



TRANS-REGIONAL AIRSPACE AND SUPPORTING ATM SYSTEMS STEERING GROUP FIRST MEETING (TRASAS/1)

FIRST MEETING

(Paris, France, 2-3 May 2007)

Agenda Item 3: Review of work currently underway to enhance the ATS route network, using current and future technologies, and the need to plan for a transition towards a performance based navigation system

CROSS POLAR COOPERATION BETWEEN UNITED STATES, RUSSIA, ICELAND AND CANADA

(Presented by the United States of America)

SUMMARY

This information paper provides a summary of the third meeting of the Cross Polar Trans East Air Traffic Management Work Group (CPWG) held April 24-26, 2007 in Washington, D.C. This paper also includes a summary of the first two CPWG meetings and of the meeting between the U.S. Federal Aviation Administration (FAA) and the Russian Federal Air Navigation Authority (FANA) in Washington, D.C. October 25-27, 2006.

1. Introduction

1.1 The group is informed of the outcomes of the October 25-27, 2006 FAA/Russia Air Traffic Control Coordination Meeting held in Washington, D.C. and of the third meeting of the Cross Polar Trans-East Air Traffic Management Working Group (CPWG), April 24-26, 2007 in Washington, D.C.

2. Discussion

2.1 On October 25-27, 2006, representatives of the FAA and FANA met in Washington, DC to hold discussions on the future form of US/Russia cooperation in the area of air traffic control.

2.2 During that meeting, FAA and FANA representatives noted the great achievements of the Russian American Coordinating Group for Air Traffic Control (RACGAT). Successes included opening both the Trans East and the Cross Polar routes through Russian air space. Both International Civil Aviation Organization (ICAO) and International Air Transport Association (IATA) publicly recognized RACGAT and both the FAA and FANA appreciate the cooperation between the participating countries that resulted in new routes and gained efficiencies.

2.3 While the FAA and FANA agreed that RACGAT was a very beneficial forum, they also noted that due to various governmental changes, there was a need for a forum to discuss and address operational issues. For this purpose, the Trans-East and Cross Polar Technical and ATS Providers Group was formed to ensure international cooperation on airspace issues in the subject area.

2.4 With the ICAO proposal to form the Trans-East Regional Airspace Organization and ATM Supporting Steering Group (TRASAS) and with some of the former RACGAT issues being addressed by the Cross Polar Trans-East Air Traffic Management Work Group (CPWG) (formerly known as the Trans-East and Cross Polar ATS Providers Group), the FAA and FANA agreed to formally dissolve RACGAT as a cooperative forum between the two countries.

2.5 The FAA and FANA officials agreed that cooperation on airspace issues is still critical. Therefore the FAA and FANA have agreed to support the CPWG and instruct their provider organizations to participate in its meetings. The new group has met three times including April 24-26, 2007 in Washington, D.C.

2.6 Outstanding action items from RACGAT/13 were discussed at the April 24-26, 2007 Cross Polar Trans-East Air Traffic Management Work Group (formerly known as the Trans East and Cross Polar ATS Providers Group) for consideration and action.

2.7 Further, the FAA and FANA noted that they were interested in the work of the proposed Trans-East Regional Airspace Organization and ATM Supporting Steering Group (TRASAS) as a high level strategic group, which will be able to follow up on some left over issues of former RACGAT group. The FAA and FANA look forward to receiving official documents on TRASAS establishment and further information on its activities from ICAO.

2.8 The Cross Polar Trans-East Air Traffic Management Work Group held the following meetings:

2.9 March 14-15, 2006 in Anchorage, Alaska: The meeting was conducted between the U.S., Canadian and Russian Air Traffic Services organizations to address daily operational issues between the parties. Representatives from the various air carriers who operate in that area also attended the last session of the meeting. The meeting focus was to identify and begin resolving air traffic management problems.

2.10 September 25-27, 2006 at ICAO Offices in Montreal, Canada: The second meeting of this operational working group included participation from U.S., Icelandic, Canadian and Russian Air Traffic Services organizations, and airlines. The group addressed daily operational issues between the parties, continued improvement in coordination and capacity building. Discussions included Russian proposals for two new polar routes with entry/exit points in Anchorage FIR, implementation of technologies such as Controller-Pilot Data Link Communications (CPDLC), Automatic Dependent Surveillance - Broadcast (ADS-B) and implementation of Reduced Vertical Separation Minimum (RVSM) in China and Russia. In a letter dated October 13, 2006, IATA thanked Russia for supporting this group and stated that they believe Trans-Polar groups are successfully replacing the former RACGAT. IATA also noted that these focused working groups are able to address specific ATM problems.

2.11 April 24-26, 2007 in Washington, D.C.: This was the third meeting of this operational working group and included participation from U.S., Icelandic, Canadian and Russian Air Traffic Services organizations, airlines, International Air Transport Association (IATA), and invited guest, the Japan Civil Aviation Bureau. This meeting has grown in attendance from 30 at the first meeting to over 50 at this third meeting.

2.12 The group members have noted that the CPWG has become an effective forum to address and resolve operational issues. The group discussed daily operational issues between the parties, continued improvement in coordination and capacity building. An example of this is the submission of three papers by the U.S., Russia and Japan, regarding the alignment of ATS Route B932 and proposing an RVSM trial along the route.

2.13 Discussions included Russian proposals for new polar routes with entry/exit points in Anchorage FIR, implementation of technologies such as Controller-Pilot Data Link Communications (CPDLC), Automatic Dependent Surveillance – Contract (ADS-C).

2.14 Implementation of Reduced Vertical Separation Minimum (RVSM) in China was also discussed and Russia noted that they are addressing implementation of RVSM within their domestic and oceanic airspace. Work on Russian RVSM implementation is progressing but not yet sufficiently developed to publish a firm implementation date.

2.15 The group discussion also included defining its terms of reference and work plan for the upcoming year and is noted as Appendix 1.

3. **Action**

3.1 The meeting is invited to take note of the information in this paper.



**CROSS POLAR TRANS-EAST ATM WORKING GROUP
(CROSS POLAR WG)****Terms of Reference**Introduction

The Cross Polar Trans-East Air Traffic Management (ATM) Working Group (Cross Polar WG) provides a forum to improve the provision of air traffic services (ATS) to aircraft which operate between North America and Asia via Cross Polar and Russian Trans East routes. The Cross Polar WG shall be composed of Air Navigation Service (ANS) provider representatives from Russia, Canada, Iceland and the United States (US) and representatives from international organizations representing airspace operator groups (e.g., the International Air Transport Association (IATA) and International Business Aviation Council (IBAC)) who operate in the subject airspace.

Although the Cross Polar WG will focus primarily on Cross Polar and Trans-East airspace issues, in order to promote seamless, efficient and safe ATS, representatives from other organizations and ANS providers, including, but not limited to China, Mongolia, and Japan, may also be invited to participate in Cross Polar WG activities, as appropriate.

The Cross Polar WG is cognizant of other international bodies, both long standing as well as newly formed, which share many of its concerns and goals. The Cross Polar WG is committed to working cooperatively with these groups and is prepared to share its expertise as, and when, requested. Correspondence between the groups will include the dissemination of Cross Polar WG meeting minutes to ensure thorough coordination of efforts.

Purpose and Scope of Work

The Cross Polar WG addresses Cross Polar and Russian Trans East aviation issues focusing on continued improvements to operational efficiency through enhanced coordination, harmonized procedures and implementation of new technologies. Members work cooperatively to accomplish the WG activities, which may include:

1. Promotion of ATM and/or communications, navigation, surveillance (CNS) initiatives and associated technologies designed to improve safety, increase operational and economic efficiency and/or capacity, and harmonize ANS;
2. Harmonized implementation of Reduced Vertical Separation Minimum (RVSM);
3. Pursuit of new Polar ATS routes and/or tracks with entry/exit points on Flight Information Region (FIR) boundaries;
4. Development of air traffic flow management (ATFM) procedures designed to improve capacity/efficiency and overcome existing limitations;
5. Sharing information on plans for enhancing compatibility of air traffic operations and systems; and
6. Supporting the goals and objectives of associated International Civil Aviation Organization (ICAO) groups such as the European Air Navigation Planning Group (EANPG), the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), the North Atlantic Systems Planning Group (NAT SPG), the Trans-Regional Airspace and Supporting ATM Systems Steering (TRASAS) Group, and the Informal Pacific ATS Coordination Group (IPACG).

Meeting Schedule

The Cross Polar WG meetings will normally be scheduled for approximately three days and will take place bi-annually or as needed. Locations of the meetings will vary. The length and timing of each meeting may

be adjusted to accommodate the work program. Work may also be conducted via other methods such as conference calls and/or electronic mail.

Management of Meetings

The US will be responsible to facilitate each Cross Polar WG meeting. ANS providers from Russia, Canada, Iceland and other States will provide points of contact to coordinate issues on behalf of each ANS provider. The facilitator will ensure that the outcomes of each meeting, including follow-up action items, are documented and distributed to participants in a summary. Notes, briefings and action items will be made available electronically to the greatest extent possible. Russia, Canada, Iceland and the US will share joint responsibilities for collaboratively developing and maintaining a comprehensive work program including target dates and milestones to be achieved.

Hosting responsibilities will be shared amongst the ANS Providers i.e., U.S., Russia, Canada and Iceland. The Host will be responsible for organizing and funding logistical arrangements for the meeting. Meeting attendees will be responsible for the cost of travel, meals and related personal expenses incurred by meeting attendance.

The working language of the meeting will be English and meeting documentation will be provided in English. If needed, interpretation services will be provided by the parties requiring interpretation.

- END -