**Eleventh Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group (CPWG/11)**

(St. Petersburg, Russia, 7-10 June 2011)

**Agenda Item 4: Provide Status on CPWG/10 Actions**

**LOSS OF COMMUNICATIONS PROCEDURE AMENDMENT**

**(Action Item # CP06-03)**

(Presented by International Civil Aviation Organization)

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| SUMMARY  This paper provides the International Civil Aviation Organization (ICAO) response to the Cross Polar Trans East Air Traffic Management Providers’ Work Group **(**CPWG) on its proposal for amendment of the North American (NAM) Regional Supplementary Procedures (Doc 7030). |

1. **Introduction**

# The Cross Polar Trans East Air Traffic Management Providers’ Work Group(CPWG) put forward a proposal to amend Doc 7030 on procedures for Loss of Communications. The proposal was supported by the various groups present at the meeting.

# During CPWG/7 a proposed amendment to the North American (NAM) Regional Supplementary Procedures (Doc 7030) was presented on the procedures of loss of communication. The purpose of this amendment had been to ensure that the NAM procedures were harmonized with the Pacific procedure for all Arctic airspace. Subsequent to the meeting, concerns were raised within the Federal Aviation Administration (FAA) regarding the procedure for aircraft to stay at the last assigned altitude and last assigned speed.

# During the discussion it was noted that the International Civil Aviation Organization (ICAO) Doc 4444 called for aircraft to maintain their last assigned altitude and speed for a period of 20 minutes before proceeding with their flight planned altitude and speed.

# The International Air Transport Association (IATA) expressed concerns about different procedures in different regions, but would accept this procedure for the Arctic Region. FAA, NAV CANADA, State ATM, ISAVIA and Avinor all confirmed that they would expect aircraft losing communications to remain at the last assigned altitude and last assigned speed as proposed. FAA agreed to submit the proposed amendment to ICAO for approval.

# In early 2010, ICAO Headquarters became aware of this proposal and informed various stakeholders, including IATA Headquarters and the International Federation of Airline Pilots' Association (IFALPA). Neither group supported the proposal as written. ICAO Headquarters suggested that a meeting be held with the FAA, NAV CANADA, IATA and IFALPA to further discuss the issue.

1. **Discussion**

2.1 On 28 April 2011 a meeting was held at ICAO Headquarters to discuss the proposal submitted by the CPWG. The FAA, NAV CANADA, IATA, IFALPA, ICAO NACC Regional Office as well as ICAO Headquarters participated in the meeting. Some participants were present at ICAO Headquarters while others participated via teleconference.

2.2 During the meeting, the participants took time to review the various ICAO documents dealing with communications failure and everyone had a chance to express their views and/or concerns on this topic.

2.3 For the CPWG proposal to make it into Doc 7030, support from the users was necessary. It quickly became obvious that both IATA and IFALPA were not ready to support the proposal, and ICAO Headquarters also had a number of concerns with the proposal.

2.4 The group was of the opinion that based on the very unlikely event of a communications failure, combined with the low traffic density on the Polar routes, the situation did not warrant an urgent reaction.

* 1. During the meeting, IFALPA and IATA indicated that they would support a global revision to harmonizing loss of communication procedures via a revision to Annex 2. It was stated that in today’s environment, the probability of a total loss of communications was a low probability and would support an amendment on the basis that the pilot must maintain their last assigned route, altitude, and mach number.
  2. The group concluded that the way forward would be to modify the provisions of Annex 2 related to loss of communications. ICAO will determine the appropriate body to address this modification. The objective would be to present this for approval at the 12th Air Navigation Conference in November 2012.

1. **Recommendation**

3.1 The meeting is invited to:

* 1. review the information contained in this Working Paper; and
  2. endorse the information provided in this Working paper.