

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

(Paris, France 25-27 October 2016)

Agenda Item 2: Administrative Matters

**Amendment to the
Cross Polar Trans-East ATM Working Group
Terms of Reference**

(Presented by the Federal Aviation Administration)

SUMMARY

This working paper presents proposed amendments to the Cross Polar Trans-East Air Traffic Management Work Group (CPWG) Terms of Reference (TOR) for the Group's consideration and approval.

1. Introduction

1.1 This working paper presents amendments to the CPWG TOR based on discussions and conclusions agreed to during the Twenty-First Meeting of the CPWG (CPWG/21) for the Group's consideration and approval.

1.2 This working paper also presents amendments to the CPWG TOR to accommodate the change in emphasis to performance based requirements, as driven by the Global Air Navigation Plan (GANP, Doc 9750), and to take account of the Global Aviation Safety Plan (GASP).

1.3 In addition a recommendation is made to amend the CPWG schedule as an annual meeting with the CPWG Provider Meeting (PM) to be conducted bi-annually, once in conjunction with the full CPWG and once as a PM only.

2. Discussion

2.1 During CPWG/21, Federal Aviation Administration (FAA) and International Air Transport Association (IATA) co-authored Working Paper 9 (WP09) proposing to merge the Pacific Project Team (PPT) from a stand-alone meeting into the CPWG work program.

2.2 Included in WP09 was a proposed Action Item list that incorporated PPT actions into the CPWG action list, with special notation of actions arising from the work of the PPT. IATA and FAA asked that the meeting endorse the proposal to move the PPT into the CPWG regular work program; the meeting agreed to the proposal and the recommendations of WP09 were adopted.

2.3 Accordingly, the CPWG TOR needs to be amended to reflect this change to the CPWG regular work program.

2.4 Amendments to the CPWG TOR are recommended to accommodate the change in emphasis to performance based requirements, as driven by the Global Air Navigation Plan (GANP, Doc 9750), and to take account of the Global Aviation Safety Plan (GASP).

2.5 In consideration of the most effective use of organizational resources and how best to ensure the CPWG will continue to leverage its considerable expertise in the most efficient way possible, a recommendation is made to amend the CPWG schedule as an annual meeting with the CPWG PM to be conducted bi-annually, once in conjunction with the full CPWG and once as a PM only.

2.6 Maintaining the CPWG PM as a bi-annual meeting will ensure the work program of the CPWG continues to support safety and efficiency initiatives. The proposed tasks associated with each action item will continue to be worked between the annual CPWG meetings with progress updates provided at the full meetings. A call for stand-alone PM agenda items will go out to the full CPWG to highlight any issues that should be considered or addressed by the PM. Minutes from the stand-alone PM meeting would be published to ensure that operators maintain awareness of initiatives and any agreements made.

2.7 Proposed amendments are reflected in the revised TOR at Appendix A. Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

3. Action by the Meeting

3.1 The meeting is invited to:

- a. review the information contained in this Working Paper and
- b. endorse the information provided in this Working Paper.

Cross Polar Trans-East ATM Working Group Terms of Reference

Introduction

The Cross Polar Trans-East Air Traffic Management (ATM) Working Group (CPWG) provides a forum to improve the provision of air traffic services (ATS) to aircraft which operate between North America and Asia via Cross Polar and Russian Trans East routes. The CPWG shall be composed of Air Navigation Service (ANS) provider representatives from Russia, Canada, Iceland, Mongolia, Norway, Denmark, Japan, China and the United States (US) and representatives from international organizations representing airspace operator groups *e.g.*, the International Air Transport Association (IATA) ~~and International Business Aviation Council (IBAC)~~ that operate in the subject airspace.

The CPWG is recognized by the International Civil Aviation Organization (ICAO) Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS) and provides updates to each meeting on current initiatives and accomplishments.

Although the CPWG will focus primarily on Cross Polar and Trans-East airspace issues, in order to promote seamless, efficient and safe ATS, representatives from other organizations and ANS providers, ~~including, but not limited to Mongolia~~ such as ~~and~~ Kazakhstan may also be invited to participate in CPWG activities, as appropriate.

Purpose and Scope of Work

The CPWG addresses Cross Polar and Russian Trans East aviation issues focusing on continued improvements to operational efficiency through enhanced coordination, harmonized procedures and implementation of new technologies. Members work cooperatively to accomplish the WG activities, which may include:

1. Promotion and education of ATM and/or communications, navigation, surveillance (CNS) initiatives and associated technologies designed to improve safety, increase operational and economic efficiency and/or capacity, and harmonize ANS;
2. Promotion and education of ICAO Performance Based Communication and Surveillance (PBCS) requirements and aircraft eligibility for performance-based horizontal separation;
3. Development and implementation of new ATS routes and/or tracks in and connecting to the Arctic and adjacent airspace, and those with entry/exit points on Flight Information Region (FIR) boundaries;
4. Development of air traffic flow management (ATFM) procedures designed to improve capacity/efficiency and overcome existing limitations; ~~and~~
5. ~~Support the activities of the Pacific Project within CPWG~~ Sharing information on plans for enhancing compatibility of air traffic operations and systems;

The CPWG is cognizant of other international bodies, both long standing as well as newly formed, which share many of its concerns and goals. The CPWG is committed to working cooperatively with these groups and is prepared to share its expertise as, and when, requested. Correspondence between the groups will include the dissemination of CPWG meeting minutes to ensure thorough coordination of efforts.

Meeting Schedule

The CPWG meetings will normally be scheduled for approximately ~~five~~ ~~three~~ days and will take place bi-annually or as needed. Locations of the meetings will vary. The length and timing of each meeting may be adjusted to accommodate the work program. Work may also be conducted via other methods such as conference calls and/or electronic mail. The CPWG Provider Meetings will normally be scheduled bi-annually, or as needed, once to coincide with the full CPWG meeting and once in-between the full CPWG meeting.

Management of Meetings

The US will be responsible to facilitate each CPWG meeting. ANS providers from Russia, Canada, Iceland, Norway, Denmark, Japan, China, Mongolia, US and other States will provide points of contact to coordinate issues on behalf of each ANS provider. The facilitator will ensure that the outcomes of each meeting, including follow-up action items, are documented and distributed to participants in a summary. Notes, briefings and action items will be made available electronically to the greatest extent possible. The Operators, IATA, Russia, Canada, Iceland, Norway, Denmark, Japan, China, Mongolia and the US will share joint responsibilities for collaboratively developing and maintaining a comprehensive work program including target dates and milestones to be achieved.

Hosting responsibilities will be shared amongst the Operators, IATA and ANS Providers *i.e.*, U.S., Russia, Canada, Norway, Japan, Denmark, China, and Iceland. The Host will be responsible for organizing and funding logistical arrangements for the meeting. Meeting attendees will be responsible for the cost of travel, meals and related personal expenses incurred by meeting attendance.

The working language of the meeting will be English and meeting documentation will be provided in English. If needed, interpretation services will be provided by the parties requiring interpretation.