

IBAC Technical Report Summary**Subject: EANPG****Meeting: 45th meeting PARIS 1-3 dec 03****IBAC File:****Reported by: Patrick EXPERTON****Summary:**

The 45 th meeting of the ICAO European Air Navigation Planning Group took place in ICAO Paris 1 to 3 dec 03.

The chairman was Mr Karsten THEIL. Participants includes representatives of the member states and international organisation representatives. (annex 2)

Following this meeting “Decisions” addressed to the working parties and the Coordination Office Group and “Conclusions” addressed to ICAO were issued covering every aspect of the organisation , the harmonisation and the safety of controlled operation in the European airspace

In particular were discussed (annex 1:Agenda)

- The programmes linked to the implementation of the single European sky
- The expansion of the 8.33 kHz Channel spacing, capacity and airspace.
- The Link 2000 programme (VDL2 experiment) launched by Eurocontrol to complement the VHF communications in order to alleviate the shortage of available frequencies.
- The expansion of the RVSM airspace both in altitudes (above FL 195 from jan.2005) and geographically (extension to the Middle East) .
- The first safety report on the height keeping performance monitoring of RVSM operation was presented by Eurocontrol;it showed that the technical risk of Altitude Assigned Deviation was less than the ICAO Target Level of Safety (1.12×10^{-10} / 2.5×10^{-9}),but the risk due to operational error remains to be assessed by a better reporting from all parties.
- Meteorological issues : message format and dissemination; this should not necessitate changes in on board hardware
- ATM/ATS safety management and regulations implemented by Eurocontrol.
- Flow regulation issues and contingency planning .

In the meeting many problems arose from the Eastern states of Europe and Russia in the unification of Air traffic management and practices ,and from the buffer states which have to handle the transitions between different airspaces (with or without ,RVSM ,8.33 freqs, regulated traffic etc.

The group has been made attentive to the first conclusions of the recent 11th ICAO Air Navigation Conference

Implication for Business Aviation:

European airspace is one of the major and more restricting area of operation for the business aviation. It is of importance that IBAC/EBAA follows and manifests its presence as prime user of controlled airspace in the instances which are organising the access ,regulatory procedures and equipments in this airspace.

Eurocontrol plays a major role and is very influential in the process, to federate common ICAO practices plus particular measures to handle the dense traffic over Europe with a tendency for more planning and flow regulation which are primarily intended to insure smooth airline operations with few, if no, real consideration for the flexibility requirements of business operations.

It has been observed that user organisations like IATA ,IFALPA ,IFATCA are active in every open instances of Eurocontrol ; IBAC/EBAA should increase their presence as much as possible to balance this.

EANPG conclusions and harmonised ATS/ATM along with Eurocontrol organisation show the way to a larger unique sky as sought by ICAO .

Decisions Required:

To review the actions and participation of EBAA linked to Air traffic management ,organisation and safety next to Eurocontrol and EASA.

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Annex 1

**EUROPEAN AIR NAVIGATION PLANNING GROUP
FORTY-FIFTH MEETING(Paris, 1 – 3 December 2003)
AGENDA**

Agenda Item 1: Review of significant developments

- Outcome of the **Eleventh Air Navigation Conference** and possible follow-up actions;

ICAO is encouraged to expand and coordinate the implementation of the recommendations of this important meeting to the EANPG states

- Revised Terms of Reference of the EANPG
- Other significant developments.

Agenda Item 2: Previous EANPG follow-up

- status reports on work on outstanding conclusions and decisions and EANPG work programme
- EANPG conclusions and decisions- status

Agenda Item 3: Implementation Programmes

Progress report on the Eurocontrol Link 2000+ programme

CPDLC to supplement V frequ not to replace it .To overcome the problem of available frequencies.

No mandate on business A/C operators ,although welcome to participate; the plan tries not to impose on operators using other airspaces.

a) Expansion of 8.33 kHz Channel Spacing Airspace

- status report on implementation planning
- implementation of 8.33 kHz in the OPC sub-band
- maximizing 8.33 kHz channel spacing conversions

b) Implementation of the Single European Sky

- Status report of the (European Commission)EC organisation
- Problem to integrate the military requirements*

c) Implementation of meteorological services in the Eastern part of the EUR

Region

- progress report and future work.

Agenda Item 4: Air Navigation Planning Issues

a) Air Traffic Management

- Training in the Eastern part of the European Region

States from the Eastern part of the ICAO EUR Region be encouraged to develop their national training standards, based on the training standards and guidelines developed by Eurocontrol in the context of the European air traffic management programme (EATMP) for the European Civil Aviation Conference (ECAC) States;

the ICAO Regional Director, in co-operation and co-ordination with Eurocontrol, the Interstate Aviation Committee and International Federation of Air Traffic Controllers' Associations, to organize a special Workshop, in order to familiarize the States concerned

with the training standards and guidelines, developed by Eurocontrol.

- ❑ Procedures for flight plan:
Dealing mainly with repetitive flight plans
- ❑ AFTM Exemptions Air Traffic Flow Management issues
Tentative to modify the classification of exempted flight .The validity of the medical flights exemption during positioning flight was discussed .No change was decided but the removal of the emergency classification which is unexpected and receive priority anyway.
- ❑ Safety management
Report on ESARR (Eurocontrol SAFETY Regulatory Requirement). EC States and neighbour ATS are encouraged to look at the applicability of these procedures with the help of Eurocontrol

b) Communications Navigation Surveillance

- ❑ ATS message handling service network management
- ❑ EU addressing indicator.

c) Meteorology

- ❑ OPMET issues
- ❑ SADIS

d) Aerodrome Operational Planning

- ❑ Limited visibility operations
IFALPA and IBAC has prevented the participants to hastily define controller approach phraseology and communication procedure without user inputs.
- ❑ Requirements for information to aircraft
- ❑ All-Weather Operations roadmap

e) Aeronautical Information Services

- ❑ ICAO AIP Template
Considering an example of new lay out of AIP template IBAC and IFALPA have stressed the fact that units used in the document always include reference to the common ICAO operational units (feet, Nautical miles etc) and should be uable as a reference for operational documentation and data bases

f) CNS/ATM Transition Plan

g) ANP and SUPPS update and amendment

Agenda Item 5: Performance Monitoring and Safety Issues

a) ATM Safety Management

- ❑ regional measures necessary to foster safety management implementation

b) Performance Assessments

- ❑ status of available capacity in aviation frequency bands
New 8.33 fq conversions and band should used. Coordination in frequency planning has to be improved
- ❑ report on the height keeping performance of aircraft operating within the current RVSM airspace
*The good quality of the height reporting data with the HMU is noted .
The report only assesses the technical height deviation risk .Total risk including operational deviation has to be consolidated through thorough and organised reporting.
The problem of handling the altitude change of the non RVSM or /and 8.33 aircraft is of concern for the border states.*

□ proposal to invite EUROCONTROL to undertake, on behalf of the EANPG, the monitoring of height keeping performance within the current RVSM airspace after 2004

□ RVSM space extension

*The airspace procedure in the Caucasian does not complies with ICAO Annex 2 rules
There is a real concern to improve the transitions problems between RVSM and non RVSM zones*

Ukraine emphasize the increase of traffic over Black Sea and seeks assistance for RVSM implementation

Russian federation is under justified criticism (Recent meeting in Russia show different positions of states regarding RVSM implementation) but there is no progress on decision for the time

c) Air Navigation Deficiencies

□ RVSM transition airspace operational prolems

Agenda Item 6: Administrative and Organisational Issues

a) EANPG Supporting Structure

□ Revised working arrangements in the Eastern Part of the EUR Region

b) Management of the EANPG Handbook

□ Revision of the EANPG Handbook

c) Dates for meetings of EANPG and COG in 2004

Agenda Item 7: Any Other Business

a) Contingency Planning

□ requirements for contingency planning over national territory and over international waters.

b)ICAO provisions related to the use of (UAV) Uninhabited Aerial Vehicle

c)BRNAV in Tunis FIR

d)Ireland membership of EANPG

Annex 2 : Participants

Member States

BALTIC STATES *(Estonia, Latvia, Lithuania)
BELARUS *
BENELUX *(Belgium, Netherlands, Luxembourg)
BOSNIA AND HERZEGOVINA
BULGARIA
CAUCASIAN STATES *(Armenia, Azerbaijan, Georgia)
AZERBAIJAN
GEORGIA
CENTRAL ASIAN STATES *(Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan, Uzbekistan)
KYRGYZSTAN
UZBEKISTAN
CYPRUS
CZECH REPUBLIC * Mr Ladislav MIKA (*Vice-Chairman*)
FRANCE *
GERMANY *
HUNGARY
IRELAND
ITALY *
NORDIC STATES *(Denmark, Finland, Norway, Sweden)
POLAND
PORTUGAL *
RUSSIAN FEDERATION *
SLOVAK REPUBLIC
SLOVENIA
SPAIN *
SWITZERLAND *
THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA
TUNISIA
UKRAINE *
UNITED KINGDOM *
UNITED STATES

International Organisations/ Organisations internationales

EUROCONTROL
EUROPEAN COMMISSION
IAC
IATA
IBAC
IFALPA
IFATCA