



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

FIRST MEETING

(Paris, 2-3 May 2007)

Agenda Item 2: Review of the requirements of the airspace user community for a rational, modern, and economically viable airspace structure and ATM services

REVIEW OF THE SIXTH MEETING OF THE AIR TRAFFIC MANAGEMENT GROUP – EASTERN PART OF THE ICAO EUR REGION (ATMGE/6)

(Presented by the ICAO Secretariat, EUR/NAT Office)

SUMMARY

The Sixth Meeting of the Air Traffic Management Group – Eastern Part of the ICAO EUR Region (ATMGE/6) was held in the ICAO European and North Atlantic Office from 19 to 23 March 2007. One of the main topics addressed by the Group was the reduced vertical separation minimum (RVSM) and the Area Navigation (RNAV) implementation status in the States of the Eastern part of the ICAO EUR Region

1. Introduction

1.1 The Sixth Meeting of the Air Traffic Management Group – Eastern Part of the ICAO EUR Region (ATMGE/6) was held in the ICAO European and North Atlantic Office from 19 to 23 March 2007 and was attended by 29 participants from ten States and two international organizations.

1.2 The meeting overviewed the significant developments and the ATMGE follow-up actions, received brief reports from States, highlighting, *inter alia*, needs and problems to be addressed by the Group. One of the main topics addressed by the Group was the reduced vertical separation minimum (RVSM) and the Area Navigation (RNAV) implementation status in the States of the Eastern part of the ICAO EUR Region.

2. Discussion

RNAV Implementation

2.1 The Group noted that the implementation of RNAV (GPI-5 of the ICAO Global Air Navigation Plan) would become effective as of 12 April 2007 (AIRAC cycle date) within the airspace of Armenia, Azerbaijan and Georgia as an outcome of a common project. The group also noted that implementation plans in other States of the Eastern Part of the ICAO Region were covering the period from 2008 to 2010.

RVSM Implementation

2.2 Russian Federation informed ATMGE/6 on the outcome of the thirtieth meeting of the ICAO (Asia and Pacific Regions) Reduced Vertical Separation Minimum Implementation Task Force (RVSM/TF/30) held in the ICAO Asia and Pacific Office, Bangkok, Thailand from 12 to 16 March 2007 its main focus being the imminent RVSM implementation in China (scheduled for November 2007).

2.3 As China borders with about 10 (ten) neighbouring flight information regions (FIRs), the RVSM implementation in China, including transition arrangements between different flight levels systems (defined in feet and meters), would have a significant impact on ICAO EUR States at the interface with the ICAO Asia Region.

2.4 Kazakhstan underlined to ATMGE their statement made during the RVSM/TF/30 meeting in Bangkok: four different level systems were currently being used in the region:

- a conventional non-ICAO metric system implemented in Kazakhstan, Kyrgyzstan, Russian Federation and Uzbekistan;
- a conventional non-ICAO Chinese metric system implemented in China (and the Chinese RVSM system in the near future);
- the RVSM ICAO feet system implemented in Azerbaijan; and
- the conventional ICAO feet system implemented in Turkmenistan (and the ICAO RVSM feet system in the near future).

2.5 The ATMGE took note of the information provided and acknowledged the foreseen significant impact on ICAO EUR States at the interface with the ICAO Asia Region. They agreed to convey the concerns of ATMGE/6 to the European Air Navigation Planning Group (EANPG) Coordination Group (COG) and further investigate potential operational solutions to mitigate the transition issues.

2.6 In reviewing its Action Plan, the ATMGE expressed its willingness to support the implementation of the GPI-2 (RVSM) and GPI-3 (Harmonized level system) of the Global Air Navigation Plan (RVSM), in accordance with the provisions of the ICAO Annex 2, Appendix 3.

3. **Action by the meeting**

3.1 The meeting is invited to note:

- a) the outcome of the ATMGE/6 meeting with regard to the RNAV and RVSM implementation;
- b) note the concern expressed by the member of ATMGE with regard to the proliferation of different flight level system and their potential negative impact on safety and efficiency.