OPMET Data Exchange schema; and inclusion of Volcano Observatory Notice for Aviation (VONA) as the method of notification of volcanic activity (including pre-eruption) that is implemented in the EUR Region. Given the above, the EASPG agreed to the following Conclusion:

EASPG Decision 2/14 – Update to the EUR ANP Volumes I and II - MET

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

a) update the EUR ANP Volume II to include ROC Moscow to the list of ROCs in the ICAO EUR Region as provided in **Appendix P**;

b) update the EUR ANP Volumes I and II related to the requirements to distribute tropical cyclone information (TCA and WC SIGMET) in the EUR Region as provided in **Appendix** Q and **Appendix R**; and

c) update the EUR ANP Volume I related to SADIS nomenclature, current Volcanic Ash Advisory distribution scheme in the EUR Region and use of Volcano Observatory Notice for Aviation by the volcano observatories in the EUR Region as provided in **Appendix S.**

5.4.11 The Meeting recalled that routine observations and reports used in ATIS (Voice-ATIS and D-ATIS) (*ref. ICAO Annex 3, 4.3 and ICAO Annex 11, 4.3.6.1 g*) contains the surface wind direction and speed which shall be reported in steps of 10 degrees true and 1 metre per second (or 1 knot), respectively (*ref. ICAO Annex 3, Appendix 3, 4.1.5.1).*

5.4.12 The Meeting also recalled that ATIS messages containing both arrival and departure information shall contain the following elements of information in the order listed: surface wind direction (in degrees magnetic) and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers (*ref. ICAO Annex 11, 4.3.7, 4.3.8 and 4.3.9).*

5.4.13 Therefore, ICAO Annex 11 standard to report surface wind direction on ATIS in degrees' magnetic contrasts with the ICAO Annex 3 standard to report surface wind direction in degrees true in local routine and local special reports.

5.4.14 The Meeting recalled that information on converting surface wind from degrees true to degrees magnetic for ATIS is provided in ICAO Doc 9377, *the Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Service*; however, guidance on how to convert the wind direction in degrees true to a wind direction in degrees magnetic taking into consideration rounding effects is not provided.

5.4.15 The Meeting noted various practices in reporting the surface wind as follows: Netherlands does not convert from degrees true to degrees magnetic for use on ATIS due to a small magnetic declination; the Russian Federation provides local routine and local special reports by MET in magnetic if the magnetic declination is more than 5 degrees; and in some States the MET Service Provider provides local routine and local special reports in degrees true to ATS who converts to magnetic degrees for use on ATIS.

5.4.16 Given the aforementioned, the EASPG agreed on the following Conclusion:

EASPG Conclusion 2/10 – Reporting of Surface Wind Direction on ATIS

That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to request ICAO to consider:

a) Providing additional guidance in ICAO Annex 3, ICAO Annex 11, ICAO Doc 4444, ICAO Doc 9377, ICAO Doc 8896 and other relevant publications on the reporting of wind direction on ATIS either in degrees true or degrees magnetic;

   i) in particular, noting the requirement in ICAO Annex 3 to report wind direction in degrees true and in ICAO Annex 11 to report wind direction in degrees magnetic;

   ii) taking into consideration all available wind information for aeronautical users, ATS units and aeronautical meteorological stations and aerodrome meteorological offices;

b) providing guidance for conversion, if so requested by ICAO, of wind direction in degrees true to wind direction in degrees magnetic and allowing for States in the position to do so, to provide the wind direction in degrees magnetic in local routine reports and local special reports as agreed between the meteorological and ATS authorities concerned, noting that:

   i) the runway orientation is provided to aeronautical users with respect to magnetic north rounded to the nearest 10 degrees' interval, 2) the wind direction is reported with respect to degrees true and rounded to the nearest 10 degrees' interval, and 3) the ICAO requirement for the accuracy for wind direction observations is 10 degrees; and

   ii) Conversion from wind direction reported in steps of 10 degrees effectively only results in a different value in degrees magnetic if the magnetic declination of an aerodrome varies by 5 degrees or more.

5.4.17 The Meeting was provided with proposed updates to the Terms of Reference of the Data Management Group (DMG) of METG that included removing Denmark from the composition of the group as well as changing the reference AFSG to AST/TF and replacing MOTNE with METNO. Proposed updates to the Terms of Reference of the Meteorology Group (METG) were related to mapping outcomes of the MET Panel and associated Working Groups to implementation tasks expected by METG.

5.4.18 Given the above, the following was agreed:

EASPG Decision 2/15 – 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 T.**

5.4.19 Finally, the Meeting endorsed the METG election of Chairs and congratulated the Chair, Ms. Dorothea Banse of Germany and the Vice Chair, Ms. Larisa Nikitina of the Russian Federation.

5.5 **AIM/SWIM**

Outcome of EUROCONTROL AIM/SWIM Team 18 Activities relevant to EASPG

5.5.1 The Meeting noted the activities of the EUROCONTROL AIM/SWIM Team, through the review of the outcome of AIM/SWIM Team-18 meeting (18 May 2020).

5.5.2 Concerning space weather NOTAMs, the meeting noted that DSNA-SIA (France) and DFS (Germany) had submitted an action paper for AIM/SWIM Team-18, examining the current ICAO provisions to publish Space Weather Advisory Information under ICAO Annex 3 as part of the MET briefing as well as under Annex 15 as space weather NOTAMs. This approach was considered detrimental to the usability of space weather information by airspace users and other stakeholders since information is duplicated and inconsistencies may occur. Further, the current approach contributes to NOTAM proliferation.

5.5.3 The Meeting noted the proposal to amend existing ICAO provisions as to only publish Space Weather Advisory Information as part of the meteorological briefing and delete ICAO provisions, which require their concurrent publication via NOTAM.

5.5.4 The Meeting noted that the AIM/SWIM Team had agreed with the analysis and proposal of DSNA-SIA (France) and DFS (Germany) for the common European approach recommending that NOTAM should not be used for the dissemination of space weather information. It was also noted that while there was a consensus at regional technical level, each State had an obligation to file any difference with specific SARP provision if it did not comply the requirement.

5.5.5 Based on the above, the following was agreed:

EASPG Conclusion 2/11 – Space Weather NOTAM

That; noting numerous issues related to the dual track process of provision of space weather information through meteorological information and NOTAMS, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to:

a) remind States to ensure that meteorological information supplied to operators and flight crew members include space weather information;

b) invite EUR/NAT States to make available to Users space weather information through the dedicated meteorological channel only;

c) remind EUR/NAT States of their obligation to file a difference, if they do not comply with the Annex 15 requirement concerning space weather NOTAMs; and

d) initiate, with support from EUROCONTROL, a proposal to the Air Navigation Commission for the removal amendment of ICAO provisions pertaining to space weather information dissemination by NOTAM.

EUR Guidance on SNOWTAM – EUR Doc 041

5.5.6 The Meeting recalled that the ICAO EUR/NAT Office in collaboration with EUROCONTROL (AIM/SWIM Team and EAD) prepared a Regional guidance material in order to provide explanation and examples for issuing SNOWTAM in the new format. First Edition of the guidance material was endorsed by the EASPG in February 2020 (through correspondence) and published on the ICAO EUR/NAT website.

5.5.7 The Meeting noted that, further to the postponement of the applicability date of GRF (including the new SNOWTAM) to 4 November 2021, the EUR SNOWTAM Guidance should be updated accordingly. The updated version, as at **Appendix U**, also included assignment of EUR Doc number (041) and some identified editorial and technical amendments.

5.5.8 Therefore, the following was agreed:

EASPG Decision 2/16 – SNOWTAM Guidance – EUR Doc 041

That the ICAO Regional Director, Europe and North Atlantic, publish the updated SNOWTAM Guidance, EUR Doc 041, Version 1.1, as provided at **Appendix U**, on the ICAO EUR/NAT website.

5.6 REGIONAL PERFORMANCE FRAMEWORK

Implementation of the Regional Performance Framework

5.6.1 The Meeting was presented with the results from activities related to the tasks assigned to the Regional Performance Framework Task Force (PERF TF) by the EASPG/01 meeting and the activities carried out in the preparation of the annual Regional Performance Report.

5.6.2 Due to the COVID-19 crisis, the PERF TF/23 meeting had to be postponed to a virtual meeting in June 2020 where the proposed approach for the 2020 exercise was discussed. The PERF TF agreed that the 2020 report should refer to the 2019 performance results (still Reference Period 2 for EU Member States) and that, due to the ongoing discussion on the Safety Key Performance Indicators (KPIs) at the Regional level, no safety related KPIs should be included in the 2020 exercise to avoid duplication of activities. In addition, the ICAO EUR Doc 030 was revised and, thanks to the support offered by the Russian Federation, also translated into Russian language in July 2020. Consequently, the following was agreed:

EASPG Decision 2/17 – Update of ICAO EUR Doc 030 EUR Region Performance Framework

That the ICAO Regional Director, Europe and North Atlantic, take the necessary actions to publish the revised version of ICAO EUR Doc 030 EUR Region Performance Framework (Version 2020, edition 2, in both English and Russian language) as contained at **Appendix V1 and V2**.

5.6.3 The Meeting noted that twenty-three (23) States had submitted their performance reports to the 2020 exercise, while this represented a lower number compared to last year twenty-nine (29) States participating, it had to be recalled that the Covid-19 crisis had hugely impacted all activities of States and stakeholders. The 2020 Regional Performance Report outlined a detailed view of the performance results on Key Performance Areas and Key Performance Indicators that are part of the regional framework. It must be recalled, that the aim of the report is to show the added value of this regional activity and to present the aggregation of performance results, reconfirming that the aim of the activity is not the benchmarking of States' performance, but rather the support to States to implement the performance-based approach principles and the identification of areas, in the region, where improvements are most needed.

5.6.4 The Meeting noted that due the evolution of the COVID-19 crisis, it was unfortunately not possible to organise another PERF TF meeting before the EASPG or EASPG PCG meeting, so that the 2020 report could be reviewed in detail. The PERF TF chairman presented the key highlights from the 2020 Regional Performance Report and the Meeting agreed to the following:

EASPG Conclusion 2/12 – Implementation of the ICAO EUR Region Performance Framework

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

a) note the performance results of the performance reporting cycle 2020 as reported in **Appendix W**; and

b) actively participate and provide performance results according to the new ICAO EUR Doc 030 provisions, in preparation for the regional report in 2021.

5.7 UPDATE TO ICAO DOCUMENTS

Delegation of Responsibility for Separation

5.7.1 The Meeting was informed about the discussions on the application of the provisions in PANS-ATM (Doc 4444), 6.1, related to the reduction of the separation in the vicinity of the aerodrome, in particular in relation with the requirements for the application of wake turbulence separation expressed in PANS-ATM, 5.8.1.

5.7.2 It was noted that, provided that the flight crew of an aircraft is issued wake cautionary, the acceptance of the flight crew to maintain own separation from another aircraft would also include the responsibility to maintain such a distance or vertical profile from the other aircraft so to alleviate the risk of

wake turbulence encounters. In such cases, ATC will not be required to apply wake turbulence separation. Those cases should be reflected accordingly in PANS-ATM.

5.7.3 Therefore, the proposal was made to complement the list of scenarios in which the ATC was not required to provide wake turbulence separation (PANS-ATM, 5.8.1) and add a requirement for ATC that when reducing the separation minima in the vicinity of aerodrome (PANS-ATM, 6.1), it also needed to consider the risk for one of the aircraft involved to encounter wake turbulence generated by the other.

5.7.4 With regard to this proposal, the Secretariat informed that there were two expert groups within ICAO, the Air Traffic Management Operations Panel ATMOPSP and the Wake Turbulence Specific Working Group, that had these very subjects on their work programmes. In particular, the ATMOPSP had a task on its work programme approved by the ICAO Air Navigation Commission (ANC) to update Doc 9426. Also, the Wake Turbulence Specific Working Group (WTSWG was the originator of a comprehensive amendment to wake turbulence provisions in the PANS-ATM that only became applicable in November 2020. In this regard, it was noted that the Secretariat was not aware that the matters being dealt with so recently in ICAO may therefore not have been completed satisfactorily, nor has there been an indication by the WTSWG membership that this was the case.

5.7.5 The Secretariat suggested that it may be more suitable that no action be taken on this matter by the EASPG and that the matters should be taken up directly within the expert groups concerned.

5.7.6 In this regard, the Meeting noted that the EASPG ToR as approved by the Council assigned a task to provide feedback and improvement proposals on implementation of ICAO provisions. Therefore, the following was agreed:

EASPG Conclusion 2/13 – Delegation Responsibility for Separation

That ICAO be invited to initiate the process for assessment of the ICAO provisions pertaining to delegation of responsibility for separation as provided at **Appendix X**.

6. ENVIRONMENT

6.1 ICAO ENVIRONMENT ACTIVITIES

6.1.1 The Meeting was provided with the latest updates on the ICAO environmental capacity building activities in the EUR/NAT Regions related to States' Action Plan Initiatives and CORSIA to further support ICAO Member States.

6.1.2 It was noted that ICAO EUR/NAT continued to work directly with States in order to support the CORSIA implementation as there were several milestones to complete in 2020. To better support its Member States with the CORSIA implementation, ICAO has developed a capacity building programme called ACT-CORSIA (Assistance, Capacity-building and Training for the CORSIA) that was endorsed by the Council in June 2018. At this occasion, the ICAO Council, emphasized the importance of a coordinated approach under ICAO ACT-CORSIA programme to harmonize and bring together all relevant actions and promote coherence to capacity building efforts. The Council also requested that any bilateral or multilateral partnerships among States should be coordinated with ICAO, so that the global progress of such coordinated efforts would be monitored.

6.1.3 The EUR/NAT Office organized and supported several ACT CORSIA seminars and follow-up coordination calls to train States with Germany and France as Donor States focusing on the implementation of reporting and verification requirements.

6.1.4 In addition, a joint with ACAO virtual technical assistance seminar on States Action Plan and CORSIA was held in October 2020 aimed at reinforcing capacity building activities on environment in the Maghreb States.

6.1.5 Also, two crucial environment events such as the ICAO Stocktaking event and Green Recovery seminar were held in 2020. The Meeting noted the EASA's offer to coordinate with the ICAO RO on the capacity building activities.

6.1.6 In conclusion, in order to further facilitate the implementation of ICAO environmental programme, the following was agreed:

EASPG Conclusion 2/14 – 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 as well as the EUR/NAT Office 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 before June 2021;

c) invite EUR States that did not submit yet their CO2 emissions reports for the year 2019 to ICAO using the Central CORSIA Registry (CCR);

d) invite EUR States to identify their needs for environment related capacity building activities and contact the EUR/NAT Office with requests for assistance related to CORSIA or States Action Plan; and

e) urge the Regional Organizations to work in coordination with ICAO EUR/NAT Office to facilitate capacity building activities and avoid duplication.

7. WORK PROGRAMME

7.1 EUROPEAN AVIATION SYSTEM PLANNING GROUP HANDBOOK

7.1.1 The Meeting was presented with information on the developments related to the ICAO EUR Doc 001 and in particular the approval by the ICAO Council of the EASPG ToR, the comments received after circulation of the Draft EASPG Handbook and the next steps.

7.1.2 The Meeting recalled that the EASPG/1 meeting agreed that coordination would be taking place in preparation to EASPG PCG/1 in 2020 to prepare a comprehensive revision of the level 3 working structure. It was noted that this action was not possible to carry out due to the COVID-19 situation. It was therefore agreed to postpone this activity to 2021, also recognising that this would allow more time to assess the effectiveness of the recently implemented EUR working structure optimisation measures.

7.1.3 With regard to the draft EASPG Handbook, the Meeting was informed that the current version included all editorial comments that were received in the consultation process. Other, more significant comments, we agreed to be taken up as part of the future level 3 discussions and potential future amendments of the EASPG Handbook.

7.1.4 Therefore, the following was agreed:

EASPG Decision 2/18 – Publication EASPG Handbook (EUR Doc 001)

That the ICAO Regional Director, Europe and North Atlantic, on behalf of the EASPG, take appropriate actions to publish the EASPG Handbook (EUR Doc 001, Edition 2) as provided at **Appendix Y**

8. ANY OTHER BUSINESS

8.1 ELECTION OF A VICE-CHAIR

8.1.1 The Meeting recalled that the invitation letter circulated on 28 October 2020 informed that one of the EASPG Vice-Chairmen, Mr Yurchik (Russian Federation) has stepped down from his position due to changes in his responsibilities. Consequently, the Russian Federation submitted the application of Mr Alexander Neradko, First Deputy Minister of Ministry of Transport and Head of Federal Air Transport Agency for the election as a EASPG Vice-Chairperson. The letter announced that the elections of a new Vice-Chairperson would take place at the upcoming EASPG/2 in line with the established procedures per EASPG ToR.

8.1.2 The Meeting was informed that there were no other proposals received in response to the invitation letter. Therefore, the Russian Federation was invited to introduce their candidate and the Meeting proceeded to the elections. In the course of the proceedings, Ukraine raised a question on whether the process that was followed was in compliance with the EASPG Handbook as the 2-month prior the meeting notice provision was not observed. The Secretariat responded that indeed it wasn't possible to fully observe the 2-month requirement as circulation of the invitation letter required some pre-coordination that wasn't possible to complete in due time. Nevertheless, States were given sufficient time since the circulation of the invitation letter on 28 October to respond, therefore it could be considered that the intent of the EASPG Handbook procedures was fulfilled.

8.1.3 The Meeting therefore, having noted the objection of Ukraine, agreed with the proposed nomination by the Russian Federation and elected Mr. Neradko as EASPG Vice-Chair. The Meeting congratulated Mr. Neradko with the election and wished him all the best in his future work in this new capacity.

8.2 NEXT MEETING

8.2.1 The Meeting agreed that the next meeting of the EASPG/3 would be from 30 Nov to 3 December 2021 in the EUR/NAT Office in Paris, France. The next EASPG PCG meeting would take place end of May- beginning of June (date and venue TBC).

8.2.2 The Meeting was informed about the sad news that a well-known and respected member of the civil aviation community Professor Galyna Suslova from Ukraine passed away a few days before the EASPG. The Meeting recalled that Professor Suslova was an extremely dear friend and colleague, who tirelessly supported the work of ICAO and also led for many years the ICAO aviation security training center in Kyiv. Her contributions were instrumental and much appreciated by the global civil aviation community and ICAO. The Meeting expressed their condolences to the colleagues and closed ones of Professor Suslova and observed a moment of silence in her memory.

Appendix A – List of Participants

(paragraph 1.2 refers)

ALBANIA
Redi ALIKAJ
Eda GAZHELI LUTO
Elton KACAGJELI

ARMENIA
Artur GASPARYAN
Karen GYURJYAN

AUSTRIA
DI Tino SCHILL

BELARUS
Aliaksandr AKULENKA
Aliaksandr APET
Olga BERLIN
Leanid CHURO
Tatiana PANACHEVNAYA
Vasili SENKO

BELGIUM
Theodomir NSENGIMANA

BOSNIA AND HERZEGOVINA
Vladimir CEKLIC
Radomir GAVRIC

CROATIA
Dino SLAVICA

CYPRUS
Nicolas MYTIDES
Loizos VALIANTIS

CZECH REPUBLIC
Vladimir NEKVASIL

DENMARK
Patrick Alexander LIEBGOTT
Niels Bondegaard THOMSEN

FINLAND
Heli KOIVU
Kari SIEKKINEN

FRANCE
Matthieu BARREAULT
Jean BORJA
Nathalie DOMBLIDES
Samy HANNICHE
Luc LAPENE
Eric LIEUTAUD
Jean François ROBERT
Louis TEODORO
Christophe VENNEMANI

GEORGIA
Levan KARANADZE
Lado KULJANISHVILI

GERMANY
Martina Dr. SAHLIGER
Torsten JACOB
Raimund KAMP

GREECE
Epameinondas AMORATIS
Constantina ANDRIKOPOULOU
Georgia GLIATI
Anna RAPTI
Georgios SOURVANOS

HUNGARY
Erika VARGA

IRELAND
Paul KENNEDY
James O'SULLIVAN

ISRAEL
Moti SHMUELI
Ofer VAKNIN

ITALY
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European and North Atlantic Office

Appendix B - Meeting Documentation

(paragraph 1.2 refers)

WP		Title	Presented by
WP01	-	Provisional Agenda	Secretariat
WP02 + Att	4	METG30 Outcomes	Secretariat
WP03	4	PfA Doc 4444, Delegation of the Responsibility for Separation	EUROCONTROL
WP04 + Att	4	ASBU	Secretariat
WP05	4	AWOG	Secretariat
WP06	4	GANP Transition	Secretariat
WP07 + Att	4	PERF TF	Secretariat
WP08 + Att	3	Outcomes of the IE-REST Work Programme	Secretariat
WP09	3	Report on flight safety monitoring in the Eurasia RVSM airspace in the Eastern part of the ICAO EUR region	EURASIA RMA
WP10 + Att	4	EANP Vol III	Secretariat
WP11 + Att	4	FMG/26 Outcomes	Secretariat
WP12	4	LPRI	Georgia
WP13	5	Environment	Secretariat
WP14 + Att	4	AST TF Outcomes	Secretariat
WP15	3	IE-REST Restructuring	Secretariat
WP16	3	2020 EUR RMA RVSM Safety Monitoring Report	EUR RMA
WP17	3	Review of the Flight Plan Rejection Trial for Non-Approved Aircraft requesting a clearance into German RVSM Airspace	EUR RMA
WP18	6	EASPG Handbook	Secretariat
WP19	3	Update on the RMA Bulletin within the RVSM Region	EUR RMA/ECTL
WP20 + Att	4	Outcome of EUROCONTROL AIM/SWIM Team 18 Activities relevant to EASPG	EUROCONTROL
WP21	6	COVID-19 Supply Chain	IATA/Secretariat

WP22 **Rev1**	3	EURASIA Update on the RMA Bulletin	EURASIA RMA/Secretariat
WP23	4	EUR Guidance on SNOWTAM – EUR Doc 041	Secretariat
IP		**Title**	**Presented by**
IP01	1	Meeting Schedule	Secretariat
IP02	1	List of documents	Secretariat
IP03	1	ICAO Update	Secretariat
IP04	4	GRF	Secretariat
IP05	4	SWIM PT	Secretariat
IP06	4	Volcanic Ash Exercises	Secretariat
IP07	4	ANSISG/7 Outcomes	Secretariat
IP08	6	7th Meeting of the EASPG Black Sea Task Force Outcomes	Secretariat
IP09	1.2	Update on Criminalisation of ATC personnel after incidents and accidents	IFATCA
IP10	3	EASA as a competent Authority	EUR RMA/ECTL
IP11	3	PBCS Non-Compliance Reports	EUR RMA/ECTL
IP12	1.1	Outcome of the Council's review of the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020	ICAO HQ
IP13	4	Roll-Out of ICAO Space Weather Service Info Service	France
IP14	4	SAR TF	Secretariat/Fic
IP15	1.2	EASA Update	EASA
IP16	4	Status of Implementation of the EUR Transition Plan from RNAV to RNP Instrument Approach Charts Identification	Secretariat/ECTL
IP17	3	Update on the B737 Max	United States
PR		**Title**	**Presented b y**
01	1	EASPG/01 Conclusions and Decisions FollowUp	Secretariat
02	3	In support of WP09 - Report on flight safety monitoring in the Eurasia RVSM airspace in the Eastern part of the ICAO EUR region	EURASIA RMA
03	3	In support of WP16 - 2020 EUR RMA RVSM Safety Monitoring Report	EUR RMA
04	3	In support of WP17 and WP19	EUR RMA
05	3	In support of WP22 - EURASIA Update on the RMA Bulletin	EURASIA RMA

06	4	In Support of WP03 – PfA Doc 4444, Delegation of the Responsibility for Separation	EUROCONTROL
FL		**Title**	**Presented by**
FL01		In Support of WP18	Ukraine
FL02		In Support of WP05	AWOG Chairman & Secretariat
FL03		In Support of IP08	Ukraine
FL04		In Support of IP08	Russian Federation
FL05		In support of WP15	ICAO Secretariat

Appendix C – Follow-Up EASPG/1 Conclusions and Decisions

(paragraph 3.1.1 refers)



EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	Complete	Provide the template for all groups and meetings for possible inputs -NAE	ALL ROs
C 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.	Complete	SL 20-0055 refers. Invitation CAO-ECTRL_SAF culture Workshop October 2020 in Italy.	DJA/SUL

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	Complete	The project team as concluded its work. Draft EUR RASP 2020-2022 was sent to EASPG and PCG members for consultations via correspondence. EUR RASP 2020-2022 was published on 7 July 2020 (EUR/NAT letter 20-0311 refers)	MEA/SUL
C 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.	complete	Will be reported to EASA during MAB on 5 Feb- NAE	DJA

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	In process	Due to situation with COVID-19 EUR Regional Helicopter Operations Safety Forum originally planned end of August 2020 was further delayed to December 2020.	MEA
C 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.	Complete	Will be reported to ANC and Council through the EASPG/1 report on 4 March 2020 - NAE	NIA

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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 RMAs 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).	Ongoing - Actioned	Actioned-coordination is in progress Coordinate with OAS on possible MIRs Update of the AN Deficiencies' list (coordination with RMAs is ongoing) IOM to other Offices (ongoing – after EASPG/2 endorsement of the list) Notification to state by RMAs (after inclusion of state in deficiency list by EASPG/2) Notification to state by RMAs Coordination with EUROCONTROL-ongoing	MEA/NIA
C 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	complete	SL 20-0082 refers. FlwUp EASPG C 1/8-9-10_RVSM rqt for P180_state AC_PBCS data	MEA/NIA
C 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.	complete	SL 20-0082 refers. FlwUp EASPG C 1/8-9-10_RVSM rqt for P180_state AC_PBCS data	MEA/NIA

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 1/10 – States' Actions on PBCS Authorizations	That the ICAO Regional Director, Europe and North Atlantic, urge States: a) Provide PCBS (RCP 240 and RSP 180) authorizations 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).	complete	SL 20-0082 refers. FlwUp EASPG C 1/8-9-10_RVSM rqt for P180_state AC_PBCS data	MEA/NIA
C 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.	complete	SL 20-0085 refers. FlwUp EASPG C1/11 - RMA strategy 2020-2030_to RF SL 20-0086 refers. FlwUp EASPG C1/11 - RMA strategy 2020-2030_to ECTRL	MEA/NIA
C 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.	complete	a) Document was published. Email was sent to States on 26 Feb 2020. b) Will be included in ANSIG/3 convening letter	HAS/HOI
C 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.	complete	IOM 20-0077 sent to ICAO HQ on 3 February 2020.	HOI

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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: f) For new 5LNC requests, the ICARD Data Manager (DM) checks for homophonous 5LNCs from 300 NM up to 1000 NM; g) 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; h) 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. i) The ICARD DM accepts the 5LNC based on the confirmation from the ICARD Users concerned; j) 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.	complete	RDGE, RNDSG and ICARD focal points, ICARD Administrator in HQ were informed on 2 January 2020 with the new procedure for homophonous 5LNC. ICARD User Guidelines was updated and published on EUR/NAT website.	HOI
C 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.	complete	SL 20-0083 o States and ECTL refers - FlwUp EASPG C 1/15	NIA

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	Ongoing	PfA Circulated to States for review on 21st August (EURNAT 20-0348 refers). Objections/Comments received from 2 States.	FIC/HOI
C 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	Ongoing	Final PfA sent to ICAO HQ on 18 February 2020. Waiting for Council Approval.	HOI
C 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.	complete	a) EUR/NAT letter 20-0093 of 7 Feb 2020 was sent to ECTL b) Other ICAO Regions informed by e-mail on 13 March 2020	HOI
C 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.	complete	EUR/NAT letter 20-0093 of 7 Feb 2020 was sent to ECTL to proceed with the action.	HOI

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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	complete	a) EUR EANP Vol II was updated and approved (SL ICAO EUR/NAT 20-0204 of 8 April 2020 refers. PfA to EUR was drafted and will be submitted to FMG/26 for review. b) EUR/NAT letter 20-0093 of 7 Feb 2020 was sent to ECTL.	HOI
C 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.	complete	l EUR/NAT letter 20-0093 of 7 Feb 2020 was sent to ECTL	HOI
C 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	Ongoing	EUR/NAT letter 20-0093 of 7 Feb 2020 was sent to ECTL. Kazakhstan agreed to host the workshop, but due to the COVID-19 Outbreak it was decided to move the workshop into 2021.	HOI

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	Update will be provided to METG30 and then EASPG/2	State Letter of 19-0542 of 17 December 2019 refers	KEC/SAN
C 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.	complete	State Letter 19-0543 of 17 December 2019 refers	KEC/SAN
C 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.*	complete	Presentation to the ANC ; *Assigned to METP; expect to be included in Amendment 81 to Annex 3 (2023).*	KEC/SAN

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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: c) update their national policies and procedures to comply to the EUR/NAT Volcanic Ash Contingency Plan; d) ensure participation, including of aircraft and aerodrome operators, in VOLCEX/20; and e) provide their respective reports on VOLCEX/20 in accordance to the convening VOLCEX/20 debriefing letter.	Ongoing	State Letter EUR/NAT20-0128 sent on 28 February 2020. VOLCEX20 postponed to 2021 – resend SL in 2021	KEC/SAN
C 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.	Ongoing	SL 19-0545 of 17 December 2019 refers. FlwUp EASPG Conclusion 1-27 GRF. Adapt workshop needs in light of COVID-19 – considering Webinar	KEC/SAN
C 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.	Ongoing	SL 20-0308 (launch of this year exercise) was send out 3 Jul 2020, reports are still coming in. COG PERF TF scheduled for Nov 2020, report (ppt) to EASPG prepared. ICAO EUR Doc 030 was updated and translated by Russian Federation. Will be presented to EASPG for endorsement.	HAS

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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).	Complete	State Letter 19-0546 of 17 December 2019 refers	FIC/SAN
C 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.	Ongoing	Final PfA sent to ICAO HQ on 20 October 2020. Waiting for council approval	HAS/HOI
C 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.	Ongoing	IOM 20-0101 sent to HQ on 14 February 2020 for review. Waiting for feedback in order to circulate PfA to States for comments.	HAS/HOI
C 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.	Complete	PfA approved by ICAO Council on 28 October 2020. EUR/NAT letter 20-0480 refers.	HAS/HOI
C 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.	Ongoing	Will be taken from the presentation to ANC.	HAS/HOI
C 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.	Ongoing	IOM 20-0112 was sent to ICAO HQ on 20 February 2020 for review. Waiting for feedback in order to circulate PfA to States for comments.	HAS/HOI

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	Complete	Meeting to be held on 14-15 January 2021 by WebEx. EUR/NAT letter 20-478 of 2nd Nov. 2020 refers.	FEB
C 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.	Complete	a) Handbook Presented to EASPG2 for Endorsement b) EASPG ToR approved by Council on 20 August 2020.	NAE/HOI

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
C 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.	Complete	Global Symposium on the Implementation of Innovation in Aviation taking place from 8 to 11 December 2020, Online.	NAE
D 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.	Complete	EUR/NAT letter 19-0548 dated 19 December 2019 refers. Document published on EUR/NAT website	CUP
D 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.	Complete	EUR Doc 011, Edition 2019 was published on the ICAO EUR/NAT website.	HOI
D 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.	Complete	Draft EASPG Handbook is presented to EASPG2 for endorsement	NAE/HOI

EASPG/1 Concl/Dec #	Content	STATUS	Action taken	TO/TA
D 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	Complete	SAR TF established and WebEx meetings are ongoing	FIC/NIA/ SAN

--END--

Appendix D – Proposal for Amendment of IE REST/RSG/02

(paragraph 4.1.4 refers)

Safety Enhancement (IE-REST/RSG/02)	
Safety Enhancement Action:	In order to reduce the occurrence of runway excursions, runway incursions and other runway-safety related occurrences, the IE-RSG, with the support of regulators, air operators, aerodrome operators and air navigation service providers (ANSPs), should develop guidance material, training programs and action plans for Runway Safety Teams (RSTs) within the IE-REST geographical area. The IE-REST should form a Runway Safety Go-Team (small group of experts) in the region that could assist airports in the IE-REST geographical region with start-up of local runway safety teams ~~(along with team already established at Sheremetyevo Moscow and Pulkovo, St.Petersburg airports).~~ IE-REST should also create a permanent platform for aerodrome operators to discuss SMS practices, identify current and future flight safety problems and develop recommendations for their solution.
Statement of Work:	The IE-RSG will collect, translate as needed and disseminate available specific guidance and training material from various organizations, including ICAO Eurocontrol, FAA, etc. as well as from other RASGs related to requirements for the operator's aerodrome SMS, including the development and operation of Runway Safety Teams (RSTs) in order to assist with the development of such teams at airports within the IE-REST geographical area. The IE-REST will promote formation of a Runway Safety Go-Team (small group of experts) in the region that could assist airports, including ATC and ground operations, in the IE-REST geographical region with start-up of local runway safety teams.
Champion Organization	Russian CAA (FATA)
Implementers: (Select all that apply)	☒ Air Operators ☒ International Industry Associations ☒ Aerodrome Operators ☐ Research Organizations ☐ Training Organizations ☒ Air Navigation Service Provider ☒ Aircraft Maintenance Organizations ☐ Design/Production Organizations ☒ Regulatory/Safety Oversight Authority ☐ Aircraft Accident/Incident Investigation Authority ☐ Other (specify)

Human Resources	RST go-team
Financial Resources:	No resources.
Relation to Current Aviation Community Initiatives:	• ICAO Global Aviation Safety Plan Edition 2020 – 2022 • ICAO Global Runway Safety Action Plan First Edition • ICAO Regional Runway Safety Seminars • Publication of the ICAO "Runway Safety Team Handbook" 2nd Edition (2015) • Eurocontrol SISG • ECAST Runway Excursion Working Group
Performance Goal:	• An improvement in overall runway safety at airports within the IE-REST geographical area
Performance Indicators:	• Number of local runway safety teams established in IE-REST geographical area • Local safety initiatives initiated and closed as reported by regional runway safety teams • Number of Regional Runway Safety Go-Team support visits completed in IE-REST geographical area • Number of groups in the IE-REST region registered on the ICAO website
Key Milestones:	• Publication in English and Russian of specific guidance material related to the development and operation of RSTs • Establishment of an IE-REST Runway Safety Go-Team to support RST establishment in the IE-REST geographical region. • Identification of champions at each target airport to support team start-up • Implementation of the practice of the forum on SMS implementation and the results of the work of the RSTs
Potential Blockers:	• Lack of regulatory basis for providers • Lack of knowledge/best practice • Lack of involvement by Air Traffic Control, airports or air operators • **** Lack of financial support for RST Go-Team visits • Lack of funding for identified safety deficiency corrections at airports
Detailed Implementation Plan Notes:	~~Utilize expertise and experience from the St Petersburg and Chisinau airports RSTs~~ Use the experience of IE-FDA and the aviation authorities of Moldova to create a forum for the implementation of FDA.
CICTT Code:	RE, ARC, USOS, RI, BIRD, ARDM, ATM, GCOL
Output 1:	
Description:	Develop list of guidance material, training programs and action plans for Runway Safety Teams (RSTs) within the IE-

	REST geographical area.
Target Initiation Date:	March 2014
Time Line (milestones):	1 year
Target Completion Date:	December 2017
Resources:	1/2 FTE to review and collate specific guidance material, 1 FTE to translate and validate translation Recourses required to create recommended implementations and to cooperate with Regulators and Air operators.
Resource Notes:	The IE-RSG will be seeking assistance and support from Eurocontrol for material development and from donor organizations for the translation
Actions:	Review and consolidate existing industry material on the development and function of runway safety teams
Progress report:	The translation into Russian of the ICAO LRST Handbook on Runway Safety has been completed and uploaded on the ICAO EUR/NAT website.
Status:	Done. The reference guide is translated into Russian and is available at the link:https://www.favt.ru/dejatelnost-lms-bezopasnost-operaciy-vpp/ Work continues on the second edition of the runway safety team guide.
Changes required:	
Output 2:	
Description:	IE-RSG will establish selection criteria based on relevant experience for membership and will thereafter charter a Runway Safety Go-Team(small group of experts) in the region that could assist airports in the IE-REST geographical region with support for local runway safety teams. The Runway Safety Go-Team will develop applicable working techniques and will facilitate implementation of established plan for visits in the region to assist airports with both guidance material as well as support for local runway safety teams.
Target Initiation Date:	March 2014
Time Line (milestones):	90 days
Target Completion Date:	March 2015
Resources:	
Resource Notes:	Nil

Actions:	• Organize the implementation.
Progress report:	The Runway Safety go-team methodology, of global applicability, has been documented by ICAO and has been made available to the IE-RSG. The ICAO Secretariat will take additional to explain to the relevant stakeholders the nature and objective of runway safety go-teams. A comprehensive list of potential runway safety go-team members in the IE-REST Region has not been reached yet.
Status:	In progress
Changes required:	
Output 3:	
Description:	IE-RSG, with input from the IE-REST will identify an initial list of candidate airports for 2014 in the IE-REST geographical region,
Target Initiation Date:	March 2014
Time Line (milestones):	Ongoing
Target Completion Date:	April 2015
Resources:	Promotion of the Runway Safety Go-Team in regional airport publications Travel and support for the Runway Safety Go-Team to participate in regional runway safety events
Resource Notes:	Nil.
Actions:	• Participation in regional runway safety events or other venues to publicize the availability of runway safety materials and assistance.
Progress report:	1- Candidate airports identified for the first runway safety go-teams in the IE-REST area: Tirana Airport, Albania (confirmed) and Tbilisi Airport, Georgia (TBC). 2- Possibilities to use the TRACECA mechanisms will be explored to help familiarize relevant experts from the IE-REST area with the nature and operation of LRSTs, for example through familiarization visits at European airports where mature LRSTs are functioning.
Status:	In progress
Changes required:	
Output 4:	
Description:	IE-RSG in cooperation with IE-REST, FATA and airport operators in the region will study the problems of creating a

	safety management system (SMS) and the organization of the work of the RST.
Target Initiation Date:	November 2018
Time Line (milestones):	Ongoing
Target Completion Date:	March 2021
Resources:	Nil.
Resource Notes:	Nil.
Actions:	• Summarizing the problems of the creation of the safety management system (SMS) identified by IE-RSG and the organization of the operation of the RST • Preparation of recommendations (comments) on the application of the RST Handbook, taking into account the experience of other aerodrome operators, who successfully created SMS and organized the work of RST.
Progress report:	A document entitled "Issues identified by the IE-RSG group in organizing the work of runway safety teams in the region, Version 1.0, February 2019.
Status:	
Changes required:	
Output 5:	
Description:	FATA in cooperation with IE-RSG will determine the goals, objectives and format of the forum for airfield operators on safety issues on the runway.
Target Initiation Date:	April 2019
Time Line (milestones):	Ongoing
Target Completion Date:	July 2021
Resources:	Nil.
Resource Notes:	Nil.
Actions:	• Conduct a conference / workshop to identify current and future hazards that could affect flight safety in airfield support operations • Form a group of representatives of aerodrome operators who are ready to exchange experience of SMS implementation on a regular basis taking into account current and future hazards.
Progress report:	Performed. A standard program of workshops (forums) has been prepared (see Appendix A to working paper IE-REST

	/ 14-WP / 05).
Status:	
Changes required:	
Output 6:	
Description:	IE-RSG will continue to search for the Champion organization for an RST forum on the IE-REST region in English and to create a database based on the results of the forum.
Target Initiation Date:	April 2019
Time Line (milestones):	Ongoing
Target Completion Date:	Upon needed.
Resources:	Nil.
Resource Notes:	Nil.
Actions:	-
Progress report:	In the process of implementation. In 2019, the Federal Aviation Administration with the support of IE-RSG organized safety forums with Russian aerodrome operators.
Status:	-
Changes required:	Not required

Appendix E – EASPG Safety Advisory 07

(paragraph 4.1.7 refers)

(provided in a separate folder)

Appendix F – Approved Modifications to the IE-REST Terms of Reference (ToR)

(paragraph 4.2.3 refers)

~~IE-REST~~ RESG

Purpose

The ICAO EUR Regional Expert Safety ~~Team~~ Group (~~IE-REST~~ RESG) is established, as a ~~REST~~ working group within the ~~RASG-EUR~~ EASPG structure, to support the development and implementation of the European Regional Aviation Safety Plan (EUR RASP), and ~~to~~ includinge safety enhancement initiatives and activities ~~in the part of the ICAO EUR Region which is not covered by the EU/EASA regulatory framework,~~ in line with the objectives of the European ~~Region~~ Aviation System Planning Group (EASPG) ~~Regional Aviation Safety Group (RASG-EUR).~~

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

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

Membership

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

Other representatives or entities directly involved in aviation safety may be invited to join the ~~IE-REST~~ RESG as members or observers as decided by the ~~RASG-EUR~~ EASPG Secretariat~~. In particular, RASG-EUR members (States or regional organizations) located outside the IE-REST geographical area but wishing to contribute to the IE-REST work may become IE-REST members.~~

~~Other stakeholders may be invited to participate in IE-REST RESG meetings or activities as appropriate to the subjects under consideration.~~

Working methods

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

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

Each ~~ad hoc group~~ project team will have a rapporteur, who will produce summary of discussions for reporting to the ~~IE REST~~ RESG Secretary. ~~Ad hoc group~~ Project team meetings will normally not be supported by the ICAO Secretariat.

The ~~IE REST~~ RESG , as much as possible in partnership with ~~the various safety teams in function within the IE REST geographical area~~ EUR Region~~other~~ regional safety initiatives:

- supports the objectives of the ~~RASG EUR~~ EASPG;
- reviews the available relevant safety data and analyses the identified safety risk areas;
- promotes and supports the collection and protection of safety data, including data on incidents and hazards;
- promotes safety culture and reporting culture;
- reviews relevant safety enhancement initiatives and activities which have already been included in the GASP, EPAS or developed by existing safety ~~groups~~ initiatives such as ~~ECAST,~~ CAST, and RASGs other than ~~RASG EUR~~ EASPG with a view to applying ~~leading~~ best practices;
- using a data-driven and risk based approach, develops and supports the implementation of safety enhancement initiatives which have the potential to effectively and economically reduce aviation risks in the Region as part of the EUR RASP;
- ~~advises the RASG EUR of any important safety enhancement initiatives which have not been launched within the RASG EUR;~~
- identifies areas of safety concern that would require emphasis within the Region, and recommends to the ~~RASG EUR~~ EASPG ~~activities~~ to address those concerns ~~to be included~~by including them in the EUR RASP;
- ~~supports the implementation of data driven action plans developed using risk analysis by performance based safety systems;~~
- works closely with regional organizations, air operators, service providers, manufacturers and industry organizations, and other appropriate organizations to ensure that activities are performed through a coordinated effort; ~~and~~
- updates the RASP, taking into account other regional plans (e.g. EPAS);
- monitors the implementation of the EUR RASP and propose necessary modifications to the EUR RASP to increase the desired safety effect; and

~~1. perform other activities as needed.~~

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

~~The IE REST RESG Co-chairs will maintain close contact with ICAO to benefit from its advice on the subject and to this effect they will provide regular feedback to the IE REST RESG Secretariat on the activities of IE REST RESG. In addition, they will liaise as required with other regional safety teams to benefit from their efforts.~~

~~IE REST Co-chairs shall:~~

- ~~Call meetings;~~
- ~~Chair the IE-REST meetings;~~
- ~~Keep focus on high priority items;~~
- ~~Ensure agendas meet objectives;~~
- ~~Promote consensus among the group members;~~
- ~~Coordinate IE-REST activities closely with the RASG-EUR Secretariat;~~
- ~~Promote IE-REST and lobby for contributors and support; and~~
- ~~Conduct follow-up activities as required.~~

~~IE-REST Members commit to:~~

- ~~Assist the IE-REST Co-chairs;~~
- ~~Provide technical expertise and collaborate in the development of material as requested by IE-REST;~~
- ~~Achieve consensus among the group members;~~
- ~~Maintain communication and linkage with the Secretariat regarding RASG-EUR activities; and~~
- ~~Complete tasks assigned to them.~~

The ~~IE-REST~~ RESG reports to the ~~RASG-EUR~~ EASPG through the ~~RASG-EUR Coordination Group (RCOG)~~ PCG.

Project teams ~~An ad-hoc group~~ established by the ~~IE-REST~~ RESG report directly to the ~~IE-REST~~ RESG.

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

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

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

~~The IE-REST will use the "Safety Enhancement Initiative Tool" adopted by the RCOG for developing and monitoring the implementation of safety enhancement initiatives launched within the RASG-EUR.~~

Appendix G – Revised Language Proficiency Requirement Task Force (LPRI TF) Terms of Reference (ToR)

(paragraph 4.4.2 refers)

Establishment **renamed in 2014** - EANPG Conclusion 56/36

TERMS OF REFERENCE

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

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

a) support States to ensure high quality of aviation language assessment and harmonization of LPRI . Facilitate the effective use of States' limited resources.

b) enhance communications through a dedicated ELP network, share implementation of best practices and identify harmonization issues concerning ELP procedures within the EUR/NAT regions.

c) define a two year work plan for issues related to the ELP, fostering a culture, enabling State authorities to share best practices in language test maintenance, on-going development and examiners training by sharing best practices and bringing together the relevant stake holders in industries and authorities;

d) bring together the relevant stakeholders by coordinating and organizing regional and interregional activities as required;

e) Develop regional material guiding and supporting the LPR implementation, raising awareness and facilitating harmonized oversight;

f) Develop tools to support States in their efforts to ensure a high quality of language proficiency, acknowledging its effect on safety and efficiency;

g) Facilitate the effective use of the limited resources of States, Industry and ICAO while striving for the harmonization in the EUR/NAT and other ICAO regions;

h) Provide capacity building assistance and guidance to States to ensure harmonization, develop national expertise, regulatory and oversight capacities;

i) Provide input to the work of appropriate ICAO bodies in the field of personnel licensing and language proficiency, according to the established procedures;

j) Receive and discuss proposals from States, International organizations and industry through EASPG for developing new or amending existing ICAO provisions as requested. Facilitate and monitor the developments in this field;

COMPOSITION OF THE COG LPRI TF

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

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

Appendix H – ASBU Implementation Monitoring Report – Reference Period 2019

(paragraph 5.1.4 refers)

Provided in a separate file

Appendix I – EUR Region GANP Transition Project Team Terms of Reference (ToR)

(paragraph 5.1.8 refers)

Project Title	**EUR REGION GANP TRANSITION Project Team (EURGANT- PT)**
Parent Group	PCG
Project Supervisory body	EASPG
Project Period	December 2020 to April 2021
Project Objective	To review the differences between 5th and 6th edition of the GANP and develop a proposal for ASBU Block 0 & Block 1 elements which need to be monitored in the future ASBU implementation monitoring reports
Project High Level Tasks	1. To evaluate the gaps/differences between the 5th and 6th edition of the GANP 2. To identify a new set of ASBU B0 and B1 threads/elements for the EUR Region which need to be monitored for the reference year 2020 and further on (based on the results of the initial analysis that was already carried out) 3. To submit the proposal in April 2021 to EASPG/PCG for written consultation and approval 4. To propose the inclusion of new objectives to the MPL3 Plan development process 5. To revise the ASBU questionnaire for the 9 States
Membership	ICAO EUR/NAT Office, EUROCONTROL, limited number of LSSIP focal points, limited number of ANSISG members, ANSISG chairman, IATA, IBAC, IFALPA, IFATCA. Note: Other subject matter experts may also participate, as deemed appropriate by the EASPG/PCG
Working arrangements	Weekly webex meetings and initial proposal developed for circulation amongst LSSIP focal points, MP level 3 experts and ANSISG members
Project Outcomes	Recommendations for a new set of ASBU B0 and B1 threads/elements which need to be monitored within the ICAO EUR Region in accordance with Assembly Resolution 40-1
Project Lead	Mr. Lado Kuljanishvili, Georgia
Project Secretariat Support	None

Appendix J – ICAO European Air Navigation Plan, Volume III, v2020 (EUR eANP, Doc 7754, Vol III)

(paragraph 5.1.10 refers)

(provided in a separate file)

Appendix K – Regional Working Group on Aerodrome Operations (RWGAO) Terms of Reference (ToR)

(paragraph 5.2.4 refers)

TERMS OF REFERENCE

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

a) Ensure the harmonization of European guidance material on aerodrome operations and infrastructure with other relevant ICAO provisions and with European regulations. This includes maintenance of the European guidance material and comments on global Manuals related to Aerodrome and All-Weather Operations;

b) Ensure the continuous and coherent development of the relevant sections of the European eANP and other relevant regional documents, including EUR Doc 012 – ILS & MLS continuity evaluation, EUR Doc 013 – European Guidance Material On All Weather Operations At Aerodromes, EUR Doc 015 – Building restricted areas, EUR Doc 016 – ILS & MLS integrity demonstration, and EUR DOC 040 - ILS CSA guidance material;

c) Address and coordinate potential challenges to aerodrome operations (e.g. Use of Laser around aerodromes, 5G effects on radio altimeters)

d) Monitor and coordinate implementation of the relevant ICAO SARPs and regional procedures, facilities and services by the EUR States and where necessary ensure harmonization, taking due account of financial and institutional issues;

e) Identify any deficiencies in aerodrome operations related matters in the EUR Region and ensure the development and implementation of relevant action plans by the States to resolve them;

f) Foster implementation by facilitating the exchange of know-how and transfer of knowledge and experience among States of the Region;

g) Provide input to the work of appropriate ICAO bodies in the field of Aerodrome Operations, according to the established procedures.

WORK PROGRAMME

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

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

b) The tasks/projects should cover the main implementation domains related to aerodrome operations, which are subject to regional planning and implementation;

c) The progress on the tasks/projects should be reviewed regularly by ROAWG and reported to PCG and EASPG to ensure that the target dates are met and the deliverables are of required quality.

d) To facilitate the execution of its work programme, ROAWG may set up working sub-groups, study groups and project teams, if and when required, charge them with specific tasks and define target dates for their completion. After completion of their task(s), the working groups/study groups/project teams will be dissolved.

e) The work programme is included as an Attachment to the EASPG report;

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

IN CONDUCTING ITS ACTIVITIES, ROAWG SHOULD FOLLOW THE FOLLOWING GUIDANCE GIVEN TO THE GROUP BY THE EASPG:

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

- Identify and refer to EASPG emerging operational and institutional issues related to the planning and implementation of the services and facilities related to aerodrome operations in order to ensure that such issues are addressed in a coherent manner with the respective ICAO plans, strategies and provisions.

COMPOSITION OF THE ROAWG

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

Appendix L – EUR Frequency Management Manual, EUR Doc 011, Edition 2020

(paragraph 5.3.1 refers)

Provided in a separate file

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Appendix M – 8.33 KHz Regional Implementation Plan, EUR Doc 042, First Edition

(paragraph 5.3.2 refers)

Provided in a separate file

Appendix N – EUR SIGMET and AIRMET Guide (EUR Doc 014), Third Edition, 2020

(paragraph 5.4.4 refers)

Provided in a separate file

Appendix O – EUR OPMET Data Management Handbook (EUR Doc 018), Ninth Edition, 2020

(paragraph 5.4.5 refers)

Provided in a separate file

Appendix P – Proposal for Amendment to EUR ANP Volume II to include ROC Moscow to the list of ROCs in the ICAO EUR Region

(paragraph 5.4.10 refers)

EUR ANP, VOLUME II

PART V – METEOROLOGY (MET)

…

Requirements for and use of communications

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in **Table MET II-2**, and SIGMET and AIRMET messages prepared for flight information regions or control areas indicated in **Table MET II-1**, should be disseminated to the responsible Regional OPMET Centres (ROC) designated for the EUR Region (namely London, Moscow, Toulouse and Vienna Regional OPMET Centres). The ROCs will take care of the further dissemin~~i~~ation to the centre designated for the operation of the aeronautical fixed service Secure Aviation Data Information Service (SADIS) in the EUR Region. The data will be forwarded to other international databanks and to the WIFS Provider State in accordance with regional OPMET data exchange schemes.

….

Appendix Q – Proposal for Amendment to EUR ANP Volume I related to the Requirements to distribute Tropical Cyclone Information (TCA and WC SIGMET) in the EUR Region

(paragraph 5.4.10 refers)

EUR ANP, VOLUME I

PART V – METEOROLOGY (MET)

…

2. GENERAL REGIONAL REQUIREMENTS

World area forecast system (WAFS) and meteorological offices

2.1 In the EUR Region, WAFC London has been designated as the centre for the operation of the aeronautical fixed service ~~satellite distribution system (SADIS 2G)~~ Internet-based services – Secure Aviation Data Information Service (SADIS)~~and the Internet-based Secure SADIS FTP service~~. The status of implementation of SADIS by States in the EUR Region is detailed in Volume III.

2.2 In the EUR Region, WAFS products in digital form should be disseminated by WAFC London using the SADIS ~~2G satellite broadcast and the Secure SADIS FTP service~~.

Volcanic Ash

2.3 Volcanic ash advisory centres (VAACs) Anchorage, London, Tokyo, Toulouse have been designated to prepare volcanic ash advisory information for the EUR Region to their corresponding MWOs, ACCs/FICs, NOFs. The volcanic ash advisory information should be disseminated in addition to the WAFCs, SADIS and WIFS the other VAACs whose areas of responsibility may be affected and international OPMET databanks, in accordance with the regional OPMET data exchange schemes~~, as indicated below~~. The status of implementation of volcanic ash advisory information is detailed in Volume III in their respective Regional Air Navigation Plans (APAC, EUR and NAM).

~~*- VAAC Anchorage*~~

~~*- VAAC London*~~

~~*- VAAC Tokyo*~~

~~*- VAAC Toulouse*~~

2.4 Selected State volcano observatories have been designated for notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere in the form of volcano observatory notice for aviation (VONA) for the EUR Region to their corresponding ACCs/FICs, MWOs and VAACs, as indicated at **Table MET I-1**. The status of implementation of volcano observatory notice for aviation (VONA) is detailed in Volume III.

Tropical Cyclone

2.5 ~~There is no requirement for tropical cyclone advisory centre in the EUR Region.~~ Tropical cyclone advisory centres (TCACs) Miami and Tokyo have been designated to prepare tropical cyclone advisory information for the EUR Region to their corresponding MWOs. The tropical cyclone advisory information should be disseminated in addition to the WAFCs, SADIS and WIFS, TCACs whose areas of responsibility may be affected and international OPMET databanks, in accordance with regional OPMET data exchange schemes. The status of implementation of tropical cyclone advisory information is detailed in Volume III in their respective Regional Air Navigation Plans (APAC and NAM).

…

Appendix R – Proposal for Amendment to EUR ANP Volume II related to the Requirements to distribute Tropical Cyclone Information (TCA and WC SIGMET) in the EUR Region

(paragraph 5.4.10 refers)

TABLE MET II-1 - METEOROLOGICAL WATCH OFFICES

EXPLANATION OF THE TABLE

Column

1 Name of the State where meteorological service is required

2 Name of the flight information region (FIR) or control area (CTA) where meteorological service is required

Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.

3 ICAO location indicator of the FIR or CTA

4 Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA

Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.

5 ICAO location indicator of the responsible MWO

6 Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:

Y – Yes, required
N – No, not required

7 Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:

Y – Yes, required
N – No, not required

8 Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:

Y – Yes, required
N – No, not required

9 Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where

Y – Yes, required
N – No, not required

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
Albania	TIRANA FIR/FIC/ACC/SAR/NOF/AFTNAA COM CENTRE	LAAA	TIRANA	LATI	Y	Y	N	N
Algeria	ALGER (ACC)	DAAA	ALGER/CRT	DAMM	Y	Y	N	N
Armenia	YEREVAN	UDYZ	YEREVAN	UDYZ	Y	Y	N	N
Austria	FIR WIEN	LOVV	WIEN-SCHWECHAT	LOWW	Y	Y	N	Y
Azerbaijan	BAKU FIR	UBBA	HEYDAR ALIYEV INTERNATIONAL AIRPORT	UBBB	Y	Y	N	N
Belarus	MINSK FIR	UMMV	MINSK-2	UMMS	Y	Y	N	N
Belgium	BRUSSELS (ACC-FIC)	EBBU	BRUSSELS/BRUSSELS-NATIONAL	EBBR	Y	Y	N	Y
	MAASTRICHT UAC	EDYY			Y	Y	N	N
Bosnia and Herzegovina	SARAJEVO FIR	LQSB	BANJA LUKA	LQBK	Y	Y	N	Y
Bulgaria	SOFIA FIR	LBSR	SOFIA	LBSF	Y	Y	N	Y
Croatia	ZAGREB ACC/FIR	LDZO	ZAGREB/PLESO	LDZA	Y	Y	N	Y
Cyprus	NICOSIA (ACC/FIC)	LCCC	LARNAKA/INTL	LCLK	Y	Y	N	N
Czech Republic	FIR PRAHA	LKAA	PRAHA/RUZYNE	LKPR	Y	Y	N	Y
Denmark	KOBENHAVN FIR (ACC)	EKD	DANISH	EKM	Y	Y	N	N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
		K	METEOROLOGICAL INSTITUTE	I				
	AARHUS (JRCC)	EKMC	KARUP MIL MET CENTRE	EKMK	N	N	N	N
Estonia	TALLINN ACC,RCC,FIR	EETT	ESTONIAN ENVIRONMENT AGENCY	EEMH	Y	Y	N	N
Finland	HELSINKI FIR/UIR	EFIN	FINNISH METEOROLOGICAL INSTITUTE	EFKL	Y	Y	N	N
France	BORDEAUX FIC/ACC/UAC/CCER	LFBB	TOULOUSE (CENTRE METEO)	LFPW	Y	Y	Y	N
	BREST FIC/ACC/UAC/CCT/CCER	LFRR			Y	Y	Y	N
	AIX-EN-PROVENCE (MARSEILLE FIC/ACC/UAC COM/CCER)	LFMM			Y	Y	N	N
	PARIS FIC/ACC/UAC/CCER	LFFF			Y	Y	N	N
	REIMS FIC/ACC/UAC/CCER	LFEE			Y	Y	N	N
Georgia	TBILISI FIR	UGGG	TBILISI/TBILISI	UGTB	Y	Y	N	Y
Germany	LANGEN ACC/FIC	EDGG	FRANKFURT/MAIN MET REG CENTER	EDZF	Y	Y	N	Y
	KARLSRUHE UAC	EDUU			Y	Y	N	N
	MUENSTER RCC (LAND)	ETRA			N	N	N	N
	BREMEN ACC/FIC	EDW			Y	Y	N	Y

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
		W						
	GLUECKSBURG RCC (SEA)	ETRB			N	N	N	N
	MUENSTER RCC (LAND)	ETRA			N	N	N	N
	HANNOVER UIR	EDVV			Y	Y	N	N
	MUENCHEN ACC/FIC	EDMM			Y	Y	N	Y
	MUENSTER RCC (LAND)	ETRA			N	N	N	N
Greece	ATHINAI (ACC,FIC,COM,SAR,FIR/HELLAS,UIR)	LGGG	ATHINAI (APP, MET)	LGAT	Y	Y	N	N
Hungary	BUDAPEST FIR	LHCC	HUNGARIAN METEOROLOGICAL SERVICE	LHBM	Y	Y	N	Y
Ireland	SHANNON ACC/UAC/FIR/UIR	EISN	SHANNON	EINN	Y	Y	Y	N
Israel	TEL-AVIV FIR/CTA/UTA	LLLL	METEOROLOGICAL SERVICE	LLBD	Y	Y	N	Y
Italy	BRINDISI FIR	LIBB	ROMA CENTRO MET	LIIB	Y	Y When applicable within the lateral limits of the	N	Y

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
						FIR		
	MILANO FIR	LIMM	METEOROLOGICAL WATCH OFFICE – POGGIO RENATICO	LIIP	Y	Y	N	Y
	ROMA FIR	LIRR	ROMA CENTRO MET	LIIB	Y	Y Within the lateral limit of the FIR	N	Y
	POGGIO RENATICO (MIL.)	LIVK	METEOROLOGICAL WATCH OFFICE – POGGIO RENATICO	LIIP			N	
Kazakhstan	AKTOBE	UATT	AKTOBE	UATT	Y	Y	N	Y
	ALMATY	UAAA	ALMATY	UAAA	Y	Y	N	Y
	NURSULTAN NAZARBAYEV	UACC	NURSULTAN NAZARBAYEV	UACC	Y	Y	N	Y
	SHYMKENT	UAII	SHYMKENT	UAII	Y	Y	N	Y
Kyrgyzstan	BISHKEK/MANAS	UCFM	BISHKEK/MANAS	UCFM	Y	Y	N	Y
	OSH	UCFO	OSH	UCFO	Y	Y	N	Y
Latvia	RIGA (FIC/ACC/AFS COM.CENTER)	EVRR	RIGA	EVRA	Y	Y	N	Y
Lithuania	VILNIUS (FIR)	EYVL	VILNIUS/INTERNATIONAL	EYVI	Y	Y	N	Y
Malta	MALTA ACC/FIR/UIR	LMM	LUQA AIRPORT	LMM	Y	Y	N	N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
		M		L				
Morocco	CASABLANCA (ACC/FIC)	GMMM			Y	Y	Y	N
Netherlands	AMSTERDAM ACC/FIC	EHAA	DE BILT	EHDB	Y	Y	N	Y
North Macedonia			SKOPJE	LWSK	Y	Y	N	N
Norway	POLARIS FIR	ENOR	METEOROLOGSK INSTITUT	ENMI	Y	Y	N	Y
Poland			CHOPINA W WARSZAWIE	EPWA	Y	Y	N	Y
Portugal	LISBOA ACC/FIC	LPPC	LISBOA	LPPT	Y	Y	Y	Y
Republic of Moldova	CHISINAU FIR	LUUU	CHISINAU/INTERNATIONAL	LUKK	Y	Y	N	N
Romania	BUCURESTI (FIC/ACC/AIS/CAA/COM CENTRE)	LRBB	BUCURESTI/NATIONAL CENTRE OF AERONAUTICAL METEOROLOGY	LROM	Y	Y	N	Y
Russian Federation	ARKHANGELSK/TALAGI	ULAA	ARKHANGELSK/TALAGI	ULAA	Y	Y	N	N
	CHELYABINSK/BALANDINO	USCC	CHELYABINSK/BALANDINO	USCC	Y	Y	N	N
	CHULMAN	UELL	CHULMAN	UELL	Y	Y	N	N
	IRKUTSK	UIII	IRKUTSK	UIII	Y	Y	N	N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
	KALININGRAD/KHRABROVO	UMKK	KALININGRAD/KHRABROVO	UMKK	Y	Y	N	N
	KAMENNY MYS	USDK	KAMENNY MYS	USDK	Y	N	N	N
	KHABAROVSK/NOVY	UHHH	KHABAROVSK/NOVY	UHHH	Y	Y	Y	N
	KIROV	USKK	KIROV	USKK	Y	Y	N	N
	KOTLAS	ULKK	KOTLAS	ULKK	Y	Y	N	N
	KRASNOYARSK/YEMELYANOVO	UNKL	KRASNOYARSK/YEMELYANOVO	UNKL	Y	N	N	N
	MAGADAN/SOKOL	UHMM	MAGADAN/SOKOL	UHMM	Y	Y	N	N
	MIRNY	UERR	MIRNY	UERR	Y	N	N	N
	MOSCOW FIR/ATFMU	UUWV	MOSCOW FIR/ATFMU	UUWV	Y	Y	N	N
	MURMANSK	ULMM	MURMANSK	ULMM	Y	Y	N	N
	NOVOSIBIRSK/TOLMACHEVO	UNNT	NOVOSIBIRSK/TOLMACHEVO	UNNT	Y	N	N	N
	PERM/BOLSHOE SAVINO	USPP	PERM/BOLSHOE SAVINO	USPP	Y	Y	N	N
	PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	UHPP	PETROPAVLOVSK-KAMCHATSKY/YELIZOVO	UHPP	Y	Y	Y	N
	TYUMEN/ROSHCHINO	USTR	TYUMEN/ROSHCHINO	USTR	Y	N	N	N
	ROSTOV-NA-DONU FIR	URR	ROSTOV-NA-	URR	Y	Y	N	N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
	(ATFMU)	V	DONU/PLATOV	P				
	SALEKHARD	USDD	SALEKHARD	USDD	Y	N	N	N
	SAMARA/KURUMOCH	UWWW	SAMARA/KURUMOCH	UWWW	Y	Y	N	N
	SANKT-PETERBURG, AFTN/CIDIN COM CENTRE, FIR (AFTMU)	ULLL	SANKT-PETERBURG/PULKOVO	ULLI	Y	Y	N	N
	SYKTYVKAR	UUYY	SYKTYVKAR	UUYY	Y	Y	N	N
	TARKO-SALE	USDS	TARKO-SALE	USDS	Y	N	N	N
	VOLOGDA	ULWW	VOLOGDA	ULWW	Y	Y	N	N
	YAKUTSK	UEEE	YAKUTSK	UEEE	Y	Y	N	N
	YEKATERINBURG/KOLTSOVO	USSS	YEKATERINBURG/KOLTSOVO	USSS	Y	Y	N	N
Serbia	BEOGRAD (ACC)	LYBA	BEOGRAD/NIKOLA TESLA	LYBE	Y	Y	N	Y
Slovakia	BRATISLAVA/FIR	LZBB	BRATISLAVA/M.R.STEFANIK	LZIB	Y	Y	N	Y
Slovenia	LJUBLJANA FIR	LJLA	LJUBLJANA/BRNIK	LJLJ	Y	Y	N	Y
Spain	CANARIAS FIC/ACC	GCCC	GRAN CANARIA (MET)	GCGC	Y	Y	Y	Y
	MADRID FIC/ACC	LECM	VALENCIA (OFICINA METEOROLOGICA AERONAUTCA)	LEVA	Y	Y	Y	Y
	BARCELONA FIC/ACC	LECB			Y	Y	N	Y
Sweden	SWEDEN FIR/UIR	ESA	STOCKHOLM/ARLAND	ESSA	Y	Y	N	N

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
		A	A					
Switzerland	SWITZERLAND (FIR/UIR)	LSAS	METEOSUISSE	LSSW	Y	Y	N	Y
Tajikistan	DUSHANBE	UTDD	DUSHANBE	UTDD	Y	Y	N	N
Tunisia	TUNIS (ACC/FIC,RPL,FMP,AFS,NOF…)	DTTC	TUNIS/CARTHAGE	DTTA	Y	Y	N	Y
Turkey	ANKARA/SEHIR-CITY MINISTRY OF TRANSPORT, MARITIME AFFAIRS AND COMMUNICATIONS, FIR, ACC, FIC	LTAA	ANKARA/ESENBOGA	LTAC	Y	Y	N	Y
	ISTANBUL/SEHIR-CITY,FIR,ACC,FIC,ATFMU	LTBB	ISTANBUL/ATATURK	LTBA	Y	Y	N	Y
Turkmenistan	ASHGABAT	UTAA	ASHGABAT	UTAA	Y	Y	N	N
Ukraine	DNIPRO ACC	UKDV	DNIPRO MWO	UKDW	Y	Y	N	Y
	SIMFEROPOL' ACC	UKFV			N	N	N	Y
	KYIV ACC	UKBV	KYIV MWO	UKBW	Y	Y	N	Y
	L'VIV ACC	UKLV	L'VIV MWO	UKLW	Y	Y	N	Y
	ODESA ACC	UKOV	ODESA MWO	UKOW	Y	Y	N	Y
	SIMFEROPOL' ACC	UKFV			Y	Y	N	Y

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
United Kingdom	LONDON ACC (CIVIL)	EGTT	MET OFFICE EXETER	EGRR	Y	Y	Y	N
	SCOTTISH ACC (CIVIL)	EGPX			Y	Y	Y	N
	SHANWICK OACC	EGGX			Y	Y	Y	N
Uzbekistan	SAMARKAND FIR	UTSD	SAMARKAND	UTSS	Y	Y	N	N
	NUKUS FIR	UTNR	NUKUS	UTNN	Y	Y	N	N
	TASHKENT FIR	UTTR	TASHKENT-UZHNY	UTTT	Y	Y	N	N

Notes:

***Denmark**: EKMC is served by EKMK-KARUP MIL MET CENTRE*
***Norway**: AIRMET issued only for MOD ICE for ENOR by ENVV, ENMI and ENVN*
***Portugal:** AIRMET issued only for mainland area of Lisboa FIR.*
***Spain**: AIRMET is only issued for the Islands area of the Canarias FIR from GCGC for GCCC; AIRMET is issued for the areas 1 and 2 of the Madrid FIR from LEVA for LECM; AIRMET is issued for the areas 1 and 2 of the Madrid FIR from LEVA for LECB*
Ukraine: MWO UKDV and MWO UKOV shares the responsibility of issuing AIRMET messages for areas 1 and 2 of UKFV FIR respectively

Appendix S – Proposal for Amendment to EUR ANP Volume I related to SADIS Nomenclature, current Volcanic Ash Advisory distribution Scheme in the EUR Region

(paragraph 5.4.10 refers)

EUR ANP, VOLUME I

PART V – METEOROLOGY (MET)

…

2. GENERAL REGIONAL REQUIREMENTS

World area forecast system (WAFS) and meteorological offices

2.1 In the EUR Region, WAFC London has been designated as the centre for the operation of the aeronautical fixed service ~~satellite distribution system (SADIS 2G)~~ Internet-based services – Secure Aviation Data Information Service (SADIS)~~and the Internet-based Secure SADIS FTP service~~. The status of implementation of SADIS by States in the EUR Region is detailed in Volume III.

2.2 In the EUR Region, WAFS products in digital form should be disseminated by WAFC London using the SADIS ~~2G satellite broadcast and the Secure SADIS FTP service~~.

Volcanic Ash

2.3 Volcanic ash advisory centres (VAACs) Anchorage, London, Tokyo, Toulouse have been designated to prepare volcanic ash advisory information for the EUR Region to their corresponding MWOs, ACCs/FICs, NOFs. The volcanic ash advisory information should be disseminated in addition to the WAFCs, SADIS and WIFS the other VAACs whose areas of responsibility may be affected and international OPMET databanks, in accordance with the regional OPMET data exchange schemes~~, as indicated below~~. The status of implementation of volcanic ash advisory information is detailed in Volume III in their respective Regional Air Navigation Plans (APAC, EUR and NAM).

~~*- VAAC Anchorage*~~

~~*- VAAC London*~~

~~*- VAAC Tokyo*~~

~~*- VAAC Toulouse*~~

2.4 Selected State volcano observatories have been designated for notification of significant pre-eruption volcanic activity, a volcanic eruption and/or volcanic ash in the atmosphere in the form of volcano observatory notice for aviation (VONA) for the EUR Region to their corresponding ACCs/FICs, MWOs and VAACs, as indicated at **Table MET I-1**. The status of implementation of volcano observatory notice for aviation (VONA) is detailed in Volume III.

Tropical Cyclone

2.5 ~~There is no requirement for tropical cyclone advisory centre in the EUR Region.~~ Tropical cyclone advisory centres (TCACs) Miami and Tokyo have been designated to prepare tropical cyclone advisory information for the EUR Region to their corresponding MWOs. The tropical cyclone advisory information should be disseminated in addition to the WAFCs, SADIS and WIFS, TCACs whose areas of

responsibility may be affected and international OPMET databanks, in accordance with regional OPMET data exchange schemes. The status of implementation of tropical cyclone advisory information is detailed in Volume III in their respective Regional Air Navigation Plans (APAC and NAM).

…

Appendix T – Update METG Terms of Reference (ToR)

(paragraph 5.4.18 refers)

Update of METG Task List

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~~2023. 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~~2021
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	~~Oct2019~~~~Dec~~2019 ~~Nov. 2018 2019 for guidance~~~~Dec~~ Nov 2020 tbd

	Monitor developments associated with ~~provisions for phenomenon based en route weather information that could be provided by Regional Hazardous Weather Advisory Centres.~~ the Hazardous Weather Information Service (HWIS) concept, in line with the GANP and WG-MIE MET SWIM Plan and Roadmap as well as METP White Paper.	METG, COG, EASPG	~~2021-2023~~ 2023-2026
	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	Nov 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	~~Nov 2020~~2023-2026
	Monitor developments related to the need to supply NOTAM offices space weather advisory information and consequential production of NOTAM on space weather advisory information.	METG, COG, EASPG	2023
	~~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+~~

	Includes depiction of the flight level of tropopause on WAFS significant weather (SIGWX) forecasts Proposed changes to the inclusion of TC positions on the WAFS SIGWX forecasts		2023 2023
~~**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 AFSC) and inter-regional exchange.~~ ~~METG through DMG to assure EUR Doc 033 (*Guidelines for the Implementation of OPMET Data Exchange using IWXXM in the EUR Region*) is kept up-to-date based on WG-MIE developments.~~	~~DMG, METG in coordination with AFSC~~	~~2016–2020~~2021 ~~(translation services)~~
	~~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~~2023
	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	Nov 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	SWIM PT, DMG, METG in coordination with	2020-2025~~+~~

	WAFCs, RODBs, ROCs).	AFSG	
WG-MOG	Encourage States to make area forecasts for low-level flights issued in graphical form available on SADIS FTP. ~~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 –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 81 to Annex 3.	VAAC, VO, METG	~~Tbd~~2023
	Monitor and take into account developments related to volcanic ash provisions in light of volcanic ash (e.g. introduction of re-suspended ash in VAA, NOTAM/ASHTAM, ICAO Doc 9691 and VONA (Amendment 79 to Annex 3)).	VAAC, VO, METG	Nov 2020
	Monitor the possible elevation in the status of VONA from a note to a recommendation (Amendment 81 to Annex 3)	VAAC, VO, METG	~~2022~~2023
	Monitor the possible removal of colour code from VAA (Amendment 81 to Annex 3)	VAAC, VO, METG	~~2022~~2023
	Monitor development of provisions related to WAFS gridded data above FL530.	METG	~~2022~~2023
	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	yearly

	Address AIRMET format issues identified by METP WG-MOG in view of the applicability date of Amendment 79 to Annex 3.	DMG ~~METG~~	Nov 2020
	Assure SIGMET ad-hoc group of METG consider the changes to the Regional SIGMET and AIRMET Guide to align with Amendment79 to Annex 3.	METG SIGMET ad-hoc group	Nov 2020

Update Data Management Group ToR

Data Management Group (DMG)

Terms of Reference and Composition

Establishment:

EUR Bulletin Management Group (BMG) replaced by EUR Data Management Group (METG Decision 20/06 refers, METG/20 held from 6-10 Sep 2010 in Paris).

Objectives

The Data Management Group of the METG (DMG) was established by METG to optimize and manage OPMET data distribution within the EUR Region as well as interregional OPMET distribution to and from the EUR Region.

- Support the implementation of System Wide Information Management (SWIM)
- ICAO ~~Weather~~ Meteorological Information Exchange Model (IWXXM)
    - Monitor and consider outcomes from WG/MIE, IMP and coordinate when necessary with ~~AFSG~~ AST/TF and other inter-regional groups
    - Develop implementation plan
    - Update EUR Doc 033 and EUR Doc 018 when necessary

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

- Quality management
  - Validation
  - Timeliness
  - Performance indices

- Change management
  - ~~MOTNE~~ METNO procedure
  - RODC
  - IWXXM support

- Problem management
  - PHP (only for AOP aerodromes)

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

- Any other task in support of data management

Composition of the DMG

One to two experts from

Algeria (RODC Focal point)

Austria (ROC & IROG representative, ~~SIGMET and Special AIREP~~ Warning test focal point, RODB)

Belgium (Vice Chair, DMG focal point, RODB, RODB focal point)

~~**Denmark** (EUR Doc 18 and RODC focal point)~~

France (Chair, ROC & IROG representative, volcanic ash focal point, RODB)

~~**Netherlands (***SADIS User – Monitoring Reference Point)~~

Romania (Secretary)

Russian Federation (ROC representative, focal point for PT/EAST States on implementation of OPMET related provisions (e.g. IWXXM, PHP))

United Kingdom (ROC & IROG representative, SADIS OPMET Gateway, PHP manager)

ICAO

Note: a limited number of experts from States beyond those listed may at times be necessary to support complex DMG activities. MID ROC Jeddah and back-up ROC Bahrain are encouraged to participate in DMG meetings, when deemed necessary.

Abbreviations:

IROG – Inter-Regional OPMET Gateway

ROC – Regional OPMET Centre

RODB – Regional OPMET Data Bank

RODC – Regional OPMET Data Catalogue

RODEX – Regional OPMET Data Exchange

PHP – Problem Handling Procedure

Meetings

Three meetings are scheduled each year, noting that ICAO support is expected for three meetings per year.

The participation of the nominated experts to those three DMG meetings is mandatory. One or two additional meetings dealing with specific topics can be scheduled, if deemed necessary by DMG.

Documentation

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

Parent group

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

Appendix U – SNOWTAM Guidance – EUR Doc 041, Version 1.1, December 2020

(paragraph 5.5.8 refers)

(Provided in a separate file)

Appendix V – EUR Region Performance Framework, EUR Doc 030, English Version and Russian Version, Revision 2020

(paragraph 5.6.2 refers)

Appendix V1 – English Version
Appendix V2 – Russian Version

Provided in a separate file

Appendix W – Performance Results of the Performance Reporting Cycle 2020

(paragraph 5.6.4 refers)

Provided in a separate file

Appendix X – Proposal for Amendment to ICAO Doc 4444, PANS-ATM

(paragraph 5.7.6 refers)

(provided in a separate file)

[…]

5.8 TIME-BASED WAKE TURBULENCE LONGITUDINAL SEPARATION MINIMA

Note.— Distance-based wake turbulence separation minima are set forth in Chapter 8, 8.7.3.4.

5.8.1 Applicability

Note. — When the separation minima normally applied to IFR flights are greater than those for wake turbulence, no special measures need to be taken by ATC.

5.8.1.1 The ATC unit concerned shall not be required to apply wake turbulence separation:

a) for arriving VFR flights landing on the same runway as a preceding landing HEAVY or MEDIUM aircraft; ~~and~~

b) between arriving IFR flights executing visual approach when the aircraft has reported the preceding aircraft in sight and has been instructed to follow and maintain own separation from that aircraft;

c) in the vicinity of an aerodrome, when each aircraft is continuously visible to flight crews of the other aircraft concerned and the pilots thereof report that they can maintain their own separation; and

d) when requested by an aircraft and agreed by the pilot of the other aircraft to maintain own separation under the conditions described in 5.9.

5.8.1.2 The ATC unit shall, in respect of the flights specified in 5.8.1.1 ~~a) and b)~~, as well as when otherwise deemed necessary, issue a caution of possible wake turbulence. The pilot-in-command of the aircraft concerned shall be responsible for ensuring that the spacing from a preceding aircraft is acceptable, in particular when the preceding aircraft is of a heavier wake turbulence category ~~is acceptable~~. If it is determined that additional spacing is required, the flight crew shall inform the ATC unit accordingly~~, stating their requirements~~.

[…]

6.1 REDUCTION IN SEPARATION MINIMA IN THE VICINITY OF AERODROMES

6.1.1 In addition to the circumstances mentioned in Chapter 5, 5.11.1, the separation minima detailed in Chapter 5, 5.4.1 and 5.4.2, may be reduced in the vicinity of aerodromes if:

a) adequate separation can be provided by the aerodrome controller when each aircraft is continuously visible to this controller; or

b) each aircraft is continuously visible to flight crews of the other aircraft concerned and the pilots thereof report that they can maintain their own separation; or

c) in the case of one aircraft following another, the flight crew of the succeeding aircraft reports that the other aircraft is in sight and own separation can be maintained.

6.1.2 When applying the provisions in 6.1.1, if the projected flight path of an aircraft will cross or follow behind the flight path of another aircraft, at the same altitude or less than 300 m (1000 feet) below, the controller should issue a caution of possible wake turbulence when necessary, prior to instructing the flight crew to maintain own separation.

Note 1. — see Chapter 12, 12.3.4.19 e) for RT phrases to be used when passing caution of possible wake turbulence.

Note 2. — see 5.8.1.2 for the responsibilities of the pilot-in-command of the aircraft issued with a caution of possible wake turbulence.

[…]

Appendix Y – European Aviation System Planning Group (EASPG) Handbook, Second Edition, 2020

(paragraph 7.1.4 refers)

(provided in a separate file)

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