

**Fifteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/15)**

(Bodo, Norway 13-17 2013)

Agenda Item 3: Summary of Pertinent Issues from the ANSPs Meeting and other relevant meetings

**ROUTE DEVELOPMENT GROUP -
EASTERN PART OF THE ICAO EUR REGION (RDGE)**

(Presented by ICAO EUR/NAT Office)

SUMMARY

This paper presents information on the history, the terms of reference, the work programme and on the recent meeting results of the ICAO Route Development Group - Eastern part of the ICAO EUR Region (RDGE)

1 Introduction

1.1. The ICAO Route Development Group - Eastern part of the ICAO EUR Region (RDGE) started its work in 2004 as a successor to the former Meeting for the Planning and Coordination of Implementation of ATS Routes through the airspace of the Eastern Part of the ICAO European Region including Middle Asia (TARTAR). The decision to set up the RDGE was made by the EANPG at its 45th meeting in Paris in December 2003. This was done, as a step forward in the process of reorganising the EANPG working structure, due to existing operational problems in air traffic management which were experienced by air navigation service providers and airspace users in the Eastern part of the ICAO European Region.

1.2. It should also be noted that on a delegated mandate from ICAO and its European Air Navigation Planning Group (EANPG) from 1994, EUROCONTROL had been entrusted with the responsibility to organize and carry out the necessary co-ordination of planning and implementation activities for improving and upgrading the ATS route network in the ECAC¹ area of the European Region. The associated work of airspace structure development is carried out by the Route Network Development Sub-Group (RNDSG), in which the short, medium and long-term airspace structure developments in ECAC area are discussed. The main work of the RNDSG is focused on the progressive development of the Air Traffic Services (ATS) Route Network and Air Traffic Control (ATC) Sectors with the aim of meeting the needs of the Airspace Users, increasing capacity and finding solutions to known problem areas. Consequently there is a high demand for continuous cooperation and coordination between the RNDSG and the RDGE to ensure a seamless ATS-Route Network development within the ICAO EUR Region and at the interfaces to the other ICAO Regions.

2 Discussion

2.1. The mission of the RDGE with regard to new ATS routes (and the associated amendment of the regional air navigation plan (ANP)) is to prepare the technical material for States in the Eastern part of the ICAO EUR Region, that will be used afterwards by their Civil Aviation Administrations in order to originate formal proposals for amendment to the ICAO Air Navigation Plans. At its meetings, the RDGE

¹ ECAC area is defined as: Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Moldova, Monaco, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, The former Yugoslav Republic of Macedonia, Turkey, Ukraine, United Kingdom.

coordinates new ATS route structure improvements and agrees on actions and dates of route implementation in order to enable the States to initiate preparatory activities or to continue coordination on a bilateral or multilateral basis between the RDGE meetings.

2.2. The initial task list of the RDGE was composed of the following 3 items:

- i. Develop and maintain procedures and an ATS Route Catalogue reflecting new routes for easy reference and coordination between States as well as with other international organizations and ICAO Regions
- ii. Develop and maintain efficient ATS Route network to accommodate major traffic flows through the entire ICAO EUR Region
- iii. Provide a coordination mechanism to enable States to develop and refine their proposals for amendment to the Table ATS-1 of ANP (Doc 7754) without the need for approval by the EANPG

and at its meeting, the RDGE also developed the RDGE coordination procedures, the format of the RDGE ATS route catalogue and the first 3 parts of the ATS route catalogues for the Baltic Sea, Black Sea and the Middle Asia and their interface areas sub-groups.

2.3. Based on the experiences from the past years concerning the various route planning activities that would actually interfere/overlap with the area of accreditation of the ICAO EUR/NAT Office the composition, the task list and working procedures of the RDGE were revised at the EANPG Coordination Group (COG/50) meeting in Malmö, Sweden in 2011 (see **Appendix A**). The approved changes extended the composition to States that are invited to RDGE meetings with regard to specific coordination matters, updated the task list on specific coordination aspects and established the fourth RDGE subgroup for the Far Eastern Area of the ICAO EUR Region. These changes were intended to fulfil the increasing demand for enhanced regional coordination, more seamless ATS route planning and faster implementation of all the ATS Route network (e.g. Trans-Asian, Trans-Eastern, Trans-Polar, Trans-Siberian, Trans-European Routes) and airspace improvements (e.g. Free Route Airspace Concept implementation).

2.4. The composition of the RDGE (as defined from COG/50 in June 2011) was extended and currently includes the following States and International Organisations:

Armenia, Azerbaijan, Belarus, Bulgaria, Estonia, Finland, Georgia, Hungary, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Norway, Poland, Republic of Moldova, Romania, Russian Federation, Sweden, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan, EUROCONTROL, IAC, IBAC, IACA, and IATA

2.5. With regard to specific regional coordination matters the following adjacent States are also invited, as needed: Afghanistan, Canada, China, Democratic People's Republic of Korea, Iran, Iraq, Japan, Mongolia, Pakistan, Syrian Arab Republic, United States. In addition, a special note was attached to the RDGE ToRs in order to address the coordination aspects with the CPWG (Note: The Cross Polar Working Group (CPWG) could also be invited to participate on specific issues related to ATS route planning and implementation in the Far East Area of the ICAO EUR Region).

2.6. The revised working procedures of the RDGE also allowed the group to cover in a stepwise approach the full implementation aspects of ATS-Route implementation not only over the sovereign territory, but also the ATS-Route implementation over the High Seas (requiring a special coordination procedure). Due to the growing complexity for ATS route developments which sometimes go beyond the

geographical limits of the ICAO EUR Region, the ICAO Secretariat is tasked to address and conduct the coordination of the ATS route proposals through the appropriate Regional Offices of ICAO to the concerned States in the other Regions. In addition the RDGE started to estimate the environmental benefits accrued from operational improvements and the extraction of information on savings in terms of mileage or time, fuel and CO₂ emissions from ATS route changes which are all items to be provided in the RDGE States' reports. The following statistic indicates the evolution in the direct results/outcome from the RDGE meetings:

Meeting	New routes or realignments Implemented	Number of new routes included in Catalogue	Number of existing routes reviewed
RDGE1 (May 2004)	23	<i>21+42+22=85</i>	
RDGE2	20	<i>24+11+7=42</i>	<i>21+32+18=71</i>
RDGE3	22	<i>40+7+7=54</i>	<i>46+37+18=101</i>
RDGE4	26	<i>3+7+7=17</i>	<i>37+23+26=86</i>
RDGE5	12	<i>10+9+4=23</i>	<i>47+33+37=117</i>
RDGE6	16	<i>13+1+12=26</i>	<i>48+29+40=117</i>
RDGE7	19	<i>7+5+8=20</i>	<i>61+25+42=132</i>
RDGE8	20	<i>28+1+2=31</i>	<i>61+28+39=128</i>
RDGE9	28	<i>11+19+1=31</i>	<i>83+32+36=151</i>
RDGE10	88	<i>15+6:21</i>	<i>61+34+38=133</i>

Meeting	New routes or realignments Implemented	Number of new routes included in Catalogue	Number of existing routes reviewed
RDGE11	98	14+4+4=22	56+26+37=119
RDGE12	113	8+6+1=15	56+65+38=159
RDGE13	50	8+2=10	34+25=59
RDGE14	120	4+16+3=23	38+34+63=135
RDGE15	94	9+2+1+17=29	17+52+44=113
RDGE16	131	11+4+9=24	42+48+45+25=160
RDGE17	83	3+3+3+5=14	48+50+31+27=156
RDGE18 (April 2013)	76	14+10+7+5=36	31+38+35+20=124

2.7. At the RDGE/17 meeting, the RDGE noted and appreciated the CPWG initiative (based on the CPWG/13 results) to increase the cooperation and information exchange between these groups. In view of the RDGE, there is no doubt that the ATS-Route proposals, especially at the interface areas to the other ICAO Regions or to the Cross Polar Network, need to be coordinated between all involved stakeholders. The overall planning coherency and seamless ATS route network development is already established by coordination between the States in the Western part of the ICAO European Region (known as the ECAC States) and RDGE member States with the active participation of EUROCONTROL at RDGE meetings. EUROCONTROL is also contributing to this cooperation with dedicated SAAM (System for traffic Assignment and Analysis at a Microscopic level) evaluations and theoretical findings on the potential

(distance and environmental savings per day) of new route or alternative route proposals when compared to the existing structure.

2.8. The new arrangement of exchange of information with the CPWG via the State ATM Cooperation (Russian Federation) in order to ensure the communication on new routes which would be of interest to both groups (RDGE and CPWG) is seen by the RDGE as an important development to further improve the interface between States in the Far East area of the ICAO EUR Region. The agreement to incorporate relevant ATS Route proposals and to exchange the results of the discussion on the implementation status of these ATS route proposals will further facilitate the ATS route implementation process in the future and thus enhance regional and inter-regional interoperability.

2.9. The latest meeting of the RDGE (RDGE/18) was held in the European and North Atlantic (EUR/NAT) Office of ICAO in Paris, France from 8 to 12 April 2013. The detailed report together with ATS route catalogue from the Far East and its interface area sub-group is attached in **Appendix B** to this paper and it is envisaged to continue to exchange this information with the CPWG on a regular basis.

3 Recommendation

3.1. The Meeting is invited to note the information provided in this paper.

Attachments

Appendix A	(RDGE Terms of Reference, composition, structure, task list and working procedures)
Appendix B	(RDGE/18 Summary of Discussions and ATS Route Catalogues)



**EIGHTEENTH MEETING OF THE ROUTE DEVELOPMENT GROUP - EASTERN PART OF THE ICAO EUR REGION
(RDGE/18)**

(Paris, France, 8 - 12 April 2013)

RDGE TERMS OF REFERENCE, COMPOSITION, STRUCTURE AND TASK LIST, AND WORKING PROCEDURES

(as approved by COG/50, 21-23 June 2011)

(presented by the Secretariat)

Terms of Reference

The Route Development Group **RDGE** works within the terms of reference of the EANPG, on matters related to ATS route planning and implementation in the Eastern part of the ICAO European Region that are included in the following task list.

Composition

Armenia, Azerbaijan, Belarus, Bulgaria, Estonia, Finland, Georgia, Hungary, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Norway, Poland, Republic of Moldova, Romania, Russian Federation, Sweden, Tajikistan, Turkey, Turkmenistan, Ukraine, Uzbekistan, EUROCONTROL, IAC, IBAC, IACA, and IATA

With regard to specific regional coordination matters the following adjacent States will also be invited: Afghanistan, Canada, China, Democratic People's Republic of Korea, Iran, Iraq, Japan, Mongolia, Pakistan, Syrian Arab Republic, United States.

Note: The Cross Polar Working Group (CPWG) could also be invited to participate on specific issues related to ATS route planning and implementation in the Far East Area of the ICAO EUR Region.

Structure

Plenary and sub-regional groups as required.

Task List (as approved by COG/50, June 2011)

Ref.	Title/Brief description	Deliverables	Action by	Target date
1.	Develop and maintain working procedures for: RDGE and its four subgroups will generate the proposals for amendment to the EUR ANP according to the defined procedures	"Working Procedures" document	RDGE and ICAO Secretariat	Ongoing
2.	Identify requirements/improvements for maintaining an efficient ATS route network, based on the airspace users needs in coordination with States, international organizations (IOs) and other ICAO Regions (especially with the APAC Office for the Far East SG).	"ATS Route Catalogue" <i>Note: the "ATS Route Catalogue" is a live document; it should be reviewed and amended at each RDGE meeting</i>	RDGE States IOs	Ongoing
3.	Review and amend the components of the national ATS route structure in order to ensure their compliance with the ICAO requirements (i.e. 5LNC, route designators, WGS-84 coordinates etc)	Updated (conform) national AIP Proposals for amendment to the EUR ANP	RDGE States	Ongoing
4.	Develop proposals for amendment to the EUR ANP concerning the ATS route network	Proposals for amendment to the EUR ANP	RDGE ICAO Secretariat	Moratorium implemented from June 2007 whilst ICAO ATS Route Planning Tool is still under development
5.	Ensure the implementation of the approved amendments to the EUR ANP	AIP amendments	States	Ongoing
6.	Provide user requirements during development and participate in testing of web-based ATS Route Planning Tool.	Web-based ATS Route Planning Tool	RDGE ICAO Secretariat	Ongoing

RDGE WORKING PROCEDURES (as approved by COG/50, June 2011)

STEP 1 Preliminary information on new ATS routes to be proposed to RDGE.

Before an RDGE meeting, preferably not later than two months in advance, RDGE members from States and International Organizations submit descriptions of new proposed ATS routes to the Secretariat.

STEP 2 Dissemination of the information of new ATS routes amongst the RDGE members.

The Secretariat processes the information received and includes the new proposed ATS routes in the ATS Route Catalogue of the RDGE. The updated RDGE ATS Route Catalogue is sent out by e-mail to the RDGE members and other parties concerned by the proposal.

STEP 3 Discussions at and Coordination between the meetings.

At the RDGE meeting, for the sake of efficiency, the forum of the Meeting is divided into four subgroups to cover several geographical areas simultaneously, namely:

- a) Baltic area and its interface;
- b) Black Sea and South Caucasus area and its interface;
- c) Middle Asia area and its interface; and
- d) Far East area and its interface.

Other subgroups or task forces may be established, if required.

At the RDGE meeting, the working groups discuss the proposals and agree on actions and deadlines for their execution to enable the States to continue coordination on a bilateral or multilateral basis between the meetings. The actions and deadlines agreed are reflected in the RDGE ATS Route Catalogue.

If required, ad-hoc and mini-RDGE meetings are convened by the Secretariat or the RDGE members themselves in order to expedite the coordination and implementation of the proposed ATS Routes.

Between the meetings, the RDGE members ensure that the coordinates of new waypoints are calculated with required precision and States reserve the ICAO route designators and five-letter name-codes of the waypoints through the ICARD system.

If further coordination of the waypoints is required to finalize the proposal, the RDGE members continue discussions with their counterparts in the neighbouring States on a bilateral basis and inform the Secretariat on the results of their discussions.

For ATS Routes over the High Seas:

STEP 4 Amendment of the Air Navigation Plan (Basic ANP)

The mission of the RDGE with regard to new ATS routes and the associated amendment of the ANP is to prepare agreed technical material required to originate formal proposals for amendment (PfA) to the ICAO Air Navigation Plan (Doc 7754).

In order to ensure the most efficient and expeditious handling of the proposals for amendment to the *Air Navigation Plan - European Region* (EUR ANP) (Doc 7754), the following procedures should apply:

- Procedure One (HS-P1 – "*Fast-track procedure*") – ICAO Secretariat circulates the proposal on behalf of the "initiating" States (or ICAO Secretary General), as a direct outcome of the RDGE meeting (for proposals requiring a short term implementation and without any expected objection);
- Procedure Two (HS-P2 – "*Confirmation procedure*") – ICAO Secretariat prepares a draft proposal and circulates it to the "initiating" States for confirmation; the "initiating" States have a two week deadline for comments; "silent procedure" applies (i.e. no comments received means agreement); after the confirmation stage, if no objections received, the ICAO Secretariat officially circulates the proposal on behalf of the "initiating" States;
- Procedure Three (HS-P3 – "*IO procedure*") – ICAO Secretariat circulates the proposal on behalf of an international organisation directly concerned with the operation of aircraft ("initiating" IO), as a direct outcome of the RDGE meeting;
- Procedure Four (HS-P4 – "*EANPG Procedure*") – ICAO Secretariat prepares a draft proposal and circulates it to the EANPG members (via electronic correspondence) for consideration and comments; EANPG members have a deadline of up to three week for comments; "silent procedure" applies; after the consultation stage, if no objections received, the ICAO Secretariat circulates the official proposal on behalf of the EANPG.

The procedure to be applied would be selected by the ICAO Secretariat on a "case by case" evaluation, based on the recommendations of the RDGE meeting.

Note: The above referenced procedures do not preclude any State to initiate its own ATS route-related proposal for amendment.

Note: Whilst it is acceptable to submit proposals for amendment to the ANP without prior agreement with neighbouring States (in this case, Note 2 or 4 is included in route descriptions), the States participating in RDGE activities are encouraged to avoid this practice. This is to ensure that the ANP does not become saturated with ATS routes which are not feasible to implement.

Before submitting the Proposal for Amendment, RDGE (and/or States concerned) will ensure that the following information is accurate and consistent with the ICARD system and the FASID Table CNS-4 (Navigational aids):

- five-letter name-codes of waypoints and their coordinates;
- route designators; and
- spelling of navigational aids and their coordinates.

STEP 5 Publication of the ATS Routes

After the Amendments to the ANP have been circulated and approved, the States promulgate the aeronautical information on the ATS routes so that all concerned receive it a minimum of 2 AIRAC cycles (56 days) before the effective date.

For ATS Routes over the sovereign territory:**STEP 4 Amendment of the ATS Route network**

In order to ensure the most efficient and expeditious handling of the amendment of the ATS Route network, the following procedures should apply:

- Procedure One (P1 – "*Fast-track procedure*") – Any ATS route proposal that is agreed as a direct outcome of the RDGE meeting (for proposals requiring a short term implementation and without any expected objection) to proceed to Step 5;
- Procedure Two (P2 – "*Confirmation procedure*") – ICAO Secretariat prepares a circular letter and circulates it to the "initiating" States for confirmation; the "initiating" States have a two week deadline for comments; "silent procedure" applies (i.e. no comments received means agreement); after the confirmation stage, if no objections received, the ICAO Secretariat officially informs the "initiating" States that of its agreed status and to proceed to Step 5;

The procedure to be applied would be selected by the ICAO Secretariat on a "case by case" evaluation, based on the recommendations of the RDGE meeting.

Note: The above referenced procedures do not preclude any State to initiate its own ATS route-related proposal for amendment.

Before submitting the Proposal for Amendment, RDGE (and/or States concerned) will ensure that the following information is accurate and consistent with the ICARD system and the FASID Table CNS-4 (Navigational aids):

- five-letter name-codes of waypoints and their coordinates;
- route designators; and
- spelling of navigational aids and their coordinates.

STEP 5 Publication of the ATS Routes

After the amendments to the ATS Route network have been agreed and not objected, the States concerned promulgate the aeronautical information on the ATS routes so that all concerned receive it a minimum of 2 AIRAC cycles (56 days) before the effective date.

STEP 6 Report on implementation of routes

The RDGE members report on the implementation of ATS routes to the RDGE meeting, and the RDGE ATS Route Catalogue is updated accordingly.

Airspace user organizations convey their feedback on operations and utilization of the new ATS routes. Corrective actions are undertaken, if required, to further improve the newly established route structure.

– END –

SUMMARY OF DISCUSSIONS OF

THE ROUTE DEVELOPMENT GROUP

- EASTERN PART OF THE ICAO EUR REGION (RDGE)

EIGHTEENTH MEETING

(Paris, France, 8 to 12 April 2013)

1. Introduction

1.1 The Eighteenth Meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/18) was held in the European and North Atlantic (EUR/NAT) Office of ICAO in Paris, France from 8 to 12 April 2013.

1.2 **Mr Sergej Smirnov** of Lithuania, Chairman of the RDGE, presided over the meeting and **Mr Sven Halle**, from the ICAO EUR/NAT Office, served as Secretary. He was supported by **Ms Patricia Cuff** also from the ICAO EUR/NAT Office for technical assistance. **Ms Leyla Suleymanova** from the ICAO EUR/NAT office and **Ms Elena Gracheva** from the Russian Federation delegation provided language support to this meeting.

1.3 65 participants attended the meeting from 22 States and 3 international organizations. The list of participants is at **Appendix A**. The updated contacts list will be distributed separately and posted on the ICAO EUR/NAT website.

1.4 For reference purposes, the RDGE was presented with the Terms of Reference, Composition, Structure, Task List and Working Procedures as approved by the COG/50 meeting in June 2011.

2. Adoption of the Agenda

2.1 The following Agenda was adopted:

- Agenda Item 1: Report on activities since RDGE/17 and follow-up actions;
- a) report from Secretariat on significant international aviation developments and results from the EANPG and COG meetings;
 - b) report from EUROCONTROL on related activities (e.g. RND SG);
 - c) report on the experiences of airspace projects (i.e. RVSM, Free Route) implementation;
 - d) report from inter-regional coordination activities (e.g. CPWG);
 - e) presentation on the results/outcome of the AN-Conf/12 and;
 - f) report from States; highlighting ATS route developments and activities (including the measuring and reporting of environmental benefits from these operational improvements) together with needs and problems to be addressed by the Group.
- Agenda Item 2: Report on Actions taken on RDGE Action Plan;
- Agenda Item 3: Proposals for improvements of ATS route network in the Eastern Part of the Region;

- a) present the evaluations of existing and new proposals from the different Subgroups:
 - Baltic Sea Area and Interface
 - Black Sea and Caucasus Area and Interface
 - Middle Asia Area and Interface
 - Far East Area and Interface
- b) review and update existing proposals in RDGE ATS Route Catalogue; and
- c) incorporate new proposals into the RDGE ATS Route Catalogue.

Agenda Item 4: Any other business and schedule for future meeting(s).

3. Report on activities since RDGE/17 and follow-up actions

Report from Secretariat on significant international aviation developments and results from the EANPG/COG meeting

3.1 The RDGE was informed about recent significant international aviation developments and took note of the amendments to the ICAO Annexes (Annexes 1, 4, 6, 8, 9, 10, 13, 14, 15, 17) and Documents (PANS-TRG) and the proposed amendments to ICAO Annexes and PANS Documents (Annexes 1, 9, 10, PANS-ATM) that had been adopted since the RDGE/17 meeting. State Letters had been issued on proposals to amend the EUR Regional Supplementary Procedures (EUR SUPPs) (Doc 7030) concerning the updates to flight plan related provisions following Amendment 1 of PANS-ATM, concerning procedures on the use of the term “TORA” in the EUR SUPPs, concerning procedures in light of transition from the current operational environment, based on Minimum Navigation Performance Specifications (MNPS) approvals, to a system based on Performance Based Navigation (PBN) specifications approvals, concerning Area navigation (RNAV) specifications and slot allocation exemptions in flight plans. The EUR & NAT ANPs were amended concerning the Search and Rescue Region (SRR) boundaries for Canada, Denmark, Iceland, Norway, Russian Federation and United States. A number of ICAO State Letters, ICAO manuals and circulars together with several ICAO EUR/NAT publications on a wide range of subjects had also been published since the last meeting and special attention was given to the State Letter 2013/25, from 22 March 2013, regarding the Safety of civil aircraft operating in Damascus FIR.

3.2 The RDGE was informed about the main results from the 12th Air Navigation Conference (AN-Conf/12) which agreed on a draft Fourth Edition of the Global Air Navigation Plan (GANP) that should guide planning and implementation activities over the next two decades. The Conference was attended by more than 1,000 delegates from 120 Contracting States and 30 International Organisations seeking to achieve consensus on the next steps required to implement an interoperable, seamless and global air traffic management system for international civil aviation. The proposed new edition of the GANP included timelines for future improvements that could be implemented by States in accordance with their needs. The Conference unanimously endorsed the Aviation System Block Upgrades (ASBUs) framework introduced by ICAO to set goals in terms of operational improvements on a consensus-driven basis. The ASBUs would allow for development at regional and sub-regional levels to also align with wider interregional goals of optimising capacity and improving flight path efficiencies. It was expected that the draft Fourth Edition of the GANP will be adopted at the ICAO Assembly in September 2013. The meeting noted that ICAO was tasked to include the key policy principles in the GANP, to develop financial policies, to establish a SARPS development plan and define a stable and efficient process for the update of the GANP. In addition, ICAO (through the Regional Offices) will provide guidance and assistance on ASBUs implementation to States, together with the establishment of a group and appropriate mechanisms for inter-regional cooperation.

3.3 In a separate presentation from the ICAO Secretariat, the RDGE was also informed about the different recommendations (Recommendations 1/16, 2/5, 2/6, 4/5, 5/1 and 5/3) which identify the future focus of activities in the relevant Performance Improvement Areas. The RDGE noted that their work will be

primarily linked to the improvement area on Optimum Capacity and Flexible Flights, with direct relationships to the Block 0 modules B0-20 (improved flexibility & efficiency in departure profiles), B0-10 (improved operations through enhanced en-route trajectories), B0-05 (improved flexibility & efficiency in descend profiles).

3.4 The RDGE took note of the upcoming ICAO regional Workshop on the Language Proficiency Requirements Implementation (LPRI) – “Language Proficiency as a Base for Safe Communication in a Cross-cultural Environment” which will be held in Baku, Azerbaijan, from 1 to 3 May 2013 (EUR/NAT letter ref: EUR/NAT 12-0681.TEC of 27 September 2012 refers and the ICAO Symposium on Aviation and Climate Change, “Destination Green”, which will be held in Montréal, from 14 to 16 May 2013; with a pre-Symposium Seminar on State’s Action Plans which was scheduled on 13 May 2013 (State Letter 2012/72 refers).

3.5 The RDGE was informed about the ICAO Regional Performance Framework Workshop on the implementation of the performance framework in the performance areas (Safety, Capacity, Efficiency and Environment, Cost Effectiveness and Participation by ATM community) within the ICAO EUR Region which will be organised in Bishkek, Kyrgyzstan from 21 to 23 May 2013 (EUR/NAT letter ref: EUR/NAT 13-0226.TEC of 02 April 2013 refers).

3.6 The RDGE noted that the 17th meeting of the Air Traffic Management Group – Eastern Part of the ICAO EUR Region (ATMGE/17) was scheduled from 27 to 31 May 2013 at the European and North Atlantic (EUR/NAT) Office of ICAO in Paris (EUR/NAT letter ref: EUR/NAT 13-0220.TEC of 26 March 2013 refers) and that the 56th meeting of the EANPG Programme Coordinating Group (COG/56) will be held at the German Federal Ministry of Transport in Berlin, Germany from 01 to 05 July 2013 (ICAO EUR/NAT Letter ref: EUR/NAT 13-0112.TEC refers).

3.7 The RDGE took note of the arrangements for a regional Performance-based Navigation (PBN) implementation workshop (which will include a PBN-based flight procedure design course, general PBN-CDO-CDO aspects and assistance to States in developing their national PBN implementation plans) which will be held in Almaty, Kazakhstan from 26 to 30 August 2013 (ICAO EUR/NAT letter ref: EUR/NAT 13-0155.TEC of 21 February 2013 refers). The Secretariat used the opportunity to hand out a free PBN iKits to all RDGE delegations.

3.8 The RDGE was informed that the 9th meeting of the EANPG PBN Task Force (PBN TF/9) was expected to take place at the EUR/NAT Office in Paris from 11 to 13 September 2013 and that the last event in the ICAO rollout plan for ICAO Circular 330, the ICAO Global Civil/Military Cooperation seminar/workshop (ICAO Circular 330) will be held from 28 October to 1 November 2013 at the ICAO Training Institute in Kiev, Ukraine.

3.9 The RDGE was also informed about the Thirty-eighth Session of the Assembly which was scheduled to take place in ICAO Headquarters in Montréal; from 24 September to 4 October 2013 (State Letter 2013/13 refers) and that during the same timeframe, the Thirty-Fifth Session of the Legal Committee will also take place in Montréal at ICAO Headquarters from 24 September to 4 October 2013 (State Letter 2013/22 refers).

Report from EUROCONTROL on activities from RNDSG

3.10 The RDGE was provided with detailed information concerning the activities of the Route Network Development Subgroup (RNDSG) which, based on an EANPG invitation (EANPG conclusions 35/2 and 36/2), organises and carries out the necessary coordination of planning and implementation activities for improving and upgrading the ATS route network in the European Civil Aviation Conference (ECAC) area of the ICAO EUR Region. As result of the above invitation and in the execution of the European Route Network Design Function, the Route Network Development Subgroup (RNDSG) of the Network Operations Team (NETOPS) has developed a number of activities aimed at improving the ECAC

ATS route network and airspace structure. However, the RNDSG is also required to ensure that the interfaces with adjacent areas are coherent and compatible.

3.11 EUROCONTROL presented the final structure of the Part 2 of the ERNIP - ARN Version 2013 - 2015, including airspace projects aimed to be implemented over the period autumn 2012 until end of 2015, which will be discussed at the next RNDSG/79 meeting in Brussels next week. The Part 2 of the ERNIP is based on the current ARN Version-8 format and is translated into a new ARN Version covering the period 2013 - 2015 as part of the Network Operations Plan (NOP) 2013 - 2015. This ARN Version develops, identifies and evaluates the airspace projects aimed to be implemented over the period 2013 - 2015. Currently it contains more than 540 proposals.

3.12 The RDGE also noted the work and the enhanced cooperation (which includes support on detailed airspace design projects, evaluation of flight efficiency and capacity benefits, integration of military airspace requirements, preparation of prototype and real time simulations, as part of an overall network development approach) between the RNDSG Secretariat and a number of Functional Airspace Blocks (FAB): FAB Europe Central (FABEC), FAB Central Europe (FABCE), BLUE MED FAB, UK-Ireland FAB, DANUBE FAB, North European FAB (NEFAB), BALTIC FAB, South-West European FAB (SE FAB) and Denmark-Sweden FAB (DK/SE FAB). There is a need to continue to consolidate all the FAB projects into the overall network projects through the appropriate RNDSG lists and, afterwards, in the appropriate Network Manager Route Network Design Function deliverables (ERNIP Part 2 - ARN 2013 - 2015). It is important to note that the Network Directors of Operations (NDOP) and the Network Management Board (NMB) were informed that one of the major issues noted was that some of the FAB airspace design projects might require better and more regular updates. Discrepancies have been noted between the implementation dates of the airspace projects included in the Catalogues of Routes submitted by various FABs to the EC and what was confirmed during the RNDSG discussions. The NDOP and NMB were requested to ensure the alignment of the FAB airspace projects between the FABs and NM. In addition, it was clearly stated that the un-coordinated delay of some projects has significant network impacts and has consequences on other ANSPs and FABs. A better synchronisation of those projects must take place with the full involvement of EURCONTROL Network Manager.

3.13 It was highlighted that the RNDSG Secretariat still encountered a number of projects in which RNDSG support in the context of the FAB work had not been reflected in the overall network consolidation process. Several FABs would need to complete this process. The RNDSG Secretariat will introduce the FAB projects into the ERNIP Database to enable generation of reports that include the projects and their assessments for their own benefit and usage. The utilisation of the Lists A/B/C was strongly encouraged in order to ensure a proven consistency with the European network, to formalise the exchange of projects and to benefit from the facilities offered by the ERNIP Database. In addition, private areas for the FAB projects have been created within this database, where only individual FABs and a designated member of the RNDSG Secretariat have access. These facilities should be used more and more and projects included in these areas transferred into the overall network projects.

3.14 The RDGE was also informed about the RNDSG activities regarding the ATS route designators rationalisation. The aim is to remove non-RNAV, regional or non-regional RNAV ATS route designators, replace them with other regional or non-regional RNAV designators in order to make the ATS route designation compatible with the existing RNAV airspace in order to further facilitate the flight planning, simplify the Route Availability Document (RAD) and release designators that are no longer required. The planned ATS route designators rationalisation for the year 2013 is as follows:

- Hungary, France, Finland, Austria - 4th April 2013;
- Ireland - 2nd May 2013;
- Sweden, Norway - 30th May 2013.

3.15 Rationalisation of use of existing like-sounding 5LNCs in close geographical location is part of the RDGE Action Plan. Since September 2010 all developments await further action from ICAO Headquarters on proposed improvements as highlighted at the ICARD Users Forum. Aircraft Operators and

flight planning service providers continue to provide information on pairs of 5LNCs which they consider to be problematic in ATC communication. Such reports are immediately forwarded to ICAO and some reported examples are: RENKA / RENKI separated by 260NM and ABABI / ABAMI separated by 279NM in Germany. EUROCONTROL stressed this issue for further consideration and action by ICAO in order to expedite solutions on the proposals made at the ICARD Users Forum which was held in 2010.

3.16 In accordance with Annex 11 coded designators for significant points marked by the site of a radio navigation aid shall not be duplicated within 1 100 km (600 NM) of the location of the radio navigation aid concerned, except as noted hereunder. The only allowed exception from this requirement is “When two radio navigation aids operating in different bands of the frequency spectrum are situated at the same location, their radio identifications are normally the same”. There is no exception justified by the type of the radio navigation aid (NDB, DME, VOR, TACAN, etc). States’ requirements for coded designators shall be notified to the Regional Offices of ICAO for coordination as per Annex 11. Two violations of Annex 11 (Code designator **PTC** and code designator **CAS**) which might create unexpected difficulties have been identified within the ICAO EUR/NAT region. Any unexpected difficulties from the above violations might arise in aeronautical Data Harmonization Rules and/or automated systems as the Annex 11 limit of 600NM is set as default. It is difficult for the systems to adapt values less than the established minimum and manual interventions might be required. EUROCONTROL raised this issue to ICAO for further consideration and possible actions at regional level or by ICAO Headquarters.

3.17 The RDGE was also informed of the new RND SG Secretary, **Ms Lucie Kovacova**: Tel: +32 2 729 1141, Fax: +32 2 729 9003, or e-mail: lucie.kovacova@eurocontrol.int, who took over from Mr Christer Ostlund after his retirement in 2012.

3.18 The RDGE concurred that it was important to continue the coordination of ATS route network development between the ECAC and RDGE member States in order to ensure overall planning coherency. The Chairman thanked EUROCONTROL for the detailed presentation and stressed the importance of this coordination during the RND SG and/or RDGE meetings.

Report from EUROCONTROL on the follow up from the Flight Efficiency Plan (FEP)

3.19 The RDGE was provided with a summary of the evolution of the flight efficiency indicators over the period 2007 - 2012 and the evolution until 7 March 2013. The presentation concentrated on those aspects that fall under the remit of the RND SG, with a special focus on airspace design indicator evolution (airspace design flight efficiency indicator for 2013 continued to decrease from 3.04% in 2011 to 2.96% in 2012 to 2.87 % for 2013 so far), the evolution of the flight planning flight efficiency indicator (4.73% for 2011, down to 4.64% in 2012 and down to 4.60 % for 2013 so far) and the flight efficiency evolution (route extension based on the last filed flight plan) per AIRAC cycle indicator, where a good evolution was noted with regard to airspace design and flight planning. More efforts must continuously be made to further improve the flight planning indicator to reduce the gap with the airspace design indicator. The current data indicates that, the route extension due to airspace design reduced from the beginning of 2009 until the latest AIRAC cycle from 3.51% to 2.85%. The evolution of the airspace design indicator is on the right trend and the contributions of the airspace design projects are key enablers for improving flight efficiency. The route extension due to airspace design reached in March 2013 a historically low level, at 2.85%. After an increase due to several industrial actions between September and November the route extension based on the last filed flight plan went down in January 2013 to the lowest level ever at 4.53%, as reached once in August 2012, before increasing to 4.61%. This increase was caused to a certain extent by regulations due to the industrial action in France (Marseille ACC, Brest ACC and Paris ACC). Several weather regulations applied due to very strong winds, jet stream ice and snow also have caused re-routings and diversions resulting in a negative impact on flight efficiency for the last filed flight plan. In addition, the impact of the RAD is decreasing in a stronger manner (from 3.79% in 2011 to 3.69% in 2013 so far) but further actions will be required to further diminish this impact and to ensure that the target set in the Network Manager Performance Plan is reached.

3.20 The RDGE was provided with a summary from the last Network Director Operations and the Network Management Board meetings where a number of actions were agreed on airspace design and airspace utilisation, which will be picked up as high priority RNDSG tasks:

- Airspace Design

Action: All ANSPs and FABs to work towards the confirmation of the 500 airspace design projects that will be included in the ERNIP Part 2 - ARN Version 2013 - 2015 that will be subject to the NM CDM process between April - June 2013. Confirmation of FAB projects is key.

- Most Penalized City Pairs

Action: All ANSPs and FABs to provide concrete solutions for the most penalized city pairs that impact mostly the European network flight efficiency. NDOP to ensure that RNDSG members provide concrete solutions. NDOP to ensure that their experts at ANSP/FAB level implement such improvements via the CDM process.

- Free Route Developments

Action: All ANSPs and FABs to work towards the development and implementation of the FRA projects as currently foreseen in the context of the ERNIP Part 2 - ARN Version 2013 - 2015. NDOP to ensure that their teams commit to the Free Route Development roadmap, as described in ERNIP Part 2.

- Airspace availability - RAD

Action: All ANSPs and FABs to support a simplification of the RAD, a more network-orientated approach and its applicability only when and where required. NDOP to ensure that their teams commit to the new RAD approach.

- Airspace availability - Civil/Military Structures

Action: All ANSPs, FABs and military partners to support the start of the deployment of ASM solutions during the summer 2013. NDOP to ensure that their teams support the deployment of the new ASM solutions.

- Airspace utilisation - Support to AOs

Action: NM to work in the context of the NM CDM process and with various airline groups, including computer flight service providers, to help identifying possible improvements with respect to flight planning.

3.21 The RDGE noted that the RNDSG members were invited to ensure appropriate progress on all airspace design and utilisation activities as requested by the EUROCONTROL Network Director Operations and the Network Management Board.

Report from EUROCONTROL on Free Route Airspace Concept implementation in the ECAC area

3.22 The RDGE was presented with an update of the evolution of the Free Route Airspace (FRA) implementations within the ECAC area of the ICAO EUR Region. Free Route represents a major objective agreed by the Network Management Board (NMB) with respect to the evolution of the European airspace, already included in the Network Strategic Plan and in the Network Manager Performance Plan (NMPP). At this point in time, the Network Manager coordinated through the ERNIP the development and/or implementation of 73 airspace improvement packages related to various FRA projects:

- a) **To date:** 10 ACCs have either fully or partially implemented Free Route Airspace with one example of cross border operation within a FAB;
- b) **2013:** 5 ACCs will either fully or partially implement Free Route Airspace with one example of cross border operation;
- c) **2014:** 6 ACCs will either fully or partially implement Free Route Airspace with additional examples of cross border operation;
- d) **2015:** 20 ACCs will either fully or partially implement Free Route Airspace with several examples of cross border operation.

3.23 Over the period above, ANSPs will continue with various implementation steps. NM will coordinate the possible earlier implementation of FRA in a number of ACCs or work with those that do not have early plans to advance them to ensure that the NMPP target is met. The current implementation comprises either full implementation with the removal of the route structure or implementation based on a comprehensive network of DCTs to facilitate an easier flight planning for the airspace users in areas of high complexity. Based on current developments, the Network Manager will continue to support Free Route Airspace developments addressing in particular:

- coordination and support for the ANSPs on the various FRA projects;
- development of ASM procedures and appropriate coordination and support for the military partners for the switch from fixed route structures to FRA structures;
- appropriate coordination and technical support for the AOs to ensure that flight planning systems could fully exploit the benefits of FRA;
- appropriate network system support and data sharing with respect to FRA;
- as required, support to ANSPs on ATM systems developments;
- the overall consistency, interconnectivity, interoperability of the FRA projects;
- a gradual cross-border deployment of Free Route Airspace with steps leading to European network cross border operation around 2019

3.24 The aspects related to Free Route implementation have been presented to N-DOP (NM Director of Operations) and NMB (Network Management Board) meetings. The following actions have been adopted:

- NDOP

Action: All ANSPs and FABs to work towards the development and implementation of the FRA projects as currently foreseen in the context of the ERNIP Part 2 - ARN Version 2013 - 2015.

NDOP to ensure that their teams commit to the Free Route Development roadmap, as described in ERNIP Part 2.

A progress report will be provided by NM at next NDOP in May 2013.

- NMB

Action: All ANSPs and FABs to work towards the development and implementation of the FRA projects as currently foreseen in the context of the ERNIP Part 2 - ARN Version 2013 - 2015. NDOP to ensure that their teams commit to the Free Route Development roadmap, as described in ERNIP Part 2.

3.25 With respect to airspace connectivity, there is a high number of ANSPs that announced their intention to implement Free Route over the next 3 - 5 years. Currently the list of projects provided by the States contains 73 (seventy three) proposals and out of them 29 (twenty nine) were already implemented. In view of the strategic importance of free route in the context of the Network Management activities, a particular attention will be provided to the support for implementation and on the monitoring of implementation. It is important to highlight that implementation dates mentioned in the ERNIP will be also closely monitored and reported. The RNDSG members will be invited to update accordingly the FRA

projects and to add any additional projects currently under development. The RND SG members must also ensure consistency between the projects presented in the FAB context and those currently reflected in the ERNIP Database.

3.26 The IATA delegation raised questions on the effects of FRA implementation on the ATC sector capacities for the main traffic flows and the use of direct routings DCTs. Several States indicated an impact but also pointed out that the current implementation of full free route is mostly during night time or on weekends. The aspect that not all of the flight plan handling systems was able to use the full free route airspace capabilities (importance of alignment of flight plans) was also another subject for discussion, as the envisaged benefits cannot be fully achieved by those aircraft operators.

EUROCONTROL working paper on the discrepancies found in AIP publications of lower and upper vertical limits of ATS routes

3.27 The RDGE was presented with results from a EUROCONTROL study on discrepancies which were found in AIP publications of lower and upper vertical limits of ATS routes. Based on Doc 8126 it is suggested that these limits be expressed in flight level (FL) but as per Annex 2 there are IFR and VFR FLs. Proposed changes cover only vertical limits of ATS routes expressed in FL but it should be noted that there are other limits (D / P / R areas, TSAs, TRAs, etc.) in the AIPs expressed in FL which shall also be considered and adapted. The content of this paper, which is rather clarifying the ICAO provisions than presenting a difference to the ICAO provisions, was presented first at RND SG/77 (2nd - 4th October 2012) where it was agreed that States take proper action to resolve the issues in next 2 - 3 years. Action RND SG/77-03 was created by RND SG Secretariat and developments are monitored at each RND SG. As part of the RDGE Terms of Reference (To review and amend the components of the national ATS route structure in order to ensure their compliance with the ICAO requirements (i.e. 5LNC, route designators, WGS-84 coordinates etc.) the RDGE agreed to support the Harmonisation of AIP publications of lower and upper vertical limits of ATS routes. The RDGE States were invited to check possible discrepancies in their national AIP publications of lower and upper limits for ATS routes and report their findings (if necessary, updates of their national AIP) back to the next RDGE/19 meeting (Action RDGE 18/01 refers). Based on a question from Georgia, this review should also include the airspace classification considerations.

EUROCONTROL working paper on consistence and quality of airspace data published in national AIPs

3.28 EUROCONTROL presented a working paper on an operational and airspace design view on the consistency and quality of airspace data published in State AIPs in Part 2 - En-route (ENR). The presented findings are based on actual State AIPs by using EAD PAMS system and cover the ECAC area of the ICAO EUR/NAT region. All theoretical observations are based on relevant ICAO Annexes / Documents in AIM and ATM fields and European Route Network Improvement Plan (ERNIP). A significant number of publication issues, such as ATS Routes ENR 3.1 / ENR 3.2 / ENR 3.3 harmonisation, ATS Route publication outside ENR 3.1-3.3, non-compliant publication of Area Navigation (RNAV) routes, non-compliant publication of Conditional ATS Routes (CDRs), airspace classification publication, non-compliant publication of significant points, publication differences of the same item (e.g. FIR boundary points) in several national AIPs, publications concerning time, use of local language in publication, non-ICAO abbreviations, re-naming of ENR 3 and ENR 4 parts were identified. The final aim of this work is to harmonize the AIP ATS route publication and assure that it is fully compliant with the ICAO (especially Annex 15) provisions. During the discussion it was proposed to send this Working Paper to the COG AIM Task Force, which will meet at the ICAO EUR/NAT office in Paris, from 22 to 24 April 2013 (Action RDGE 18/02 refers). The RDGE States were invited to check possible discrepancies in their national AIP publications, to discuss all presented findings with their appropriate AIS/AIM units and to initiate further actions in order to resolve the presented issues. The RDGE thanked EUROCONTROL for the excellent working paper and confirmed the full support to the AIP harmonization initiative which was initiated within the ECAC area of the ICAO EUR/NAT Region.

Report from the State ATM Cooperation on behalf of the Cross Polar Trans-East Air Traffic Management Providers Working Group (CPWG)

3.29 The RDGE noted the information on the 14th meeting of the Cross Polar Trans-East Air Traffic Management Providers' Working Group (CPWG) which was held in Chicago, United States from 10 to 14 December 2014 and which was attended by over 40 attendees including delegations from the United States, Russian Federation, Japan, Canada, Norway, Iceland, Mongolia, IATA, aviation industry and international airlines.

3.30 The Cross Polar Trans-East Air Traffic Management (ATM) Providers' Working Group (CPWG) provides a forum where air navigation service providers (ANSPs) and operators meet to address operational issues and develop solutions related to the provision or use of air traffic services for the Cross Polar and Russian Trans East (RTE) traffic flows. The CPWG aims to identify, design and implement short and mid-term solutions to ATM issues to gain efficiencies including the development of routes. The CPWG is facilitated by the United States (U.S.) Federal Aviation Administration (FAA) and meets biannually at locations determined through group consensus. The CPWG is composed of representatives from the ANSPs for Russian Federation, Canada, Iceland, Norway, Japan, China, Mongolia, United States and international organizations such as the International Air Transport Association (IATA) representing the airlines that operate in the Polar and RTE airspace.

3.31 At the CPWG/14 meeting, the results from the Volcanic Ash Exercise Steering Group meeting, the successful outcome of the volcanic ash exercise in Kamchatka (VOLKAM13) in January 2013 which resulted in some further discussions and potential revisions to Letters of Agreement and the preparation for the VOLKAM/14 in January 2014 were discussed. In addition, the FAA presented the Communication Failure Coordination Group (CFCG), which was recently established by the ICAO Air Navigation Bureau in order to address conflicting amendment proposals requesting change to existing communication failure provisions. The ICAO Secretariat recognized that many States and some regions preferred to develop communication failure procedures that differed from those in Annex 2. ANSPs and airlines were invited to participate in the CFCG. The CFCG will be responsible for conducting a detailed review of present CF procedures and consider the increasing dependability and availability of communication systems in developing an optimal proposal. The first meeting was held 23-25 October 2012. The group discussed papers from the ICAO Secretariat that included background of the evolution of provisions in Annex 2 and Annex 10 as well as regionally-agreed provisions, and recently proposed amendments submitted by the European and North American Regions, and several national regulations that differ from ICAO guidance. This work group has the challenge and opportunity to review the provisions and update with new technologies that have been introduced into the system. The group includes representation from States, ANSPs, the Civil Air Navigation Services Organization (CANSO) as well as IATA Association, IFATCA, and IFALPA at the beginning to ensure that all viewpoints are discussed with the aim of developing an amendment that best represents the international aviation community. One of the key opportunities is to clarify some definitions for communication failure, current flight plan, and ultimately work to establish *Procedures for Air Navigation Services* (PANS) from operators conducting worldwide flights. The next CFCG meeting is scheduled for May 2013.

3.32 Based on the decision from the CPWG/13 meeting and to ensure communication on new routes of interest to both the RDGE and CPWG, it was proposed and endorsed that the CPWG would submit an information paper outlining meeting results to the RDGE and information on ATS route proposals within the Polar and RTE airspace. The State ATM Corporation agreed to serve as the CPWG representative at RDGE meetings and presented the ATS Route Catalogue, which was developed and maintained by State ATM Corporation at the CPWG/14 meeting, for information and consideration of the Far East Subgroup. In order to facilitate the ATS route implementation process, it is envisaged to incorporate relevant ATS route proposals and exchange the results of the discussion on the implementation status between both groups accordingly.

3.33 The RDGE thanked the State ATM cooperation for the information exchange between these groups and noted that the ICAO EUR/NAT Secretariat will attend the next meeting of the CPWG (CPWG/15

which will be held in Bodo, Norway) in May 2013. Further information regarding the CPWG is available at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/cross_polar/

3.34 The representatives from the IATA delegation expressed their gratitude to the Russian Federation for the continuous development and implementation of the Cross-Polar Route (CPR) network. The route network started with 4 CPRs and until today 15 Cross-Polar Routes have been implemented, which resulted in very significant flight time reductions (up to 2h30 flight time savings), more airspace user preferred route options, better connectivity at the airport hubs and huge environmental benefits for the aviation system.

Report from States; highlighting, inter alia, ATS route developments and activities and needs and problems to be addressed by the Group

3.35 In the State reports, many ATS route proposals in the RDGE ATS Route Catalogue were highlighted as high priority items for further studies at the RDGE/18 meeting. The outcome of these discussions is shown in the Subgroup reports in paragraph 5.

3.36 The representative from **Afghanistan** reported that in 2012, Afghanistan's enroute air traffic summed up to 280360 flights which included 86838 flights in the Kabul High Sector. As of 9 March 2013 the traffic count for the year 2013 totalled 47,844 flights which include 19,450 flights in the Kabul High Sector. By extrapolation, the projected en-route traffic should be approximately 275,000. This projection represents a 2% decline in traffic by the end of 2013 when compared to the 2012 figures. No new ATS routes had been implemented since RDGE/17 but a number of ATS route proposals are proposed for discussion during RDGE/18. The study into the TAPIS-DUTAR proposal was delayed due to postponement in the implementation of the multi-lateration (MLAT) surveillance platform (expected to be operational in June 2012, but delayed until mid-2013). It was recognized that this route (the route request was also subsequently received via Diplomatic Channels) was of high importance to Turkmenistan and IATA, as it could also be used to reduce flights on M875/N644 as well. Therefore, studies have been conducted via non-radar procedural means. Appropriate and required coordination with ICAO has also begun for future route implementation. Further discussions with Pakistan, India and ICAO on this issue and further implementation of 50 NM reduced horizontal separation are planned for May 2013. The extension of the available hours on SAMAR – LAJAK from 15h00 to 23h59 was agreed to and implemented. The proposal PINAX-SURVI (ALAMI) from Tajikistan cannot be implemented at this time due to surveillance coverage issues and further studies will be made after MLAT acceptance and implementation. However, the current MLAT siting concept does not provide surveillance coverage from PINAX – SURVI. New routing proposals were forwarded to Pakistan for further evaluation. The additional IATA route proposals are not possible at this time due to crossings and/or convergence with current ATS routes in a non-radar environment and due to the fact that the current airspace structure does not support the proposed routes. Acceptance and implementation of MLAT is required before further studies can be conducted. Pakistan has been unable to release FL330 to allow for over-flights during the period of 1800 UTC – 0300 UTC daily due to eastbound over-flights transitioning from Afghanistan to Pakistan. The Kabul Area Control Centre (KACC) is only able to change aircraft flight levels on a limited basis in a non-radar procedural ATC environment. Progress has been made to resolve landline communication issues with the surrounding FIRs. Four GIRoA landlines have been installed to enhance coordination. Unfortunately, these gains were offset by withdrawal of the Bamyan Very Small Aperture Terminal (VSAT) satellite site. That withdrawal occurred on 3 March 2013 and resulted in reduced communication capability in the central part of the airspace. The effort by the State of Germany, with contributions from Australia, to install a wide area MLAT (WAM) surveillance system is ongoing. Unexpected system issues, especially with weather and siting aspects, have slowed the implementation progress. WAM is being integrated with other surveillance sensors into KACC; however, the target date for integration of June 2012 was not met due to display anomalies. These anomalies, such as duplicate returns, are being investigated prior to a decision to begin operational use. After WAM is operational, KACC should have surveillance across a large, center section of Afghanistan (FL270 and above). The FL310 was made available for over-flight operations by the Airspace Control Authority and implemented by KACC on 10 January 2013. This was an additional effort to reduce ATS route congestion and facilitate over-flight traffic flow through Afghanistan and adjacent FIRs, which was highly appreciated by the surrounding States.

FL300 remains reserved for on-going military operations only. KACC implemented High Sector East and West positions on 30 January 2013 to reduce frequency congestion and controller workload thus enhancing over-flight operations. There have been a few operators utilizing incorrect frequencies for initial call up, but this should be eliminated when new flight information charts are published. Implementation of any new ATS routes in the Kabul FIR is not feasible at this time due to the existing infrastructure limitations. An exception will be given to the proposed TAPIS – DUTAR westbound only ATS route. Re-evaluation for potential route integration and changes can be assessed with the implementation of WAM in KACC.

3.37 The meeting was informed by the representative from **Armenia** that the overflight traffic within Yerevan FIR (in the time period from October 2012 to February 2013 and in comparison with the traffic figures from 2011-2012) decreased by 11.2% and that the Arrival/Departure traffic decreased by 4.0%. No new ATS routes had been implemented since RDGE/17. The meeting was informed that there is necessity of flight coordination between Turkish and Armenian ANSPs in the vicinity of INDUR and along state border between Turkey and Armenia. The meeting also noted that in accordance with the ICAO PBN Concept RNAV 1 SIDs/STARs within Yerevan TMA and RNP APCH + BaroVNAV procedures for RWY09/27 at “Zvartnots” aerodrome were implemented on 13 December 2012. The results of aircraft navigation performance monitoring had shown excellent results and better than expected aircraft performance from aircraft operators.

3.38 The meeting was informed by the representative from **Azerbaijan** that the total traffic figures in the Baku FIR/UIR for 2012 increased by 5.9% when compared to the corresponding time period in 2011. The traffic figures for overflights increased by 6.1% and the figures for Arrival/Departure traffic increased by 5.5%. Several new ATS routes and ATS route related changes were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**). Several ATS route proposals are foreseen for discussion in the upcoming Subgroup session. The meeting was informed that Azerbaijan has planned, together with Georgia, the regional implementation of RNAV 5 below FL195 for autumn 2013. A question was raised from EUROCONTROL on the installation/transition of the new Baku ACC, which is foreseen for March 2014 and the possible effects on the airspace capacity within Baku FIR. In response, the meeting took note that the implementation of the new ATM system and the move to the new facilities in Baku are part of a full ATM transition plan which will include also airspace structure changes, in accordance with the new airspace rule that became effective on 15 January 2013 in Azerbaijan, and that no problems or capacity limitations are expected during this transition.

3.39 The representative from **Belarus** informed the meeting that, the total traffic figures in Minsk FIR increased by 3.1% during the time period from October to December 2012 when compared to the corresponding time period in 2011 and by 2.05% during the time period from January up to February 2013 (stagnating now in the February/March 2013 timeframe) as compared to the corresponding period in 2012. No new ATS routes had been implemented since RDGE/17, but ATS route proposals are foreseen for discussion in the upcoming Subgroup session. The meeting was also informed that the distinction between Upper and Lower ATS routes letter “U” prefix within Minsk FIR was removed at the 13 DEC 2012 AIRAC date. Due to the enlargement of ACC St. Petersburg and discontinuation of activities of ACC V. Luki, a new LoA between ACC Minsk and ACC St. Petersburg was signed in February with effective date on 07 March 2013. On the same date, the LoA between ACC Minsk and ACC V. Luki was cancelled. The RDGE was informed that the coordination needs concerning the introduction of the new airspace structure of Moscow FIR which is planned by the end of 2013 still exist and that further discussions on the Moscow TMA changes are still outstanding.

3.40 The representative from **Bulgaria** informed the meeting that, the accumulated traffic figures for the year 2012 increased by 0.3% (548482 flights), when compared to the traffic figures for 2011. Initial indications for the first months of 2013 showed a negative trend but traffic figures in Bulgaria started to increase from March onwards. Several new ATS routes and ATS route related changes were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and a number of ATS route proposals (bi-lateral project with Greece for better traffic

distribution and a dualised ATS route structure at INKOM/MAKOL) are foreseen for discussion in the upcoming Subgroup session.

3.41 The meeting was informed by the representative from **Estonia** that the total traffic figures in Tallinn FIR increased by 0.6% with an increase in overflights by 2.9%. Due to the re-structuration of National Carrier ‘Estonian Air’, Arrival/Departure to Tallinn (EETN) airport traffic figures have dropped by 13.1%, when compared to the traffic figures for the same time period in 2012. An ATS route was implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**). The meeting was informed that since 07 March 2013, Tallinn ATCC has OLDI connection with all neighbouring FIRs. The RDGE noted that GNSS SIDs and STARs (including CDOs) are planned to be implemented in EETN from 30 May 2013 onwards. The representative from the IATA delegation expressed his thanks to the Baltic States for implementing “spider-web” ATS routes (which are approved DCT routes) so that aircraft operators can avoid strong head winds under certain weather situations/conditions.

3.42 The meeting was informed by the representative from **Finland** that the traffic figures in the EFIN FIR/UIR decreased by 5.3% for the year 2012 when compared to the figures for the year 2011. International traffic figures decreased by 4.8%, domestic traffic figures decreased by 15.7% but overflight figures increased again by 9.6%. The initial overall traffic figures for January 2013 indicated a decrease by 7.5% when compared to the 2012 figures. Several ATS routes were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**). The meeting noted that Finland implemented night time Free Route Airspace on 13 December 2012. EFIN FIR/UIR airspace between FL095 – FL 660 is defined as the FRA, excluding EFHK TMA and ATS – delegated areas HALTI and MANTO. The FRA and associated flight planning procedures are in effect MON – SUN 2100 – 0330 UTC. During these times within the FRA operators may flight plan their routes directly between the FRA entry/exit points as published in AIP Finland. The meeting was also informed that, during the bi-lateral meeting between Finland and the Russian Federation, Finland proposed new entry/exit points on the Russian-Finnish border in order to further optimize the ATS route network.

3.43 The representative from **Georgia** informed the meeting that the accumulated traffic figures for the time period between September 2012 and February 2013 increased by 8% (53085 flights), when compared to same time period in 2011-2012. The traffic figures for Arrivals/Departures increased by 1%, but decreased for domestic flights by 14.3%, and decreased by 2% for overflight traffic (42666 flights). Several new ATS routes and ATS route related changes were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and a number of ATS route proposals are foreseen for discussion in the upcoming Subgroup session. The RDGE was informed that the re-designation of lower ATS routes and introduction of RNAV 5 below FL195 will be commenced and implemented by autumn 2013 and that a national PBN implementation team was established in January 2013. The meeting also noted that the TBS-DISKA segment of M737 in upper airspace and R973 in lower airspace was published with the effective date of 18 October 2012. The meeting also noted that the third international airport in Kutaisi was opened on 27 September 2012 after the development and implementation of new SIDs and STARs for RWY 08/26. During the discussions, the RDGE acknowledged the need for enhanced coordination of cross border points, by using the example of the publication of different coordinates for the waypoint DISKA.

3.44 In the report from **Hungary** the meeting was informed that the total number of flights in Budapest ATCC decreased by 4.6% for the year 2012 when compared to the figures for the year 2011. The main effect according to statistics was the bankruptcy of the national carrier MALÉV in February 2012. Initial trends in figures for the first months of 2013 indicated a small increase in overall traffic figures. Several new ATS routes and ATS route related changes (including a new, one-way routeing system which is developed at the Hungarian/Ukrainian interface and where a first part was implemented on 13 December 2012) were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and a number of ATS route proposals are foreseen for discussion in the upcoming Subgroup session. Hungary is working to ensure that the continuation of the new Romanian routes L410/UL410 and Y/UY572 towards Austria can be implemented on the shortest way. The

implementation was expected during winter 2013/2014 after coordination with all concerned parties. An update will be presented at the RDGE/19 meeting. The meeting noted that the migration to the new ANS building was successfully executed, without causing delays for the aircraft operators, and that the new ATCC was inaugurated on 27 February 2013. The RDGE was informed that a test period of Merge Strip system (Continuous Descend Arrival) has started on 1 March 2013 in Budapest TMA and FIR and an information paper will be presented at the next meeting. As a result of discussions/negotiations with NATO, Hungary (Hungarocontrol) is preparing to provide ATC services in the upper airspace of Kosovo from March/April 2014 onwards.

3.45 The meeting was informed by the representative from the **Islamic Republic of Iran** that the overall traffic figures in Tehran FIR increased by 2.8% for time period from March 2012 to March 2013 and that the traffic figures for arrivals/departures decreased by 0.3%. A new bidirectional ATS route L430 between SRJ (within Tehran FIR) and VAXIM (within Muscat FIR) was implemented to connect traffic departing from south and southwest of Asia to European countries, and vice versa. In addition, a number of ATS route proposals are foreseen for discussion in the upcoming Subgroup session. In the ensuing discussion, questions were raised on the necessary investment in the quality of aeronautical information data and the positioning of the coordination point LALDA. The representative from Armenia expressed his gratitude for the excellent cooperation with the Iranian colleagues. The IATA delegation explained their difficulties in using the available airspace/routes in an optimal way in the FIRs of the Black Sea area due to the procedural issues regarding the terrain constraints and the related charting/FMC aspects.

3.46 The meeting was informed by the representative from **Latvia** that the accumulated traffic figures for the year 2012 decreased by 1.0% (233658 flights) when compared to the 2011 figures and that the overflight traffic figures increased by 1.0% (165272 flights) for the same time period. The traffic figures for Riga airport decreased by 6.0% (68386 flights) when compared to the same time period in 2011. For the first 2 months of 2013, the accumulated traffic figures indicated a further decrease by 3.0% (31610 flights, 536 flights per day). The traffic figures for Riga airport for January-February 2013 also decreased by 3.0% (9441 flights, 160 flights per day) when compared to the same time period in 2012. Several new ATS routes and ATS route related changes were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and a number of ATS route proposals are foreseen for discussion in the upcoming Subgroup session. A new LoA between ACC St. Petersburg and ATCC Riga was signed and became effective on 7 March 2013 and on the same date the LoA between ACC V. Luki and ATCC Riga was cancelled. The meeting noted that an additional APP sector within Riga TMA was implemented on 4 April 2013 and that 2 new STARs and 2 new SIDs via AMOLI were implemented on 13 December 2012. In addition, the implementation of OLDI version 4.2 is in progress. The RDGE was also informed that 6 new ATS route segments are currently under development and that the planned implementation can be expected towards the end of 2013.

3.47 The representative from **Lithuania** informed the meeting that the overflight traffic figures for year 2012 increased by 2.1% and that the total traffic figures increased by 2.6% when compared with 2011 figures. The presented traffic figures were related to flights handled by SE “Oro navigacija” of Lithuania and did not include the traffic figures of flights handled by “Latvijas Gaisa Satiksme” of Latvia on the delegated route segment M864 [NINTA-ADAXA] in Vilnius FIR. Several new ATS routes and ATS route related changes (including a number of DCT options which were implemented on 15 NOV 2012) were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and another ATS route proposal is foreseen for discussion in the upcoming Subgroup session. The meeting was informed about the implementation of an A-SMGCS Level 2 system at Vilnius Airport and that the OLDI version 4.2 (basic messages) had been implemented earlier this year.

3.48 The meeting was informed by the representative from the **Republic of Moldova** that the total number of flights (63834 flights) that were handled by Chisinau ACC increased by 6.2% for the year 2012 and that the overflight traffic figures (47649 flights) increased by 4.8% when compared to the 2011 figures. The trend for the first 2 months of 2013 indicated a further increase in total traffic figures by 8.9% (8737 flights). Moldova informed the meeting that it removed the distinction between Upper and Lower

ATS routes letter “U” prefix on 13 DEC 2012 AIRAC, that a new ATS route was implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and that a number of ATS route proposals are foreseen for discussion in the upcoming Subgroup session. The RDGE noted the plans from MOLDATSA to start from 2 May 2013 onwards the operation of a new ATM system, which includes OLDI version 4.2 connections between Chisinau ACC and Bucuresti, Odessa, Lviv, Kiev ACCs.

3.49 The representative from **Norway** informed the meeting that the overall traffic in Norway increased by 3.8% for the year 2012 when compared to the traffic figures in 2011. International traffic increased by 3.8%, overflight traffic increased by 5.1% and domestic traffic increased by 3.5%. The trend for the first 2 months of 2013 indicated an overall increase by 0.1%, an increase of international traffic increased by 0.7%, an increase of overflight traffic by 0.1% and a decrease in domestic traffic by 0.2%. Several new ATS routes and ATS route related changes were implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and the estimated savings for the routes M745 and Z205, related to proposal # 13.025 (LIMUS – BUMET) are a reduction of approximately 171 NM, 750 kg fuel and 2500 kg CO₂.

3.50 The meeting was informed by the representative from **Poland** that the overall traffic (total number of 673381 flights within EPWW FIR) in Poland increased by 4.7% for the year 2012 when compared to the total traffic figures for 2011. The figures for overflight traffic increased by 3.6%, Arrival/Departure traffic increased by 3.8% and the domestic traffic figures increased by 17.5%. Several new ATS route related activities were performed since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and from 4 April 2013 onwards the ATS route M993 was withdrawn and the upper limit of the EPWW route network was changed from FL460 to FL660. The RDGE noted that new routes had been developed for the Lublin Airport (EPLB) and that a considerable number of night DCT routes are expected to be implemented from 02 May 2013 onwards. A new ATM system – PEGASUS 21 (Polish Enhanced Generation ATM System for Unified Solutions of 21st Century – P-21) is planned to be introduced in November 2013. The shadow system mode is planned from 16 September to 08 November 2013 and several technical cutover tests are planned in October. OPS-Live trials will be performed every night within at least 2 weeks prior to cutover. The go/no-go decision is planned for mid-October 2013. The capacity plan for the P-21 transition phase will start 180 days before cutover, with 60% capacity for cutover, a recovery of the first 10% capacity after 60 days and further 10% capacity recoveries every 30 days afterwards.

3.51 The representative from **Romania** informed the meeting that the traffic figures (270310 flights) in Bucuresti FIR decreased by 3.4% for the time period from September 2012 to February 2013 with a decrease in domestic traffic by 15.2%, a decrease for international traffic by 0.9% and decrease for overflight (transit) traffic by 2.9%. However, the trend for the first 2 months of 2013 indicated a small increase for the overall traffic figures. Several new ATS routes and ATS route related changes were implemented since RDGE/17 and will (including the deletion of more than 50 reporting points in Bucuresti FIR) also be implemented on 02 MAY 2013 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and another ATS route proposal is foreseen for discussion in the upcoming Subgroup session. The meeting noted that new SIDs and STARS (P-RNAV and conventional) were implemented in the Bucuresti TMA in February 2013 and that the transfer of the entire en-route activities into the Bucuresti ACC had been completed. The RDGE was also informed about the preparation for the publication of an avoiding scheme for 2013 exercises over the Black Sea in Bulgaria, which requires coordinated airspace structure setup and publication between ROMATSA and BULATSA before the end of May 2013.

3.52 The representative from the **Russian Federation** informed the meeting that the number of flights operated in Russian airspace for the year 2012 increased by 5.6% (1318486 flights) when compared to the 2011 traffic figures. Traffic analysis for 2012 showed an increase of 7.0% (822134 flights) in international flights and an increase of 3.4% in domestic flights (496352 flights) as compared to 2011. The largest increase in air traffic occurred on Trans-Siberian routes (12.65% increase, 6992 flights), Trans-Eastern (10.08% increase, 23705 flights) and Cross-Polar routes (8.02% increase, 13672 flights). In 2012,

flights were operated along 9 Cross-Polar routes with total number of 11,214 flights. As an initial trend for the first 2 months of 2013, there were 189578 flights operated in Russian airspace, which is an increase of 2.8 %. There is an increase in international flights of 2.5% and a slight decrease in domestic traffic figures of 3.2%. The main goal of the development of international route network in the Russian Federation is to meet airspace users' needs and traffic demand. The total number of routes in use is 869, including 556 international routes. The total route length comprises 678,507 km with 508,869 km of international routes. In the period between RDGE/17 and RDGE/18, 62 new international routes (28 international routes and 1 domestic route were implemented at the 07 MAR 2013 AIRAC date) have been implemented (the full details of the ATS route developments and ATS route related activities is attached in **Appendix B**). 17 new ATS route proposals are planned for further studies at this RDGE meeting in the 4 Subgroup sessions. During the period between RDGE/17 and RDGE/18 a number of coordination meetings were arranged (meeting with adjacent ACCs of Belarus, Latvia and Estonia to amend Letters of Agreement due to closing down of Velikiye Luki ACC in February 2013, meeting with adjacent ACCs of Lithuania, Poland and Sweden to amend Letters of Agreement due to commissioning of a new Kaliningrad ACC and implementation of a new airspace structure in February 2013, meeting between the State ATM Corporation and Civil Aviation Bureau of Japan in Tokyo, November 2012) with the aims to study the proposals of States on the use of entry/exit points between Russian FIRs and the FIRs of adjacent States, to further optimize the ATS route structure including the further development of Cross-Polar routes and to expedite the implementation of dualized routes systems. The RDGE was informed about the planned activities regarding the huge sport events in the Kazan FIR in July 2013 and the preparations for the Winter Olympic Games in Sochi in 2014. A Russian PBN implementation TF was created after the GO-Team event in Moscow last year. The RDGE was informed about the upgrade of the Kaliningrad ATC system in March 2013. Detailed plans for the reorganisation of the Moscow TMA and the upgrade of the Moscow ACC System will be presented to and coordinated with adjacent/concerned States/FIRs when they will become available. Further discussions on the Moscow TMA reorganisation can be expected in the Baltic Subgroup session. The meeting noted also the recent developments on the gradual consolidation of ATM centres within the 'Joint ATM system modernisation (2009-2015) programme' and that a gradual consolidation of ACCs is ongoing. On 13 December 2012, Anadyr, Barnaul, Pavlovsk, Shmidtka Mys ACCs and Keperveem, Markovo, Nyurba, Omolon auxiliary ACCs became sectors of Magadan ACCs. On 7 March 2013, Vorkuta and Velikiye Luki ACCs were closed down. It is expected that by the end of the year 4 ACCs will become sectors of consolidated ACCs of Syktyvkar and Samara, and that the Leshukonskoye auxiliary ACC will become a sector of Arkhangelsk ACC.

3.53 The meeting was informed by the representative from **Sweden** that the accumulated traffic figures for the Danish/Swedish FAB (the whole airspace of the Swedish and Danish FIR/UIR) decreased by 2.9% for the year 2012 when compared to the 2011 figures. A new ATS route was implemented since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and the meeting noted that the Swedish FRA (2-year) trial period will end in November 2013 and the current plans are to making it permanent from 14 November 2013 onwards. The RDGE was also advised that a common DNK/SWE AIP supplement on the FAB FRA implementation would be published with immediate effect AIRAC 30 MAY 2013. The meeting also noted the plans from Sweden to abolish the UIR and substitute it with a FIR from GND to UNL, together with the substitution of the UTA with a CTA from FL095/125 to FL660 (expected implementation date 14 NOV 2013 AIRAC). The RDGE was informed that Malmö (ESMM) ATCC participated in a meeting in Kaliningrad in February 2013 together with Lithuania and Poland where a new airspace classification in Kaliningrad FIR was presented. Over High Seas Class C airspace is substituted with Class G airspace with Class C airspace along the routes. Malmö ATCC regretted this aspect since it would disable the possibility for DCTs between Malmö and Kaliningrad airspace as well as create a portion of Class G airspace in the middle of a continuum of Class C/A airspace.

3.54 The Secretariat presented the State Report that was received from **Tajikistan** which outlined that the overall traffic figures increased by 4.8% (73266 flights) for the year 2012 and that the overflight traffic figures decreased by 3.8% (24437 flights) when compared to the figures for 2011. No ATS route-related activities were performed since RDGE/17, but several ATS route proposals (in particular for the growing traffic flow at the interface with Afghanistan) are foreseen for discussion in the upcoming Subgroup session. It was also stated that the existing system of on-route charges of Afghanistan does not let aircraft

operators use the airway infrastructure of Tajikistan to the full extent. A number of aircraft operators still prefer a longer routing within the airspace of Afghanistan, instead of a more direct routing through Tajikistan for commercial/economic reasons.

3.55 The meeting was informed by the representative from **Turkey** that the total traffic figures (1376486 flights) increased by 3.1 % for the year 2012, when compared to the figures for 2011. The accumulated traffic figures for the first 2 months of 2013 increased by 8.4%, when compared to the same period in 2012. No ATS route-related activities were performed since RDGE/17, but several ATS route proposals are foreseen for discussion in the upcoming Subgroup session. Regarding Air Traffic Controller recruitment and training and in relation to the SMART (Systematic Modernization of ATM Resources in Turkey) project a continuous recruitment of candidate ATCOs and provision of Basic ATC, Rating, OJT and Refreshment trainings was performed. Recently 113 candidate ATCOs were recruited for the ATC Centres. Currently 4 Basic ATC Training Courses are going on at the Turkish Training and Simulation Facilities and it is envisaged to have 1500 ATC Controllers at the end of the project in 2015. Also in accordance with the agreement with EUROCONTROL, studies on real time simulation for Istanbul ATC/TMA were completed at the end of 2012 and the evaluation on the results of the real time simulation (preferred RWY system/options) is still continuing. The meeting was informed that the RNP-APCH procedure was designed and implemented for Van airport on 13 December 2012 and that it is planned to implement new RNP-APCH procedures for 7 additional airports during 2013. The existing ILS/LLZ approach procedures will be retained for older-legacy type aircraft. The RDGE also took note of the difficulties that are currently existing in Ankara ACC due to the effects/issues from the conflict in Syria and capacity constraints in Iraq. The meeting was briefly informed about the new Istanbul airport project which will be launched in the near future and which will require special coordination activities between Turkey, Ukraine and Bulgaria.

3.56 The meeting was informed by the representative from **Ukraine** that the overall traffic growth during the time period from October 2012 to February 2013 was 2.5% in comparison to the traffic figures of 2011, with a traffic figure increase for domestic flights in October by 18.7% and a maximum traffic decrease also for domestic flights in February by 9.3%. Several new ATS routes were implemented and a number of existing ATS routes or route segments were modified since RDGE/17 (the full details of the ATS route developments and ATS route related activities are attached in **Appendix B**) and a number of ATS route proposals are foreseen for discussion in the upcoming Subgroup session. The meeting was informed that representatives of Ukraine took part in a bi-lateral meeting, which was held in November 2012 in Ankara and covered the issues of KUGOS dualization and the interface of Turkey and Ukraine. The main purpose of such improvements of the ATS route network is to increase the ATS system capacity and optimize the ATS route network. The meeting also noted that Ukraine removed the distinction between Upper and Lower ATS routes (letter U prefix) on the AIRAC date of 13 DEC 2012. The meeting was informed that there was no additional information after previous RDGE meeting (RDGE/17) from the Russian Federation regarding their proposals of ATS route network changes in interface Dnepropetrovsk FIR – Kyiv FIR – Moscow FIR. Until today, Ukraine does not have information about the airspace changes which will be proposed for joint consideration. Ukraine expressed its readiness for further discussions regarding the future ATS route network changes in Moscow FIR and is awaiting the proposals (scenarios) from the Russian Federation for further analysis. Ukraine expressed its readiness for further cooperation with EUROCONTROL as a Network Manager regarding ATS route network changes in the Russian Federation which would affect Ukraine.

3.57 The representative from **Uzbekistan** reported that the total traffic figures increased by 7.0% (92060 flights) for the year 2012 with an increase in Departure/Arrival traffic by 3.0% (42950 flights) and an increase for overflight traffic by 11.0% (49110 flights). No ATS route related activities were performed since RDGE/17, but several ATS route proposals are foreseen for discussion in the upcoming subgroup session. The meeting was also informed about the planned installation of SSR radar systems (during 2014) in order to establish an appropriate surveillance coverage for the 3 airports and the flights within the lower airspace in the mountainous areas of the Namangan ACC. An additional VOR/DME will be installed in Samarkand and the delegate from Uzbekistan thanked the representatives from Afghanistan for the huge improvements in the communication capabilities between Kabul ACC and Samarkand ACC.

3.58 The Secretariat presented an information paper on an email exchange from the Director ATM (Mr. Pak Yong Chol) of the General Administration of Civil Aviation (GACA) Democratic People's Republic of Korea on the outcome of the ATM coordination meeting between China and DPRK, which took place in Beijing at the end of January 2013. In this message the ICAO EUR/NAT Secretariat was informed that, based on the RDGE/17 Far East Subgroup discussions/proposal; China and DPRK had reached an agreement on the establishment of a new entry/exit point VASRO (N42°27'50" E129°44'25") and the introduction of a new bi-directional ATS route R224 (YNJ-VASRO-KANSU). A joint proposal for amendment of the ASIA/PAC Basic Air Navigation Plan was submitted to the ICAO ASIA/PAC Office in Bangkok with a proposed AIRAC implementation date of 30 March 2013. The meeting noted this development and further discussions are expected within the Far East Subgroup.

3.59 Based on the result from the RDGE/17 meeting, the ICAO EUR/NAT Secretariat received several emails from the Japanese Civil Aviation Bureau (JCAB) regarding the evaluation of the proposed routes which are included in RDGE Far East Area and its Interface Subgroup route catalogue. The RDGE was informed that the JCAB reviewed all proposals in the RDGE catalogue regarding the Fukuoka FIR and that, during the 23rd meeting of Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) in September 2012, these proposals have been included into the APAC catalogue. JCAB has started to continue the collaborative work with the ICAO ASIA/PAC office in Bangkok for reviewing the APAC catalogue and the RDGE took note of the official comments that were submitted by JCAB on the proposed routes regarding Fukuoka FIR. The RDGE took note of the comments and addressed the subsequent update of the ATS route catalogue to the Far East Area and its Interface Subgroup. The representative from the Russian Federation informed the meeting about the fruitful cooperation between JCAB and the Russian Federation during their bi-lateral meetings but also supported the approach for increased inter-regional coordination within the framework of the China-Mongolia-Russia-IATA (CMRI) meetings which should preferably also include Japan and the Democratic People's Republic of Korea.

3.60 **NO State report was received from Kazakhstan, Kyrgyzstan and Turkmenistan.** The ICAO Secretariat thanked all the States for their timely submission of the State Reports and the excellent information that was presented to the meeting. Following the presentations of the States' reports, the RDGE noted that the savings in terms of mileage, time, fuel and CO₂ emissions from ATS route changes had only been indicated in a number of the States' reports. The RDGE recalled that all States were requested to insert at least the indication of the route length difference together with the number of aircraft affected of this/these new proposals when compared to the initial route length into the State reports, so that this information could be extracted for further analysis.

3.61 The head of the IATA delegation expressed his gratitude and appreciation to all the RDGE member States for their continuous efforts and work, not only in developing ATS route proposals, but also for the implementation of more optimum routes and the availability of enhanced flight profiles to the airspace users.

4. Report on Actions taken on RDGE Action Plan

4.1 The RDGE reviewed progress reports on specific actions in the Action Plan which are elaborated below. The updated RDGE Action Plan based on the RDGE's review and an update is provided in **Appendix C**.

Rationalisation of use of regional and non-regional ATS route designators (RD) [RDGE Action 2/20]

4.2 The Secretariat informed the meeting that following the outcome of RDGE/17, during which all EUR/NAT accredited States had been invited to send information on the ATS routes as published in the ENR 3 pages of their national AIPs to the ICAO Route Designator Coordinator, work was still on-going to analyse the information provided. A progress report was expected to be made at the RDGE/19 meeting.

Update on ICARD 5LNC [RDGE Action 3/15, 10/02 and 10/03]

4.3 The RDGE noted that a “refresher” presentation on the use of the ICARD five-letter name-codes (5LNC) database as well as progress on the removal of duplicates in the ICAO EUR/NAT Region would be provided by the Secretariat at the RDGE/19 meeting.

Support from RDGE to the restructuring of ANP with regard to Table ATS 1 [RDGE Action 7/2]

4.4 The Secretariat informed the RDGE that the 12th Air Navigation Conference (AN-Conf/12) recommended that States and the Planning and Implementation Regional Groups (PIRGs) finalize the alignment of regional air navigation plans (ANP) with the Fourth Edition of the *Global Air Navigation Plan* by May 2014 (AN-Conf/12 Recommendation 6/1 refers). This had resulted in the setup of a global working group which was in the process of reviewing the textual and database aspects the future ANP. As RDGE Action 7/2 had been overtaken by these developments, it was agreed that it should be deleted.

European Route Network Implementation Plan/ERNIP Database [RDGE Actions 10/01]

4.5 The RDGE noted the new features and improvements that were included in version 2.4.1 of the European Route Network Implementation Plan/ERNIP Database which became operational on January 2013. The RDGE was informed that the website had been migrated to a new server and RDGE members were invited to update their internet browser bookmarks to the new URL:

https://extranet.eurocontrol.int/ernip_database/Index.action

4.6 The RDGE noted that version 2.4.1 included the following features/improvements:

- a) A new rule has been added between Implementation Status and Implementation Date:
 - i. Proposed only for a year or a season or standing alone as Proposed without any season/year (but NOT allowed for an AIRAC cycle).
 - ii. Planned only for an AIRAC cycle or a season (still to be confirmed), but NOT allowed for a year nor standing alone.
 - iii. Confirmed only for an AIRAC cycle.
 - iv. Implemented only for an AIRAC cycle.
- b) The Project Name has been added for the proposals, affecting:
 - i. Create proposal
 - ii. Edit proposal
 - iii. Search criteria and search results
 - iv. Create report or assessments (doc/pdf) for proposals
 - v. Export Proposal ID (Export Prop ID)
- c) A new Project Category Vertical FE for vertical flight efficiency has been added.
- d) Corrections of bugs such at the "AND" function in Search Criteria for Project Group and when generating doc/pdf reports (like alphabetic order of related proposals in reports (same as screen view); highlight function; display error occurring when text/bad styles are copied from an outside source (Impossible to display this information)).
- e) The problems related to external access via the EUROCONTROL website have been resolved.

4.7 The RDGE also noted that an intermediate version was planned to provide the option to print standardised reports (proposal + map + assessment). It was informed that any suggestions for further improvement could be given to the ICAO or EUROCONTROL RND SG Secretariats in order to take them into account in future upgrades.

Removal of distinction between lower and upper in route designators [RDGE Action 11/01]

4.8 The RDGE noted that all RDGE member States, with the exception of Hungary, Romania and Turkey, have published ATS routes in their national AIPs without the prefix “U” in the route designators.

Signing of LoAs between Afghanistan and Uzbekistan [RDGE Action 12/01]

4.9 Regarding Action 12/01 concerning the coordination of the signing of updated LoAs between Afghanistan and Uzbekistan, the RDGE noted that this action was completed and it would be deleted from the Action Plan.

“High Seas Coordination Procedure” [RDGE Action 14/02]

4.10 The ICAO Secretariat strongly encouraged all States to coordinate with their neighbours to submit a single request (one State on behalf of others) when initiating the regional air navigation agreement procedure when airspace changes concerned several States in order to reduce duplication of efforts and errors in publications.

Include information on environmental benefits from implementation of operational improvements in State Reports [RDGE Action 16/01]

4.11 The ICAO Secretariat encouraged the RDGE members to make use of available tools such as the ICAO IFSET tool or via the EUROCONTROL ERNIP database in order to provide the environmental benefits of the ATS route and airspace changes that were being implemented by the RDGE member States. This information is required to inform the aviation community of the efforts being made by States and operators as well as other stakeholders in reaching the ICAO Strategic Objective of reducing the impact of aviation on the environment. With the implementation of the new Air Navigation Report Forms (ANRFs), the need for reporting this information will also become more relevant for States as part of their compliance to the Global Air Navigation Plan.

5. Proposals for improvements of ATS route network in the Eastern Part of the Region

Baltic Sea area and its interface Subgroup

5.1 Experts from the following States and international organisations participated in the work of the Baltic Sea Area and its Interface Subgroup: Belarus, Estonia, Finland, Latvia, Lithuania, Norway, Poland, Russian Federation, Sweden, Ukraine and IATA.

5.2 **Mr Aleksandr Fjodorov** from Latvia was the Rapporteur of the Subgroup. **Mr Yury Bazulev** also from Latvia provided language assistance.

5.3 In accordance with the agenda, the Baltic Sea Area and its Interface Subgroup considered the following Working Papers: WP/03, WP/15 and WP/02 Action plan.

5.4 A total of 31 existing proposals were reviewed and 14 new routes were agreed for incorporation into the Baltic ATS Route Catalogue. The following table reflects the outcome of the Group’s deliberations. Only proposals which were updated or changed are reflected below. All other route proposals in the Baltic RDGE ATS Route Catalogue (WP/03) which are not shown remain unchanged.

Proposal number	Changes to be made
51.032b/01.012b	Change route description to: a. LATLA-PEMAS-BEGUT-Belozersk or b. LATLA-OSKOP-GOROP-KANET-GIPRI-METAT or

Proposal number	Changes to be made
	c. LATLA-MANIV-GIPRI-METAT. Objective: to further improve the ATS route network in Sankt-Petersburg FIR. States concerned: remove LTU and LVA; Comments: remove first bullet
08.019	Implemented as B117 from 07 MAR13: KUMEN-GERDA-UNKES (FL270-530), route segment GERDA-UNKES can be used 02.00-08.00 UTC, IATA: requested States concerned to consider opening this segment from 23:00 UTC
16.036	All ATS route were implemented as of 18OCT2012
75.039/15.041	Impl. Status: proposed
01.017a	UD (Chudovo) change to OKUDI
01.017c	UD (Chudovo) change to OKUDI, KE(Kikereno) change to BAMAD; KO(Kotly) change to KONIB
01.017b	UD (Chudovo) change to OKUDI
69.238b/12.001b	Add comment: IATA will provide assessment of this proposal
15.001	Add comment: Russian Federation: further studies required
15.002	Add comment: Russian Federation: further studies required
15.003	Add comment: Russian Federation: further studies required
11.013b	Route description: westbound direction
75.018/15.039	To add in the route description: implement new ATS routes:SOGBI-TOSPO southbound direction; BIGLU-SOGBI northbound direction.
76.021/16.016	In comment second bullet: <i>will be</i> change to <i>could be</i>
76.026/16.021	Add comment: Estonia: further studies required
74.044b/15.019b	Add comment: Estonia: further studies required

5.5 The following are new proposals from IATA:

New proposals	Comments
BLT18_01	VALGA-DOBAN bidirectional DOLAT-OSMUR-PETOT bidirectional; SOKVA-OSTOT bidirectional; originator: IATA; states: EST; status: planned autumn 2013; to improve ATS network within Estonia; Comments: possible deletion of segment DOBAN-NAVOT-NITSO

5.6 The following is a new proposal from the United States (USAF) presented by EUROCONTROL:

New proposals	Comments
BLT18_02	To allow the use of DCTs NINTA - BALIT and BALIT – NINTA; originator: USAF; states: LTU, LVA; To further improve flight planed options via Riga ACC and Vilnius ACC; comments: 1. Presented at RAD review - NEE - 25th January 2013. 2. Requested by the USAF in case of unforeseen issues with overflying permission to avoid the Kaliningrad FIR. 3. In accordance with RAD Appendix 4, RADAN EY max DCT above FL095 is 0NM. No allowable route to enter or exit Lithuania from/to the west. 4. These options will be used not more than 2 or 3 times a year.

5.7 Aircraft operators were advised to refer to Appendix B of the RDGE/18 Summary of Discussions that contained implemented ATS routes since RDGE/17 as submitted by the Russian Federation, because some of these routes had not been listed previously in any ATS Route Catalogues.

5.8 The representative from the Russian Federation informed the RDGE about the timescale of implementation of changes in the Moscow area. It was noted that by 15 April 2013, the new structure of Moscow area would be presented to the State ATM Corporation, followed by an audit by Jeppesen in order to obtain the outcomes of the study by September 2013. By the end of 2013, the final version had to be approved by the appropriate Russian authorities. Full implementation was expected by the end of 2014 following ATC system upgrade and ATC training. The representative from Ukraine emphasized that the new structure of Moscow area should be developed in close coordination with adjacent States. The representative from the Russian Federation reassured the meeting that such coordination would take place as soon as the new structure of Moscow area is known. Accordingly, and with reference to RDGE Action Plan 16/02 and 17/04, all parties concerned agreed to make a progress report at the RDGE/19 meeting.

5.9 The following are new proposals from States:

New proposals	Comments
BLT18_03	MOVIT/KUMEL-671214N0292404E-DOPUD; proposed; originator: RUS, FIN; to improve interface between Finland and Russian Federation
BLT18_04	OLATA-661113N0295004E-TUVLU; proposed; originator: RUS, FIN; to improve interface between Finland and Russian Federation
BLT18_05	ULKAM-661113N0295004E-KUKUS; proposed; originator: RUS, FIN; to improve interface between Finland and Russian Federation
BLT18_06	OLATA-640015N0302830E-MAGON; proposed; originator: RUS, FIN; to improve interface between Finland and Russian Federation
BLT18_07	OLATA-640015N0302830E-ABOVA; proposed; originator: RUS, FIN; to improve interface between Finland and Russian Federation
BLT18_08	PIMEX-RASEL-KAL westbound; proposed; originator: SWE; to improve interface between Latvia and Sweden.
BLT18_09	OSMUS-LUMIT-WKL-ROGDA bidirectional; proposed; originator: BLR; to improve interface between Republic of Belarus and Russian Federation
BLT18_10	(In ERNIP database pending) M405 ORVIX-LATLA; originator and states concerned: LVA; status: autumn 2013
BLT18_11	(In ERNIP database pending) RIA-NEBSI bidirectional, DUBIN-MOHNI bidirectional; originator and states concerned: EST, LVA; status: autumn 2013
BLT18_12	(Secretariat Note: To add RDGE ID to RND SG ID 78.033) To implement the following ATS route segments: a. L977 DUBIN - DOLAT bidirectional; b. Y147 DUBIN - SOKVA westbound; c. Y158 DUBIN - LUTAL eastbound; d. N994 ERIVA - LUTAL bidirectional. e. originator and states concerned: LVA; status: autumn 2013
BLT18_13	To implement of arrival routes from UBORI to ULLI Originator: IATA; states: RUS; status: proposed.
BLT18_14	DUBIN-BUGOR-KANON continuation should be in BLK catalogue; originator: IATA; states: BLR, RUS; status: proposed; to improve ATS route network and interface between Republic of Belarus and Russian Federation.

Black Sea and South Caucasus area and its interface Subgroup

5.10 Experts from the following States attended the Subgroup meeting: Armenia, Azerbaijan, Bulgaria, Georgia, Hungary, I. R. Iran, Republic of Moldova, Romania, Russian Federation, Turkey and Ukraine. Representatives of EUROCONTROL and IATA also participated in the Subgroup meeting.

5.11 **Mr Levan Karanadze** from Georgia was the Rapporteur of the Subgroup supported by Mr Tihomir Todorov from EUROCONTROL and Mr Evgeni Tavazde from Georgia.

5.12 The work of the Subgroup was based mainly on the following documents: WP/04, WP/15, WP/21 and WP/30. The Subgroup reviewed 38 route proposals and considered 10 new proposals.

5.13 The results of Subgroup work are reflected in the following table. Only proposals which were updated or changed are reflected below:

Proposal	Comments
69.076c / 12.003c	Implemented. To be deleted from the catalogue.
72.055 / 14.018	Implemented. To be deleted from the catalogue.
72.056 / 14.019	Implemented. To be deleted from the catalogue.
76.024 / 16.019	Implemented. To be deleted from the catalogue.
69.074a / 16.010a/ DN0024	To amend the wording of proposal and delete: “ as CDR 1 H24”
69.074b / 16.010b/ DN0032	To amend the wording of proposal and delete: “ as CDR 1 H24”
64.066 / 09.012	To change in Proposal box in small “c” abbreviation SVN to SEVAN; To remove small “d” from proposal box and put it into RDGE Action Plan for immediate action by Azerbaijan; To delete comments in comments box To update Impl.Status: Proposed Spring 2014
66.073b / 10.012	To update Impl.Status: Proposed 14 NOV 2013
61.014 / 09.011	To update Impl.Status: Proposed Winter 2013/2014
77.014 / 17.003	To update Impl.Status: Proposed 19 SEP 2013 To add in comments box: Agreed in principle by Turkey to implement.
68.022 / 11.019	To update Impl.Status: Proposed Autumn 2014
72.050 / 14.013	To update Impl.Status: Proposed Autumn 2014
69.096 / 16.007/ DN0063	To update proposal as follows: “To implement Night Free Route within Bucuresti FIR / N-FRAB.”; To update Impl.Status: Planned 14 NOV 2013; To update comments box and leave only: “ <i>Night period 22.00 - 04.00 (23.00 - 05.00).</i> ”
69.077 / 13.010/ DN0031	To be revised based on conclusions under 1.7. below.
71.005 / 13.009/ DN0079	To be revised based on conclusions under 1.7. below.
76.001 / 16.037	To be revised based on conclusions under 1.7. below.
76.016 / 16.012	No change
71.006a / 16.013a/ DN0077	No change
71.006b / 16.013b/ DN0078	No change
72.052 / 14.015	To update Impl.Status: Proposed Spring 2014; To delete all existing comments in comments box and put a comment: “ <i>Night period 22.00 - 04.00 (23.00 - 05.00).</i> ”
52.041 / 01.003	To change in Proposal box abbreviation SVN to SEVAN; To add a new comment into comments box: “AAAAA new waypoint on boarder between Armenia and Azerbaijan and BBBBBB new waypoint on boarder between Azerbaijan and I.R. Iran”
52.043 / 01.004	To be revised based on New Proposal 5 below.
71.034b / 13.013b/ CE0024	To update Impl.Status: Proposed Spring 2014
71.034a / 13.013a/ DN0080	To update Impl.Status: Proposed Spring 2014
69.052 / 16.008/ DN0073	No change
74.035 / 15.009/ DN0091	No change
52.040a / 01.002a	To update Impl.Status: Proposed 14 NOV 2013
60.024b / 01.009b	No change
52.039 / 01.010	No change
61.030 / 06.001	No change
52.042a / 01.011a	To update Impl.Status: Proposed 14 NOV 2013; To delete last two bullet points in Comments Box.
70.046 / 10.011	Not acceptable at present for Azerbaijan.

Proposal	Comments
72.042 / 14.006	No change
76.019 / 16.014	Add a new comment in Comments Box: Under study by Georgia.
76.020 / 16.015	To be deleted from the Catalogue.
77.013 / 17.002	No change

5.14 The following 7 new proposals based on WP/15 were considered and discussed during the Subgroup meeting:

Reference	Objective and Proposal	State(s) concerned
Proposal 1	<i>Objective:</i> To further improve ATS route network between Bucuresti FIR, Sofia FIR, Simferopol' FIR and Ankara FIR. To implement the following ATS routes: ✓ INB - INKOM - MOSOP - NEPOT westbound; ✓ ADINA - INB - EZS eastbound.	ROU
		BGR
		UKR
		TUR
		Originator
		IATA
Notes: 1. Proposal made by Emirates. 2. Further improvement of options from/to Gulf Area via the Black Sea. 3. Proposed westbound option is around 8NM / 6NM shorter compare to today's options via KUGOS / UDROS respectively. New westbound option UDROS - NEPOT (proposal 69.080 / DN0058) is planned for implementation as from 2 MAY 2013 and will reduce current option by 2NM. 4. Eastbound proposal was from REBLA where ATS route UM977 REBLA - ADINA already exists and till LESRI where ATS route UP975 EZS - DYB - LESRI also exists. Proposed eastbound option is around 20NM / 10NM shorter compare to today's options via SUMOL / ODERO respectively. 5. This proposal also connected and dependant on possible dualisation in KUGOS and INKOM areas.		
No implementation date. To be inserted into the Catalogue.		

Reference	Objective and Proposal	State(s) concerned
Proposal 2	<i>Objective:</i> To further improve ATS route network between Bucuresti FIR, Chisinau FIR and Ukrainian FIRs. 1. To implement eastbound ATS route N/UN978 MAVIT - NEPOT - TOMET - UNIRA - AAAAA - BAREN - GODOD . 2. To re-designate existing ATS route N978 TP - BCU as Z924 (UN to UZ in Bucuresti FIR) and change from bidirectional to westbound.	ROU MDA UKR
		Originator
		MDA EUROCONTROL
Notes: 1. Part of UL5 dualisation planned for implementation as from 2 MAY 2013. 2. Eastbound option is propose to further straighten the line within/between the three States. 3. AAAAA - new FIR boundary point MDA/UKR. 4. SIDs/STARs for LUKK to be further revised/refined based on ATS route needs.		
Possible implementation - Summer 2014. To be inserted into the Catalogue.		

Reference	Objective and Proposal	State(s) concerned
Proposal 3	<u>Objective:</u> To further improve ATS route network within Tbilisi FIR.	GEO
	To change to bi-directional existing westbound ATS route L850 BANUT - ADEKI .	Originator
		EUROCONTROL
Notes: <ol style="list-style-type: none">Initially presented at SEERM/15 / SEERR/2 meeting 11th - 12th December 2012.Following an introduction of RVSM and removal of transition task inside Baku FIR point ADEKI and all ATS routes were changed to bi-directional as from 20 SEP 2012.Current option for eastbound over flights is 6NM longer via BANUT - IBERI - BARUS - LAGAS - ADEKI and 11.2NM longer via BANUT - IBERI - BARAD - LUSAL - RODAR. It is also longer for ARR UBBB via STAR SAGIL between 4NM to 10NM.This option might be beneficial for more than 5 daily flights.		
Possible implementation - Summer 2014. To be inserted into the Catalogue.		

Reference	Objective and Proposal	State(s) concerned
Proposal 4	<u>Objective:</u> To further improve ATS route network within Tbilisi FIR. 1. To implement eastbound ATS route N319 IDLER - KTS - TBS. 2. To re-designate N319 IBERI - KTS - BT - DF - TBS as M737 .	GEO
		Originator
		GEO
Notes: 1. Following an introduction of RVSM and removal of transition task inside Baku FIR point ADEKI and all ATS routes were changed to bi-directional as from 20 SEP 2012. 2. Current option for eastbound over flights is slightly longer via LAGAS. 3. This option might be beneficial for more than 7 daily flights.		
Possible implementation - Summer 2014. To be inserted into the Catalogue.		

Reference	Objective and Proposal	State(s) concerned
Proposal 5 (revision on proposal 52.043 / 01.004)	<u>Objective:</u> To further improve ATS route network between Yerevan FIR and Baku FIR. 1. To implement bi-directional ATS route INDUR - AAAAA - BBBBB - DUKAN . 2. To introduce new point BBBBB on existing ATS route N92 as crossing with new ATS route.	ARM
		AZE
		Originator EUROCONTROL
<i>Notes:</i> 1. Proposed option is out of prohibited area (P-3) in Baku FIR and is complimentary to existing proposal 52.043 / 01.004 which is not acceptable at present by AZE due to that zone. 2. AAAAA - new boundary point between Yerevan FIR and Baku FIR. 3. Option via new BBBBB will allow connection to BODKA. Position of BBBBB is discussable also depending on requirements to avoid prohibited area (P-5) in Baku FIR. 4. Current options are longer by 5NM to/from DUKAN and 6.6NM via BODKA. 5. This new ATS route will naturally split flow to/from INDUR from/to RODAR via PEMAN and to/from INDUR from/to DUKAN/BODKA via AAAAA and might be beneficial for more than 5 daily flights. It will also naturally split these overflights from ARR/DEP UBBB via PEMAN - SAGIL. 6. Further studies required by Azerbaijan.		
No implementation date. To be inserted into the Catalogue. Current proposal 52.043 / 01.004 will be properly revised.		

Reference	Objective and Proposal	State(s) concerned
Proposal 6	<u>Objective:</u> To further shorten the allowed flight plannable ATS route options within Baku FIR.	AZE
	1. To implement eastbound ATS route CCCCC - BEKIR and introduce new point CCCCC on existing ATS route M747. 2. To introduce new crossing point DDDDD between existing ATS routes N161 and N644.	Originator
		EUROCONTROL
Notes: 1. Current option for flights BARAD - LIMTI - BEKIR is longer by 9.6NM. 2. Current option for flights OKTAT - BEKIR - ADEKI and vice-versa is longer by 2NM. 3. Both new options might be beneficial for more than 20 daily flights.		
Planned implementation - 12 DEC 2013. To be inserted into the Catalogue.		

Reference	Objective and Proposal	State(s) concerned
Proposal 7	<i>Objective:</i> To further improve ATS route network in Ganja and Nakhchivan areas within Baku FIR.	AZE
	1. To implement bi-directional ATS route T916 MATAL - GND . 2. To re-align ATS routes B111 and G96 via DVOR/DME GND and B706 and G96 via DVOR/DME NAX allowing coherence with all other lower and upper ATS routes.	Originator EUROCONTROL
<i>Notes:</i> 1. New ATS route requires for flights via GIPAR to allow improvement in flight efficiency and fly at high FLs. Current flights via ADVIN to/from MATAL normally should flight plan below FL195 but SAAM data show that most of them are above FL195. This new ATS route might be beneficial for more than 5 daily flights. 2. Re-alignment requires as currently B111, B706 and G96 are via ZW / NT while R973/M737/N996/L125 are via GND / NAX thus not allowing proper swap above/below FL195.		
No implementation date. To be inserted into the Catalogue.		

5.15 With regard to airspace reorganization in the western part of the Black Sea in KUGOS, INB and INKOM areas, the following was noted:

5.15.1 Discussions started as KUGOS area reorganization and were initially based on proposal 76.001 / 16.013 and WP/21. EUROCONTROL made a presentation (ppt) covering the following aspects:

- a) KUGOS area - traffic analysis based on Daily traffic for 28 JUL 2012 SAT, 31 AUG 2012 FRI, 31 JAN 2013 THU, 08 FEB 2013 FRI and Weekly for the weeks 10 - 16 SEP 2012, 25 - 31 AUG 2012, 02 - 08 FEB 2013. Analyses were based on traffic distribution over KUGOS taking into account the direction of ADINA - KUGOS and SAAM M1 - FPL. Main traffic flows on axis ADINA ... TBN ... DASIS ... and ... ADINA ... KABAN / NINVA were also shown.
- b) KUGOS area - proposals for improvement

Proposal 1	<ul style="list-style-type: none"> FOR TRAFFIC VIA <u>DASIS AREA</u> REBLA - TALAM - KUGOS eastbound TEGRI - TALAM eastbound TBN - TIRVO - MEGIK westbound (additional TIRVO - BUDOP or via EVRIK to BUDOP) FOR TRAFFIC VIA <u>KABAN / NINVA</u> KUGOS - OTKEP / BAYIR eastbound SIN - SUMOL - ADINA westbound Additional changes of existing ATS routes
Proposal 2	<ul style="list-style-type: none"> FOR TRAFFIC VIA <u>DASIS AREA</u> REBLA - TIRVO - TBN eastbound (REBLA - TIRVO - <i>TUREL</i> - TBN) ERZ - KUGOS - TALAM - TIRVO westbound TALAM - MEGIK / TALAM - EVRIK westbound To delete segment ADINA - KUGOS FOR TRAFFIC VIA <u>KABAN / NINVA</u> ADINA - SUMOL - SIN eastbound Additional changes of existing ATS routes

5.15.2 Ukraine supported both proposals with a preference for Proposal 1. Ukraine and Turkey expressed their preference for a stepped approach implementation. Turkey proposed for the KUGOS reorganisation proposal and IATA Proposal for INB area to agree on a possible implementation date in Winter 2014/2015 and to conduct further work on these proposals. Ukraine supported this idea and proposed that the INKOM dualisation be discussed as an independent proposal considering possible KUGOS

directions reorganisation. Romania and Bulgaria made general statements and considered all developments as one package which required further deep analyses. Romania also stressed that a stepped implementation might lead to the abandonment of some ideas discussed including reorganisation in INB area proposed by IATA.

5.15.3 Based on the discussions, Romania also presented Proposal 3 that included the following proposal from IATA:

Proposal 3	INB - INKOM - MOSOP - NEPOT westbound NEKUL / REBLA - ADINA - INB - EZS eastbound NEKUL / REBLA - ADINA - KUGOS - KARDE eastbound SIN - TALAM - NEPOT / PATAK / KARIL westbound TBN - TALAM - NEPOT / PATAK / KARIL westbound Additional changes of existing ATS routes
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5.15.4 Romania also stated that all developments should be considered as a package as the IATA Proposal for INB area also releases the KUGOS area and should not be considered in isolation. Bulgaria also reconfirmed its position for package development and implementation.

5.15.5 Ukraine presented a SAAM evaluation based on shortest ATS route assignment showing that the impact on the IATA Proposal for INB area to the KUGOS area traffic distribution could be negligible. Romania showed that real traffic figures for the same date could have significant impact on offloading KUGOS.

5.15.6 The following were conclusions reached:

- a) No agreement on common KUGOS area reorganization proposal.
- b) Common project name “Western Part of Black Sea reorganization” to be added to existing KUGOS and INKOM proposals and IATA Proposal for INB Area. These proposals will be with NO implementation date in ERNIP Database.
- c) An Action Plan item was inserted in RDGE Action Plan [Action RDGE 18/04 refers] to further monitor the developments and discuss the three proposals on each RDGE meeting. Proposals 1, 2 and 3, and relevant reference to IATA Proposal for INB Area and INKOM Reorganisation are added as **Appendix D** to the RDGE/18 Summary of Discussions and will be tabled at RDGE/19 as an Annex to the Black Sea Catalogue for discussions. EUROCONTROL will also add the issue as an Action in RND SG Action List and proposals as Annex 3 to this List and as it is presented at each RND SG meeting where proposals will be properly discussed.
- d) In case of agreement on any of the ATS routes proposed existing proposals will either be revised or new will be incorporated.

5.15.7 In discussing all aspects on the above reorganization it was stressed that the current restrictions on eastbound traffic flows imposed by Iraq at the interface with Turkey were also considered a main obstacle for proper implementation.

5.15.8 EUROCONTROL briefed the Subgroup on the current restrictions/regulations imposed over points SIDNA / NINVA by Iraq which caused daily problems within Ankara ACC. These restrictions/regulations with some updates had been in place since end of 2011 and are imposed by rolling 3-months NOTAMs. The current NOTAM A0045/13 expires on 29 JUN 2013 at 23.59 and states that:

All aircraft landing at airports in Iraq will be accepted only via NINVA point without restriction. ATC restriction for over flights. A total of 25 aircraft per hour via SIDNA and NINVA points combined will be accepted. Aircraft at the same FL shall be separated 30NM in trail constant or increasing.

5.15.9 Rough calculations for the period June 2012 to January 2013 show around 70 000 min delay and a further improvement at least in acceptance rate is appreciated. The current unofficial information is that the great difficulties experienced by Iraq are associated with ATS route segment UP975 LESRI - SIDNA. The Subgroup also noted how these restrictions are currently managed by EUROCONTROL.

5.15.10 Furthermore Turkey presented the current status on coordination aspects with Iraq stressing that:

- a) Ground-ground lines were unreliable and Ankara ACC was waiting for the establishment of satellite communication;
- b) Air-ground communication was also unreliable inside Baghdad FIR approximately 80NM after the common ACC border;
- c) Radar coverage was insufficient and unreliable which led to extended longitudinal separation and difficulty to apply proper radar separation. However, TCPs on the KABAN / NINVA ATS route segment were inside Baghdad FIR.

5.15.11 All States appreciated the information provided by EUROCONTROL and Turkey and together with the aircraft operators expressed their strong position of initiation of further action in resolving this problem and improvements at ATC in that interface.

5.15.12 The issue will be further raised at RND SG/79 next week and at ICAO MID Region ARN TF/6 meeting where Iraq will most probably participate, as initially confirmed.

5.16 EUROCONTROL also covered other proposals for improvement in the area in its presentation. In view of preparations for the 2014 Winter Olympic Games in Sochi bi-directional ATS route **TOMET - AAAAA - GIDRO - RUSUS - RENAT - LAMET** was presented for consideration. The proposal was supported by Ukraine and Moldova while Romania requested more time for study and consideration. Further comments by the Russian Federation are required on proposed straight segment RENAT - LAMET as currently only dog-leg connection via NUGRI exists to LAMET. The option RENAT - OGAPA within Rostov FIR might also be considered.

5.17 It was also proposed for consideration the possible implementation on a temporary basis during the period of the 2014 Winter Olympic Games and if considered feasible to be extended in time. An example was given with the EURO2012 in Ukraine.

5.18 The impact on this new proposal and proposal for L850 direction change was also presented through a SAAM evaluation.

5.19 The following Action Plan item was also considered and agreed for insertion in the RDGE Action Plan [Action RDGE 18/03 refers] to further monitor the developments and discuss the proposal at RDGE/19 as final attempt to obtain possible agreement by Autumn 2013 and for implementation early 2014. EUROCONTROL would also add the issue as Action in RND SG Action List.

Reference	Objective and Proposal	State(s) concerned
Action	<p><i>Objective:</i> To further improve ATS route network over the Black Sea as preparation for 2014 Winter Olympic Games.</p> <p>To implement, if required, any new ATS routes to further facilitate flights to/from Sochi (URSS) airport avoiding disturbance of overflights via Rostov FIR.</p>	RUS
		UKR
		TUR
		GEO
		BGR
		ROU
		Originator
		EUROCONTROL
<p><i>Notes: EUROCONTROL together with the States is ready to be part of further discussions in order to find appropriate new solutions and help, if necessary, the Russian Federation in accommodation of traffic to Sochi Airport.</i></p>		

Middle Asia area and its interface Subgroup

5.20 Experts from the following States and international organisations participated in the work of the Middle Asia area and its interface Subgroup: Armenia, Azerbaijan, I.R. Iran, Russian Federation and Uzbekistan, the Airspace Control Authority for Afghanistan, Kabul ACC, IATA and ICAO.

5.21 **Mr Sergey Ermolchev** from Uzbekistan was the *Rapporteur* of the subgroup, assisted by **Mrs Patricia Cuff** from the ICAO EUR/NAT Office. Language assistance to the subgroup was provided by **Mrs Elena Gracheva** from Russian Federation.

5.22 In accordance with the agenda, the Middle Asia and its Interface Subgroup considered Working Paper: WP/05, WP/07, WP/08, WP/10, WP/24 and WP30.

5.23 A total of 35 existing proposals in the Middle Asia ATS Route Catalogue and 7 new proposals from I.R. Iran, Russian Federation and IATA were reviewed. The following table reflects the outcome of the Group's deliberations. Only proposals which were updated or changed are reflected here below. All other route proposals in the Middle Asia RDGE ATS Route Catalogue (WP/05) which are not shown remain unchanged.

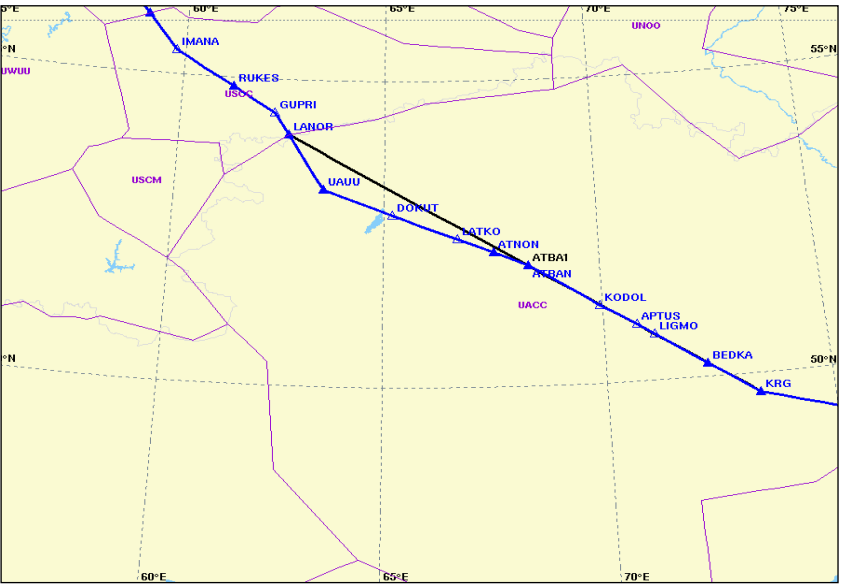
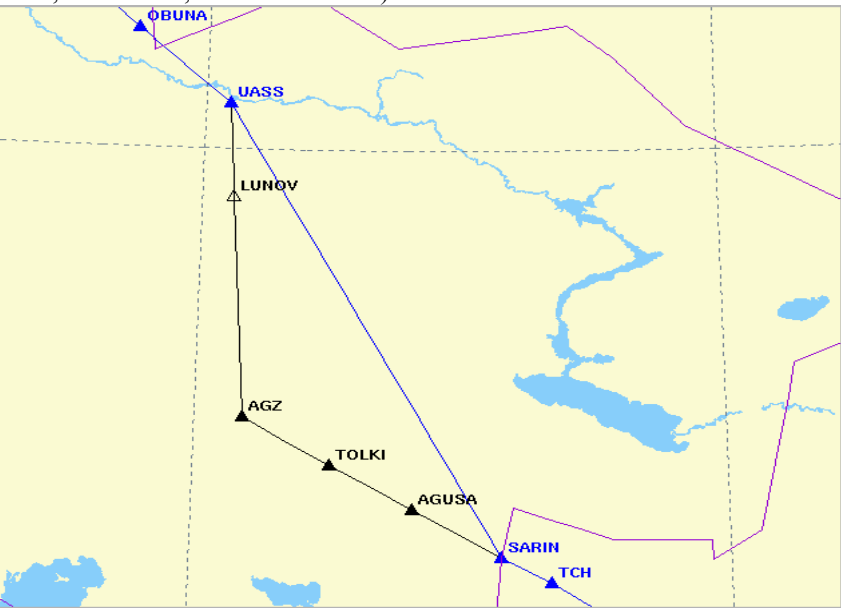
5.24 The majority of the proposals could not be reviewed due to lack of information and the absence of representatives from China, Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan and Turkmenistan. As a result, these proposals have been left unchanged. The ICAO Secretariat would endeavor to coordinate these proposals with the concerned States and in cooperation with the adjacent ICAO Regional offices by email or other communication means (Action RDGE 18/05 refers).

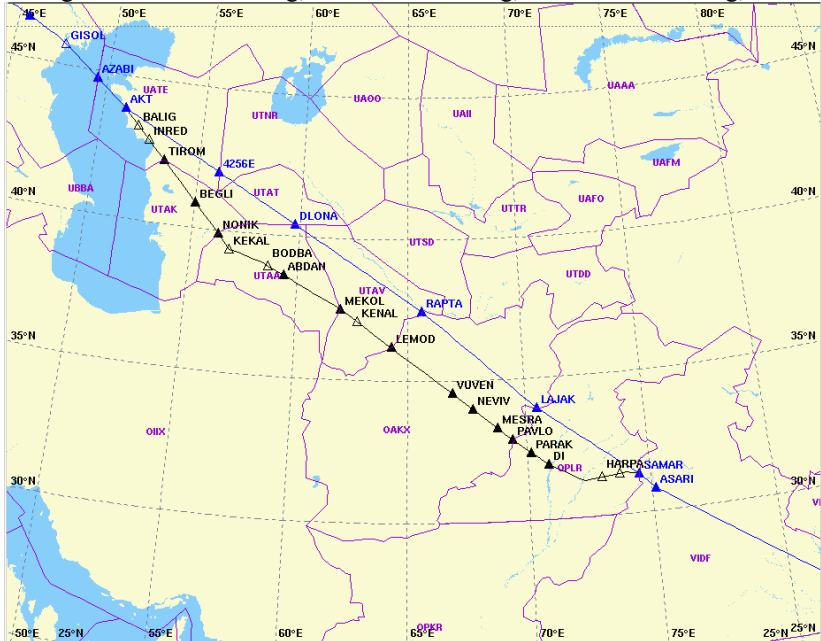
	Proposal number	Route Description	Changes to be made
2.	08.018	To implement the following westbound routes: a. UF (Koshki) - PNZ (Penza); b. UF (Koshki) - AL (Algasovo).	Comments updated: • Russian Federation: Due to planned restructuring of Moscow zone, the two proposed route segments are no longer feasible. New alternative proposals will be presented at RDGE/19 in 2014 after completion of restructuring of Moscow airspace.
12.	11.020	To implement bi-directional ATS route MSD - UTAM (Mary) - UTAV (Turkmenabat).	Comments updated: • IRN: agree to this proposal but LoA between Tehran and Ashgabat ACCs to be modified. Ready to implement. • ICAO requested to coordinate the possible date of implementation with TKM.
19.	07.010	To implement bidirectional ATS route TABIP – TIROM	Comments updated: • TKM: TABIP-TIROM will be feasible upon implementation of TAPIS -DUTAR by Afghanistan. Alternative proposed to operators is to request DCT: ABDAN-TIROM. • AFG: TKM proposal TAPIS-DUTAR currently being evaluated.
20.	07.008	To implement bidirectional ATS route LAJAK - DOSHI.	Proposal to be deleted.
21.	14.026	To implement new westbound ATS route TAPIS - DUTAR	Comments updated: • AFG: Recognise that this route is of importance to Turkmenistan and IATA; it is designed to reduce flights on M875/A644. Currently being evaluated. • IATA appreciates progress that has been made by AFG and TKM.
			Replace all 5LNC "MURAD" with "TAPIS". Replace all indication of 5LNC "ALAMI" with "SURVI".

	Proposal number	Route Description	Changes to be made
22.	15.037	To re-open the following ATS routes: a. B449 RANAH - KEMOR; b. N644 LEMOD - ABDAN bidirectional on FL330; and c. Delete from B371 segment ABDAN – LEMOD only when N644 LEMOD - ABDAN is implemented as bidirectional.	States affected should be AFG, TKM Description updated: b. N644 LEMOD - ABDAN bidirectional on FL330 Comments updated: • AFG: FL330 will be available for TKM after PAK opens FL330. Update expected at next RDGE/19.
24.	06.008a	To implement bidirectional ATS route SAMAR - LA - PS - SURVI - PINAX.	Route description and Comments updated with new 5LNC “SURVI” instead of “ALAMI”
27.	06.014a	To implement bidirectional ATS route NH (Nawabshah) - AAAAA - SOKAM.	Comments updated: - AFG: If it was possible to implement this route, it would be better to also delete UL333 within Kabul FIR. UL333 is one of the least used routes. Further studies required together with PAK and IATA. - IRN: Do not agree with deletion of UL333 in Kabul FIR due to its connection with a long established and efficient routing (as established by EMARSSH Task Force, 2002) connecting East and West.
29.	06.015	To implement bidirectional ATS route KE (Chor) - ZEMKO - ROSIE - RAPTA	Comments updated: • AFG: introduction of surveillance equipment required. Feasibility of this route is very low as it crosses the highly used N644.
31.	06.016	To implement bidirectional ATS route PAROD - RANAH.	• AFG: introduction of surveillance equipment required. P628 is an alternate routing. Not possible at this time as converging with current ATS routes.
35.	70.046 / 10.011	To implement new bidirectional ATS route ARB - LALDA - BODKA - KRS.	IRN: Ready to implement. Require coordination of modification of LoA between Baku and Tehran FIRs. AZE: Not acceptable at present.

5.25 The following are new proposals that were agreed for incorporation into the Catalogue:

New proposals	Comments
MID 18/01	Description: To implement bidirectional ATS route SERKA – Zabol (ZAL) Impl. Status: Proposed, State(s) & Org: AFG, IRN, PAK, Originator(s): I.R. Iran Comments: AFG: This converges with current ATS route structure. Not possible at present.
MID 18/02	Description: To implement bidirectional CHARN – SZB – GGN – ARB – MAGRI Impl. Status: Proposed, State(s) & Org: ARM, IRN, Originator(s): I.R. Iran

New proposals	Comments
MID 18/03	<p>Description: To implement shortcut, new bidirectional ATS route LANOR – ATBAN</p> <p>Objective: To further improve and shorten route in Kazakhstan for EU-ASIA flights. One way savings e.g HEL-HKG: 300USD, Fuel: 100 kgs-A340-300, Time: 1 min, CO₂: 320 kg, Distance: 11 NM.</p>  <p>Impl. Status: Proposed, State(s) & Org: KAZ, Originator(s): IATA Comments: ICAO Secretariat requested to coordinate with KAZ.</p>
MID 18/04	<p>Description: To implement shortcut, new bidirectional ATS route SARIN (N465156, E0825317) - UASS (N502105, E0801404)</p> <p>Objective: To further improve ATS route network and shortening of route in Kazakhstan for EU-ASIA flights. (One way savings e.g. AMS-HKG: €750, Fuel: 820 kgs, Time: 4min, CO₂: 2580, Distance: 29 NM).</p>  <p>Impl. Status: Proposed, State(s) & Org: KAZ, Originator(s): IATA Comments: ICAO Secretariat requested to coordinate with KAZ.</p>

New proposals	Comments
MID 18/05	<p>Description: LAJAK – DLONA – Aktau (AKT) Related proposal: 14.026</p> <p>Objective: Distance saved: 53 Nm, time savings: 5 min (winter), 6 min (summer), Fuel/CO₂ savings: A332-742/2342 kg, B772-848/2677 kg, MD11-954/3012 kg, B774-1219/3848 kg</p>  <p>Impl. Status: Proposed, State(s) & Org: AFG, TKM, KAZ, UZB, Originator(s): IATA</p> <p>Comments: Further studies required.</p>
MID 18/06	<p>Description: To implement bidirectional ATS route OMONA (545801N 0731832E) – SOMOL (534918N 0745629E) Pavlodar. New entry/exit point on Russia – Kazakhstan border</p> <p>Impl. Status: Proposed, State(s) & Org: KAZ, RUS, Originator(s): RUS</p> <p>Comments: ICAO Secretariat requested to coordinate with KAZ.</p>
MID 18/07	<p>Description: To study possibility of flight operation along dualized routes via ARISA and BEKAS between Russia and Kazakhstan.</p> <p>Impl. Status: Proposed, State(s) & Org: KAZ, RUS, Originator(s): RUS</p> <p>Comments: ICAO Secretariat requested to coordinate with KAZ.</p>

5.26 The Subgroup deeply regretted the absence of colleagues from Kazakhstan, Kyrgyzstan, Pakistan, Tajikistan and Turkmenistan which constituted half of the number of States participating in the work of the Middle Asia area and its interface Subgroup. This hindered the progress of the work of the Subgroup considerably and it must be recognised that the lack of coordination prevented the optimization of the ATS route network in this part of the ICAO EUR Region.

5.27 The Subgroup supported the idea of a specific ‘follow up meeting’ for the Middle Asia area and its interface subgroup, and invited the ICAO Secretariat to investigate the possibility of organising (or combining such a meeting within the existing meeting plans, e.g. subgroup meeting in combination with the Regional Performance-based Navigation (PBN) implementation workshop in Almaty, Kazakhstan from 26 to 30 August 2013) such a meeting in one of these States within the next 3-4 months.

5.28 Nonetheless, the IATA representative expressed his appreciation, on behalf of IATA, for the efforts and cooperation of all States present at the Subgroup session and emphasised the keen interest of the airlines in the work of the Middle Asia area and its interface Subgroup.

Far East area and its interface Subgroup

5.29 Experts from the following States and international organisations participated in the work of the Far East Area and its Interface Subgroup: Russian Federation, ICAO and IATA.

5.30 **Mr Yury Zharikov** from the Russian Federation was the *Rapporteur* of the Subgroup, assisted by **Mr Sven Halle** from ICAO EUR/NAT Office. Language assistance to the Subgroup was provided by **Mr Dmitry Kosolapov** from IATA.

5.31 In accordance with the agenda, the Far East Area and its Interface Subgroup considered Working Paper WP/06 and Information Paper IP/07, IP/09, IP/10.

5.32 A total of 20 existing proposals were reviewed and 3 new route proposals were agreed for incorporation into the Far East Area ATS Route Catalogue. 4 ATS routes had been implemented on the 07 MAR 2013 and 30 MAR 2013 AIRAC dates.

5.33 The following table reflects the outcome of the Group's discussions and decisions. Only proposals which were updated or changed are reflected in the table below. All other route proposals in the Far East Area RDGE ATS Route Catalogue (WP/06) which are not shown remain unchanged:

	Proposal number	Changes to be made
1.	16.004	Update Comments: -RUS: Further discussion required between IATA and FATA on the establishment of RNP4 aircraft navigation capability requirements for the segment Project Group: also SG Baltic
2.	15.032	Update Comments: KRONA radar implementation delayed until 4Q 2014 Implementation date planned 4Q 2014
3.	16.001	Update Comments and Status: -Implementation as A839 new waypoint KOMEL – ANODI on 07 MAR 2013
4.	16.002	Update Comments and Status: -Implementation as A840 new waypoint NIRUT – GIMON on 07 MAR 2013 -Implementation as A841 new waypoint AGATA – GIMON on 07 MAR 2013
5.	16.003	Update Comments: -RUS: Further discussion required between IATA and FATA on the establishment of RNP4 aircraft navigation capability requirements for the segment Project Group: also SG Baltic
6.	13.025	Proposal withdrawn: -RUS: studies indicated no possibility to implement the original EN1, alternative proposal is 16.003 and 16.004
7.	15.033	Implementation Status: delayed until further notice Update Comments: -RUS: As a result of the bi-lateral meeting between Japan and Russian Federation, a major reorganisation (rearrangements of FIR boundary points and waypoints) with alternative ATS route proposals was discussed. Further studies and discussion are needed at the inter-regional level by autumn 2013. -JPN: The conclusion will be reported to the ICAO ASIA/PAC Office for amending the Asia/Pacific ATS Route Catalogue
6.	13.028	Implementation Status: delayed until further notice Update Comments: -RUS: As a result of the bi-lateral meeting between Japan and Russian Federation, a major reorganisation (rearrangements of FIR boundary points and waypoints) with alternative ATS route proposals was discussed. Further studies and discussion are needed at the inter-regional level by autumn 2013. -JPN: The conclusion will be reported to the ICAO ASIA/PAC Office for amending the Asia/Pacific ATS Route Catalogue

	Proposal number	Changes to be made
7.	13.030	Proposal to be withdrawn -RUS: Alternative proposal westbound traffic is UGABI – new waypoint 493236N 1281936E – AMERA – WZ -RUS: Alternative proposal eastbound traffic is SIMLI – new waypoint 4920000N 12706E – UGABI Alternative ATS route proposals, further studies and discussion with China are needed at the inter-regional level by autumn 2013
8.	13.033	Update Comments: -RUS: further discussion needed, special meeting planned summer 2013 -JPN: The conclusion will be reported to the ICAO ASIA/PAC Office for amending the Asia/Pacific ATS Route Catalogue
9.	13.038	Proposal to be withdrawn As a result of the relocation of the waypoint TOMMY, the original EN14 proposal cannot be discussed anymore within the FE SG. Further studies and discussion are needed at the inter-regional level by autumn 2013. The new proposal KANSU – MOTRO should be discussed by ICAO ASIA/PAC Office for amending the Asia/Pacific ATS Route Catalogue
10.	16.029	See 13.030
11.	16.005	Update Comments: -RUS: further discussion needed, special meeting planned summer 2013
12.	15.034	See 13.030
13.	16.028	Update Comments and Status: -Implementation as R224 YNJ – new waypoint VASRO – KANSU on 30 MAR 2013

5.34 The following are new proposals that were discussed at the Subgroup meeting:

New proposals	Comments
FE 18/01	LIMUS-723620N 0484625E-723229N 0574847E; GOLOM RONID-LISOT; GULAT-OLDEP- MADAN-NALEB
FE 18/02	493236N 1281936E – AMERA – Srednebeloye unidirectional to Srednebeloye, along G494 to SIMLI
FE 18/03	A803 Ekimchan (FA) – PEMID to be extended with the following segments: Blagoveshchensk (BLG) – Srednebeloye (WZ) – bidirectional on FL060-FL530; Srednebeloye (WZ) – PARIS – Ekimchan (FA) – eastbound on FL270-FL530, subject to ATS approval

5.35 The ICAO Secretariat is invited to update the Far East area and its interface part of the RDGE Catalogue to include only the above proposals.

5.36 The meeting was informed about the planned implementation (date of implementation will be 19 September 2013) of a new Cross Polar Route from B806 AMATI – NERPA which will be extended as: NERPA – 594152N 1375337E – NELAG – Ekimchan (FA) – bidirectional on FL270-FL530; and Ekimchan (FA) – REVGA – MAGIT – westbound on FL280-FL510.

5.37 During a meeting between the State ATM Corporation and the JCAB Japan (in Tokyo, November 2012) a difference in coordinates of the AVGOK waypoint was identified in the aeronautical information publications of Russian Federation and Japan. The incorrect coordinates were confirmed by Japan and a decision was made to report this issue to the appropriate Regional ICAO Offices, so that new and correct coordinates could be assigned and a new 5LNC could be allocated to the second waypoint.

5.38 A number of ATS route proposals could not be further developed as the Subgroup had no feedback from China on these proposals. The ICAO Secretariat was invited to address the ATS route proposals that are in the Asia and Pacific Region to the ICAO Office in Bangkok and to re-emphasize the

necessity for coordination of the above proposals. The ICAO Secretariat was also asked to consider a dedicated inter-regional coordination meeting between the EUR/NAT office, the ASIA/PAC office and concerned States (Russian Federation, China, Mongolia, Japan and probably also DPRK) together with airspace users for further improvement of the coordination process. In further discussions with the IATA delegation, there could be a possibility to arrange this special coordination meeting in the framework of the IATA ASPAC RCG meeting, which will be organised in Beijing, China from 23 to 27 September 2013.

5.39 The representatives from IATA expressed their appreciation for the work of the Subgroup and thanked especially the delegation from the Russian Federation for their efforts in the ATS route development.

Additional Proposal from IATA for operations to and from India / Middle East to North America

5.40 The IATA delegation presented an additional proposal for consideration by the RDGE. The States concerned by this proposal would be Azerbaijan and Russian Federation (in the Black Sea and Middle Asia Areas and their interface Subgroups) and Belarus, Estonia and Latvia for the Baltic Sea Area and its Interface Subgroup.

5.41 The following benefits would be achieved:

	Distance	Time of full route	Fuel	Emissions
Existing route (where improvement is sought)	399.4Nm	15.18	239,300lbs	741,830lbs
Proposed new route	373.2Nm	15.16	239,000lbs	740,900lbs
Savings	26.2Nm	2 min	300 lbs	930 lbs

5.42 The proposal is as follows:

5.42.1 For Azerbaijan / Russian Federation:

- a) NAMAS...AAAAA..ELI(VOR)...MOR(VOR)..KANON (joins existing 24/7 route network) to BUGOR.
 - i. KANON.B231.TE.G724.BUGOR (*available 24/7*) = 399.4Nm
 - ii. KANON.R374.LAMAG.G724.BUGOR (*only available by ATC*) = 389.2Nm
 - iii. KANON..ANIGL..BUGOR = 373.2Nm ((saves 26.2Nm compared to number 1))
- b) NAMAS...AAAAA..ELI(VOR)...MOR(VOR)..KANON..ANIGL..BUGOR
Note: Preferred option – needed for night time use only (10pm local to 6am local / more closely about 2000 UTC to 0200 UTC)

5.42.2 For Belarus / Latvia:

- a) BUGOR..DUBIN. No direct north/northwest connections exist from BUGOR to Latvia

5.42.3 For Latvia / Estonia:

- a) LATVIA: DUBIN dct SOKVA (new airway), DUBIN dct DOLAT (new airway), DUBIN dct VALGA (new airway)
- b) ESTONIA: SOKVA dct OSTOT (new airway); DOLAT dct PETOT (new airway); VALGA dct DOBAN (new airway)

5.43 The States concerned were invited to refer to the flimsy presented at the meeting (Flimsy 05 refers) for detailed information.

5.44 Latvia and Estonia informed the meeting that it was already planned to implement a number of these options in 2013. The Russian Federation stated that they would study the proposals.

6. Any other business

6.1 The Chairman, together with the IATA delegation, expressed their appreciation on the 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 in the Baltic, Black Sea and Far East Subgroups.

6.2 The RDGE noted that for many years, the Russian Federation had been graciously assisting the RDGE meetings in terms of language support by bringing along an interpreter from its Administration. The RDGE expressed its gratitude to the Russian Federation and specifically to Ms Elena Gracheva who had been providing simultaneous English/Russian language interpretation during the plenary sessions. The RDGE also expressed its gratitude to all experts who provided language assistance during the subgroup sessions.

Future meetings

6.3 As the ICAO Secretariat did not receive an invitation from a RDGE State to host the next event, the fall-back option would be to convene the Nineteenth meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/19) from 7 to 11 October 2013 at the ICAO European and North Atlantic (EUR/NAT) Office in Paris, France. With the aim to allow a maximum number of participants from States in the Eastern part of the ICAO EUR Region, the RDGE States are still invited to investigate the possibilities to host the Nineteenth meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/19) from 7 to 11 October 2013 and a confirmation of this intention should be sent to the ICAO Secretariat as soon as possible, but in any case not later than 15 May 2013.

6.4 The RDGE invited States to investigate the possibilities to host the Twentieth meeting of the Route Development Group – Eastern Part of the ICAO EUR Region (RDGE/20) in Spring 2014 and a confirmation of venue and dates should be sent to the ICAO Secretariat by the end of 2013.

APPENDIX A – LIST OF PARTICIPANTS

(Paragraph 1.3 refers)

AFGHANISTAN

Yahya MIR
Bernard SIMS
Jay MICHAELS

ARMENIA

Sergey DANIELYAN
Garush NIKOGHOSYAN

AZERBAIJAN

Bala MIRZAYEV
Rovshan SULTANOV

BELARUS

Aliaksandr SHOSTAK
Vladimir BABOURTCHIK

BULGARIA

Bisser JELEV
Petar DANAILOV

ESTONIA

Tarmo PIHLAK

FINLAND

Mika SAALASTI
Teppo ASANTI

GEORGIA

Levan KARANADZE
Evgeni TAVADZE
Igor GORDIENKO

HUNGARY

Gabor MAVRAK
Peter TORMASI
Jozsef BANKUTI

IRAN (ISLAMIC REPUBLIC OF)

Ramzanali ZIAEE GARAVI

LATVIA

Yury BAZULEV
Aleksandrs FJODOROV

LITHUANIA

Kazimieras JAKAS
Sergej SMIRNOV

NORWAY

Hans Jacob HOFGAARD

POLAND

Tomasz ROZYNSKI
Filip SOSIN

REPUBLIC OF MOLDOVA

Vasile FUSTEI

ROMANIA

Mircea-Lazar SINGEORZAN
Daniel HAREA

RUSSIAN FEDERATION

Victor KRIVONOSOV
Igor ANIKIN
Elena GRACHEVA
Vyacheslav ISAEV
Anna KAN
Andrey KUDRYAVTSEV
Alexander KONDAKOV
Yaroslav SUKHAR
Alexey ZAVALNIY
Yury ZHARIKOV
Pavel ZUBKOV

SWEDEN

Pontus BENGTSSON

TURKEY

Ayhan ÖZTEKİN
Cihan SAHİN

UKRAINE

Oleg SHUPIK
Anatolii PROKHOROV
Sergii RUDNICHENKO
Artem ZHYKHAREV
Roman KUSHNARYOV

UNITED STATES

Dave KNORR

UZBEKISTAN

Sergey ERMOLCHEV

EUROCONTROL

Tihomir TODOROV

IATA

Dmitry KOSOLAPOV
Doug MICHAEL
Rob FRIJNS
Wiedo MULDER
Steve CARTER
Curtis TAYLOR
Greg DALE
Jens ALBEK

ICAO

Sven HALLE
Celso FIGUEIREDO
Patricia CUFF
Leyla SULEYMANOVA

APPENDIX B – ROUTES IMPLEMENTED SINCE RDGE/17 AND TO BE IMPLEMENTED UP TILL MAY 2013 [STATE REPORTS]

(Paragraphs 3.36 – 3.57 refer)

Designator	Route Description	Date of implementation DD/MM/YY	State(s) concerned	Estimated Mileage Savings when compared to current routing	Estimated Fuel Savings per flight in kg	Estimated Emissions savings per flight CO₂ in kg
M737	GND-NEVEB-DISKA-TBS	18/10/12	Azerbaijan	9.8 NM		
R973	GND-NEVEB-DISKA-TBS	18/10/12	Azerbaijan	9.8 NM		
P608	NOTAR-OSTOT	04/04/13	Estonia			
N89	(FIN/RUS BDRY) KOMEK – DEROX - OXOLA	04/04/13	Finland			
P608	(FIN/SWE BDRY) OSTOT – LUPET (FIN/SWE BDRY)	04/04/13	Finland			
N87	(FIN/RUS BDRY) KOMEK – GIPLU	04/04/13	Finland			
M737	TBS-DISKA-NEVEB-GND	18/10/12	Georgia			
R973	TBS-DISKA-NEVEB-GND	18/10/12	Georgia			
L71	LISGO – LATLA	13/12/12	Latvia			
L72	ROLAV – SORES- BARVA – LATLA	13/12/12	Latvia			
L73	RIA – AMOLI - LATLA	13/12/12	Latvia			
L97	IRBEX – LATLA	13/12/12	Latvia			
P727	DUBIN – LATLA	13/12/12	Latvia			
L71	BOKSU-LISGO	13/12/12	Lithuania			
L72	RUSNE-ROLAV	13/12/12	Lithuania			
L97	RUSNE- IRBEX	13/12/12	Lithuania			
M745	KIK – 5LNCa – 5LNCb – LIMUS	07/03/13	Norway	171 NM	750	2500
Z205	ATA – 5LNCc – 5LNCd – LIMUS	07/03/13	Norway			
Z155	TOGMI - OLGUV – NALIB	13/12/12	Norway	28 NM	123	388
T265	Route implemented for departures from Lublin airport (EPLB – new international airport)	15/11/12	Poland			

Designator	Route Description	Date of implementation DD/MM/YY	State(s) concerned	Estimated Mileage Savings when compared to current routing	Estimated Fuel Savings per flight in kg	Estimated Emissions savings per flight CO₂ in kg
T266	Route implemented for arrivals to Lublin airport (EPLB – new international airport)	15/11/12	Poland			
T267	Route implemented for arrivals to Lublin airport (EPLB – new international airport)	15/11/12	Poland			
T268	Route implemented for departures/arrivals from/to Lublin airport (EPLB – new international airport)	15/11/12	Poland			
T269	Route implemented for departures from Lublin airport (EPLB – new international airport)	15/11/12	Poland			
T270	Route implemented for departures from Lublin airport (EPLB – new international airport)	04/04/13	Poland			
T672	Modification of T672 in order to avoid closure during activation of D zone	04/04/13	Poland			
T673	Modification of T673 in order to avoid closure during activation of D zone	04/04/13	Poland			
N600	VOLVO-RIXOS (IRMAL dualisation phase 2)	13/12/12	Moldova	11.6 NM		
N/UN978	VELIP – MOBRA (straight line)	07/02/13	Romania	4		
L/UL5	VELIP – VEVIN (straight line)	07/02/13	Romania	11		
L/UL140	NARKA – POGAV (eastbound)	02/05/13	Romania	9 (15)		
Y/UY572	REBLA – POGAV (bidirectional)	02/05/13	Romania	5		
UP159	BALBI – BUKOV (realignment)	02/05/13	Romania	1		
Z/UZ924	BCU – SIB – DIRER (westbound)	02/05/13	Romania	1		
N/UN978	MAVIT – NEPOT – TOMET – BUSES (eastbound)	02/05/13	Romania			
P/UP129	MAVIT – DEROT (instead of VELIP-DEROT)	02/05/13	Romania			
N/UN164	VASIS – DIRER (instead of VASIS-VELIP)	02/05/13	Romania			
L/UL852	POLUN – ANASA – VAL (westbound)	02/05/13	Romania /Serbia	11		
UM859	NEKUL – RONBU – ODERO (eastbound)	02/05/13	Romania /Bulgaria	6		
UL746	UDROS – NUVDI – BALBI – NEPOT	02/05/13	Romania /Bulgaria	2		

Designator	Route Description	Date of implementation DD/MM/YY	State(s) concerned	Estimated Mileage Savings when compared to current routing	Estimated Fuel Savings per flight in kg	Estimated Emissions savings per flight CO₂ in kg
UN617	MAKOL – BINBI - OSDOR	02/05/13	Romania /Bulgaria	6		
UT219	BAGRI – IRDUM - RIXEN	02/05/13	Romania /Bulgaria	4		
Z155	(ISVIG)-OLGUV-TOGMI	13/12/12	Sweden	28	123	388
A360	IPREN (521500N 0541855E) - BENAP (513800N 0563555E) – GIGSA (511326N 0583407E)	07/03/13	Russian Federation			
A834 continuation	NETLU (622902N 0645542E) – AKADA (614801N 0481340E) unidirectional from NETLU to AKADA.	07/03/13	Russian Federation			
A839	KOMEL (773000N 0350000E) – ANODI (773003N 0655947E). New entry/exit point on Russian-Norwegian border	07/03/13	Russian Federation			
A840	NIRUT (760000N 0350000E) – GIMON (713101N 0462248E). New entry/exit point on Russian-Norwegian border	07/03/13	Russian Federation			
A841	AGATA (780000N 0350000E) – GIMON (713101N 0462248E). New entry/exit point on Russian-Norwegian border	07/03/13	Russian Federation			
A842	ABUTO (525917N 0335223E) – BUGUS (524311N 0334030E) – PIMEN (521630N 0324024E) unidirectional form ABUTO to PIMEN	07/03/13	Russian Federation			
A843	DILOR (574344N 0794245E) – MAPID (575814N 0754732E) – NDB NH (Tobolsk) (580832N 0681633E)	07/03/13	Russian Federation			
A844	RUMOD (551809N 0734810E) – URUKI (553448N 0741249E)	07/03/13	Russian Federation			
B117 continuation	KUMEN – UNKES – OLMED - OGETA	07/03/13	Russian Federation			
E236 continuation	OMONA (545801N 0731832E) – SOMOL (534918N 0745629E). New entry/exit point on Russian-Kazakhstan border	07/03/13	Russian Federation			
B715 continuation	ORTUS (521120N 0883940E) – KUTEB (522802N 0852258E) – LAGMO (514954N 0791500E)	07/03/13	Russian Federation			
B800 continuation	ADONI (561944N 0885352E) – KUMOD (581938N 0825557E)	07/03/13	Russian Federation			
B805 continuation	LAMEG (584226N 0810951E) – NOVRA (574308N 0892422E)	07/03/13	Russian Federation			

Designator	Route Description	Date of implementation DD/MM/YY	State(s) concerned	Estimated Mileage Savings when compared to current routing	Estimated Fuel Savings per flight in kg	Estimated Emissions savings per flight CO₂ in kg
E807	SOREB (604238N 0773932E) – VOR/DME ENC (Yeniseisk) (582802N 0920705E)	07/03/13	Russian Federation			
E808	DAKIN (540930N 0722418E) – NDB PG (Zayeltsovsky) (550439N 0825338E)	07/03/13	Russian Federation			
E809	NDB CE (Maksimkin Yar) (583826N 0864348E) – TOGBA (592344N 0804257E) – KUPON (594502N 0751656E)	07/03/13	Russian Federation			
B812	OKETI (553655N 0711326E) – MANUG (551632N 0724757E)	07/03/13	Russian Federation			
B814	BABUK (560501N 0693556E) – NAMOL (545616N 0723211E)	07/03/13	Russian Federation			
B815	EVMUV (704455N 0320500E) – LIMUS (705412N 0345817E). New entry/exit point on Russian-Norwegian border	07/03/13	Russian Federation			
B816	ATKUP (701613N 0320500E) – LIMUS (705412N 0345817E). New entry/exit point on Russian-Norwegian border	07/03/13	Russian Federation			
B950	LAMET (432059N 0390519E) – NDB AG (Agoy) (440822N 0390136E) – SIBAN (441959N 0385754E). Route realignment to replace the route segment RUMBA (435159N 0390654E) – NDB AG (Agoy) (440822N 0390136E) – SIBAN (441959N 0385754E).	07/03/13	Russian Federation			
E956	KUMOD (581938N 0825557E) – DILOR (574344N 0794245E) – NDB ML (Chapayevo) (561502N 0735656E) – PEMAG (553349N 0691138E)	07/03/13	Russian Federation			
G117 continuation	NDB XV (Noviy Vasyugan) (583523N 0763027E) – ADMUR (594926N 0693619E)	07/03/13	Russian Federation			
G352	LAMET (432059N 0390519E) – DIGRA (432205N 0381800E). Route realignment to replace the route segment LAMET (432059N 0390519E) – ADLEM (432411N 0395649E)	07/03/13	Russian Federation			
G716 continuation	KEGUL (632030N 0363651E) – PINEG (634201N 0452021E) – VOR/DME UHT (Ukhta) (633338N 0534738E)	07/03/13	Russian Federation			
R116 continuation	NDB SP (Malinovka) (564129N 0851945E) – NDB CE (Maksimkin Yar) (583826N 0864348E)	07/03/13	Russian Federation			
R479 continuation	BEKAM (601900N 0442952E) – VOR/DME KTL (Kotlas) (611417N 0464248E)	07/03/13	Russian Federation			
R802	NDB US (Muravlyanka) (534441N 0382946E) – NDB TE	07/03/13	Russian			

Designator	Route Description	Date of implementation DD/MM/YY	State(s) concerned	Estimated Mileage Savings when compared to current routing	Estimated Fuel Savings per flight in kg	Estimated Emissions savings per flight CO₂ in kg
continuation	(Terbuny) (520909N 0381605E). Unidirectional from NDB US (Muravlyanka) to NDB TE (Terbuny). Subject to ATS approval.		Federation			
P26	GEMTO – TAKON – KOKUP	13/12/12	Hungary/ Ukraine	ATS Operational Improvements	ATS Operational Improvements	ATS Operational Improvements
Q580	LONLA – OBENO – VI NDB – SVITA – KOKUP					
N600	RIXOS – NEVRU – ROSUD – GOLKU	13/12/12	Moldova/ Ukraine	256.18	1814.55	5697.2/19.11
M854	ABROK – GOLKU – SL NDB					
T983	SORON – BEMBI – OTPAK – VASON – GASNU – ADAKO – KHR VOR/DME	07/02/13	Ukraine	ATS Operational Improvements	ATS Operational Improvements	ATS Operational Improvements

Other airspace changes

Date of implementation DD/MM/YY	State(s) concerned	Airspace change
18/10/12	Bulgaria	I. Implementation of new significant points: NIKTI and RODIP. II. Withdrawal of significant point RODOP. III. Implementation of new RNAV Route Y505. IV. Changes of RNAV Routes: N127, N131, N181, N604, N613 and P184. V. Change of alternate RNAV Route Y188.
13/12/12	Bulgaria	Changes of RNAV routes: N127, N131, N739 and P127.
02/05/13	Romania	Deletion of more than 50 reporting points in Bucuresti FIR
04/04/13	Poland	Change of upper limit of EPWW route network from FL460 to FL660. Withdrawal of route M993.

Changes related to the Route Availability Document (RAD) and DCTs

Date of implementation DD/MM/YY	State(s) concerned	FROM	TO	Lower Vertical Limit (FL)	Upper Vertical Limit (FL)	Utilization	Time Availability	Estimated Mileage Savings when compared to current routing	Operational Goal
15/11/12	Lithuania	KRAKI	NEDAM	-	-	-	-	-	ARR EYVI
15/11/12	Lithuania	LAKOD	IRKAL	-	-	-	-	-	ARR EYVI
15/11/12	Lithuania	MIRMA	TUMKI	-	-	-	-	-	-
15/11/12	Lithuania	NEDAM	KRAKI	-	-	-	-	-	DEP EYVI
15/11/12	Lithuania	TUMKI	MIRMA	-	-	-	-	-	-
04/04/13	Poland	ETNEL	EPOPA	95	245	Only available for traffic DEP EPWR	H24	-	To enable EPWR departures via REGLI
02/05/13	Poland	SUI	BIMPA	95	660	-	22.00 - 07.00 (22.00 - 04.00)	3,4 NM	To enable shorter connection
02/05/13	Poland	LAGAR	AGAVA	165	660	-	19.00 - 07.00 (20.00 - 06.00)	2,9 NM	To enable shorter connection
02/05/13	Poland	DEXIR	RANOK	245	660	-	H24	4,8 NM	To enable shorter connection
02/05/13	Poland	SUI	DIBED	315	660	-	23.00 - 06.00 (22.00 - 04.00)	3,6 NM	To enable shorter connection
02/05/13	Poland	ARSAP	DIBED	315	660	-	23.00 - 06.00 (22.00 - 04.00)	3,6 NM	To enable shorter connection
02/05/13	Poland	TRZ	TEPNA	315	660	-	23.00 - 06.00 (22.00 - 04.00)	4,1 NM	To enable shorter connection
02/05/13	Poland	MALOX	CHO	315	660	-	H24	1,9 NM	To enable shorter connection
02/05/13	Poland	SUI	ATMAR	315	660	-	21.00 - 06.00 (22.00 - 04.00)	9,9 NM	To enable shorter connection

Changes related to the Route Availability Document (RAD) and DCTs

Date of implementation DD/MM/YY	State(s) concerned	FROM	TO	Lower Vertical Limit (FL)	Upper Vertical Limit (FL)	Utilization	Time Availability	Estimated Mileage Savings when compared to current routing	Operational Goal
02/05/13	Poland	ATMAR	RUDKA	315	660	-	21.00 - 06.00 (22.00 - 04.00)	9,9 NM	To enable shorter connection
02/05/13	Poland	LUBEN	LUGOL	315	660	-	18.00 - 06.00 (17.00 - 05.00)	4,9 NM	To enable shorter connection
02/05/13	Poland	TILAV	LENOV	315	660	-	23.00 - 06.00 (22.00 - 04.00)	9,8 NM	To enable shorter connection
02/05/13	Poland	XEOL	LENOV	315	660	-	23.00 - 06.00 (22.00 - 04.00)	9,8 NM	To enable shorter connection
02/05/13	Poland	ELPOL	LENOV	315	660	-	23.00 - 06.00 (22.00 - 04.00)	4,8 NM	To enable shorter connection
02/05/13	Poland	MOLIL	MOTAD	315	660	-	18.00 - 07.00 (17.00 - 06.00)	16,7 NM	To enable shorter connection
02/05/13	Poland	LENOV	LOGDA	95	660	-	18.00 - 07.00 (17.00 - 06.00)	8,8 NM	To enable shorter connection
02/05/13	Poland	XIMBA	PODAN	195	660	-	19.00 - 07.00 (18.00 - 06.00)	6,1 NM	To enable shorter connection
02/05/13	Poland	GRU	BABKO	315	660	-	23.00 - 06.00 (22.00 - 04.00)	6,1 NM	To enable shorter connection

APPENDIX C – RDGE ACTION PLAN *(Status 12 April 2013)**(Paragraph 4.1 refers)*

Ref #	TASKS	RESPONSIBLE BODIES	TARGET DATE	PROGRESS/REMARKS
2/18.	Identify already agreed route alignments which need full implementation and seek to achieve this aim.	States, Operators	Every RDGE	On-going.
2/20.	Rationalise use of route designators	States, EUROCONTROL, ICAO	Every RDGE	On-going. Progress report on review of conventional route designators (A, B, G, R) to be presented by ICAO Secretariat at RDGE/19.
3/8.	Provide operators' requirements for routes proposed in ATS Route Catalogue	Operators	Every RDGE	On-going. IACA and IATA requested to carry out internal coordination when developing route and airspace proposals so as to ensure that requests were consolidated prior to being submitted and present WP at RDGE meetings on their findings and proposals.
3/12.	Provide information regarding status of implementation of ATS routes for update of the ATS route catalogue	States, Operators, EUROCONTROL, ICAO	Before every RDGE	On-going.
3/15.	Provide feedback on ICARD to ICAO	States, EUROCONTROL, ICAO	When required.	On-going.
4/5.	Provide SAAM evaluations of proposals, using traffic figures of the busiest day in January and August, affecting the Baltic Sea area and Black Sea area and if relevant, MID Asia and interface area;	EUROCONTROL	When required	As and when required.
5/14.	Progress implementation of Flexible Use of Airspace (FUA)	States, ICAO	When required	On-going.
6/14.	Regular update of ICARD Database	States	Next RDGE	On-going. Brief procedures on withdrawal of 5LNC and reservation of blocks to be presented by ICAO Secretariat at RDGE/19.

Ref #	TASKS	RESPONSIBLE BODIES	TARGET DATE	PROGRESS/REMARKS
6/15.	Progress implementation on RNAV ATS route designators' compatibility	States	Next RDGE	On-going.
7/2.	Progress proposal to restructure Regional ANP with regard to Table ATS-1 a) incorporate in the ANP relevant elements of the Global ANP and the evolving ATM Operational Concept b) provide user requirements during development and participate in testing of web-based ATS Route Planning Tool	ICAO RDGE	RDGE/19+	RDGE to provide feedback when consulted. (2013+) New action will be proposed when outcome of eANP-WG (global working group on revision of Air Navigation Plans) is available.
10/01	Improve user interface of the European Route Network Improvement Plan/ ERNIP Database	States ICAO EUR/NAT EUROCONTROL	Every RDGE	On-going.
10/02	Removal of 5LNC duplicates in ICAO EUR/NAT Region	States ICAO	RDGE/19+	On-going
10/03	Release of 5LNCs reserved in ICARD and not published in AIPs	States ICAO EUROCONTROL	RDGE/19+	Coordination taking place between ICAO and States concerned. Ongoing.
11/01	Removal of distinction between lower and upper in route designations	States ICAO EUROCONTROL	RDGE/19+	Progress reports expected at RDGE/19.
12/01	Signing of updated LoAs between Uzbekistan and Afghanistan	Afghanistan Uzbekistan ICAO EUR/NAT ICAO APAC	RDGE/18	Progress reports expected at RDGE/17. On-going. Completed.
12/02	Rationalisation of use of existing like-sounding 5LNCs in close geographical location	ICAO EUR/NAT EUROCONTROL Operators States	RDGE/19+	Awaiting further action by ICAO Headquarters on proposed improvements as highlighted at ICARD Users Forum (September 2010).
12/03	Reconsider ATS route structure between Tallinn and Saint-Petersburg after RVSM implementation in Russian Federation.	Russian Federation Estonia	2013+	On-going.

Ref #	TASKS	RESPONSIBLE BODIES	TARGET DATE	PROGRESS/REMARKS
13/04	Provide State Reports for RDGE meetings.	States ICAO EUR/NAT	Every RDGE	On-going. States to provide their reports in order to progress the ATS route development.
14/02	Conduct regional air navigation agreement procedure before implementing all airspace changes and ATS routes (regional and non-regional) over the High Sea (international airspace) with the template provided.	States ICAO EUR/NAT	When required	On-going. States to coordinate with neighbors to submit a single request (one State on behalf of others) for initiation of the regional air navigation agreement procedure when the airspace change concerns several States in order to reduce duplication of efforts and errors in publications.
16/01	Provide State Reports, including the information on the environmental benefits from the implementation of operational improvements, for the RDGE meetings	States ICAO EUR/NAT	Every RDGE meeting	States to provide their reports in order to progress the ATS route development indicating the system (mileage, time) and environmental (fuel, CO ₂) savings
16/02	Study feasibility of EUROCONTROL findings on NRM-GATRI and TS-MASOL	Russian Federation	RDGE/19	Progress report expected at RDGE/19.
16/03	Study possibility to improve capacity of N644 in its entire configuration	ICAO, Afghanistan, Azerbaijan, Pakistan, Turkmenistan, IATA	RDGE/19+	On-going, pending release of FL330 restriction in Pakistan and Afghanistan.
17/01	On all ATS route proposals where no reaction so far have been received from China and Japan, conduct further coordination via the ICAO APAC Office for completion of proposal development.	ICAO Paris ICAO Bangkok China Japan	RDGE/19	Progress report expected at RDGE/19. Consider a dedicated inter-regional coordination meeting between the EUR/NAT office, the ASIA/PAC office and concerned States (Russian Federation, China, Mongolia, Japan and probably also DPRK) together with airspace users for further improvement of the coordination process.

Ref #	TASKS	RESPONSIBLE BODIES	TARGET DATE	PROGRESS/REMARKS
17/02	Contact ICAO APAC Office on unsolved issues with flight level restriction on FL330 and horizontal separation aspects in the airspace of Kabul ACC.	ICAO Paris ICAO Bangkok Afghanistan Pakistan	RDGE/19	Progress report expected at RDGE/19.
17/03	Coordinate with ICARD Data Manager to replace PEMA with a new 5LNC	Turkmenistan ICAO ICARD Data Manager	RDGE/19	Progress report expected at RDGE/19.
17/04	Review study as provided by EUROCONTROL and IATA concerning the interface area between Ukraine and Russian Federation with regard to the foreseen changes in the route network in Moscow area on the basis of data from all involved stakeholders	Ukraine	RDGE/19	Working paper expected at RDGE/19.
18/01	Harmonization of National AIP publications of lower and upper vertical limits for ATS routes	States	RDGE/19+	States to check possible discrepancies in their national AIP publications of lower and upper vertical limits for ATS routes and report their findings (if necessary, updates of national AIP) to RDGE/19.
18/02	Harmonization of national AIP publications on ATS routes to ensure full compliance with ICAO provisions, in particular, Annex 15	States ICAO Paris	RDGE/19+	1. ICAO Secretariat to present WP/14 presented by EUROCONTROL to the COG AIM Task Force, (Paris, from 22 to 24 April 2013). 2. States to check possible discrepancies in their national AIP publications, to discuss all presented findings with their appropriate AIS/AIM units and to initiate further actions in order to resolve the presented issues. Progress reports expected at RDGE/19.

Ref #	TASKS	RESPONSIBLE BODIES	TARGET DATE	PROGRESS/REMARKS
18/03	To study and implement, if required, new ATS routes to further facilitate flights to/from Sochi (Russian Federation) airport avoiding disturbance of overflights via Rostov FIR in preparation for 2014 Winter Olympic Games.	Bulgaria Georgia Romania Russian Federation Ukraine Turkey EUROCONTROL	RDGE/19+	Progress report expected at RDGE/19. <i>Note: EUROCONTROL, together with the States concerned, is ready to be part of further discussions in order to find appropriate new solutions and assist, if necessary, the Russian Federation in accommodating traffic to Sochi Airport.</i>
18/04	Further study, consideration, development and implementation of proposed airspace reorganization in the Western Part of Black Sea (KUGOS, INB and INKOM areas).	Bulgaria Romania Turkey Ukraine	RDGE/19	Progress report expected at RDGE/19. <i>Note: Proposals as described in Appendix D to RDGE/18 Summary of Discussions (in Annex to the Black Sea area and its interface ATS route catalogue).</i>
18/05	Progress proposals in Middle Asia area and its interface ATS route catalogue	Afghanistan China I.R. Iran Kazakhstan Kyrgyzstan Pakistan Russian Federation Tajikistan Turkmenistan Uzbekistan ICAO Paris	RDGE/19	States to provide any feedback on proposals in the Middle Asia area and its interface ATS route catalogue to the ICAO Secretariat by email or other communication means and whenever relevant, through their accredited Regional Office (ICAO Bangkok or ICAO Cairo).
18/06	Coordinate with ICARD Data Manager(s) to correct coordinates of AVGOK	ICAO ICARD Data Manager(s) Paris, Bangkok Russian Federation Japan	RDGE/19	Progress report expected at RDGE/19.
18/07	Coordinate with ICARD Data Manager to replace DEDIN with a new 5LNC	Azerbaijan ICAO ICARD Data Manager	RDGE/19	Progress report expected at RDGE/19. <i>Note: duplicated with DEDIN 4236N 02405E in Bulgaria.</i>

APPENDIX D - AIRSPACE REORGANIZATION IN THE WESTERN PART OF BLACK SEA (KUGOS, INB and INKOM areas)

(paragraph 5.16 refers)

Annex to the Black Sea area and its interface ATS route catalogue

I. KUGOS area - proposals for improvement (Proposal 76.001 / 16.013)

Proposal 1

- ✓ REBLA - TALAM - KUGOS eastbound
- ✓ TEGRI - TALAM eastbound
- ✓ TBN - TIRVO - MEGIK westbound (additional TIRVO - BUDOP or via EVRIK to BUDOP)
- ✓ KUGOS - OTKEP / BAYIR eastbound
- ✓ SIN - SUMOL - ADINA westbound
- ✓ Additional changes of existing ATS routes

Proposal 2

- ✓ REBLA - TIRVO - TBN eastbound (REBLA - TIRVO - *TUREL* - TBN)
- ✓ ERZ - KUGOS - TALAM - TIRVO westbound
- ✓ TALAM - MEGIK / TALAM - EVRIK westbound
- ✓ ADINA - SUMOL - SIN eastbound
- ✓ Withdrawal of ADINA – KUGOS
- ✓ Additional changes of existing ATS routes

Proposal 3

- ✓ INB - INKOM - MOSOP - NEPOT westbound
- ✓ NEKUL / REBLA - ADINA - INB - EZS eastbound
- ✓ NEKUL / REBLA - ADINA - KUGOS - KARDE eastbound
- ✓ SIN - TALAM - NEPOT / PATAK / KARIL westbound
- ✓ TBN - TALAM - NEPOT / PATAK / KARIL westbound
- ✓ Additional changes of existing ATS routes

II. INB area - proposals for improvement (IATA proposal)

- ✓ INB - INKOM - MOSOP - NEPOT westbound;
- ✓ ADINA - INB - EZS eastbound.

III. INKOM / MAKOL area - proposals for improvement

As described in Proposals 69.077 / 13.010 / DN0031 and 71.005 / 13.009 / DN0079

– END –

**EIGHTEENTH MEETING OF THE ROUTE DEVELOPMENT GROUP - EASTERN PART OF THE ICAO EUR REGION
(RDGE/18)**

(Paris, France, 8-12 April 2013)

RDGE ATS ROUTE CATALOGUE – PART 4 – FAR EAST AREA AND ITS INTERFACE (As of: 22 FEB 2013)

EXPLANATORY NOTES:

	Proposal :	73.005 / 14.025	Status:	State(s) & Org.	Comments:
1.	<p>Route description</p> <p>a) consists only of IDENTs for Navaids and 5LNC without coordinates. (where several Navaids have same IDENT, include name of Navaid).</p> <p>b) when available, route designators to be included.</p> <p>c) unidirectional use of the route to be indicated in text (i.e. Westbound, Eastbound, etc.).</p> <p>d) several routes being studied within a single airspace planning package will be entered as one proposal.</p> <p>EXAMPLE:</p> <p>To implement northbound ATS route UM136 REBKO - MAPUT - PISEM - MEBAM - DON.</p> <p>Objective:</p> <p>To further improve ATS route network within Ukraine for ARR UKCC (Donets'k) from South.</p>	<p>Implemented 17 NOV 2011</p> <p>Project Group: RFG SE SG BLACK</p> <p>Project Category: ATS Routes</p>	<p>UKR</p> <p>Originator(s): UKR EUROCONTROL</p>	<p>1. use of Notes no longer required - replaced by text in the Comments column on the progress of the proposal.</p> <p>2. differentiation between BALTIC/BLACK/MIDASIA proposals are indicated in the Projects/Groups. (Note: Web Tool will be used to sort proposals originated by the different Sub-groups.)</p> <p>EXAMPLE:</p> <p>3. Preparation for EURO2012 football championship.</p> <p>4. PISEM - new point on FIR Simferopol' and Dnipropetrovs'k.</p> <p>5. MAPUT - PISEM CDR1, 2 FL280 - FL290.</p> <p>6. For potential distance and environmental savings see the relevant assessment. AVAILABLE FOR RDGE IF DATA IS AVAILABLE.</p> <p>7. Further studies required.</p> <p>Related proposals: 8. • 63_039</p>	

STATE	CODE
Afghanistan	AFG
Albania	ALB
Algeria	DZA
Armenia	ARM
Austria	AUT
Belarus	BLR
Belgium	BEL
Bosnia and Herzegovina	BIH

Bulgaria	BGR
China	CHN
Croatia	HRV
Cyprus	CYP
Czech Republic	CZE
Democratic People's Republic of Korea	PRK
Denmark	DNK
Egypt	EGY

Estonia	EST
Finland	FIN
France	FRA
Georgia	GEO
Germany	DEU
Greece	GRC
Hungary	HUN
Iceland	ISL
India	IND

Iran, Islamic Republic of	IRN
Iraq	IRQ
Ireland	IRL
Israel	ISR
Italy	ITA
Japan	JPN
Jordan	JOR
Kazakhstan	KAZ
Kuwait	KWT
Kyrgyzstan	KGZ
Latvia	LVA
Lebanon	LBN
Libya	LBY
Lithuania	LTU
Luxembourg	LUX
Malta	MLT

Mongolia	MNG
Montenegro	MNE
Morocco	MAR
Netherlands	NLD
Norway	NOR
Pakistan	PAK
Poland	POL
Portugal	PRT
Republic of Azerbaijan	AZE
Republic of Moldova	MDA
Romania	ROU
Russian Federation	RUS
Saudi Arabia	SAU
Slovak Republic	SVK
Serbia	SRB
Slovenia	SVN

Spain	ESP
Sweden	SWE
Switzerland	CHE
Syrian Arab Republic	SYR
Tajikistan	TJK
The former Yugoslav Republic of Macedonia	MKD
Tunisia	TUN
Turkey	TUR
Turkmenistan	TKM
Ukraine	UKR
United Arab Emirates	ARE
United Kingdom	GBR
United States of America	USA
Uzbekistan	UZB

Procedures to handle the proposals for amendment to the EUR ANP (Column: PFA Procedure Number)

For ATS Routes over the High Seas:

- Procedure One (HS-P1 – "Fast-track procedure") – ICAO Secretariat circulates the proposal on behalf of the "initiating" States (or ICAO Secretary General), as a direct outcome of the RDGE meeting (for proposals requiring a short term implementation and without any expected objection);
- Procedure Two (HS-P2 – "Confirmation procedure") – ICAO Secretariat prepares a draft proposal and circulates it to the "initiating" States for confirmation; the "initiating" States have a two week deadline for comments; "silent procedure" applies (i.e. no comments received means agreement); after the confirmation stage, if no objections received, the ICAO Secretariat officially circulates the proposal on behalf of the "initiating" States;
- Procedure Three (HS-P3 – "IO procedure") – ICAO Secretariat circulates the proposal on behalf of an international organisation directly concerned with the operation of aircraft ("initiating" IO), as a direct outcome of the RDGE meeting;
- Procedure Four (HS-P4 – "EANPG Procedure") – ICAO Secretariat prepares a draft proposal and circulates it to the EANPG members (via electronic

correspondence) for consideration and comments; EANPG members have a deadline of up to three week for comments; "silent procedure" applies; after the consultation stage, if no objections received, the ICAO Secretariat circulates the official proposal on behalf of the EANPG.

For ATS Routes over the sovereign territory:

- Procedure One (P1 – "Fast-track procedure") – Any ATS route proposal that is agreed as a direct outcome of the RDGE meeting (for proposals requiring a short term implementation and without any expected objection) to proceed to Step 5 Publication of the ATS Routes;
- Procedure Two (P2 – "Confirmation procedure") – ICAO Secretariat prepares a circular letter and circulates it to the "initiating" States for confirmation; the "initiating" States have a two week deadline for comments; "silent procedure" applies (i.e. no comments received means agreement); after the confirmation stage, if no objections received, the ICAO Secretariat officially informs the "initiating" States that of its agreed status and to proceed to Step 5 Publication of the ATS Routes.

Note: The full description of the working procedures of the Route Development Group - Eastern Part of the ICAO EUR Region (RDGE) are detailed in the 'RDGE WORKING PROCEDURES' document.

PLANNED OR PROPOSED

	Proposal ID :	16.004	Impl. Status:	State(s) & Org.	Comments:
1.	Description: To implement bi-directional ATS route new waypoint 723229N 0574847E - LUGOT - SUNEb - NIDRA - ADIRI - NOR - A232 - OLEPO - RALIK - DEM - NITUS - A333. Objective: To reduce route distance of 47 NM as compared to current routing ABUMI-ENDER-BEDNA-NALEB.	Planned spring 2013 Project Group: SG FAR EAST Project Category: ATS Routes	RUS Originator(s): RUS IATA	<ul style="list-style-type: none">Segment new waypoint 723229N 0574847E - LUGOT will require RNP-4 aircraft navigation capability.RUS: Further studies required, link to RNP-4 aircraft navigation capability.Alternative bi-directional route proposal for EN7, proposal 13.031. Related proposals: <ul style="list-style-type: none">13.031	
	Proposal ID :	15.032 / FE0007	Impl. Status:	State(s) & Org.	Comments:
2.	Description: To implement bidirectional ATS route IRKAN - KOKUN - BANIT. Objective: To further improve the ATS route network within FIRs Petropavlovks-Kamchatsky and Khabarovsk.	Proposed winter 2012/13 Project Group: SG FAR EAST Project Category: ATS Routes	RUS Originator(s): RUS	<ul style="list-style-type: none">RUS: Implementation is planned after installation of `KRONA` radar (ensuring surveillance coverage).KRONA radar will be operational in 4Q 2013.	
	Proposal ID :	16.001	Impl. Status:	State(s) & Org.	Comments:
3.	Description: Implement bidirectional ATS route New waypoint 77.30N 035E - ANODI. Objective: To improve ATS route structure for flights from North America to South East Asia.	Planned winter 2012/13 Project Group: SG FAR EAST Project Category: ATS Routes	RUS Originator(s): RUS	<ul style="list-style-type: none">RUS: Further studies required.	
	Proposal ID :	16.002	Impl. Status:	State(s) & Org.	Comments:
4.	Description: To implement bi-directional ATS routes: New waypoint 76N 035E – GIMON; New waypoint 78N 035E – GIMON. Objective: To improve ATS route structure for flights from North America to India.	Planned winter 2012/13 Project Group: SG FAR EAST Project Category: ATS Routes	RUS Originator(s): RUS	<ul style="list-style-type: none">Extensions of route G108.RUS: Further studies required.	

	Proposal ID :	16.003	Impl. Status:	State(s) & Org.	Comments:
5.	Description: To implement bi-directional ATS route LIMUS - new waypoint 733620N 0484625E- new waypoint 723229N 0574847E . Objective: To reduce route distance of 171 NM as compared to current routing LIMUS-ANODI-PETAG-SURIN.		Planned spring 2013 Project Group: SG FAR EAST SG BALTIC Project Category: ATS Routes	RUS Originator(s): RUS IATA	<ul style="list-style-type: none">Implementation of A803 GOLOM - LUSOT on 18 OCT 2012Transfer of route segment development for LIMUS – GOLOM to Baltic SGSegment new waypoint 733620N 0484625E- new waypoint 723229N 0574847E will require RNP-4 aircraft navigation capability.RUS: Further studies required. Related proposals: <ul style="list-style-type: none">13.025
	Proposal ID :	13.025 / FE0018	Impl. Status:	State(s) & Org.	Comments:
6.	Description: To implement ATS route segment LIMUS - BUMET . Objective: To reduce route distance of 171 NM as compared to current routing LIMUS-ANODI-PETAG-SURIN.		Proposed Project Group: SG FAR EAST SG BALTIC	RUS Originator(s): IATA	<i>Part of IATA EUR-North Asia package - #EN1.</i> <ul style="list-style-type: none">RUS: ATS route proposal will be kept as baseline scenario, alternative proposal will be made for further studies. Related proposals: <ul style="list-style-type: none">16.00374.030 / 15.00775.051 / 15.044
	Proposal ID :	15.033 / FE0008	Impl. Status:	State(s) & Org.	Comments:
7.	Description: To implement bidirectional ATS route SIBIR – LURED – EKVIK . Objective: To improve north-south traffic flows between Khabarovsk FIR and Fukuoka FIR.		Planned spring 2013 Project Group: SG FAR EAST Project Category: ATS Routes	JPN RUS Originator(s): RUS	<ul style="list-style-type: none">RUS: New waypoint needed 404751N1361021E (FIR Boundary), coordination with Japan (Fukuoka FIR) required, Alternative bi-directional route to EN15, implementation planned for 2Q 2013.JPN: JCAB is reviewing the necessity of this implementation. The conclusion will be reported and coordinated through the ICAO Bangkok Office.
	Proposal ID :	13.028 / FE0021	Impl. Status:	State(s) & Org.	Comments:
8.	Description: To implement ATS route segment AVGOK - GTC . Objective: To reduce route distance of 13 NM as compared to current routing AVGOK-KADBO-RJSN.		Proposed Project Group: SG FAR EAST	JPN RUS Originator(s): IATA	<i>Part of IATA EUR-North Asia package - #EN4.</i> <ul style="list-style-type: none">RUS: Further discussion with Japan required through the ICAO APAC Office.JPN: JCAB is reviewing the necessity of this implementation. The conclusion will be reported and coordinated through the ICAO Bangkok Office.

	Proposal ID :	13.030 / FE0010	Impl. Status:	State(s) & Org.	Comments:
9.	Description: To implement ATS route segment NALEB - SIBIR . Objective: To reduce route distance of 63 NM as compared to current routing LALIR-SOVIK-HAB-TD-SIBIR.	Project Group: SG FAR EAST Project Category: ATS Routes	Proposed	CHN RUS Originator(s): IATA	<i>Part of IATA EUR-North Asia package - #EN6.</i> <ul style="list-style-type: none"><i>RUS: Further studies/discussion required. No reaction so far from China, discussion with China required for proposal development (Alternative proposal could be NALEB – SIMLI)</i><i>CHN: Confirmation of interest in this ATS route but further studies/coordination are needed, updates will be given when available. Further discussion with Russian Federation required (via ICAO APAC Office)</i>
	Proposal ID :	13.033 / FE0022	Impl. Status:	State(s) & Org.	Comments:
10.	Description: To implement ATS route segment DIKUT or SANAR - SAMON . Objective: To reduce route distance of 160 NM as compared to current routing DIKUT-KANSU-JEC.	Project Group: SG FAR EAST	Proposed	JPN RUS PRK Originator(s): IATA	<i>Part of IATA EUR-North Asia package - #EN9.</i> <ul style="list-style-type: none"><i>RUS: Further studies/discussion required.</i><i>PRK: Confirmation of interest in ATS route DIKUT – SAMON (alternative proposal could be DIKUT – KANSU) but final decision is depending on meeting between China and DPRK in November 2012, as well as discussion/coordination with Japan.</i><i>JPN: JCAB is reviewing the necessity of this implementation. The conclusion will be reported and coordinated through the ICAO Bangkok Office.</i>
	Proposal ID :	13.037 / FE0023	Impl. Status:	State(s) & Org.	Comments:
11.	Description: To implement ATS route segment GM - DBL . Objective: To reduce route distance of 67 NM as compared to current routing GM-LADIX-MAKNO.	Project Group: SG FAR EAST	Proposed	CHN Originator(s): IATA	<i>Part of IATA EUR-North Asia package - #EN13.</i> <ul style="list-style-type: none"><i>CHN: Confirmation of interest in this ATS-Route but further studies/coordination are needed, updates will be given when available.</i><i>No reaction so far from China and further discussion required (via ICAO APAC Office).</i>

	Proposal ID :	13.038 / FE0024	Impl. Status:	State(s) & Org.	Comments:
12.	Description: To implement ATS route segment KANSU - TOMMY . Objective: To reduce route distance of 64 NM as compared to current routing KANSU-IGRAS-TOMMY.		Proposed Project Group: SG FAR EAST	KOR JPN Originator(s): IATA	<i>Part of IATA EUR-North Asia package - #EN14.</i> <ul style="list-style-type: none"> • <i>CHN: Further discussion between CHN and KOR required via ICAO APAC Office.</i> • <i>JPN: JCAB is reviewing the necessity of this implementation. The conclusion will be reported and coordinated through the ICAO Bangkok Office. Further discussion between JPN and PRK required.</i> • <i>PRK: Confirmation of interest in ATS route but further discussion/coordination with Japan needed (via ICAO APAC Office).</i>
	Proposal ID :	16.027	Impl. Status:	State(s) & Org.	Comments:
13.	Description: To implement ATS route RITEK- new waypoint 495025N 1182854E-HLD . Objective: To reduce route distance of 159 NM as compared to current routing PTG-RITEK-HLD-DIKUT-KANSU.		Proposed Project Group: SG FAR EAST Project Category: ATS Routes	CHN RUS Originator(s): RUS IATA	<ul style="list-style-type: none"> • <i>RUS: Further studies/discussion required. No reaction so far from China, discussion with China required for proposal development</i> • <i>CHN: Confirmation of interest in this ATS route but further studies/coordination are needed, updates will be given when available. Further discussion with Russian Federation required (via ICAO APAC Office)</i>
	Proposal ID :	16.029	Impl. Status:	State(s) & Org.	Comments:
14.	Description: To implement westbound ATS route LEPNI 435542N 1285030E - new waypoint 493236N 1281936E – AMERA - WZ (Srednebeloye) . Objective:		Proposed Project Group: SG FAR EAST Project Category: ATS Routes	CHN RUS Originator(s): RUS IATA	<ul style="list-style-type: none"> • <i>RUS: ATS route could be implemented in 2013. No reaction so far from China, discussion with China required for proposal development</i> • <i>CHN: Confirmation of interest in this ATS route but further studies/coordination are needed, updates will be given when available. Further discussion with Russian Federation required (via ICAO APAC Office)</i>

	Proposal ID :	13.034 / FE0013	Impl. Status:	State(s) & Org.	Comments:
15.	Description: To implement ATS route segment TIKUN - URILA - GINUR - GU . Objective: To reduce route distance of 150 NM as compared to current routing TIKUN-IVADA-TD-DIKUT.	Project Group: SG FAR EAST Project Category: ATS Routes	Proposed	CHN RUS Originator(s): IATA	Part of IATA EUR-North Asia package - #EN10. <ul style="list-style-type: none">CHN: Proposal can partly be withdrawn due to lack of CNS capabilities for the segment URILA-492000N1270600E. Alternative proposal made.RUS: A929 SOSNA – RAMIS – AMIBI – BIMTA – GINUR – RULAS – GU implemented on 18 OCT 2012. (See proposal 17.012). Related proposals: <ul style="list-style-type: none">16.00517.012
	Proposal ID :	16.005	Impl. Status:	State(s) & Org.	Comments:
16.	Description: To implement eastbound ATS route SIMLI - new waypoint 492000N 1270600E - DIKUT . Objective: To reduce route distance of 150 NM as compared to current routing TIKUN-IVADA-TD-DIKUT.	Project Group: SG FAR EAST Project Category: ATS Routes	Proposed	CHN RUS Originator(s): RUS IATA	<ul style="list-style-type: none">RUS: Further studies/discussion required, alternative proposal could be SIMLI – BISUN. No reaction so far from China, discussion with China required for proposal developmentCHN: Confirmation of interest in this ATS route but further studies/coordination are needed, updates will be given when available. Further discussion with Russian Federation required (via ICAO APAC Office). Related proposals: <ul style="list-style-type: none">13.034

	Proposal ID :	15.034 / FE0016	Impl. Status:	State(s) & Org.	Comments:
17.	Description: To implement unidirectional Eastbound route SIMLI - HEK - 492000N 12706E - LEPNI 435542N 1285030E - 422624.7N 1294454.7E - KANSU Objective:	Proposed Project Group: SG FAR EAST Project Category: ATS Routes	CHN PRK RUS Originator(s): IATA	<ul style="list-style-type: none">Package together with 15.035 and new proposal no 16.028RUS: eastbound ATS route is needed for unloading traffic from SIMLI. No reaction so far from China, discussion with China required for proposal developmentCHN: Confirmation of interest in this ATS route but further studies/coordination are needed, updates will be given when available. Further discussion with Russian Federation required (via ICAO APAC Office) Related proposals: <ul style="list-style-type: none">15.03516.028	
	Proposal ID :	15.035 / FE0017	Impl. Status:	State(s) & Org.	Comments:
18.	Description: To implement unidirectional Westbound route HRB - 493236N 1281936E - AMERA - WZ (Srednebeloye). Objective:	Proposed Project Group: SG FAR EAST Project Category: ATS Routes	CHN PRK RUS Originator(s): IATA	<ul style="list-style-type: none">Package together with 15.034 and new proposal no 16.028RUS: westbound ATS route is needed for unloading traffic from SIMLI. No reaction so far from China, discussion with China required for proposal developmentCHN: Confirmation of interest in this ATS route but further studies/coordination are needed, updates will be given when available. Further discussion with Russian Federation required (via ICAO APAC Office) Related proposals: <ul style="list-style-type: none">15.03416.028	

	Proposal ID :	16.028	Impl. Status:	State(s) & Org.	Comments:
19.	Description: To implement bidirectional ATS route YNJ- new waypoint 422624.7N 1294454.7E - KANSU . Objective: To reduce route distance of 159 NM as compared to current routing PTG-RITEK-HLD-DIKUT-KANSU.	Proposed Project Group: SG FAR EAST Project Category: ATS Routes	CHN PRK RUS Originator(s): RUS IATA	<ul style="list-style-type: none"><i>RUS/CHN: Further studies/coordination required. Updates will be given when available.</i><i>Alternative bi-directional route proposal for EN11, proposal 13.035 and package together with 15.034 and 15.035.</i><i>PRK: Confirmation of interest in ATS route but final decision is depending on meeting between China and DPRK in November 2012</i> Related proposals: <ul style="list-style-type: none">15.03415.035	
	Proposal ID :	17.005	Impl. Status:	State(s) & Org.	Comments:
20.	Description: To implement bi-directional route segment: a. TOPAZ – SCH (Sache) OR b. TOPAZ – HTN (Hotan). Objective: To further improve ATS route network in the interface between China and Tajikistan.	Proposed Project Group: SG FAR EAST SG MIDASIA Project Category: ATS Routes	CHN TJK Originator(s): TJK	ICAO requested to coordinate this route with China through the ICAO Bangkok Office.	

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