Sixteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/16)

(Ottawa, Canada - 3-6 December 2013)

Agenda Item 5: Provide Status on CPWG/15 Actions

Conclusion of VALDA Zero Minute Track Load Trial

(Action Item #CP15-01)

(Presented by the Federal Aviation Administration)

SUMMARY

This paper presents information regarding the zero minute track loading trial for Russian entry fix VALDA.

1 Introduction

1.1. At CPWG/15, Anchorage Air Route Traffic Control Center (ARTCC) announced the initiation of a trial of the use of a zero minute track loading parameter for the Russian Trans East entry fix VALDA. That trial has successfully concluded.

2 Discussion

2.1. The FAA's Dynamic Ocean Track System-Plus (DOTS+) system is designed to organize air traffic so as to provide for a safe, orderly and efficient flow of traffic over the Anchorage / Magadan, Murmansk and Petropavlovsk-Kamchatsky Flight Information Region (FIR) boundaries. DOTS+ accomplishes this by accepting Operators' Track Slot Requests, analyzing for conflicts, and issuing a Gateway Reservation List (GRL). The system permits variability in the track load time parameter used to create the GRL. The selection of the parameter is affected by considerations such as the cross border longitudinal separation minima required, current air/ground communications effectiveness, available altitudes for deconfliction, etc.

2.2. On 31 January 2013, Anchorage ARTCC initiated the trial use of a zero minute track load parameter for VALDA. This trial was leveraged on the anticipated careful participation of the operators who filed over VALDA. Aircraft successfully meeting their filed track slot requests (TKFs) (regarding time and altitude) directly determine the viability of such trials. This trial was scheduled to last six months. Due to operators' aggregate TKF compliance, Anchorage ARTCC was able to conclude the trial early and, effective 31 May 2013, to permanently set the the VALDA track load parameter at zero.

2.3. The attached listing depicts the current track load parameter for all Cross Polar and Russian Trans East entry fixes.

3 Recommendation

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

Gateway Fix	Track Load Parameter	Useable Altitudes
DEVID	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
NALIM	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LURUN	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
RAMEL	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
PINAG	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
NIKIN	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
ORVIT	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
AMATI	10 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
PILUN	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LISKI	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
FRENK	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
KUTAL	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
VALDA	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
ERNIK	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
RUSOR	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
MARCC	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
BAMOK	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
KOKES	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
LUMES	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510
KUNAD	0 minutes	280, 300, 320, 340, 360, 380, 400, 430, 470, 510