

**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

**INCORPORATION OF THE ANCHORAGE ARCTIC FLIGHT INFORMATION REGION
(FIR) WITHIN THE ADVANCED TECHNOLOGIES AND OCEANIC PROCEDURES (ATOP)
"OCEAN21" AUTOMATION SYSTEM
(CP#06-02)**

(Presented by the Federal Aviation Administration)

SUMMARY

This paper presents information regarding ongoing efforts to bring the Anchorage Arctic Flight Information Region (FIR), and associated domestic airspace, into the Anchorage Advanced Technologies and Oceanic Procedures/Ocean 21 (ATOP/OC21) automation system.

1 Introduction

1.1. The United States Federal Aviation Administration (FAA) first implemented the Advanced Technologies and Oceanic Procedures/Ocean 21 (ATOP/OC21) automation platform at the Anchorage Air Route Traffic Control Center (ZAN) in March 2007. That initial implementation brought the Anchorage Oceanic Flight Information Region (FIR) and a portion of the Domestic FIR into the system. Since that time, FAA has been planning to also bring the Anchorage Arctic FIR into the system. Due to various programmatic issues, i.e. budgeting, prioritization, software development, etc., this has been delayed. Although these issues still exist, some new progress is underway.

2 Discussion

2.1. As noted above, the programmatic issues which have delayed the incorporation of the Arctic FIR into ATOP/OC21 still exist. Funding for additional software development is not expected to be available until 2018 or later. This notwithstanding, ZAN is undertaking an independent review of the ATOP's existing software capabilities vis-à-vis the specific Air Traffic Management requirements of the Arctic FIR.

2.2. This independent review entails building offline databases and running test scenarios based on actual day to day traffic to determine whether software shortfalls exist and, if they do, whether acceptable manual "work arounds" can be designed. ZAN personnel are currently creating these databases and designing the test scenarios, with the goal to complete this work by early 2014.

2.3. If the results of this testing show that implementation can be accomplished without additional software development, the next steps will be to examine existing and required air traffic controller (ATC) staffing, develop and deliver appropriate controller training, examine, modify, or establish any necessary interfacility ATC agreements and, finally, notify airspace users.

2.4. ZAN will provide a progress report at CPWG/17.

3 Recommendation

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