

**Twenty-Sixth Meeting of the Cross Polar Trans East Air Traffic Management  
Providers' Work Group (CPWG/26)**

(Vancouver, Canada October 30-November 1, 2018)

**Agenda Item 6: Action Item Update**

**Air Traffic Management Efficiency Trials in the Anchorage Arctic FIR**

**(Action Items #CP 12-04 and 14-11)**

(Presented by the Federal Aviation Administration)

**SUMMARY**

This paper reports on the status of two Air Traffic Management (ATM) trials currently underway in the Anchorage Arctic Flight Information Region (FIR).

**1 Introduction**

1.1. At CPWG/25, FAA updated the CPWG on two separate ATM trials currently in effect in the Anchorage Arctic FIR, the first concerning “zero minute” track loading and the second relaxed westbound routing restrictions. The paper briefs a further expansion of both trials.

**2 Zero Minute Track Load Trial**

2.1. Anchorage Air Route Traffic Control Center (Anchorage ARTCC or ZAN) has been using the Dynamic Ocean Track System - Plus (DOTS +) to manage operators' track slot allocation requests for the Russian entry points since November 2000. In the beginning, the DOTS+ variable track slot allocation time parameter (required time between same altitude flights over the entry point) was set at 20 minutes for all Russian entry points except DEVID – which was set at 25 minutes between flights. In the ensuing years, ZAN instituted several trials, some successful, some not, designed to increase operators' flight planning flexibility while maintaining the safe and orderly flow of traffic.

2.2. In May of 2006, ZAN began a trial using a smaller track slot allocation parameter of 15 minutes for MARCC traffic (BESAT entry point). The trial proved unworkable during peak traffic periods and was canceled within 45 days. In 2008, ZAN resurrected the time trial, using a 10-minute parameter, but only for the LISKI entry point. This trial proved workable and the 10-minute parameter was soon extended to the DEVID, RAMEL, NIKIN and ORVIT entry points. By the end of 2011, the track slot time parameter for all Russian entry points had been reduced to 10 minutes. In November of 2011, the Russian Federation adopted a Flight Level Orientation Scheme (FLOS) defined in terms of feet. Russia's instrumental change permitted ZAN to begin a new series of trials using a zero-minute track slot parameter. Beginning in January 2012, the zero-minute parameter was introduced at FRENK, KUTAL and ERNIK. At CPWG/24, FAA advised that the zero-minute track load trial expansion had reached BEKAR, BARIP and AMATI.

2.3. Effective July 2018, based on the success of the ongoing zero-minute trial and on ZAN controllers' greater operational experience with the Ocean 21 automation platform (in Arctic airspace), ZAN reduced the DOTS track load parameter to zero minutes for all remaining Cross Polar entry points.

The success of this trial has, and will continue to be, predicated on operator fidelity and compliance with the track slot allocation program including the need for self-monitoring and updating of the Gateway Reservation List (GRL) vis-à-vis real-time aircraft operation.

2.4 The Track Advisory User’s Guide (TAUG), July 18, 2018 version, has been updated to reflect the zero-minute trial expansion. The TAUG is available on FAA’s Anchorage and Oakland ARTCC webpages, or can be requested by contacting the Anchorage ARTCC Traffic Management Unit at [AALZANATTMU@faa.gov](mailto:AALZANATTMU@faa.gov).

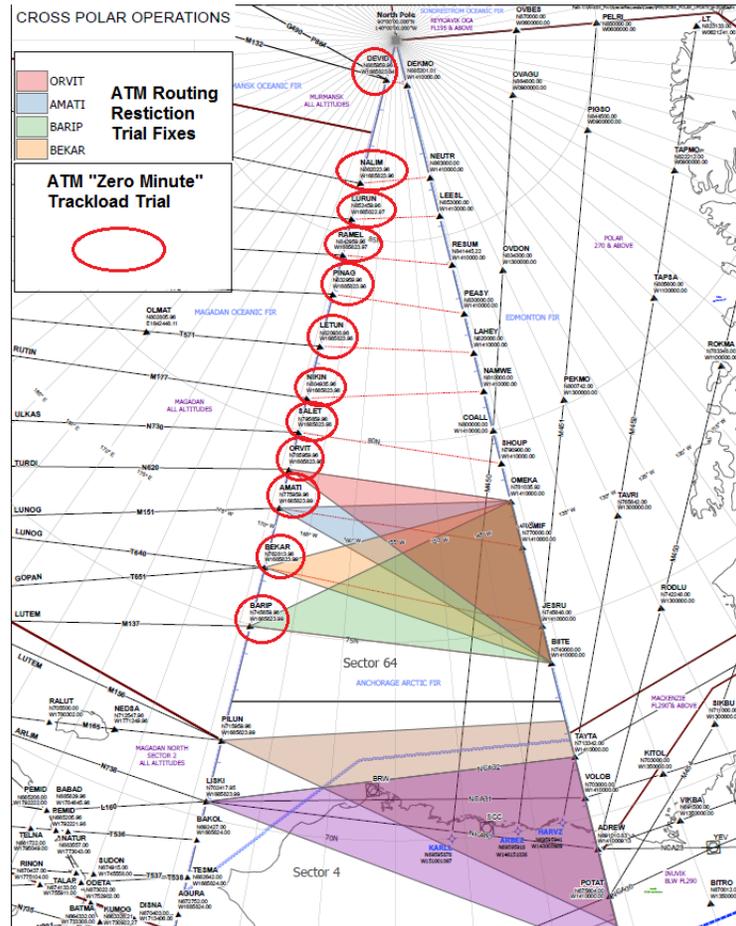


Figure 1. PAZA ATM Efficiency Trials

### 3 Cross Polar Westbound Route Restrictions

3.1 At CPWG/24, ZAN presented a paper (CPWG IP09) announcing a trial of relaxed restrictions for westbound routing to entry points BEKAR, BARIP and AMATI. The paper noted that the routing requirements, across the PAZA Flight Information Region (FIR), are transmitted via International NOTAM – currently PAZA A/0410. Coincident with the expansion of the zero-minute trial discussed above, ZAN has now expanded the westbound routing restrictions trial to include entry point ORVIT. Rather than mandatory overflight of OMEKA, westbound aircraft may now route directly to ORVIT so long as the filed route takes the aircraft over, or between, fixes OMEKA and BIITE. This revised restriction is depicted in Figure 1. above.

### 4 Recommendation

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