

CNS/ATM systems and air navigation planning for the regulators and service providers of States in the Eastern part of the Region.

4.20 In the same vein, the ICAO Secretariat was invited to explore ways in which translation into Russian language of relevant EUROCONTROL documentation (e.g. those related to the implementation of flexible use of airspace) could be accomplished. In this respect, RADA offered their full support by providing a series of documents already translated in Russian and by participating in the future work of ATMGE, as required.

4.21 In considering the above, EANPG endorsed the following Conclusion:

EANPG Conclusion 48/14 - Coordination of CNS/ATM Transition Plans – Eastern Part of the ICAO EUR Region

That:

- a) States in the Eastern part of the ICAO EUR Region be invited to inform the ICAO Regional Director of their nominated national experts who will participate in, and coordinate at State level, all activities aimed at the implementation of the ICAO CNS/ATM Transition Plans; and
- b) the ICAO Regional Director:
 - i) in coordination and with support from international organisations and States, organise a seminar/workshop on implementation of CNS/ATM systems and air navigation planning for the regulators and service providers of States in the Eastern part of the ICAO EUR Region; and
 - ii) consider how best the translation into Russian of the relevant documents on the issue of transition to the CNS/ATM systems could be achieved.

Northern Trans-Regional Coordination

4.22 The Group was informed on the outcome of the Forty-First Meeting of the North Atlantic Systems Planning Group (NAT/SPG/41), regarding the air-to-ground communication constraints over the high seas areas of the Arctic Ocean and the need to transit between the Annex 2 compliant flight level allocation system (used by Canada, Iceland and the United States) and the non-compliant system used by the Russian Federation in Murmansk and Magadan Flight Information Regions (FIR). The NAT SPG/41 noted that these issues had previously been addressed, *inter alia*, by the Russian-American Co-ordinating Group for Air Traffic Control (RACGAT), which had worked very effectively and productively in the past but had not met for over a year.

4.23 In this respect, NAT SPG/41 invited the Russian Federation, the United States and other stakeholders to take all necessary steps to ensure the continuation of RACGAT meetings before the end of the year 2005 (NATSPG Conclusion 41/1 refers).

4.24 Since NAT SPG/41, significant changes took place in the Russian Federation Civil Aviation Administration and therefore it was not possible to convene a RACGAT meeting. These changes concerned the establishment of the Federal Air Navigation Authority (FANA) on 5 September 2005. FANA, a specially authorised federal body of executive power and subordinated directly to the Government of the Russian Federation would carry out the following functions:

- state regulation, control and oversight in the field of utilisation of the Russian Federation's airspace;
- provision of state services in relation to air navigation servicing of users of the Russian Federation's airspace;
- establishment of a unified aerospace search & rescue system;
- certification of types and aids to navigation, air traffic control facilities as well as production means thereof;
- establishment of air navigation charge rates and collection procedures, disposal of revenues from the above charges; and
- issuance of over-flight permissions for foreign aircraft operation through the Russian Federation's airspace and crossing the state boundary of the Russian Federation.

4.25 It was noted that a continuation of the "historical" RACGAT meetings would be highly improbable, considering the changes that affected/affects the Russian Federation Civil Aviation Administration. These changes had made the provision of the RACGAT Memorandum of Understanding of 1992 obsolete.

4.26 Although the RACGAT meeting, as requested by NAT SPG/41, was not held, several other meetings took place to discuss issues of interest in the area.

4.27 In this respect, a Special ATS Coordination Meeting Cross-Polar and Russian Far East ATS Routes was held in Bangkok, Thailand, from 15 to 16 November 2005. The meeting reviewed the existing operational and technical aspects related to the increase in traffic on the Cross-Polar and Russian Far East routes and was attended by 34 experts from China, Mongolia, Russian Federation, United States and IATA.

4.28 Secondly, a series of the Trans-East and Polar Track ATS Providers Meetings had been held in Anchorage, Alaska from 14 to 16 March 2006 and from 25 to 27 September 2006 at ICAO Offices in Montreal, Canada. These meetings had the objective to implement procedures and technologies to ensure maximum utilisation of the Russian Far East and Polar routes, addressed daily operational issues between the parties and continued improvement in coordination and capacity building. The September discussions included Russian proposals for two new Polar routes with entry/exit points in Anchorage FIR, implementation of technologies such as Controller-Pilot Data Link Communications (CPDLC), Automatic Dependent Surveillance - Broadcast (ADS-B) and implementation of Reduced Vertical Separation Minimum (RVSM) in China and Russia. The second meeting of this operational working group included participation from U.S., Icelandic, Canadian and Russian Air Traffic Services organizations, and airlines. The group was scheduled to meet again in the spring of 2007.

4.29 The Group recalled the successful outcome of the ICAO Informal Trans-Asia/Trans-Siberia/Cross Polar Routes High Level Steering Group (ITASPS) and its Contributory Working Group (ICG). Their meetings, held from 1998 to 2001, co-ordinated the requirements of international civil aviation for a coherent and economically viable and operationally optimal structure of ATS routes, linking city-pairs in Europe and Asia, Europe and North America and Asia and North America. The ITASPS Group promoted improvements for the safety and efficiency of the Trans-Asia/Cross-Polar route structure and the supporting ATM systems within the States affected, based on the existing IATA Trans Siberian Route Study, which was expanded and complemented to adequately cover the Cross-Polar element.

4.30 It was noted that aircraft operators underlined their continued need for improvement of the route structure and supporting infrastructure in the area. In this respect, several issues have already been identified as requiring continued attention, as follows:

- a) opening of more routes and improved efficiency of the current routes;
- b) implementation of RVSM in Russian Federation and China;
- c) improvement of the ATC coverage and hours of operations;
- d) ACC consolidation;
- e) development of improved ATFM tools that can be shared amongst States;
- f) communications in the Northern Airspace;
- g) airport availability for ETOPS aircraft;
- h) improved access to China airspace;
- i) simplified and more flexible access requirements to the Russian airspace (form "R").

4.31 To continue the work already done and respond to the new requirements for increased efficiency and further developments, the FAA and FANA participated in the Trans-East and Cross Polar ATS Providers Group. This group accepted the above tasks and given that the RACGAT had not met for some time, the FAA and FANA agreed to dissolve RACGAT. However, since a co-ordinated effort of the international civil aviation community was required to implement future requirements and efficiencies that would involve States and Organisations from four of the ICAO Regions (EUR, ASIA, NAT and PAC), the establishment of a Trans-Regional Airspace and Supporting ATM Systems Steering (TRASAS) Group was therefore proposed. TRASAS would work under the auspices of ICAO and be composed of representatives with operational and technical expertise from Canada, China, Democratic People's Rep. of Korea, Denmark, Finland, Iceland, Japan, Mongolia, Norway, Republic of Korea, Russian Federation, United States and from international organisations (e.g. IACA, IATA, IBAC, IFALPA). The proposed draft Terms of Reference are attached at **Appendix C**.

4.32 The Group was informed that the FAA and FANA officials agreed that cooperation on airspace issues was still critical; therefore, the FAA and FANA agreed to support the Trans East and Cross Polar ATS Providers Group and instructed their provider organizations to participate in its meetings.

4.33 Furthermore, the Russian Federation and US expressed their interest to participate in the work of the proposed TRASAS as a high level steering group, which would be able to follow up on the strategic issues of the former RACGAT group.

4.34 In order to continue work on improvement of the route structure and supporting infrastructure in the interface area of four of the ICAO Regions: EUR, ASIA, NAT and PAC, the EANPG endorsed the following Conclusion:

EANPG Conclusion 48/15 - Trans-Regional Airspace and Supporting ATM Systems Steering (TRASAS) Group

That:

- a) the ICAO Regional Director continue the required co-ordination process in order to organise the first meeting of TRASAS in the first half of 2007, and
- b) States concerned support the initiative by participating in the work of TRASAS.