

**Eighteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/18)**

(Paris, France 16-19 December 2014)

Agenda Item 5: Provide Status on CPWG/17 Actions

Action Item List

(Presented by the Federal Aviation Administration)

SUMMARY

This working paper presents the Action Item List from CPWG/17, and asks the group to update the information as appropriate.

1. Introduction

The Summary of Discussions of the Seventeenth Meeting of the Cross Polar Trans East Air Traffic Management Providers Working Group (CPWG/17) provided an updated Action Item List. This list is provided at Attachment A.

2. Action by the Meeting

3.1 The meeting is invited to update the Action Item List at Attachment A for inclusion in the CPWG/18 Summary of Discussions.

CPWG/17 Action List

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP01-08C	Administration	ATFM collaboration between FAA/ATO and State ATM	State ATM and FAA reported on the status of the ATFM Annex and LOA. Will be discussed bilaterally.	FAA/State ATM	Work is in progress to update the agreements for signing. Update to be provided to CPWG/18	Dec 2014	Open
CP04-31	Improve Efficiencies	Implement use of radar procedures between Magadan ACC and Anchorage ARTCC	State ATM reported that the Radar is purchased and in storage. No construction at this time. Implementation 2015/2016.	State ATM	Update to be provided to CPWG/18	Dec 2014	Open
CP04-35	Improve Efficiencies	Shorten and simplify Form "R" and filing process.	United Airlines proposed that the Russian Federation consider a change that would list the requested "unpaired" entry and exit fixes for a particular flight to reduce the complexity of the R Form process. State ATM responded that a trial had been offered to the airlines by FATA; however, there was a requirement that airlines be equipped with SITA software supporting transmission of attachment files.	Airlines/IATA	IATA sent letter to Airlines but did not receive any feedback on software capabilities. UAL would like to participate in trial. IATA will work on conducting trial with UAL and share results with Airlines. In the interim, UAL to provide information/link to SITA Mail Box page which supports transmission of attachment files. Airlines ask if Form R can be simplified and list all entries/all exits. Update to be provided to CPWG/18	Dec 2014	Open
CP06-02	Improve Efficiencies	Implement Ocean 21 in the Arctic FIR	Anchorage ATOP "Sector 64" planned for implementation in 1 st Quarter CY2015.	FAA	Oceanic Work Group meeting is scheduled for June 18, 2014. The FAA will provide an update to CPWG/18.	Dec 2014	Open

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CP07-02	Improve Efficiencies	Add additional entry/exit fixes on the FIR boundaries	Isavia reported on the establishment of six new fixes on the Reykjavik/Edmonton FIR boundary. State ATM proposed two new fixes on the boundary with ZAN. CAA of Mongolia presented information on a new boundary fix 110 km west of NIXAL.	State ATM/FAA	ZAN to implement 2 corresponding fixes along 141W (Shoup, Biite) to be available November 2014. ZAN to explore process to enable relief from some 141 restraints when traffic is not an issue. DOTS+ is currently used but we don't have early intent. UTP may help with this. Update to be provided to CPWG/18	Dec 2014	Open
CP08-12	Improve Efficiencies	Eliminate restrictions where possible	ZAN provided information on restrictions that had been cancelled since the last meeting.	FAA	ZAN noted that the implementation of Ocean 21 would demonstrate improvement in Arctic and Ocean. Update to be provided to CPWG/18	Dec 2014	Ongoing
CP10-02	Improve Efficiencies	Provide flow constraint information	State ATM presented information on peak hour operations for various sectors.	State ATM	Update to be provided to CPWG/18	Dec 2014	Open
CP10-08	Contingency Response	Improved contingency collaboration between State ATM and JCAB	JCAB and State ATM agreed on LOA for ATFM. Will continue to work on a bilateral basis. Proposed LOA sent to FATA. Currently under review.	JCAB /State ATM/FATA	Update to be provided to CPWG/18	Dec 2014	Open
CP10-13	Improve Communications	Expand CPDLC/ADS-C capability for Magadan FIR and install CPDLC/ADS-C at Murmansk.	ADS-C/CPDLC services were expanded to all Sectors of Magadan ACC and will be in Late 2014 A CPDLC/ADS Workstation will also be added at Murmansk ACC in 2016.	State ATM	State ATM to provide an update to CPWG/18	Dec 2014	Open

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CP10-14	Improve Efficiency	Provide information on minimum level of service maintained outside operational hours for emergency diversions	State ATM provided updates on Russian enroute alternate airports of interest. Traffic is up and the number of international airports is expanding. State ATM to clarify of H24 in Anadyr.	State ATM	Updates to be provided to CPWG/18 State ATM will add information to the alternate airports on 747-8 and major aircraft types in next update on alternate airports.	Dec 2014	Ongoing
CP11-01	Improve Communications	Advance communications capabilities for the Arctic area	It was agreed at CPWG/12 and CPWG/13 that the CPWG does not have the technical expertise to progress further improvements to communications in the Polar region.	FAA	FAA to develop recommendation to present to TRASAS/4	Next TRASAS Meeting	Open This action will be addressed when TRASAS is rescheduled.
CP12-04	Improve Efficiencies	Monitor changes to Track Advisory Users Guide	ZAN reported that there had been no changes to the TAUG but there will be two new Russian entry fixes (BARIP and SALET) added November 2014.	FAA	FAA will provide updates on the TAUG as needed.	Dec 2014	Ongoing
CP12-06	Improve Efficiencies	Coordination between State ATM and ATMB	During CPWG/12, it was agreed to pursue proposal for a new entry/exit point east of SIMLI. United Airlines suggested that W223 westbound, which is now a domestic route, be made an international route.	State ATM/ATMB	This is a bilateral issue to be discussed outside of CPWG. State ATM has not been able to meet with ATMB. IATA to extend invitation to ATMB for the special coordination meeting scheduled for September 2014 An update to be provided at the next meeting.	Sept 2014 with update Dec 2014	Open

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CP12-14	Improve Communications		Based on discussions during CPWG/12, it was agreed to amend the terms of reference of the Comm TF to continue to monitor initiatives and technologies. The CPWG agreed to recommend to the next TRASAS meeting that CPWG's communications activities be limited to a monitoring role.	FAA	FAA to develop recommendation that the CPWG Communications TF be dissolved to present to TRASAS/4	When next TRASAS meeting is scheduled	Open This action will be addressed when TRASAS is rescheduled.
CP13-07	Administration	Request that TRASAS designate an ICAO representative to attend CPWG meetings	The meeting agreed to request that TRASAS designate a representative from ICAO to attend CPWG meetings as an advisor or observer, in order that information can be exchanged with ICAO more frequently.	FAA	FAA to include request in the CPWG working/information paper to be presented to TRASAS/4. FAA to extend invitation to both ICAO Paris and ICAO Bangkok to the Meeting.	When next TRASAS meeting is scheduled	OPEN This action will be addressed when TRASAS is rescheduled.

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CP14-02	Improve communications	Establish flight data exchange between facilities	<p>State ATM will work with Sapporo to implement AIDC in 2015-2016.</p> <p>State ATM will work with FAA to implement AIDC following implementation with Sapporo. During bilateral meeting April 2014, agreed to use Asia Pac Control Doc 3.0. Tech experts are beginning early discussion.</p> <p>AIDC between Vancouver ACC and Oakland ARTCC is contingent on FAA software and is tentatively planned for Fall 2014.</p>	State ATM/ FAA/NAV CANADA	Updates to be provided to CPWG/18	Dec 2014	Open
CP14-07	Improve Communications	Monitor the progress made by the Inter-Regional APAC/NAT AIDC Task Force	FAA provided information on the process to consolidate the ICD for the North Atlantic and Asia/Pacific Regions to provide for harmonized AIDC.	FAA	Updates to be provided to CPWG/18	Dec 2014	Open Ongoing
CP14-08	Improve Efficiencies	Improve flexibility of military airspace	NAV CANADA presented information on the efforts underway to cooperatively share the Cold Lake military airspace. Held several meetings – can't be closed on daily basis but in discussions. Meetings will continue.	NAV CANADA	NAV CANADA to provide update to CPWG/18	Dec 2014	Open

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CP14-10	Improve Efficiencies	Provide information on the Oakland FIR trial to merge PACOTS tracks C/E	FAA reported that the trial to merge PACOTS tracks C and E had been terminated temporarily. The trial is expected to resume in Fall 2014.	FAA	FAA to provide update at CPWG/18	Dec 2014	Open
CP14-11	Improve Efficiencies	Eliminate requirement to flight plan over named or lat/long fixes at 141W	ZAN briefed on a new NOTAM (A0158) written to simplify/reduce FIR NOTAMs. The NOTAM includes restatement of communication requirements. With ATOP implementation, can lessen restrictions in phased process.	FAA	Update to be provided to CPWG/18 on ATOP and continued efforts to eliminate restrictions.	Dec 2014	Open
CP14-12	Improve Efficiencies	Consider expanding trial for ADS-C CDP to ZAN airspace	FAA provided update on the status of the ADS-C CDP trial. Aiming to resume trials using automation in January 2015 with full implementation in 2016.	FAA	FAA to provide update at CPWG/18	Dec 2014	Open
CP14-13	Improve Efficiencies	Replacement of Bodo oceanic automation system	Avinor provided an update on the planned replacement for the automation system at Bodo ACC in May 2014. Replacement has been delayed until system stability is confirmed until at least Late 2014.	Avinor	Update to be provided to CPWG/18	Dec 2014	Open
CP15-03	Improve Efficiencies	Provide information on RTE and Arctic FIR traffic count data	FAA presented traffic count data over RTE and Arctic FIR fixes.	FAA/IATA	IATA to work with FAA for specific information on more detailed counts. An update to be provided at CPWG/18	Dec 2014	Open

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CP15-04 CP16-05	Develop CPWG Volcanic Ash Contingency Plan	Develop LOA between PK and Fukuoka at the bilateral meeting and also consider opportunities for reroute transitions. Develop routings from RFE to NOPAC.	JCAB provided information on the temporary LOA that had been developed for VOLKAM14. The LOA includes temporary bi-directional routes to be used for avoidance of volcanic ash. Operators were asked to comment on the routes.	JCAB State ATM FAA IATA	. Provide update on LOA at CPWG/18.	Dec 2014	Open
CP15-05	Develop CPWG Volcanic Ash Contingency Plan	Consider amending LOAs between adjacent ACCs to introduce provisions on contingency reroutes		All ANSPs	Updates to be provided to CPWG/18	Dec 2014	Open
CP15-06	Develop CPWG Volcanic Ash Contingency Plan	Consider utilizing the ATM VACP Template in the development of Volcanic Ash Contingency Plan for NOPAC and RTE.	State ATM proposes Volcanic Ash Contingency Plan for Trans-East, NOPAC, & PACOTS as template.	State ATM	JCAB, State ATM & FAA are reviewing and providing comments to the proposed template. Further discussed at VOLKAM15. State ATM to provide update to CPWG/18	Aug 3-5, 2014	Open
CP15-07	Develop CPWG Volcanic Ash Contingency Plan	Formalize teleconference format and process taking into consideration collaborative decision making (CDM).	JCAB provided information on lessons learned from VOLKAM14 and proposed VOLKAM Sheet to share information. VOLKAM15 looking at other options for teleconference format.	FAA JCAB State ATM	This to be discussed and finalized at VOLKAM/15 Update to be provided to CPWG/18	Dec 2014	Open

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CP15-08	Develop CPWG Volcanic Ash Contingency Plan	Provide an update from ATMG with respect to NAT Volcanic Ash Contingency Plan.	Isavia reported that the IVATF agreed to transfer responsibility for volcanic ash avoidance or decision to fly or not fly from ATM to Aircraft Operators. An amendment to PANS ATM was approved and is expected to take effect in November 2014	Isavia	The proposal is still draft and will be presented to NATSPG. An update to be provided to CPWG/18	Dec 2014	Open
CP15-09	Improve Safety	Streamline the process for establishing danger areas through NOTAM process	Discussions are underway for each ANSP to ensure that they establish danger areas within their own FIRs.	NAV CANADA FAA State ATM	Updates to be provided to CPWG/18	Dec 2014	Open
CP16-01	Improve Safety	Monitor the outcomes of the ICAO Communications Failure Coordination Group (CFCG)	NAV CANADA, Isavia and the FAA reported on the discussions of the CFCG.	NAV CANADA Isavia FAA	CFCG proposed last assigned altitude for 20 minutes then follow flight plan. CFCG is awaiting comments before forwarding recommendations to ICAO. Updates on the progress of the CFCG will be presented to CPWG/18	Dec 2014	Open
CP16-02	Improve Efficiencies	Provide information on the Oakland FIR trial for UPRs on PACOTS Track F	FAA reported on a trial an operational trial of UPRs in conjunction with Track F	FAA	FAA to provide update to the Oceanic Working Group and CPWG/18	June 2014 Dec 2014	Open
CP16-04	Improve Efficiencies	Monitor activities of the User Trajectory Planning (UTP) program	FAA reported on the UTP Pre-Oceanic Phase program. Many of the features requested by operators are under consideration and would address gaps/inefficiencies in Oceanic Region.	FAA	Airlines request more details on UTP program. FAA to provide more details on program, and if airline input is needed. Airlines request more details on UTP program and an update during Oceanic Work Group June 2014. Updates on UTP will be presented to CPWG 18	June 2014 Dec 2014	Open

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CP17-01	Develop CPWG Volcanic Ash Contingency Plan	Harmonized process for CHG Message for In-Flight Status Aircraft	JCAB provided information regarding CHG Message and why their ATC facilities do not accept route change intentions by receiving CHG message when inflight aircraft changes route within Fukuoka FIR. Discussion on how other ANSPs and Airlines do this Based on questions to ANSPs and Airlines, and the variation in answers, it was agreed that there is no harmonized process.	JCAB State ATM	<p>ANSPs and Airlines to provide responses to JCAB on the following:</p> <ol style="list-style-type: none"> 1. Does the Flight Data deal with CHG message or is it automatically updated in flight plan? 2. Do dispatchers and the pilot agree with each other when CHG message is sent to ATC facilities? 3. Russia and FAA, do you issue re-route clearance when you receive CHG message from in-flight aircraft? If so, how do they issue clearance when the aircraft change its route outside of the controlled airspace? 4. Is there any disadvantage when an ATC directly receive a route change request from in-flight aircraft? <p>Agreement that there was a need to look at a harmonized process.</p> <p>Develop common procedure for use in VOLKAM/15 Trial and provide update at CPWG/18</p> <p>NOTE: This item was noted to have a direct relationship to CP16-06 and should be cross referenced.</p>	Dec 2014	Open
CP17-02	Develop CPWG Volcanic Ash Contingency Plan	To conduct planning exercise for VOLKAM15		State ATM JCAB FAA	Provide an update to CPWG/18 on preparatory meeting in August.	Dec 2014	

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CP17-03	Develop CPWG Volcanic Ash Contingency Plan	Propose operational procedures for New Route from PK FIR to FUKUOKA FIR for VOLKAM15.	<p>Detouring aircraft on Route which merges into R220 at or above FL300. JCAB is proposing 2 procedures:</p> <ol style="list-style-type: none"> 1. Route merges into R220 – the detouring aircraft would cross boundary between Japan and Russia after descending at or below FL300 in PK. 2. Detouring aircraft merges into R220 at or above FL300 and aircraft cruising on R220 at same altitude has to be rerouted on R580 to avoid duplicate altitude. <p>Propose New Route from PK FIR to Fukuoka FIR</p> <p>west-bound NIPPI-OTLER and NIPPI-NETRI.</p> <p>Based on discussions, propose OMOTO R580 to R220 then NETR.</p>	IATA State	<p>IATA to provide feedback on this procedure.</p> <p>Request State ATM to coordinate with PK ACC if detouring aircraft can descend at or below FL300 in their airspace and enter Fukuoka FIR.</p> <p>Review for possibilities for determining permanent routes between Fukuoka and PK.</p> <p>Update CPWG/18 on 2 procedures that were proposed.</p> <p>JCAB to have sidebar to further discuss proposed route between RFE and NOPAC for VOLKAM exercises in extraordinary circumstances and only for volcanic ash avoidance.</p>	Dec 2014	

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CP17-05	Contingency Plan		Isavia provided IP on its HF Communication Contingency Plan. Discussion on other ANSPs plans.	ANSPs	Provide information on HF Contingency Plan, if applicable.	Dec 2014	
CP17-06	Improve Efficiencies		ATS Route B915 provides significant time and fuel savings but because of military use of FIX LANRI to FIX FX, normal NOTAMs are not issued resulting in last minute changes, reroutes, etc.	State ATM	FL310 and higher will be published and used without restrictions. State ATM will work to make this available. At the segment LANRI to FI. Report at CPWG/18	Dec 2014	
CP17-07 CP17-08 CP17-09	Improve efficiencies		Propose new route LUMES G73 UB B915 FI G212 HAB B150 BIRBO B723 ODEKA R213 MAGIT	State ATM	Review proposal and provide update at CPWG/18	Dec 2014	
			Propose amendments to 3 current routes: IRKAN to BANIT Amend BANIT..ABOMA to DCT to ABOMA TERBO...BERBO or TERBO...PENOK	State ATM	Review Proposal and provide update at CPWG/18	Dec 2014	
			UAL proposes new connection from RUTIN/BALOM to OLDEP to optimize NIKIN to SULOK connection.	State ATM	Review Proposal and provide update at CPWG/18 State ATM to review 3 proposals and provide update at CPWG/18.	Dec 2014	

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CP17-10			State ATM requests FAA to look at lack of departure messages being provided to Russian and JCAB	FAA	Provide update to CPWG/18.	Dec 2014	