IBAC Technical Report Summary

Subject: European Air Navigation Planning

Meeting: ICAO EANPG/50

IBAC File: ICAO Planning and Implementation Regional Groups

Reported by: Peter R. Ingleton

Summary: The 50th Meeting of the European Air Navigation Planning Group (EANPG) was held in Paris 8-11 December 2008. The Agenda for the meeting is at Attachment 1. There were no developments of note under Agenda Items 2,3,4,7, and 10.

At the close of the meeting Mr. Phil Roberts (UK) was elected to succeed Mr. Dirk Nitschke (Germany) who relinquished the Chairmanship.

A conclusion was reached to proceed with finalizing planning for implementation of 8.33 kHz VHF channel spacing below FL 195 and to provide advance notification of potential time scales.

The Group was presented with the DLSG final report. In reviewing the Data Link Steering Group final report, the Group acknowledged that the DLSG had completed its work programme and in doing so had gone as far as it could in arresting divergence and obtaining convergence in data link implementations. A global approach was now needed. In the light of the expected OPLINK reestablishment by the ICAO HQ, it was concluded that the revised Data Link Harmonization Strategy, as developed by the DLSG, should be used until such time when a global approach would be developed by the OPLINK. The EANPG agreed that the DLSG had exhausted its tasks and decided to disband it.

The Regional Monitoring Agency (RMA) reported that, with respect to the Target Level of Safety, both the collision risk for aircraft technical height keeping performance and the overall vertical collision risk were both being met.

Attachment 2 provides details of Conclusions on Safety & seamlessness, APV Implementation, CPDLC/VDL 2 mandate, PBN Implementation and WGS-84 Implementation.

Implication for Business Aviation:

Foreshadowed implementation of 8.33 kHz below FL 195 is considered unlikely to negatively impact business aviation operators of turbine-powered aircraft but is unlikely the case for those operating recips.

Focus of work to achieve convergence of DLK has moved from EUR/NAT regional level to the global level unfortunately suggesting that considerably more time will elapse before significant results are evident.

Decisions Required:

IBAC POC to review and decide need for IBAC to become involved in ICAO OPLINK Panel.

Agenda Item 1: A Single Sky – Challenges for the Next Fifty Meetings

Agenda Item 2: Review of significant international aviation developments

Agenda Item 3: Previous EANPG follow up

Agenda Item 4: Aviation safety

Agenda Item 5: Planning and implementation issues

> a) Management of the European Air Navigation Plan;
>
> b) Proposals for amendments of ICAO provisions;
>
> c) Air Traffic Management;
>
> d) Communication, Navigation and Surveillance;
>
> e) Language Proficiency Requirements;
>
> f) Aeronautical Information Service;
>
> g) Meteorology
>
> h) The implementation of the new concept of the FPL in 2012

Agenda Item 6: Monitoring

Agenda Item 7: Deficiencies

Agenda Item 8: Work programme

Agenda Item 9: Election of the EANPG Chairman

Agenda Item 10: Any other business

****

EANPG Statement 50/1 – Safety stays No 1; seamlessness needs new attention

That EANPG, re-affirming that aviation safety is the overriding priority, taking into account global provisions, and considering information from States and International Organisations, gives special attention to the following issues on its work programme:

a) Harmonisation of flight level systems

b) Coordinated planning for future Communications system requirements at high level

c) Defragmentation of airspace

d) Transparent boundaries with adjacent Regions

e) Civil/military co-operation in air traffic services, airspace management and route network development

EANPG Conclusion 50/5 - APV implementation

That:

a) invite all States to take a proactive stance to enabling APV implementation in the ICAO EUR Region at the earliest opportunity;

b) with regard to Assembly Resolution 36-23 and based on the responses to the State Letter, the Regional Director inform the ICAO Council of any potential constraints or challenges associated with implementing APV procedures in the EUR Region.

EANPG Conclusion 50/12 - Proposal for Amendment Doc 7030 – CPDLC/VDL2

That the ICAO EUR/NAT Regional Director process, on behalf of the EANPG and in accordance with the established formal procedure, the draft proposal for amendment to Doc 7030 as presented at **Appendix UU** to this report.

EANPG Conclusion 50/14– PBN Implementation

That:

a) EANPG/50 endorse the PBN Regional Implementation and Harmonisation Strategy as presented in Appendix A;

b) the ICAO Regional Director invites Eurocontrol to provide to the PBN TF available information on the PBN national planning data for the States in the ECAC area for assessment;

c) PBN TF support the ICAO EUR/NAT Office in drafting a PBN national planning data questionnaire for the States beyond the ECAC area;

d) the ICAO Regional Director invites States to develop their National PBN Implementation Plans in line with the principles set out in the ICAO Assembly Resolution 36-23; and

e) ICAO Regional Director be invited to include the PBN Regional Implementation and Harmonisation Strategy as a regional planning policy statement in the ICAO EUR Air Navigation Plan (Doc 7754).

EANPG Conclusion 50/25 – WGS-84 Implementation in the Eastern Part of the European Region

That:

a) the ICAO Regional Director urge States that have not yet done so to:

i) develop effective WGS-84 implementation plans with clear timelines and inform the ICAO EUR/NAT Office, accordingly;

ii) update their civil aviation regulations to introduce provisions related to the use of the WGS-84 system as the standard geodetic reference system;

iii) achieve the total implementation of the WGS-84 System, in accordance with ICAO Annexes 4, 11, 14 and 15 provisions;

iv) adopt appropriate procedures to validate the WGS-84 data and ensure the quality (accuracy, integrity and resolution) of the published WGS-84 coordinates;

v) report the status of implementation of WGS-84 on a regular basis until the system is fully implemented; and

b) the COG/AIM TF monitor and follow up with greater efficiency the implementation of WGS-84 in the Eastern part of the European Region.