**Agenda Item 1:** **Report on significant international aviation developments**

**i) Outcome of and follow-up on the 37th Session of the Assembly of ICAO;**

* Noted the A37 outcome.
* Noted the status of follow-up on TRASAS/2 Conclusions and follow-up task list.
* Noted the outcome of the consolidated results of the Arctic Council agreements on the Search and Rescue (SAR) activities for aviation and maritime operations, which involved the Russian Federation, United States of America, Canada, Norway, Denmark, Iceland, Sweden and Finland

1. Congratulated the 8 States for their achievements in aligning the ICAO and IMO provisions and strengthening the States cooperation on the Search and Rescue operations in the Arctic Region
2. Noted the SAR exercise that took place in the Arctic Region in March 2010 and the upcoming Seminar in Norway on the lessons learned from this event
3. Noted that the ICAO EUR/NAT Secretariat agreed to submit the necessary information for aligning the agreed FIR boundaries of search and rescue areas of responsibilities between the adjacent States and the update of the SAR tables in the Air Navigation Plans

**ii) Outcome of APANPIRG/19 and 21, EANPG/51, NAT SPG/46 and GREPECAS/15.**

* Reviewed and noted the outcomes of the PIRGs.

**iii) Progress on global implementation of Performance Based Navigation (PBN);**

* Noted work being done on PBN implementation in the Regions and in the United States
* Noted that the performance metrics to measure the benefits in terms of fuel or time savings attained from the PBN implementation had been established in the United States. This process took into account the need to minimise the time for implementation. The procedures designed were validated in flight simulators to measure the time and fuel savings and also the ATC workload.
* Noted that IATA fully supported the ICAO PBN programme and pointed out the need for a collaborative approach to take the full advantage of PBN implementation.
* Noted the request by IATA that States take into consideration impact on fuel savings and flight efficiencies during their studies for PBN implementation
* Noted that IATA was conducting its member airlines’ equipage survey. The information collected in this process would allow informed decisions to be taken in support of the PBN planning and implementation
* Noted that several potential hurdles to the successful APV implementation were identified, including the following:

1. Decisions to implement APV often rest within the remits of aerodrome operators or service providers. These decisions are taken on the basis of the cost and benefit analysis and associated safety cases. States, while taking a proactive approach to APV implementation, have often a limited influence on business decisions of service providers and aerodrome operators in the implementation of APV;
2. GNSS is not approved as a valid means of navigation for approach and landing by some regulators;
3. Rate of operators’ RNP APCH or APV approvals is often insufficient and lags behind the progress of implementation on the ground and aircraft equipage, and
4. Some implementation issues need to be resolved, e.g. insufficient number of trained procedure designers and an urgent need to establish a global or regional SBAS channel number allocation mechanism.

* Noted the request by IATA that all Regions record the number of APV implementations
* Noted that the deadlines of the Assembly Resolution appeared to be challenging for States in the ICAO APAC, CAR, NAM and EUR Regions unless the foregoing issues would be addressed. Therefore the following draft Conclusion was approved.

**TRASAS Conclusion 03/01 – Actions to foster PBN implementation**

**That the APANPIRG, EANPG, NATSPG and GREPECAS be invited to consider the following actions to foster PBN implementation:**

**a) Urge States to undertake necessary steps to grant approvals for the use of GNSS as a valid means of approach and landing;**

**b) Urge States and airspace users to undertake necessary steps to increase the number of operator’s RNP APCH and/or APV approvals (including Baro-VNAV);**

**c) Urge States, aerodrome and navigation service providers to establish collaborative implementation teams that undertake all necessary steps to increase the number of RNP APCH/APV implementations;**

**d) Urge States and service providers to urgently address the need to increase the number of qualified procedure designers to foster RNP APCH and/or APV implementation; and**

**e) Invite ICAO Headquarters to establish a global SBAS channel number assignment mechanism.**

* Noted the information provided by the United States on the implementation of Reduced Longitudinal Separation in the Arctic Region; and agreed to recommend adding the application of reduced longitudinal separation to the work plan of the Cross Polar Trans-East Air Traffic Management Providers’ Working Group (CPWG).
* Include text in action plan rmk column

**TRASAS Conclusion 03/02 – Proposal for addition to the CPWG work programme**

**That, the Cross Polar Trans-East Air Traffic Management Providers’ Working Group (CPWG) be invited to consider the addition of the application of reduced longitudinal separation to its work programme.**

**Agenda Item 2: Implementation of RVSM, including interface issues**

* Noted the activities in the Eastern part of the ICAO European Region related to the implementation of the Reduced Vertical Separation Minimum (RVSM) on 17 November 2011 – EURASIA RVSM Implementation Project.
* Noted that the Project member States: Kazakhstan, Kyrgyzstan, the Russian Federation, Tajikistan, Turkmenistan and Uzbekistan achieved significant progress on the actions outlined by the EURASIA RVSM Implementation Master-plan.
* Noted the progress, notwithstanding a slight delay on few points, and considered overall advancement satisfactory in this respect.
* Also noted that Afghanistan and Iraq expressed their commitment to implementing RVSM in their respective airspace.
* Requested that the status of implementation of RVSM in Mongolia be provided.

**Agenda Item 3: Work currently underway to enhance the ATS route network**

* Noted the results of the IATA presentation on the results of studies regarding the traffic flow optimisation between Europe and Northern Asia (in particular for flights from Europe to Tokyo, Osaka, Nagoya and Seoul)

1. Noted the planned IATA meetings with the Russian Federation in November 2010 for further discussion of these proposed changes and a similar bilateral IATA meeting with the Chinese Air Traffic Management Bureau (ATMB) before the end of 2010
2. Noted that the ATS Route structure enhancements that were initiated from the Russian Federation in 2008 are still pending final evaluation from the Chinese authorities
3. Invited the ICAO EUR/NAT and ASIA/PAC offices to support the ATS route development between Europe and Northern Asia and to use the next CRMI/6 meeting (currently scheduled in Bangkok, May 2011) for further discussion on these proposed changes

* Noted the information on the evolution of Cross Polar Operations from the period of 1996 to 2010

1. Acknowledged the success of these operations and thanked for the contributions of many people and organizations over these past years
2. Noted current issues and concerns in areas as: Communications in the polar region are limited and at times marginal, Different separation standards are limiting the overall efficiency, AIDC is not available between all ANSPs, CNS/ATM capabilities are not homogeneous/seamless, issues with the slot allocation process, RVSM and Flight level transitions inconsistencies
3. Encouraged the Cross Polar Working Group to resolve the existing issues and to make further improvements in the Cross Polar operations

* Noted the information on the activities of the Cross Polar Trans East Air Traffic Management Providers’ Working Group (CPWG), the relevant work accomplished during CPWG/8 and CPWG/9,and that the CPWG/10 meeting would take place in the ICAO EUR/NAT Office in Paris from 2-5 November 2010

1. Noted that the envisaged application of a 10 NM longitudinal separation standard on B932 (with the use of mach number technique) would require a Proposal for Amendment of the ASIA/PAC ICAO Doc 7030 as this separation standard is currently only approved for flights in the Anchorage FIR
2. Acknowledged the work of the CPWG on the continued cooperation and efficiency improvements in the Polar Region

* Noted the information on the activities of the of the Communications North of 80N Task Force and recalled the information on the use of Iridium satellite network for improved ADS and controller pilot data link communication (CPDLC) reports from the ICAO NAT Region
* noted the status report of the Arctic 50 nautical mile (NM) Lateral Separation Reduction Project which aims to implement 50 NM lateral separation between operators/aircraft authorized Required Navigation Performance (RNP) 10 or RNP 4 in the Anchorage Arctic Flight Information Region (FIR) on the 18 November 2010 and in the Edmonton FIR/CTA (Canadian Minimum Navigation Performance Specifications CMNPS) airspace by 2011
* noted the activities within the Russian Federation to continuously improve ATS route network, providing a greater attractiveness of the airspace and enhancing the level of user air traffic services. The implementation of new ATS routes enables significant improvements of the existing route network in the Russian Federation, enhances flight safety and facilitates provision of air traffic services with adjacent RVSM airspaces. These ATS route network improvements will enable the airlines to choose more optimal routings, which will ultimately lead to increase of traffic and enhance the quality of air traffic services provided, which was highly appreciated by IATA
* assessed the concept of the IATA Pacific Project and collectively endorsed the project objectives, aiming at the creation of seamless and homogeneous airspace for the Traffic from North America to Asia, with the expansion of User Preferred Routes (UPR) and thus resulting in an improved operational/environmental efficiency

1. agreed that the IATA Pacific Project activities, involving the ICAO APAC, NAM and EUR Regions, should be supported and supervised through the existing TRASAS mechanisms and therefore allow a continuous information exchange for the improvement of future operations between North America, Far Eastern Europe and Asia
2. agreed that the Cross Polar Working Group be invited to include this project in its work programme (with an initial priority on the Pacific Route System enhancements), by involving all key stakeholders (States, IATA/Airlines) and using the existing structures to enhance coordination/ efficiency of the current working arrangements.

*Note: The CPWG/10 was therefore invited to discuss the inclusion of this project with all participants (including the representative from Japan, who was not present at TRASAS/3) and to ensure coordination with IPACG and the appropriate NAT and EUR working groups. The CPWG was also invited to report on the progress of the project at the upcoming TRASAS meetings.*

**TRASAS Conclusion 03/03 – Proposal to include “Pacific Project” to the CPWG work programme**

**That, the Cross Polar Trans-East Air Traffic Management Providers’ Working Group (CPWG) be invited to include the “Pacific Project” into its work programme.**

**Agenda Item 4: Implementation of changes to the Flight Plan Format (15 November 2012)**

* Was provided updates on APAC, EUR/NAT, NACC activities, plans and readiness status for the implementation of FPL2012
* Noted that, for the EUR Region, mitigation was available to partly address the situation if States using the IFPS service were not ready
* Noted the information provided and in particular the intention, based on operational needs, that the ICAO EUR Region would retain the use of “RVR/nnnn” and “RFPnn”, which were currently documented in Doc 7030 and would institute the use of “EUR/” to indicate information concerning exemptions and to designate flight plan data that should be subject to special handling due to security concerns.
* Was advised that ICAO Headquarters had confirmed that, in accordance with Amendment 1, reasons for special handling by ATS should be documented in “RMK/”.
* Noted information from technical experts responsible for the implementation at the processing system level, which indicated that RMK/ was subject to truncation, impossible to syntax check and difficult to extract specific information from. Truncation was increasingly likely for long-haul flights, whose flight plans and associated messages were quite lengthy.
* Expressed its support for the goal of a common, global approach to implementation of Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) (Doc 4444), Fifteenth Edition, which would reduce the likelihood that flight plans would be rejected or processed incorrectly. If it were not possible to fully address the needs of one or more Regions in a manner that was fully compliant with PANS ATM, then it would be desirable to ensure, to the extent possible, that any such solutions would be widely coordinated and, if at all possible, fully interoperable.
* Proposed that the creation of a multi-regional coordination body, composed of operational and technical experts, could achieve this.

**TRASAS Conclusion 03/04 – Inter-regional coordination of implementation solutions**

That, the ICAO Regional Directors, Asia and Pacific (APAC), Europe and North Atlantic (EUR/NAT) and North America, Central American and Caribbean (NACC):

a) facilitate regular coordination between the task forces established in their regions to support the implementation of Amendment 1 to Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) (Doc 4444), Fifteenth Edition;

b) coordinate with the Regional Directors in adjacent Regions to facilitate the participation of as many regional task forces as possible in the activity described in a) above;

c) acknowledging the EUR specific requirements, coordinate with ICAO Headquarters to develop a mechanism to agree, on a multi-regional basis, specific flight planning requirements that are not currently documented in PANS ATM; and

d) take all possible steps to discourage States from implementing solutions that are not documented in PANS ATM or agreed through the multi-regional process described above.

* Noted concerns that the information provided via the Flight Plan Implementation Tracking System (FITS) website was incomplete or out of date. Considering that this was the only globally implemented tool for sharing information concerning States’ implementation plans and readiness, the Group concurred that it was very important to encourage States to regularly update the information on FITS.

**TRASAS Conclusion 03/05 – Request States to update FITS**

That, the ICAO Regional Directors, Asia and Pacific (APAC), Europe and North Atlantic (EUR/NAT) and North America, Central American and Caribbean (NACC):

a) request that an additional State Letter be dispatched from ICAO Headquarters reminding States of the importance of regularly updating the information provided on the Flight Plan Implementation Tracking System (FITS) website; and

b) take action to request updates or information from States that have not yet provided confirmation of their implementation plans and readiness status.

**Agenda Item 5: Integration and Harmonization of NextGen (Next Generation) and SESAR (the Single European Sky ATM Research Programme), including interface issues**

* Noted the status reports on the Integration and Harmonization of NextGen (Next Generation) and SESAR (the Single European Sky ATM Research Programme), including their interface issues
* Noted the long-term vision for the future air traffic system in Japan (CARATS) presented in the information paper 18
* Acknowledged the need for global coordination and harmonisation of the various implementation programs and the requirements
* Invited Stakeholders to focus on the pan-regional interoperability aspects
* Noted that States were seeking further coordination on implementation aspects (e.g. at upcoming ICAO States High Level Meeting in February 2011 on the Coordination of the sub-regional development programmes, or at the next Global ICAO SESAR/NextGen Symposium, etc.)
* Invited the Russian Federation to participate in the harmonisation process/activities
* Noted the need to present some results at the Global Air Navigation Conference in 2012
* Noted that the avoidance of multiple equipage of aircraft needs to be addressed

**Agenda Item 6: Update on Volcanic Ash Activities**

* Noted the information concerning the updates to the European and North Atlantic Volcanic Ash contingency plans:
* single plan for EUR and NAT Regions
* use of available information concerning different levels of concentration of volcanic ash contamination to support ATM responses and decision making by aircraft operators
* recognition of the roles of States as Provider States and as States of the Operator (or State of Registry)
* Noted that recommendations from the EUR/NAT VATF had been provided to the IVATF
* Noted the decision, by the EANPG COG, to establish a volcanic ash exercises (VOLCEX) steering group for the far eastern part of ICAO EUR Region (EUR (EAST) VOLCEX/SG)
* Noted the recent and planned activities of the VOLCEX/SG for the EUR/NAT Region
* Noted with satisfaction that the experience and lessons learned in the EUR/NAT Region would be shared with the EUR (EAST) VOLCEX/SG
* IATA advised the Group that it had concerns regarding the current provision of information related to volcanic eruptions and volcanic ash contamination in the far eastern part of the EUR Region and requested assessment of the coordination in place between Kamchatka Volcanic Eruption Response Team (KVERT), the Sakhalin Volcanic Eruption Response Team (SVERT), Volcanic Ash Advisory Centre (VAAC) Tokyo and the Main Air Traffic Flow Management Centre in Moscow.
* Russian Federation advised that Working Paper 28, presented to the 20th meeting Meteorology Group of the EANPG (METG/20), explained the situation with regards to the KVERT and SVERT’s responsibilities for the provision of volcanic ash information.
* Noted the information provided by the Russian Federation that it had authorized Russian Academy of Sciences (RAS) to be responsible organization for volcanic ash advisories in the far eastern part of the EUR Region, including Sakhalin and Kurile Islands.
* It was expected that the decision to establish a volcanic ash exercises (VOLCEX) steering group for the far eastern part of ICAO EUR Region (EUR (EAST) VOLCEX/SG) would provide for the validation of the coordination between VAAC Tokyo and the Main ATM Centre and the capability to provide necessary information concerning volcanic ash advisories in timely manner.
* Russian Federation agreed that the METG/20 Working Paper 28 be provided to the upcoming meeting of the IAPCG in order to provide this updated information to them, as well.

*Note to* TRASAS *– WP/28 has been forwarded to IATA and the FAA, and will be presented to IPACG.*

**Agenda Item 7: Short term, medium term and long term goals of TRASAS**

* See WP/03 REVISED

**Agenda Item 8: Arrangements for future TRASAS activities**

**Agenda Item 9: Any other business**