EUROPEAN AIR NAVIGATION PLANNING GROUP 48th MEETING AGENDA

For ease of reference this report will follow the general plan of the official ICAO report, which is available on ICAO Paris website, and will only detailed some items of operational consequences for BA.

1/ REVIEW OF SIGNIFICANT INTERNATIONAL AVIATION DEVELOPMENTS-ORGANISATIONAL MATTERS

Developments in the EUR/NAT Office

Mr George FIRICAN, Regional Officer ANS implementation has been appointed Deputy Regional Director effective 1st june 2007 to replace Mr Robert KRUGER.

The new Regional Officer ANS implementation is Mr Elkhan NAHMADOV.

Serbia and Montenegro

From May 2006 Serbia and Montenegro have become two sovereign States .The rights and obligations under the ICAO Convention have been continued by Serbia. The Group was informed that the process of ratification of the ICAO Convention had been initiated by Montenegro.

Bosnia & Herzegovina

The Group was informed that initiatives had been taken to transfer the command and control authority from the Command of the European Force (COMEUFOR) to the Ministry of Communication and Transport of Bosnia & Herzegovina, thus enabling Bosnia & Herzegovina to assume all privileges and obligations resulting from the provisions of the Chicago Convention.

International organizations

The Group was informed that on 22 November 2006, the Council had decided to include Civil Air Navigation Services Organization (CANSO) in the list of international organisations invited to selected meetings as observers. *Outcome of and follow-up on the DGCA Conference of Safety*

The Group noted the outcome of the Directors General Conference on a Global Strategy for Aviation Safety (DGCA/2006), which was held in ICAO Headquarters, Montreal, on 20-22 March 2006 in support of Strategic Objective A - Safety. All documentation for the Conference, including the Summary of Discussions; the Conclusions and Recommendations; and the Declaration by the Conference, had been made available at

http://www.icao.int/icao/en/dgca/index.html

Outcome of and follow-up on ALLPIRG/5

The Group was informed that the Fifth Meeting of the ALLPIRG/Advisory Group (ALLPIRG/5) had been held at the ICAO Headquarters in Montreal on 23-24 March 2006. Documentation for the Meeting, including the report, had been made available at

http://www.icao.int/cgi/goto_rao.pl?/icao/en/ro/allpirg/allpirg5/index.html

Single European Sky

The Group was informed about progresses made and foreseen deadlines with regard to the adoption by the European Commission of rules to implement the Single European Sky.(see IP11 attached)

SESAR Single European Sky AT Management Research

In progress

2/ PREVIOUS EANPG FOLLOW UP

Airbus A380 Wake Vortex Study

Flight operations in difficult meteorological conditions and impact of wake turbulence

Information provided by recent studies on the Airbus 380 vortex and analysis by the Russian Federation of the incident reported by Ireland at the previous EANPG meeting highlighted again the seriousness of the wake turbulence problem and the influence of weather parameters.

The Group agreed that the work of the group of experts should be embedded within the ICAO framework and that the mandate of the group should be expanded to review the separation criteria contained in Pans-ATM, Doc. 4444 and consider such issues as en-route separation criteria, separation criteria for super-heavy aircraft following a heavy one, and possibly the need to subdivide the medium category of aircraft considering the wide range of differences.

Base on this discussion, the group agreed to the following:

Approach / Landing**:**

A380 followed by Heavy = +2nm extra to existing ICAO separation (˜ 6 nm absolute distance)

A380 followed by Medium = +3nm* extra to existing ICAO criteria (˜ 8 nm absolute distance)

A380 followed by Light = +4nm* extra to existing ICAO separation criteria (˜10 nm absolute distance)

No wake constraint for the A380 as a following aircraft

* These values are subject to review and possible reduction based on further study or changes in aircraft categories and operational experience.

Departure following A380:

Heavy = 2 minutes

Medium, Light = 3 minutes

Or same radar spacing as for Approach / Landing

No wake constraint for the A380 as a following aircraft

Vertical Spacing**:**

Vertical spacing in all cases to be the same as for other aircraft

Evidence and data from encounter flight tests at cruise altitude, supported by airborne LIDAR measurements, have demonstrated that the A380 wake characteristics are equivalent to those of the B744 (chosen as the benchmark aircraft) for this phase of flight. Therefore, the current ICAO vertical separations are confirmed to be appropriate for A380 operations.

Horizontal spacing en-route

En-route horizontal spacing to be the same as for other aircraft

Holding

Vertical spacing to be the same as for other aircraft

Update and perspective on operations of UAVs outside segregated airspace

ICAO Headquarters are inviting all interested States and organizations to discuss and coordinate their actions and developments related to UAV operations..

Timely comments on amendment proposals

The Group reiterated the importance for States to provide timely comments on amendment proposals circulated by ICAO, including those related to Procedures for Air

Navigation Services (PANS). The Group felt that timely comments could play a significant role in the early identification of implementation difficulties.

Status report on the implementation of previous Conclusions and Decisions of the EANPG

The table reporting the status of EANPG conclusions will be updated and made available.

3/ AVIATION SAFETY ISSUES

Under this item the group had to review the safety management initiatives ,progress and means to achieve a satisfactory implementation of Safety Management according ICAO provisions in Annexes 6, 11 and 14, and the content of the ICAO Safety Management Manual (Doc 9859) published to assist civil aviation authorities and regulated entities in their efforts to implement safety management systems (SMS) in accordance with the harmonized ICAO Standards.

ATM safety survey

The survey results provide a comparative overview regarding the extent to which ANSPs and Regulators in each State of the ECAC region have developed their safety management and safety regulatory frameworks. The survey results present a view of how States' frameworks are improving in maturity. The results are presented in an anonymous manner and provide a general picture across the ECAC area

A programme was agreed between Eurocontrol and the ICAO EUR/NAT Office, to include the remaining States in the EUR Region (which are not members of ECAC) in the 2007 exercise.

Regional safety initiatives

Once again the need for more transparency and sharing of safety related information was stressed among participants to improve the establishment of harmonized safety management systems ,as well as the importance of the ICAO provided SMS training.

The Czech Republic presented information regarding a 2nd Cabin Safety Symposium held in Prague, from the 7th to 9th June 2006. There were over 100 participants from many European countries, and also including were participants from USA, Canada and New Zealand.. A 3RD Symposium will be held in Cologne, Germany in 2008.

SMS implementation in the Eastern part of the Region

These activities are coordinated through the ADA group. A possible duplication of efforts and activities between the work of a tasks forced established within Air Traffic Management Group - Eastern Part of the ICAO EUR Region (ATMGE) was discussed.

ATM safety reporting in Europe

The Group was presented with the results of a survey performed by EUROCONTROL which investigated the difficulties associated with the implementation of ATM Safety Occurrence Reporting in Europe. The survey identified a number of cultural and legal issues considered to be impediments to such reporting. The survey also revealed that legislation was crucial to the development of aviation safety in general and of "just culture" in particular. The legislative framework supporting some States' aviation systems has not always been perceived as adequate.

As a conclusion States were encouraged to update their legislation ,to develop and implement non punitive reporting mechanisms as part of their safety programme

Air navigation shortcomings and deficiencies regional database

The Programme Coordination Group (COG) should establish and maintain a regional database of air navigation deficiencies that ensures transparency and provides a secure access to authorised users.

Use of standard phraseology

EUROCONTROL recently issued the European Action Plan for Air-Ground Communications Safety (EAPAGCS). The plan called for national authorities to consider ensuring that regular flight crew proficiency checks covered air-ground communications safety issues. These proficiency checks should be assessed against a common standard for RTF among EUROCONTROL and Joint Aviation Authorities (JAA) member States

because several States notified differences to ICAO standard phraseology. The EAPAGCS also encouraged operators to develop best practice for RTF procedures and phraseology.

Data from the National Air Traffic Services (NATS) in the United Kingdom showed that 25% of all level bust and 40% of all runway incursions were caused by communication error. A common ICAO standard of radiotelephony, was felt as essential to improve air safety .

One language – one environment

It was agreed that the establishment of a single-language radiotelephony environment that would rely only on the English language, based on the new ICAO language proficiency requirements could improve the communication effectiveness and would therefore significantly contribute to the overall level of safety.

At the same time the Group understood that the establishment of such a single-language environment could be challenging for some non-native English-speaking States in the ICAO European Region. However, the initial phase of this process could start from the implementing measures that either require or encourage the use of English language only, at least in busy international sectors and airports.

Accordingly, the Group agreed on the conclusions that:

a) States emphasise the importance of the use of standard ICAO phraseology in aeronautical communication to air traffic services personnel and to flight crews;

b) States be invited to welcome the assessment by flight crews and/or aircraft operators of the use of the English language in busy sectors and airports serving international flights, whenever possible; and

c) ICAO identifies means to provide assistance and advice appropriate to those States who would be willing to, and who would experience difficulties in, implementing a single-language environment in busy sectors and airports serving international flights

4/ PLANNING AND IMPLEMENTATION ISSUES

Global Plan Initiatives

The Global Plan Initiatives (GPIs) contained in the revised Global Plan were developed by the Air Navigation Commission on the basis of an industry roadmap which was aimed at bringing short and medium term benefits to aircraft operators, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology.

Annex of WP 27-GPIs (document attched) provides an executive summary of the status of the Global Plan GPIs implementation in the European Region. A full description of the GPIs is provided in Chapter 1 of the Global Plan. The Chart provide a clearer picture of the "performance objectives" required for the European Region linked to the Global ANP Initiatives and their respective current status and implementation schedule. The proposed document can serve as a living document, providing an ongoing summary of the status of the Global Plan GPIs in the European Region.

This is to be monitored and work along with European SESAR development

Revision of the regional air navigation planning philosophy

The global ATM operational concept, as endorsed by the Eleventh ICAO Air Navigation Conference, should form the basis for the coordinated implementation of CNS/ATM technologies and progression to a more global and interoperable ATM system. The key to the philosophy adopted within the operational concept was the notion of global information utilization, management and interchange.

To develop an integrated ATM system it is necessary to redefine homogeneous ATM areas and major international traffic flows; they have to be identified by PIRGs in collaboration with the aircraft operators.

Considering the necessity to adapt the CNS/ATM systems infrastructure to support air traffic management, according to the identified objectives of ATM areas and

International flows ,PIRGs were responsible for the integration and harmonization of CNS/ATM systems plans for their various regions. While ICAO, through this Global Plan, ALLPIRG meetings, world-wide conferences, and an interregional co ordination mechanism, should carry out the interregional co-ordination to ensure global compatibility, harmonisation and seamlessness of the systems.

With respect to ATS route planning, the “classical” ATS route planning process, based on the assumption of “from”—“to” supporting ground navaids system, was incompatible with the current realities. Concepts like major traffic flows, homogenous area, dynamic route management, flexible use of airspace, required navigation performance, area navigation etc. introduced a new perspective and new requirements in the planning process and had to find their right place in the Regional ANPs. In addition, flexibility and increased responsiveness became key words when trying to respond to airspace users’ needs.

It was concluded that the current amendment process, existing format and content of the regional ANPs did not meet the need of States and users and were inconsistent with the new requirements set-up by the ATM operational concept and the Global ANP. A significant revision of the current regional ANPs philosophy was required in order to reconcile it with the ATM operational concept, the new Global Plan provisions and the ICAO new business planning processes.

In order to address the issues identified above and to develop a methodology to streamline the European air navigation planning process,it was decided **(decision 48/12)** that the EANPG Programme Coordinating Group (COG) be delegated the responsibility to:

a) carry out a review of Volumes I and II of the EUR ANP with a view to reconcile relevant elements of the ATM operational concept and the Global ANP provisions;

b) develop a new format of the EUR Regional ANP for review by the EANPG; and

c) report progress to the EANPG/49

***Review of ICAO Provisions relating to ATS Route Planning*.**

The EANPG noted the urgent need for a rationanalisation of the definition of regional and non regional ATS route networks in the current ICAO provisions (Annex 11, Appendix 1 refers) .More widely there is a need for ICAO to review all documentation relevant to route planning.

Coordination of CNS/ATM Transition Plans for the Eastern Part of the ICAO UER Region

Under this item was discussed the coordination and mutual support of RADA with the Air Traffic Management Group- Eastern Part of the ICAO region (ATMGE) for the CNS/ATM transition Plan

Northern Trans Regional coordination

Under this Item The Group was informed on one of the outcome of the NAT SPG/41 meeting, regarding the air-to-ground communication constraints over the high seas areas of the Arctic Ocean and the need to transit between the Annex 2 compliant flight level allocation system (used by Canada, Iceland and the United States) and the non-compliant system used by the Russian Federation in Murmansk and Magadan Flight Information Regions (FIR).And the problems to organise the coordination considering the abandon of the Russian-American Co-ordinating Group for Air Traffic Control (RACGAT) and the new organisation of Air Traffic Control in Russia with the establishment of the Federal Air Navigation Authority (FANA) on 5 September 2005

It was noted that aircraft operators underlined their continued need for improvement of the route structure and supporting infrastructure in the area. In this respect, several issues have already been identified as requiring continued attention, as follows:

a) opening of more routes and improved efficiency of the current routes;

b) implementation of RVSM in Russian Federation and China;

c) improvement of the ATC coverage and hours of operations;

d) ACC consolidation;
e) development of improved ATFM tools that can be shared amongst States;
f) communications in the Northern Airspace;
g) airport availability for ETOPS aircraft;
h) improved access to China airspace;
i) simplified and more flexible access requirements to the Russian airspace (form "R").

A Trans-Regional Airspace and Supporting ATM Systems Steering (TRASAS) Group was therefore proposed. TRASAS would work under the auspices of ICAO and be composed of representatives with operational and technical expertise from Canada, China, Democratic People's Rep. of Korea, Denmark, Finland, Iceland, Japan, Mongolia, Norway, Republic of Korea, Russian Federation, United States and from international organisations (e.g. IACA, IATA, IBAC, IFALPA).

Procedures for Use of A-SMGCS and Reduced Visibility Conditions in the Aerodrome Control Service

The Group took note that the Airspace and Navigation Team (ANT) of EUROCONTROL developed draft air traffic control (ATC) procedures regarding the use of A-SMGCS (Level 1 and 2)[1] and related low visibility operations. These procedures (eg use of mode S on ground TCAS-RA before T/O and after landing) had been developed in close co-operation with the EUROCONTROL A-SMGCS Project of the EATM Airport Operations Domain (AOP) and were proposed to be incorporated in the EUR Regional Supplementary Procedures (ICAO Doc 7030).

In supporting the use of A-SMGCS, a review of the existing ICAO provisions related to low visibility operations, the ANT of EUROCONTROL also developed several procedures intended to improve the existing definitions and terms associated with low visibility procedures[2] and make a unambiguous reference to the use of A-SMGCS by ATC

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1 *Level 1 – The A-SMGCS Level 1 intends primarily to enhance safety and efficiency of ground surface operations through the introduction of the surveillance service.The main objective is to enhance ATM operations, in particular visual surveillance (performed in SMGCS) by an automated system capable of providing the same level of service in all-visibility operations.*
Level 1 surveillance forms a pragmatic and basic first step in A-SMGCS implementation, allowing the progressive introduction of other A-SMGCS services such as Control and Guidance.
Level 2 – A-SMGCS level 2 aims at complementing the A-SMGCS surveillance service (Level 1) with a control tool whose objective is to detect potentially dangerous conflicts in order to improve safety on runways and protect restricted areas.
A-SMGCS Level 2 provides to ATCOs a traffic situation picture (like at level 1) associated to a safety net capable of detecting potential conflicts. Vehicle drivers may also be provided by a guidance tool assisting them in navigating their vehicles on the airport movement area. This service, in the context of theEUROCONTROL A-SMGCS Project, is optional.
Level 3 (i.e.: Level 2 plus a routing guidance function) and Level 4 (i.e.: Level 3 plus a routing control function) may be the subject of future activities within the AOP Domain.

2 ***Visibility Conditions:***
Visibility condition 1. Visibility sufficient for the pilot to taxi and to avoid collision with other traffic on taxiways and at intersections by visual reference, and for personnel of control units to exercise control over all traffic on the basis of visual surveillance.
Visibility condition 2. Visibility sufficient for the pilot to taxi and to avoid collision with other traffic on taxiways and at intersections by visual reference, but insufficient for personnel of control units to exercise control over all traffic on the basis of visual surveillance.
Visibility condition 3. Visibility sufficient for the pilot to taxi but insufficient for the pilot to avoid collision with other traffic on taxiways and at intersections by visual reference, and insufficient for personnel of control units to exercise control over all traffic on the basis of visual surveillance. For taxiing, this is normally taken as visibilities equivalent to an RVR of less than 400 m but more than 75 m.
Visibility condition 4. Visibility insufficient for the pilot to taxi by visual guidance only. This is normally taken as a RVR of 75 m or less.

(as a substitute for visual observations). In this way, it was expected that the draft proposed procedures would bring clarification in respect of the terminologies associated with the visibility conditions, low visibility operations and CAT II/III low visibility procedures.

Centralized Code Assignment and Management System (CCAMS)

The Group was reminded of the previously reported to EANPG, questions and concerns related to the ability of the current static SSR code allocation to effectively prevent delays caused by code shortages. Experts had monitored and studied these issues, coming to the conclusion that the only viable option was the introduction of a more dynamic methodology, using a centralised code assignment and management system.

To conclude the discussions on the various problems the group endorsed the conclusion that States should actively continue deploying Mode S without delay (Conclusion 48/17) and that (Conclusion 48/18) the EUROCONTROL Agency be invited to manage, in coordination with States and ANSPs, the development and a step-by-step implementation of a CCAMS, so that CCAMS together with ORCAM can provide a short to medium-term solution to prevent SSR code shortages becoming a potential limiting factor to future growth in European air traffic levels.

SSR Codes in the ICAO MID Region

Establishment of a study Group to solve shortage of SSR codes in the MID Region and the difficulties encountered in the interface area between the ICAO EUR and MID Regions. The Study Group would consider the possibility of implementation of the Participating Areas (PAs) concept in the MID Region, in accordance with the ORCAM principles.

Prolonged Loss of Communication

EUROCONTROL introduced the Group with a paper regarding a proposal for amendment of the ICAO Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) related to the communication failure procedures to take into account cases of prolonged loss of communication (PLOC or COMLOSS) to harmonise procedure with that of ICAO annex 10 ,vol 2 and ICAO Annex 2 (Rule of the Air) . Normal HF black out conditions (North Atlantic) should not be confused as a PLOC.

Draft proposal is submited for amendment to the PANS ATM,Doc 4444 on the subject of prolonged loss of communication .

Proposal for PANS-ATM Doc 4444 Amendment

The Group was informed that the International Federation of Air Line Pilots Associations' (IFALPA) had identified a source of confusion when an aircraft was being vectored to a pilot-interpreted final approach aid and Air Traffic Control left the aircraft at a higher level than initial the approach altitude when giving the approach clearance. It was unclear whether pilots should maintain the last assigned altitude when being radar vectored until established on final approach track or should descend to the initial approach altitude when the clearance was received.

The following amendment to the PANS ATM, Doc 1444 was proposed:

"8.9.4.2 When the clearance for approach is issued prior to the aircraft having reported established on the final approach track, the last assigned altitude shall be maintained until the aircraft is established on the final approach track.

Aviation frequency spectrum issues

Note.- For the purpose of describing the provision of an aerodrome control service in the context of varying visibilities, four (4) visibility conditions are defined. Criteria for determining the transition between visibility conditions are a function of local aerodrome and traffic characteristics.

The need for clearer coherence between development of the operational requirements, technical specifications and frequency spectrum availability was again stressed

And ICAO is requested to put greater emphasis at the highest levels of air navigation planning, on the need for rationalised strategies and systems that enable a global approach to cover all aviation frequency requirements with the focus on improved systems frequency spectrum utilization

GSM on board aircraft

The use of mobile phones on-board aircraft has been a topic for discussion within aviation for some time. When the topic was originally raised in the 1980s there was mutual agreement between the mobile phone operators and the aviation that use of mobile phones on-board aircraft should be banned. Recently with advances in technology a number of companies have re-ignited the debate proposing that mobile phones could be used on aircraft if so called “pico-cell” devices are fitted within the cabin reducing the radiated power of the phone.

Passengers Human factors were considered on board of public air transport which does not necessarely apply to BA . The first was the increased possibility of ‘air rage’ when other passengers are upset by those using mobile phones in the very confined space of an aircraft cabin. The other more insidious issue is the confusion that will occur in the travelling public with mobile phones being allowed on some aircraft and not on others.

On the technical side the studies carried out up to date have been focused on the impact GSM mobile phones application on board aircraft have on the ground GSM network. However the impact of GSM in combination with pico-cell devices on aircraft systems was not investigated. The existence of different mobile communication systems in the different parts of the world should be also taken into account. In general all technical issues shall be carefully studied before any decision is taken by the aviation community.

Disharmonized regulation in interpretation of rules for the use of GSM on board aircraft between different regions, airlines and aircraft types should be avoided. Incoherence in regulation can potentially lead to the increased number of passenger air-rage considering that the use of mobile phones in public places is already considered as an annoying factor by majority of society.

Aviation needs to discuss these issues urgently and make unambiguous and easily enforceable global decision on the application of GSM on board aircraft to ensure the continued safety of the aircraft and the passengers. However, this cannot be done by the aviation industry in isolation as radio regulators also have an important role to play.

The following conclusions were issued (**EANPG Conclusion 48/23)** that:

a) the issue of GSM on board aircraft be brought to the attention of appropriate bodies within ICAO to address these issues such that unambiguous guidance/regulation can be provided on a global basis;

b) EASA and States, as appropriate, are invited to withhold certification of the systems until all potential effects of GSM on board aircraft are studied and safety requirements are confirmed to be met;

c) States be urged to alert National radio regulatory authorities on the issues identified in the paper to ensure that a consistent set of spectrum protection requirements can be determined and raise the matter with the International Telecommunications Union (ITU) such that a global approach can be adopted to the radio regulatory aspects, and

d) International Air Transportation Association (IATA) and International Business Aviation Council **(IBAC**) are invited to provide assistance in assessing the potential impact of the use of mobile phones from a flight crew’s perspective and practicality of enforcing any proposed regulation, and to ensure that, clear guidance be provided on the use of mobile phones on aircraft**.**

Global AMHS ATS (Messages Handling SystemAddress) Co-ordination & Change Control

Discussion on the coordinated measures to be taken to insure the transition from the current Common ICAO Data Interchange Network (CIDIN)/Aeronautical Fixed Telecommunication Network (AFTN) network to the ATS Messages Handling System (AMHS) network is gradually proceeding to its implementation phase .

Global AMHS addresses registration and coordination mechanism should be established as soon as possible, by 2008 at the latest, due to the planned complete deployment of AMHS by 2009 in Europe.

The EUR AMHS Manual is the basic Regional reference document for AMHS implementation.

SAFIRE (Spectrum and Frequencies Information Ressources) implementation

The aim of SAFIRE is to provide web access to a mechanism for spectrum and frequency management and to provide a secure, centrally managed system that would enable efficient and accurate management of aeronautical frequencies, and provide a comprehensive information resource to facilitate spectrum management and frequency planning.

SAFIRE COM 2 operational date 1 January 2007 and start of operational evaluations for COM3 and COM 4 Tables as of 1 January 2007 with the aim to commence full operation as of 1 October 2007,

MLS requirements

MLS implementation has been practically abandoned with the development of GNSS, but there is still a great number of usefull and needed frequencies allocated for it.

Considerations lead to the following EANPG Conclusion on MLS requirements (Conclusion 48/27) That:

ICAO take a multi-disciplinary approach to the following items on the MLS issues, in order to determine if the spectrum requirement can be satisfactorily accommodated within the MLS core band allocation:

a) identify, more precisely, the demand for MLS installations and the intended timetable for implementation, and

b) explore the feasibility of the potential measures to improve the spectrum efficiency, encompassing operational requirements, and technical issues related to both airborne and ground systems, recognising that 'hard pairing' is a longer term issue.

8.33 kHz Implementation

1/ 8.33 kHZ channel spacing above FL 195

The implementation of 8.33 kHz channel spacing above FL195 in the ICAO EUR Region was planned to take effect from 15 March 2007 is more likely to be delayed. EUROCONTROL advised the Meeting that the preparations were proceeding well except for the amendment to ICAO Doc 7030. Publication of the proposed amendment to ICAO Doc. 7030 was a pre-requisite for the implementation to proceed on the 15th March 2007. This must be completed in sufficient time to allow AIP amendments etc. to proceed. Difficulties were being experienced in Spain with the Doc 7030 amendment and this was delaying its approval and publication.

The EANPG agreed on the following measures to progress 8.33 kHz implementation above FL195. (**Conclusion 48/28)** That the ICAO Regional Director:

a) urge States to complete the required actions in support of implementation of 8.33 kHz above FL195, and

b) advise EUROCONTROL on the timescales for the acceptance and publication of the proposed 8.33 kHz above FL195 amendment to ICAO SUPPS Doc 7030.

2/ 8.33 kHz implementation below FL195

8.33Khz is more than ever seen as the easiiest response to frequency shortage and extension below Fl 195 as unavoidable .For practical, safety and economical reasons , it was agreed that a global implementation in the controlled airspace wass the better and only reasonable option.

EANPG with the exception of Spain which has opposed difficulties to implement 8.33 Khz above Fl 245 adopted the following conclusion **(EANPG 48/29)** That:

a) States and all concerned entities note the EANPG decision to proceed with the full implementation of 8.33 kHz below FL195 in the area of 8.33 operations in the EUR region,

b) EUROCONTROL be invited to develop an implementation plan for a phased transition to a full implementation of 8.33 kHz below FL195,

c) EUROCONTROL be invited, in the context of the SES, to propose as soon as possible an amendment to the European Commission Implementing Rule on Air-Ground Voice Channel Spacing (AGVCS-IR) to address the requirement for 8.33 kHz below FL195,

d) States mandate carriage of 8.33 kHz equipment from 1st January 2008 for all new orders for aircraft to be flown in the 8.33 area of operation in the EUR region, and

e) States advise all affected entities of the provisional dates for the introduction of services in 8.33 channel spacing below Fl 195 in the area of 8.33 operations as follows:

i) ACC services (not tied to sector lower limits) and affecting IFR, Controlled VFR and Night VFR, as from 2010

ii)Full implementation as from 2013

Language Proficiency requirements

In March 2003, the ICAO Council adopted amendments to Annex 1 – Personnel Licensing, Annex 6 – *Operation of Aircraft*, Annex 10 – *Aeronautical Telecommunications*, Annex 11 – *Air Traffic Services*, and the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) relating to the strengthened language proficiency requirements for pilots and air traffic controllers. Compliance with these strengthened requirements are still challenging for a number of States in the ICAO EUR Region

An Action Plan exists to assist States in implementing the language proficiency requirements

States are also invited to use the guidance materials for the langage proficiency testing and qualification for raters

Several actions are initiated (workshops, seminar ,audit etc) to improve the situation.in order to implement the langage proficiency requirements by march 2008.

Global AIS Congress

The meeting was informed of the outcome of the outcome of the Global AIS Congress held in Madrid, Spain from 27 to 29 June 2006.

The Global AIS Congress considered the essential role of AIS in the evolving world of ATM. It identified the key drivers for change and explored what must be done to ensure that aeronautical information of the right scope and quality is made available. The Congress began to define a future high-level view as to the shape, nature and content of a strategy for the evolution of AIS and in the provision and management of aeronautical information in general. It reviewed technologies that will facilitate change in a practical and affordable way

The meeting agreed with the Congress that there are AIS initiatives going on in many regions, but without effective global coordination.

ICAO and EUROCONTROL will be held in Montreal in February 2007 to discuss the work that has to be done and to develop a project plan

Electronic Terrain and Obstacle Data (eTOD) implementation

The meeting recalled that EANPG/47 developed Conclusion 47/41 urging States to communicate their plans related to the implementation of eTOD to the ICAO EUR/NAT Regional Office. However, the quasi-totality of States have not provided their implementation plans for eTOD . Italy, France and Switzerland have made some progress in the development/implementation of their eTOD programme.

Several conclusions were issued (Conclusion 48/35) to initiate a Collaborative Approach on the national level for the implementation of ETOD requirement

Meteorological related subjects

WAFS (World Forecast System Operations Group)Development

Considerations rgarding the handling and transmission of data

Implementation of International Airways Volcano Watch (IAVW) in the EUR Region

Issues to be solved in the transmission tables format.

Designation of State Volcano Observatories

Issues for States with active volcanoes in the EUR/NAT region, namely Iceland, Italy and the Russian Federation

European SIGMET and AIRMET

IATA highlighted the importance that the format of SIGMET and AIRMET used by States be in line with the templates included in Annex 3. Since Amendment 73 to Annex 3 . In order to meet their operational requirements in the EUR region, IATA further suggested that the area of phenomena be described as a closed line of coordinates or location indicators of waypoints or of airports

In (Conclusion 48/39)- Sates are requested to comply with thiese request I their SIGMET and/or AIRMET:

Exclusive use of the digital forecasts provided by the WAFCs

The current draft Amendment 74 to Annex 3, concerning Chapter 9, paragraphs 9.1.4 and 9.1.3 a) contained issues regarding the use of the digital forecasts provided by WAFCs as a basis to derive all the meteorological information supplied to operators and flight crew members for flight planning. Which raises some concerns to MET Services:issue to be considered by ICAO

RVR Forecast: Status Report

The Group noted the results on the proposal to use a method to convert visibility forecasts under various conditions into runway visual range (RVR) forecastsby calculation of a first-guess RVR value or the use of conversion tables based on the same method currently being used for real-time RVR assessment included in **Appendix N** to this report. However, it was noted that this matter already formed part of the work programme of the Aerodrome Meteorological Observing Systems Study Group (AMOSSG)

ICAO is asked to invite WMO to undertake a study in view of improving the accuracy of visibility forecasts and other meteorological components of RVR assessment

Wind information for ATM in 7 EUR Airports

That ICAO, consider developing provisions or guidance related to the update rate of wind data displayed for ATC to enhance the standardization of MET information to be provided to aviation users.

Operational Flight Information Service Broadcast of Visibility

That ICAO consider the need to develop provisions in Annex 11 related to the inclusion of multiple visibility values in ATIS messages (both in D-ATIS and ATIS

broadcasts), to render them consistent with the content of local MET reports as defined in Annex 3.

5/ MONITORING

The EUR Region RVSM safety monitoring report

With this in mind, The Group was presented with the EUR RVSM safety monitoring report for 2006, which had been prepared by EUROCONTROL in the role of the European Regional Monitoring Agency (RMA), which it performs on behalf of the EANPG

Compliance with the safety objectives

Safety Objective #1 – the vertical collision risk in RVSM airspace due solely to technical height-keeping performance of 0.26 x 10-9 meets the ICAO TLS of 2.5 x 10-9 fatal accidents per flight hour but is two times greater than the corresponding value in the 2005 report. Some of this being explained by an increase of STRUMBLE HMU measurements which presents a mean variation different from the continental HMU's

Safety Objective #2 – the risk of a mid-air collision in the vertical dimension in RVSM airspace meets the ICAO overall TLS of 5 x 10-9 fatal accidents per flight hour.

Estimating the overall vertical collision risk involves determining an estimation of the risk due to operational errors. This estimation depends on altitude deviations reported by operational staff in the form of an Altitude Deviation Report (ADR

. When compared with the 2005 Safety Monitoring Report estimations, the increase in this year's operational vertical risk was due to an increase in the component of the risk associated with the atypical errors of aircraft climbing or descending through a flight level. The increase in this component was due to the increase of the pertinent frequency of horizontal overlap as the estimated probability of vertical overlap obtained from these atypical error data is of the same order of magnitude.

The results were of concern as the overall vertical risk was growing at a rate which would prevent the TLS being met in just a few years unless action was taken.

Safety Objective #3 – the continuous operation of RVSM has not adversely affected the overall risk of en-route mid-air collision.

An assessment of the 113 valid ADRs received from the States, related to technical errors, TCAS nuisance alerts and pilot and controller errors, had shown that, in terms of occurrence frequency, there was an increase regarding ATC and pilot errors in those States.It was noted that the rule in estimating the risk had been change ,taking into account all the altitude deviation reports for operations within the EUR RVSM airspace regardless of whether they were specifically RVSM related or not. This produced the expected increase in the risk shown in the 2005 report which was justified by reference to the change in the use of the deviation reports., nevertheless with the same assumptions the 2006 report shows a further increase over 2005

The EUR Region RVSM safety monitoring report - Conclusion

Finally, for the 10 reporting States, the Group noted that the total vertical risk was estimated, for both technical and operational errors, to be a value of 4.07x10-9, which meets the ICAO overall TLS of 5 x 10-9 fatal accidents per flight hour but amounts to almost twice the risk estimated in the 2005 Safety Monitoring Report (2.49x10-9). It had not been possible to conclude whether or not EUR RVSM has adversely affected the overall risk of en-route mid-air collision for the reporting States.

It was decided (Decision 48/46)

That the European Regional Monitoring Agency (RMA):

a) continue collecting post implementation operational error data to support additional overall risk estimations (Safety Objectives #1 & #2) with a view to determine whether the growth in the risk estimates shown in recent years continues and therefore the EUR RVSM Safety Objectives#1 & #2 will ultimately no longer be met;

b) monitor the occurrence frequency of pilot and controller errors (Safety Objective #3) in close consultation with ICAO to determine whether the apparent increase in the occurrence of vertical deviations is real; and

c) consider the outcome of the aforementioned activities in early 2007 and keep EANPG informed of actions identified as being needed.

The Group expressed its concern that only 10 of the States3 that have implemented RVSM had complied with the requirement to provide the EUR RMA with reports on all instances of altitude deviations and requested the ICAO Regional Director to address those States and seek information about the mechanism used by the national authorities to ensure the continued safe operation of RVSM within their areas of responsibility

The Group considered the possibility that the growth in the risk estimates shown in recent years would continue and therefore the EUR RVSM Safety Objectives#1 & #2 would ultimately no longer be met and decided to invite the COG to analyse such a situation and identify possible actions to ensure safe operation of RVSM in the EUR Region.

The ICAO Regional Director will remind those States not providing data to the Regional Monitoring Agency about altitude deviations within their areas of responsibility of their obligation to do so; and seek information from those States not providing data about the mechanism used to oversee the safe operation of RVSM within their area of responsibility.

EANPG Programme Coordinating Group is asked to identify possible actions to ensure safe operation of reduced vertical separation minimum (RVSM) in the EUR Region if the Safety Objectives are no longer met.

6. DEFICIENCIES

Safety related deficiencies

The group agreed that the communication difficulties and confusing coordination experienced by flights operating in the northern part of the Nicosia FIR should be included in the list of deficiencies in the European Region.

The list of identified deficiencies is in Appendix A of WP 26 (Attached).

Harmonisation of the flight levels scheme

The adoption by all States of the International Civil Aviation Organization (ICAO) Flight Level Scheme as contained in Appendix 3 to Annex 2 – Rules of the Air is of the highest importance for the safety of air navigation. Regretfully some States have adopted different vertical spacing standards to those contained in ICAO Annex 2. The implementation of reduced vertical separation minimum (RVSM) at the interface area between States using ICAO and non-ICAO compliant flight level schemes has increased safety concerns and causes the loss of several levels resulting in a less efficient operation for aircraft and a loss in airspace capacity. Harmonization of level systems by all States adopting the ICAO Flight Level Scheme should be pursued.

WGS-84 implementation

No significant progress had been achieved in this field so far, therefore inclusion of the entry into deficiencies list tables was agreed.

7. ANY OTHER BUSINES

Workshops and Seminars

The Czech Republic informed the Group that an SMS workshop will be held in Prague from 30th April to 4 May 2007. Another information was provided regarding the aircraft accident prevention and investigation course which will be held in Prague from 16 to 27 April 2007. Detailed information for both events can be found at the following website address www.scsi-inc.com .

Structure of the Civil Aviation Authorities of the Russian Federation

The Group was informed about changes in the structures, tasks and responsibilities of the Russian Federation.

European Community air traffic controller license

The Group was informed about the adoption by the European Parliament and Council of a directive on a Community air traffic controller license (*Directive 2003/23/EC of 5.04.2006 on a Community air traffic controller licence, OJ L114/22 of 27.04.2006* refers

Airport capacity

The 2004 “Challenges to Growth” study revealed that if demand grew just below the current rate, airports would become increasingly constrained by 2025: The lack of airport infrastructure particularly at the top 60 airports risked having detrimental effects on Europe’s economic growth and its competitiveness. The Commission decided to address the issue by drafting a communication aiming at building a strategy to deal with the "capacity crunch". The Communication would outline the problems and suggest a variety of actions (‘action plan’) to be undertaken in the next 3-5 years. The actions would be situated either with the airports, the Member States or the EU level sometimes with the help of Implementing Rules to be done by EUROCONTROL. The actions were to be based on the principles of better use of existing airport capacity, improved the planning framework for new airport infrastructure, promote “co-modality”, improved air transport safety, and development and implementation of new technologies.

EANPG work programme and associated task list

Was agreed upon by the group