

**Twenty-Second Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/22)**

(Paris, France October 25-27, 2016)

Agenda Item 5: Provide Status on CPWG/21 Actions

Action Item List

(Presented by Federal Aviation Administration)

SUMMARY

This working paper presents the Action Item List from CPWG/21, and asks the CPWG members to update the information as appropriate.

1. Introduction

1.1 The Summary of Discussions of the Twentieth Meeting of the Cross Polar Trans-East Air Traffic Management Providers Working Group (CPWG/21) provided an updated Action Item List. This list is provided as Attachment A.

2. Action by the Meeting

2.1 The meeting is invited to update the Action Item List for inclusion in the CPWG/21 Summary of Discussions.

Attachment B

CPWG/21 Action List and PPT Actions

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		FAA/State ATM	Work is in progress and update at CPWG/22	Fall 2016	Open
CP04-31	Improve Efficiencies	Implement use of radar procedures between Magadan ACC and Anchorage ARTCC	Radar expected to be commissioned in mid-2017. State ATM reported that the target date for implementation of radar procedures is 2018.	State ATM	Update to be provided at CPWG/22	Fall 2016	Open
CP06-02	Improve Efficiencies	Implement ATOP in the Arctic FIR	Current ZAN Sector 4 will split at 73N, with ATOP Sector 64 handling airspace north of 73N effective 1 June 2016 at 1800Z. NOTAM with FP addressing information to be issued.	FAA	Update on status at CPWG/22	Fall 2016	Open
CP07-02	Improve Efficiencies	Add additional entry/exit fixes on the FIR boundaries	State ATM opened two additional entry/exit points on LETUN and BEKAR. Additional entry exit LISKI and FRENK. Three additional fixes and four airway segments added 602427N/1685824W--RUPIS-OSKON; 682642N 1685824W-LORKI; 682642N 1685824W-BETAM-OGEMA-RAMKA; 672752N 1685824W-NB. Expected publication and implementation late 2016-early 2017.	State ATM/FAA	Update to be provided to CPWG/22	Fall 2016	Open

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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 Continuing dialogue with JCAB and State ATM to update LOAs.	JCAB /State ATM/FATA	Update to be provided to CPWG/21 Proposed LOA under review by FATA and will update at the next meeting. Update at CPWG/22	Fall 2016	Open.
CP10-13	Improve Communications	Expand CPDLC/ADS-C capability for Magadan FIR and install CPDLC/ADS-C at Murmansk.	By 2018, Murmansk will be phased out and airspace will be absorbed by St. Petersburg. No current plans to implement ADS-C or CPDLC at St. Petersburg but State ATM will evaluate and advise on status at next CPWG.	State ATM	Update at CPWG/22.	Fall 2016	Open
CP12-04	Improve Efficiencies	Monitor changes to Track Advisory Users Guide	Two new fixes added and Information is available on either ZAN or ZOA websites.	FAA	Updates at CPWG/22.	Fall 2016	Open
CP12-06	Improve Efficiencies	Coordination between State ATM and ATMB	State ATM presented WP/08 with three suggested routes- HRB-493236N/1281936E-AMERA-VZ; SIMLI-HRB; RITEK-425025N/1182854E-HLD ATMB noted that parallel route structure would enhance safety at SIMLI. However, the proposal is in conflict with the ongoing work of Chinese airspace restructure, which will require further evaluation from both sides. State ATM and ATMB agreed that they would like to have further technical discussion on a bilateral basis.	State ATM/ATMB IATA	Updates to be provided at CPWG/22.	Fall 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP14-02	Improve communications	Establish flight data exchange between facilities	State ATM will work with Sapporo to implement AIDCTBD. Magadan / Anchorage AIDC will be implemented after Sapporo	State ATM/ FAA/JCAB	Updates to be provided to CPWG/22	Fall 2016	Open
CP14-11	Improve Efficiencies	Eliminate restrictions where possible	Eliminate requirement to flight plan over named or lat/long fixes at 141W Further evaluation and consideration following implementation of ZAN Sector 64.	FAA	Update at CPWG/22	Fall 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP14-12	Improve Efficiencies	<p>Consider expanding trial for ADS-C CDP to ZAN airspace.</p> <p>FAA has released its T24 ATOP software update to all three oceanic facilities. Software is currently undergoing evaluation/field testing. The ADS-C CDP was approved by the ICAO Air Navigation Council as a global standard and will be published in the Doc. 4444 November 2016</p>	<p>A State Letter is forthcoming from ICAO pending translation into the various ICAO languages. Once the FAA receives the State Letter, it will implement ADS-C CDP in all three oceanic FIRs following controller training and facility step-up to T24. For Oakland, this is expected in mid-Summer 2016. Both Anchorage and New York anticipate implementation in Fall 2016.</p> <p>As with ADS-C CDP, ADS-B ITP software is also included in the T24 build. ADS-B ITP is already an approved global standard but facilities are planning to implement ADS-B ITP in conjunction with ADS-C CDP, with timelines as noted above.</p>	FAA	Update at CPWG/22	Fall 2016	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.	JCAB and State ATM expect progress on agreement between Fukuoka and Magadan FIR in in 2016.	State ATM JCAB FAA/ZAN NAV CANADA	Based on results from VOLKAM16 Fukuoka and Magadan will work on VOLKAM exercise LOA with possibility of a permanent LOA and permanent routes in 2016. State ATM	May 2016	Open

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CP16-01P (was PP06-03)	Zero track load times		<p>State ATM would like ZAN to continue to work toward zeroing track load times for all routes</p> <p>ZAN has zero fix load times for all RTE fixes. ZAN will continue evaluation of zero fix load times within the Arctic FIR.</p>	FAA	<p>ZAN to continue assessing opportunities.</p> <p>Update CPWG/22</p>	Fall 2016	Open
CP17-10			<p>State ATM requests FAA to look at lack of departure messages being provided to Russian and JCAB</p> <p>State ATM provided information to FAA showing current status of DEP messages. Vast improvement from initial request but still some areas of improvement.</p>	FAA	<p>State ATM and JCAB to continue to provide data for further tracking and resolution. FAA has requested that data base detailed as possible, including departure point, call signs, and dates.</p>	Fall 2016	Open
CP18-02		Harmonized process for coordination of route changes to In-Flight Aircraft and issues with use of CHG messages	<p>FAA provided suggested guidance/best practices in order to streamline process. Airlines noted that recommended procedures may still be problematic and further work should be undertaken, including requesting guidance from ICAO on which messages should be used by operators. There is currently no clear guidance within ICAO Docs., Supps., etc.</p>	All ANSPs IATA	<p>FAA to reach out to ICAO Montreal for further assistance on PANS-ATM and guidance across different FIRs. Update at CPWG/22.</p>	Fall 2016	Open

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CP18-03P (was PP08-02)	Collect traffic count data for Arctic, Anchorage/RTE, and NOPAC		IATA has requested more detailed traffic count information for the NOPAC, Anchorage/RTE, Arctic fixes. Specifically, a breakdown of traffic by hour and days of the week is requested. Determined that traffic count information was only needed from ZAN.	IATA/ANSPs	IATA and ZAN to continue evaluation of data. Update at CPWG/22.	Fall 2016	Open
CP18-04P (was PP08-03)	UPR Expansion		IATA request that the FAA consider allowing UPRs westbound to Russian FIR boundary fixes or both the Magadan and Petropavlovsk boundaries. The relevant fixes are ERNIK, RUSOR, BESAT, BAMOK, KOKES, LUMES, and KUNAD. If possible the UPRs would not require using any ATS routes within ZAN airspace.	IATA/FAA	Anchorage will re-evaluate restrictions and UPR status on a regular basis through a collaborative work group with operational personnel at the facility approximately every six months.	Fall 2016	Open
CP18-05P (was PP08-04)	UPR Expansion		IATA request that Russia consider an extension of the UPR expansion proposal in PP08-03 by allowing UPRs westbound from the Anchorage FIR boundary (LAT/LONs) to named waypoints along ATS routes within Russia Oceanic airspace. Consider implementation of flexible tracks between approved entry and exit points within the RTE region on a daily basis.	IATA/State ATM	Ongoing discussions with FATA related to legislative changes. Additional considerations with Magadan ACC and CPDLC/ADS-C service. Update at CPWG/22.	Fall 2016	Open

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CP18-07P (was PP08-06)	Improve Efficiencies		Provide information on the Oakland FIR UPR trial with PACOTS Track F	FAA	UPR trial in conjunction with Track F has been successful and without issue. Update on PACOTS Track F Trial at CPWG/22.	Fall 2016	Open
CP19-02	Improve Efficiencies		<p>Following simplification of Form R process, IATA followed up with additional requests:</p> <ol style="list-style-type: none"> 1. Consider electronic filing of R Forms via SITA or email. State ATM request IATA Moscow Office submit letter to FATA for trial via SITA. UAL and Emirates to participate. 2. United also requested 40 day timeframe for approval be reduced to 20- days 3. airlines needed to participate in trial IATA Moscow representative to follow up with FATA. 	IATA	<p>State ATM established WG to look at Form R options and either continue with current Form R or move to RPL. Based on discussions, Airlines desire to use electronic Form R instead of paper R forms. .</p> <p>An update to be provided at next CPWG meeting.</p>	Fall 2016	OPEN
CP19-07P (was PP09-03)	UPR Expansion		Consider operator desired areas for UPR expansion/implementation	IATA	Ongoing- IATA to hold further discussions with operators and to develop short, mid, and long-term goals for Pacific Project.	Fall 2016	Open

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CP20-01			Isavia noted Antoya Space Center planned launch activity over a three week period over a large portion of airspace. Through collaborative efforts, Isavia and the space center were able to develop a LOA that assisted in mitigating the impact on ATC and operators.	All ANSPs	ANSPs to provide updates on recent launch activities as necessary.	Fall 2016	Ongoing
CP21-01				FAA	Coordinate with ICAO EURNAT Office on movement of PPT as a stand-alone into CPWG work program	Fall 2016	Open
CP21-02	Develop CPWG Volcanic Ash Contingency Plan		NAT Doc. 006.final draft developed with expected approval	ISAVIA	Provide updates on volcanic ash exercises using EURNAT VACP (NAT Doc. 006).	Fall 2016	Open