

**Cross Polar Trans East Air Traffic Management Providers' Work Group Providers'  
Meeting (CPWG-PM/1)**

May 22-24, 2019  
ICAO EURNAT Offices  
Paris, France  
**9:30 a.m. Start time**

Agenda Item 2: Summary of Pertinent Issues from the ANSPs Meeting and other relevant meetings

**Outcome of the ICAO Route Development Group - East (RDGE/30) meeting**

- Submitted by the ICAO EUR/NAT Office -

**SUMMARY**

This information paper presents the main results from the 30th meeting of the ICAO Route Development Group - East (RDGE/30) meeting, which was organised by EANS in Tallinn, Estonia from 1 to 5 April 2019.

**1. INTRODUCTION**

- 1.1. The Thirtieth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/30) was organised, thanks on the kind invitation from the Estonian ANSP (EANS), in Tallinn, Estonia from 1 to 5 April 2019. The RDGE was attended by 67 participants from 21 ICAO EUR States, 2 international organizations and 3 Computer Flight Plan Software Providers (CFSP).
- 1.2. The RDGE was joined by delegations from P.R. China, I. R. Iran and United States. The delegations from Iraq, Pakistan and Tajikistan registered for the event but eventually could not participate (Iraq and Tajikistan due to visa issues).

**2. DISCUSSION**

- 2.1. Mr. Evgeny Tavadze (Georgia) was elected as the new RDGE Chairman and Mr. Maksim Suleymanov (Uzbekistan) was elected as Vice-Chairman. Mr. Natig Aliev (Azerbaijan) was nominated as the new Rapporteur for the Black Sea and South Caucasus Area and its interface Subgroup.
- 2.2. The meeting was informed about the latest international aviation developments at the global level and the outcome from the EURNAT-DGCA/2019 Meeting, which appreciated the cooperation between EUROCONTROL RNDG and RDGE on ATS route network improvements and airspace enhancements.

- 2.3. EUROCONTROL gave a detailed presentation on the RNDSDG activities, the ARN 2019-2024, the progress on Free Route Airspace Implementation (especially the projects that will be implemented in November 2019) and the outcomes from the Regional Subgroup activities. The new version of the FRA Design Guidelines was briefly discussed and the RDGE asked about the possibility to share the material as a stand-alone document at the next RDGE/31 meeting.
- 2.4. The questionnaire on the removal of ATS route structures within FRA airspace, the publication of ATC sectors and the use significant points (5LNCs) for VFR purposes were also discussed. The RDGE also discussed the problem of data integrity for the publication of ENR and TMA points in the national AIPs versus the precision requirements from the EAD data submission tool.
- 2.5. IATA (KLM) gave a very detailed presentation on their flight operations, their flight planning system and the required enhancements of the ATS routes in the flight plan to allow more flexibility and flight planning options. IATA also presented several proposals for optimisation of flights from the Russian Federation to Turkey.
- 2.6. A total of 23 State reports were presented, which showed again a very volatile picture in traffic figures (between a decrease of 10.0% and a maximum increase of 20.7%, but with an average traffic growth of 5.4% for the total traffic figures) when compared with the traffic figures for the same time period in the previous year, mainly due to the events in Pakistan and Syria. Tajikistan had planned to present their State report, but was unable to attend the meeting.
- 2.7. A total of 89 new ATS routes had been implemented since the last meeting and 26 airspace projects were completed. The possible traffic normalisation in Damascus FIR and in Baghdad FIR, the enhancement of the interface between MID and EUR Region especially for traffic flows to/from the Gulf area, the constraints due to the closure of Pakistan airspace, the results from the last Cross Polar Working Group (CPWG) meeting and the numerous RNAV ATS route implementation activities were discussed at the RDGE/30.
- 2.8. The Baltic Sea Area and its interface Subgroup reviewed a total of 38 existing proposals and 16 changes were agreed for the Baltic ATS Route Catalogue.
- 2.9. The Black Sea and South Caucasus Area and its interface Subgroup reviewed a total of 35 existing proposals. 3 proposals had been implemented and 4 new route proposals were agreed for insertion into the Black Sea ATS Route Catalogue. The Subgroup discussed the issue of the possible re-opening of the waypoint KABAN westbound in the case of normalization of traffic operations in Baghdad FIR. A SAAM/NEST evaluation was provided and Turkey provided possible scenarios for traffic flows via KABAN and NINVA. The implementation would require careful assessment of the network effect of all possible options and coordination with all stakeholders in the European and Middle East Regions would be required. The Subgroup also discussed additional proposals from Turkey to connect the European flow to/from Bahrain FIR.
- 2.10. Due to the absence of delegations from Afghanistan, Pakistan and Tajikistan the Middle Asia Area and its interface Subgroup reviewed only 47 out of the 58 existing proposals at the RDGE/30. 4 proposals had been implemented and 7 new proposals by I.R. Iran, Uzbekistan and IATA were agreed for inclusion into the Middle Asia ATS Route Catalogue.

The proposals developed by I. R. Iran and Uzbekistan concerned the interface with Kabul FIR. Kazakhstan also provided a package of 24 RNAV5 routes which would be implemented on 07 NOV 2019.

- 2.11. The Far East Area and its interface Subgroup reviewed 33 existing proposals and 6 new proposals were added to the Route Catalogue. Nearly all route proposals in the Far East Area RDGE ATS Route Catalogue could not be progressed due to the lack of progress information from China and/or lack of responses from Japan and South Korea (ROK). The delegation from the Russian Federation informed the Subgroup about the latest developments concerning the SIMLI airspace project. The delegation of China indicated that the implementation will be discussed further at the upcoming bilateral meeting between Russian Federation and China which is planned for summer 2019 in the Russian Federation. The Subgroup stressed again the importance to address these necessary airspace improvements and agree to an implementation date, so that the implementation of the SIMLI dualisation project can be finalised before airspace changes and increased traffic complexity will negatively impact the traffic flows. Further information will be reported from both delegations at the RDGE/31 meeting.
- 2.12. The Chairman, together with the IATA delegation, expressed their appreciation on the high number of States that were participating in this RDGE meeting and the excellent level of discussions, which resulted in a significant amount of ATS route improvements and updates to the RDGE ATS Route catalogues.
- 2.13. The Thirty-First Meeting of the Route Development Group - Eastern Part of the ICAO EUR Region (RDGE/31) will be organised at the ICAO EUR/NAT Office in Paris, France, from 9 to 13 September 2019.

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