

**Twenty-First Meeting of the Cross Polar Trans East Air Traffic Management Providers'
Work Group (CPWG/21)**

(Montreal, Canada, 17-20 May 2016)

Agenda Item 5: Status on CPWG/20 Actions

Update on the Implementation of Anchorage ARTCC's "Sector 64"

(Action Items CP14-11 and CP06-02)

(Presented by the Federal Aviation Administration)

SUMMARY

This paper provides an update on the Federal Aviation Administration's (FAA's) progress towards incorporating the Anchorage Arctic Flight Information Region (FIR) into the Advanced Technologies and Oceanic Procedures (ATOP) automation system and gives operators a preview of changes to associated requirements and benefits.

1 Introduction

1.1. Since CPWG/15, Anchorage Air Route Traffic Control Center (Anchorage ARTCC or "Anchorage Center"), on behalf of the FAA, has been reporting on efforts to bring the Arctic FIR into the Advanced Technologies and Oceanic Procedures (ATOP) automation system. The date for the accomplishment of this goal is now set for June 1, 2016.

1.2. The ATOP system has been operational at Anchorage Center (for the Anchorage Oceanic and western Domestic FIR) since early 2007 and has been instrumental in the implementation of improved Air Traffic Management (ATM) procedures such as reduced longitudinal separation minima and User Preferred Routings (UPRs). With the June 1st Arctic FIR incorporation, FAA is preparing the way for future ATM improvements for Arctic and Cross Polar traffic.

2 Discussion

2.1. Effective at 18:00 UTC on June 1st, Anchorage Center's current "Sector 4" will be subdivided at 73° North Latitude (73°N); the portion north of 73°N will become "Sector 64" using the ATOP system, the portion south of 73°N will remain "Sector 4" using the Flight Data Processor 2000 (FDP2000) system. Figures 1 and 2 below provide graphic descriptions of this new airspace division.

2.2. On June 1st, Anchorage Center will issue an international Notice to Airmen (NOTAM) notifying operators to dual address flight plans for aircraft filing thru the new "Sector 64" airspace. Flight plans will need to be addressed to both PAZNZQZX (the ATOP system address) and PAZAZQZX (the FDP2000 address). This filing requirement, which is already in place for the Anchorage Oceanic FIR, facilitates required data coordination between the two systems.

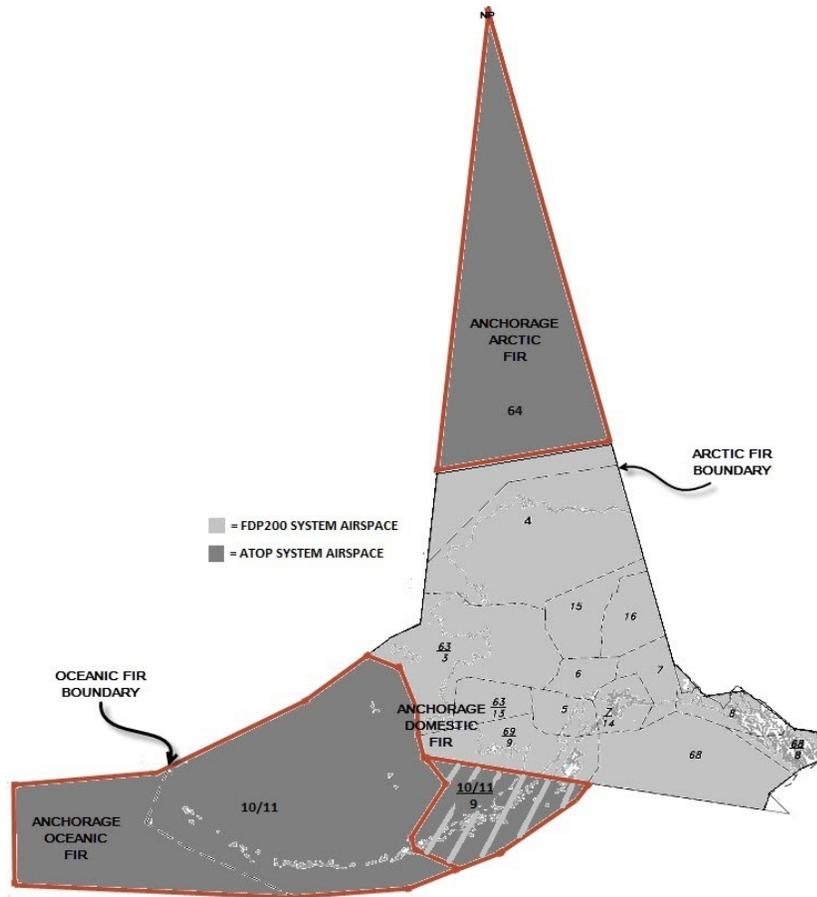


Fig. 1. Anchorage Airspace Automation



Fig. 2. Anchorage Sector 4 and 64 Sectorization

2.3. With Sector 64 in place, Anchorage Center will begin routinely establishing Automatic Dependent Surveillance contracts (ADS-C) with FANS1/A equipped aircraft flying thru the Sector 64 airspace. While Anchorage has been utilizing Controller/Pilot Data Link Communications (CPDLC) in the Arctic for several years, the FDP2000 system was not suitable for ADS-C services. Consequently, without advanced ground infrastructure, discussions with adjoining Air Navigation Service Providers (ANSPs) have been necessarily limited in scope. With ATOP, controllers and operators will benefit from improved position reporting, route conformance monitoring, and eventually, with coordination with adjoining FIRs, the possible use of reduced separation minima. In the near term however, FAA will be working to reduce or eliminate the flight planning restrictions currently in place for the Anchorage Arctic FIR.

2.4. The noted restrictions are created by Anchorage Center's NOTAMs which establish requirements for flight planning routes across the Arctic FIR; e.g. aircraft filing "via DEVID must also file via DEKMO", etc. After the implementation of "Sector 64", and a sufficient time period to collect data, Anchorage Center will be able to combine ATOP's route depiction capability with analysis of historical ADS-C periodic position reports to revise and/or eliminate these requirements. Anchorage Center will provide an update on this effort at CPWG/22.

3 Recommendation

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