

IBAC Technical Report Summary

Subject: EANPG

Meeting: 47th Meeting PARIS 29 Nov - to 1 Dec 05

IBAC File: ICAO PIRGs

Reported by: Patrick EXPERTON

Summary:

The 47th meeting of the ICAO European Air Navigation Planning Group took place in ICAO Paris 29/11 to 1/12/2005

The chairman Dirk NITSCHKE introduced the meeting

Participants includes representatives of the member states and international organisation representatives. (annex 2)

This meeting showed no big change since previous one: harmonisation of the European ATM is slowed down by the eastern countries but also by the difficulties in implementing technical changes which are necessary to handle increasing traffic and major airports congestion. The most foreseeable change because of an easier feasibility is the vertical extension of 8.33 khz below FI 195 and harmonisation of control procedures. The effort to plan for the future can be seen in the extension of EASA responsibilities (although not clearly supported by actual means, and the Single European Sky initiative which encompasses the SESAR (ex SESAME) project organisation in which EBAA is partner.

The following report addresses the various subjects which were discussed with emphasis on subjects which can be of interest for BA; the official ICAO report is made available (Annex 3)

Following this meeting "Decisions" addressed to the working parties and the Coordination Office Group (COG) 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 (annex 4)

The next EANPG meeting is planned 29-30 November 2006

Ed Note: See pages attached for additional detail.

Implication for Business Aviation:

ACTIONS for IBAC/EBAA

Have a position ready concerning the impact for BA of the extension of 8.33kHz below FI 195 to be studied by Eurocontrol in mid 2006.

One could appreciate the progress of Eastern Europe ATC harmonisation with the ECAC and Eurocontrol practices and means, which should warranty an improvement in term of safety.

Decisions Required:

IBAC/EBAA should continue to monitor the coming change in ground and airborne technical and operational requirements in the coming months where decisions will be taken for the future of CNS/ATM and to express its own specificities in a perspective which is essentially focused on commercial aviation

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EUROPEAN AIR NAVIGATION PLANNING GROUP FORTY-SEVENTH MEETING

(Paris, 29 November to 1 December 2005)

1. REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS

Organisational matters

- Strategic Objectives of ICAO for 2005-2010 and the support by the European and North Atlantic Office to achieve them (report by K THEIL) ICAO has found the necessary resources ; position for a Regional Officer, Air Navigation Services exists that has not been filled
- the DGCA Conference on Aviation Safety; Montreal 20-22 March 2006
status of aviation safety
how to improve: increase the transparency
- the Global Congress on Aeronautical Information Service (AIS) 27-29 June 2006 Madrid
- Seminar for language proficiency in Azerbaijan (7-9 Dec 2006)

Group was informed that

- the role, task and responsibilities of the European Aviation Safety Agency (EASA) as been expanded
- activities by the European Commission on the implementation of the Single European Sky regulations

Single European Sky (SES)

Institutional framework 2 main bodies

Single Sky Committee to assist the EC to approve the IR

Industry Consultation Body brings together all stakeholders involved in ATM (chairman M Fritz FEITL, former Tyrolean Airlines CEO)

15 mandates to Eurocontrol : 2 has been already approved. In 2006 new mandate for interoperability should be added leading to:

Common requirements for the provision of ANS

Community licence for Air Traffic Controllers

Under the SES initiative Functional Airspace Blocks should define European airspace based on operational requirements for a more integrated management regardless of existing boundaries.

SES is open to adjacent countries non EU member states.

SESAR Single European Sky AT Management Research

SESAR (Replace SESAME) is the industrial components of SES aiming at eliminating congestion, enhancing safety and reducing greenhouse gas emissions. Definition phase (2005-2007) has started. EBAA is involved in the project through AEA (Association of European Airlines).

It should establish the tasks sharing between Ground and Aircraft segments, the deployment phase being scheduled from 2014 to 2020.
from 2020 implementation of new system

Other subjects

Structural changes in the Russian Federation
New Federal Navigation authority (FANA)

Role, task and responsibilities of the Regional ANS Development Association (RADA);

Association of ATS providers +cooperation associated agencies .(Armenia ,Azerbadjan etc)

Consequences for civil aviation of the increase in fuel prices. IATA (Crees GRESNIGHT)

- available on www.iata.org

2. PREVIOUS EANPG FOLLOW-UP

Attendees were given a report of Council's deliberations, actions taken by ANC following previous Conclusions and Decisions of the EANPG/46 a status report of the work of the Data Link Harmonisation Steering Group to improve convergence between European continental and NAT and requirements for common system/cockpit .DLSG2 as launched specific action to tackle problems and implement solutions for the accommodation of continental solution to the NAT facilities.

3. AVIATION SAFETY ISSUES

USOAP

Universal Safety Oversight Audit Programme (USOAP) ICAO considers a proposal by to rationalise safety auditing activities.

ICAO and Eurocontrol have signed a MOA to harmonize audit procedures and activities keeping in view the necessity to reduce duplication of tasks and constraints. The Unified Strategy aims to resolve Safety-Related Deficiencies and to establish a mechanism for provision of assistance to States. The responsibility of safety always remains within the State

An ICAO Aviation Seminar will take place in Baku (Azerbadjan) 5-7 april 2006

EASA Competencies extension (paper available on request)

Actual EASA responsibility extends at a regulatory level for:
Airworthiness, Certification ,Licensing and safety of foreign aircraft

Extension of EASA rulemaking tasks is to be effective in 2007. It will provide Control and assistance to the States to comply, enforcement of compliance stays at the level of National Authorities.(NAA,NSA)

In 2006 EASA competencies should be further increased to airport/Air Navigation Services and Air Traffic Management (2009).

The amount of resources available remains questionable.

Wake Turbulence

After having discussed of a reported incident of severe wake turbulence en route, and consideration of actual separation criteria related to bigger incoming aircraft as Airbus 380.

EANPG will report to ANC for further consideration: review the need for to develop wake turbulence culture and en route separation minima. It was concluded that reporting of wake turbulence events should be encouraged and recommended to disseminate and document the information on the danger of wake turbulence, at low and high altitude

4. SARPS WITH FUTURE APPLICABILITY DATES – IMPLEMENTATION ISSUES.(Paper attached to this report Annex 5)

the Group was invited to take note of new or amended Standards and Recommended Practices (SARPs) that have not yet become applicable and consider possible harmonised planning for their implementation

States have been reminded of the necessity to achieve timely implementation, ICAO regional director has been invited to identify means to provide assistance to States experiencing difficulties in doing so.

5. PLANNING AND IMPLEMENTATION ISSUES

5.1 Air Traffic Management (ATM)

Future Military Airspace Requirements in Europe

Harmonisation Group of Eurocontrol has presented a paper *Determining Future Military*

Airspace Requirements in Europe as a guidance material for all ICAO States in accordance with ICAO ANConf/11

Language Proficiency Requirements

The Group had to note the work done in order to comply with the ICAO Language Proficiency Requirements as contained in Annexes 1, 6, 10 and 11 and will consider future activities. A Presentation by Eurocontrol of ELPAC common English proficiency test for ATC to satisfy ICAO requirements in all 25 EU states.

“Language is as much a tool for the controller as radar” .EC wants to have a minimum proficiency test in native language to cope with extreme situation.

Proposal for amendment to the PANS-ATM – use of SSR code A2000

ICAO is invited to review the global procedures for SSR code management with a view to the protection against SSR code conflicts in relation to aircraft crossing the borders of code allocation areas, taking due account of the proposed text in Appendix X of the EANPG/47 Report.

Transmission of numbers in flight levels and SSR codes

Proposal to Amend the ICAO Annex 10 on the subject of *rules for the transmission of the flight levels containing “whole hundreds” (i.e.: FL 100/200/300/etc.) in air-ground voice communications.*

As well, it is proposed to Amend the ICAO Annex 10 on the subject of rules for the transmission of the SSR Mode A Codes ending with three (3) zeros. To say “one hundred” instead of “one zero zero” to indicate 100
To say “A on thousand” instead of “A one zero zero zero”
IFALPA propose that such change should be extended to all transmission numbers of this kind (eg “heading 200”, heading “2 hundred”

Centralized code assignment and management system (CCAMS)

Considerations, conclusions and recommendations of the CCAMS studies developed by the Originated Regional Code Assignment Method (ORCAM) Improvement Focus Group (OIFG) to solve codes shortage or codes conflict (already unacceptable) and minimise code changing in order to support initiation of the development of specifications phase for the Centralised SSR Code Assignment and Management System (CCAMS) initiative.

CCAMS is the most viable solution to the growing code shortage until such time that an ECAC wide implementation of Mode S becomes a reality and is able to address the problem in an adequate way. CCAMS to be collocated with CFMU

Strong encouragement to States to go ahead with this program. France which has already a complex automated system expresses difficulty and cost involved to change for CCAMS before 2007;request to evaluate the costs at a local level. Eurocontrol asks for a focal point at each state to solve the issues.

It was agreed to delegate to the COG the authority to make the final go/no go decision with regard to the implementation of the Centralised Code Assignment and Management System (CCAMS);

Proposed amendments to ICAO provisions regarding read-backs

Proposal for Amendment to the ICAO Regional Supplementary Procedures for Europe (Doc 7030/4 EUR) for a mandatory requirement to read-back the instruction to change VHF voice communication channels in order to

mitigate prolonged loss of communications related to mistuning problems and invite ICAO to also consider inclusion of a mandatory requirement for read back of VHF

voice communication channels in Annex 11.

ICARD – (ICAO EUR/NAT Regional Data base)

To extend the use five-letter name-codes in 2004 can be used to continue improving the process, allowing for improved safety. A global use (extension to all ICAO Regions) of the five-letter name-code ICARD application would enable the following objectives to be achieved in a very short time:

- removal of duplicates;
- more freedom for ATS route planners in the choice of good names for significant points;
- removal of similar sounding codes geographically close to each other.

This was supported by all parties.

Report of RDGE 3

Brief report of the Third Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/3) that was held in the ICAO European and North Atlantic Office from 15 to 18 November 2005.

Improvement Interface between ECAC non ECAC regions and new routes
New routes with the Russian federation

Route Catalogue for new ATS Routes made available for download from the ICAO Paris Office website (<http://www.paris.icao.int>).

Report ATMGE/3

Report of the Third Meeting of the Air Traffic Management – Eastern Part of the ICAO EUR Region (ATMGE/3) that was held in the ICAO European and North Atlantic Office from 21 to 24 November 2005.

Main activities are safety related

ATM occurrences reporting system

Impact of ORCAM in Eastern states

Airport Capacity, Efficiency and Safety in Europe

On the 14th of September 2005 the European Commission has launched a consultation paper on the aspects of capacity, safety and efficiency at airports in the European Union. The scope of this consultation is to raise the issue of capacity shortage at European airports and to receive feedback from all the European aviation Stakeholders on the subject. The consultation process will end by November the 30th and the resulting collection will provide inputs for the preparation of a Commission Communication planned for Spring 2006.

Recommendation to encourage or implement train links to supplement air links.

Increasing consistency between ATFM and airport slots

Realistic ambitions for expanding airport capacity will need to be sensitive to the complex environmental considerations.

Airport charges should be clearly defined and applied on the basis of EU-wide principles.

The Commission will therefore propose to extend the functions of the European

Aviation Safety Agency (EASA), to address ATM safety at airports

Questions to the stakeholders to turn research results into practice, a Direct link on website for consultation or participation

5.2 Communication, Navigation, Surveillance (CNS)

DME requirements for RNAV operation

The Frequency Management Group (FMG) presents frequency management issues that are related to the EANPG work programme and that warrant the attention and action of the EANPG.

The EUROCONTROL Navigation Strategy envisages that RNP RNAV operations would become mandatory en-route and in TMA in European airspace from as early as 2015. These operations would be equally supported by GNSS and DME initially, while in the long term a gradual transition to GNSS was envisaged. An Infrastructure Evolution Study investigated the minimum number of ground DMEs necessary to be added to the current DME network to meet the initial continuity and availability requirement for the future RNP RNAV operations. About 350 DME ground stations were identified as necessary to enhance the ECAC coverage. A critical issue was the ability of the radio frequency band 960-1215 MHz (ARNS) to accommodate this number of additional DME ground stations, while also accommodating new GNSS signals (GNSS L5/E5) and UAT based data links.

Proposed changes to Annex 10 – MLS protection implications

8.33 kHz Expansion programme.

(Eurocontrol Presentation) discussions at the ACG-27 meeting, held 12-13 October 2005.

8.33kHz above FI 245

- 58 out of 71 conversions from 25 to 8.33 kHz have been achieved on the Horizontal Expansion (enforced mandatory carriage above FL245 since October 2002), in 30 states with further conversions expected in 2006;

8.33kHz above FI 195

Preparations for the above FL195 phase, from 15th March 2007, are progressing with

16 States having already published AICs;

European 8.33 kHz States, who have not already done so, are encouraged to complete

as soon as possible the decision process for the implementation of 8.33kHz above FL195, in order to enable harmonised implementation and provide advanced information to airspace users.

8.33kHz below FI 195

An operational scenario for 8.33 kHz below FL195, based on a conversion of ACC services irrespective of flight level, is being used by States to estimate potential 25 to 8.33 kHz conversions

Eurocontrol is not currently in a position to propose a detailed planning for the phases below FL195. Based on current progress, it is aimed to seek a Eurocontrol decision on 8.33 kHz below FL195, at Provisional Council level, during 2006.

Eurocontrol is currently working on ACC services not limited to FI (as in next phase).

8.33 kHz policy for State aircraft

A revised 8.33 kHz policy for State aircraft is nearing completion. The main elements of the policy, which applies to above FL195, include:
Every effort to be made to equip transport-type aircraft by March 2007;
All State aircraft to be equipped by March 2009. Not a realistic option!
Priority is to equip transport aircraft, and not compliant A/C limited to the maximum extend

R/T procedures amendment for freq reading. Annex 10 vol11

Note: Some resistance from the Eastern states (neighbouring Russia)
The State Aircraft are currently not ready for a quick revision of 8.33 implementation policy. There is on another hand problems with UHF coverage. Options : equip the state A/C with civilian capacity or make transparent the ground equipment to handle 8.33 and UHF communications (more economical solution)

A-SMGCS in Europe

Progress on the development of Advanced Surface Movement Guidance and Control Systems (A-SMGCS) in Europe;

Levels 1&2 dealing with communications and surveillance to be assessed :based on operationally driven exercise and not speculation

Operational trials in progress on major European airports LZH LHR CDG FFM VIE

Harmonisation of divergences between various airports
ICAO was requested, that European developments are in line and harmonized with the corresponding developments in other regions

Note

1) Level 1 provides surveillance, display systems and procedures to permit comprehensive ATCO situation awareness;

- 2) Level 2 consists of Level 1 functions together with automated monitoring and alerting functions, initially including the prediction of incursions onto runways or into restricted areas;
- 3) Levels 3 and 4 correspond to the introduction of routing, automatic guidance and planning functions.

Work of the Aeronautical Fixed Services Group (AFSG)

New message management system has been implemented ;few minor problems are listed concerning certain combination of letters . ICAO will consider the alignment of Annex 7 character combination restrictions to include those specified in Annex 10 and Doc 8585, specifically NN, CZ and ZC.

EUR ANP and FASID - CNS UPDATE

proposals for amendments of the *Air Navigation Plan - European Region* (EUR ANP) (Doc 7754).

5.3 Meteorology (MET)

Meteorological subjects are numerous and mainly related to an harmonization of procedures and messages coding and transmission.

Transition from Traditional Alphanumeric Codes (TAC) to Binary Universal Format (BUFR)

Number of issues relating to the transition requested by the World Meteorological Organisation (WMO) of meteorological information from Traditional Alphanumeric Codes (TAC) to the so called Table Driven Code Forms (i.e. in the Binary Universal Format (BUFR)). It informs on the additional risks to safety posed by the use of BUFR –coded Operational Meteorological Information (OPMET) messages as expressed by the METG.

International Airways Volcano Watch (IAVW)

New consideration was given to the correct the forecasting and warning by SIGMET of spread of volcanic ash

To review the Implementation of International Airways Volcano Watch (IAVW) in the EUR Region and the procedures and test of Volcanic Ash Advisory Centres (VAACs) (London and Toulouse)

First Edition of the Operational Meteorological Information (OPMET) Data Management Handbook

Meteorological parameters for aerodrome operations in the EUR Region

Report of the project team of the METG related to aerodrome operations

it has been identified the necessity for safety to inform the pilots of certain met parameters regarding elements such as

Low Level temperature inversion

Prevailing Visibility
Reporting steps of low cloud base in local routine and special reports
Wind reporting in degrees magnetic in ATIS messages
RVR forecast

Implementation of meteorological services in the Eastern part of the EUR Region
Russian federation invites any one interested to participate in a coming seminar to deal with influential MET parameters hazards.

Informations about
the outcome of the *Second Meeting of the World Area Forecast System Operations Group (WAFSOPSG/2)*
and the *Tenth Meeting of the Satellite distribution system for information relating to air navigation (SADIS) Operations Group (SADISOPSG/10)*.

5.4 Aeronautical Information Service (AIS)

Under this part where discussed the following :

Implementation of AIS/MAP services in the Eastern part of the EUR region

Results of the work of the COG Project Team on AIS/MAP and the related proposals for amendment of ICAO AIS Manual (Doc 8126)

Electronic terrain and terrain data base (Amendment 33 to annex 15)

Certain States have difficulty to comply with the implementation schedule of eTOD and will be given assistance to harmonise and coordinate activities with regard to the implementation of Amendment 33 to Annex 15.

Proposal to amend ICAO documents concerning information services – AIS dynamic data

Updating changes and updating the documents (A400 and annex 15) (not a new thing)

6. MONITORING

The EUR Region RVSM Safety monitoring report (Available on request)

The Group was given the report from the European Regional Monitoring Agency on the height keeping performance in the European RVSM airspace in 2005.

From the report it was agreed that safety objectives had been met ,although an increase in the operational risk estimate had been observed from the altitude deviation reports (ADR) and EUR Reduced Vertical Separation Minimum (RVSM) airspace was still considered to be tolerably safe. However the

meaning of “tolerably safe” is not satisfactory and the computed safety coefficient is based upon the reports from only 12 states. The tolerably safe assumption should be comforted in the extended 44 states.

All States that have implemented Reduced Vertical Separation Minimum (RVSM), conform to the requirement to provide the European RVSM Regional Monitoring Agency (RMA) with reports of all instances of altitude deviations and that the European Regional Monitoring Agency (RMA) continue to collect more RVSM operational error data using Altitude Deviation Reports (ADR)

7. DEFICIENCIES

the Group had to consider rectification of identified deficiencies in the Region, specifically

Harmful interference from Airbus A320

In July 2004, the Swiss air navigation service provider, Skyguide, reported harmful interference occurrences on Airbus A-320 aircraft using VHF COM channel 135.985 MHz. This had the effect of making the frequency unusable. It was considered that apart from any safety considerations, in the frequency congested area of Europe, the total blocking of a frequency was an unacceptable situation and that the ICAO deficiencies mechanism be used to force the curing of the problem and involve EASA in the matter. France Airworthiness directive from DGAC has been published to solve the problem

Shortage in VHF communications capacity;

From both an aircraft and ground systems equipage and a radio spectrum point of view, the need to have clear transition plan, with firm achievable time lines for the many current CNS systems to be rationalised to fewer systems with greater spectrum efficiency was again stressed.

Level of implementation of WGS-84 in the Commonwealth Independent States (CIS).

1. The realization of the WGS-84 Implementation Plans in the CIS is restricted by the high volume of planned work and lack of finance.
2. The CIS will be able to fulfill the WGS-84 transition successfully only with the appropriate financial support and implementation of modern information technologies;
3. To implement the WGS-84 in the CIS in the terms determined by EANPG at the 46th meeting, the observed progress needs additional support from ICAO.
4. The full transition to WGS-84 in the CIS will necessitate more years (beyond 2008).

8. ANY OTHER BUSINESS

Review of the work programme and the associated task list for 2006 and decide on its schedule of future meeting(s).