

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

(Paris, France 16-19 December 2014)

Agenda Item 3: Summary of Pertinent Issues from the ANSPs Meeting and Other Relevant Meetings

**CROSS POLAR TRANS-EAST AIR TRAFFIC MANAGEMENT PROVIDERS WORKING  
GROUP (CPWG) INITIATIVES**

*(Presented by the United States)*

**SUMMARY**

This paper presents information on the initiatives accomplished by the Air Navigation Service Providers (ANSPs) of the Cross Polar Trans-East Air Traffic Management Providers Working Group (CPWG) since the 3<sup>rd</sup> Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/3) meeting in October 2010.

**1. Introduction**

1.1 This paper was presented at the 4<sup>th</sup> Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/4) meeting held in October of this year. It provides information on the initiatives accomplished by the Air Navigation Service Providers (ANSPs) of the Cross Polar Trans-East Air Traffic Management Providers Working Group (CPWG) since the 3<sup>rd</sup> Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/3) meeting in October 2010.

**2.0 Recommendation**

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





*International Civil Aviation Organization*

**Fourth Trans-Regional Airspace & Supporting ATM Systems  
Steering Group (TRASAS/4)**

(Bangkok, Thailand, 29-31 October 2014)

**Agenda Item 2: Work Currently Underway to Enhance the ATS Route Network**

**CROSS POLAR TRANS-EAST AIR TRAFFIC MANAGEMENT PROVIDERS WORKING  
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**SUMMARY**

This paper presents information on the initiatives accomplished by the Air Navigation Service Providers (ANSPs) of the Cross Polar Trans-East Air Traffic Management Providers Working Group (CPWG) since the 3<sup>rd</sup> Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/3) meeting in October 2010.

**1. INTRODUCTION**

1.1 In late 2006, the Federal Aviation Administration (FAA) and Federal Air Transport Authority (FATA) met bi-laterally for discussions in Washington, D.C. One of the items discussed was the Russian American Coordinating Group for Air Traffic Control (RACGAT). Both FATA and FAA noted that the work and effort by the participants of RACGAT had resulted in great achievements and successes including opening of the Trans East and Cross Polar routes through Russian airspace. RACGAT was a beneficial forum for its members but, because of organizational restructuring and changes in participants, the group had not met since October 2003.

1.2 Industry and ANSPs agreed that there was a need to have a forum for operators and providers to meet and discuss issues, concerns and continued international cooperation for the polar region. Because of that, several key players from the U.S., Canada and Russia, along with airlines that flew the polar routes, met in 2006 and established the Cross Polar Trans-East Air Traffic Management (ATM) Providers Working Group (CPWG).

**2. BACKGROUND**

2.1 The Cross Polar Trans-East Air Traffic Management (ATM) Providers' Working Group (CPWG) provides a forum where air navigation service providers (ANSPs) and operators meet to address operational issues and develop solutions related to the provision or use of air traffic services for the Cross Polar and Russian Trans East (RTE) traffic flows. The CPWG works to identify, design and implement short and mid-term solutions to ATM issues and to gain efficiencies including the development of routes. The CPWG is facilitated by the FAA and meets biannually at locations determined through group consensus. The CPWG is composed of representatives from the ANSPs for

Russia, Canada, Iceland, Norway, Japan, China, Mongolia, the U.S., Kazakhstan and international organizations, such as the International Air Transport Association (IATA), representing the airlines that operate in the Polar and RTE airspace.

### 3. DISCUSSION

3.1 Since the initial meeting in 2006, the CPWG has met 17 times and has grown from four to nine participating ANSPs. The work and meetings continue to result in eliminating restrictions, establishing more efficient fixes and routes, and revising procedures as appropriate.

Below are some accomplishments since the 3<sup>rd</sup> TRASAS meeting in October 2010:

#### Reduction and Harmonization of Separation Standards in International Airspace:

- Implemented RVSM FL290-410 (Russian FIRs)
- Implemented reductions in lateral separation based on aircraft equipage (Anchorage Oceanic FIR (30NM))
- Implemented reductions to longitudinal separation based on aircraft equipage (Anchorage Oceanic FIR (30NM))

#### Improved/Increased Efficiencies for Cross Polar and Russian Far East Air Traffic

- Harmonized procedures for ATS Route B932
- Improved efficiency on Russian Trans East and Cross Polar Routes
  - Reduced track loading to 10 minutes for Cross Polar fixes
  - Permanently (as of FEB 2013) reduced track loading for RTE fixes PILUN and south/west to zero minutes
  - Made Tactical Re-Routes Available for Daily Operations
- Added entry/exit fixes on Reykjavik/Russian FIR Boundary
- Added entry/exit fixes on Bodo/Murmansk FIR Boundary
- Improved Air Traffic Flow through NOPAC/RTE by reducing UPR restrictions
- Improved ATFM Collaboration
- Implemented / Implementing AIDC/OLDI for Data Exchange
  - Anchorage Arctic and Edmonton FIR (AIDC) (NAM)
  - Anchorage Oceanic and Fukuoka FIR (AIDC)
  - Anchorage Continental and Vancouver FIR (AIDC) (NAM)
  - Reykjavik and Bodo FIRs (AIDC) planned March 2015
  - Reykjavik and Edmonton FIR (AIDC)
  - Reykjavik and State ATM in discussion
  - State ATM and JCAB (for UHPP and RJJJ FIRs) in discussion
  - State ATM and FAA (for UHMM and PAZA FIRs) in discussion
  - State ATM and FAA (for UHPP and PAZA FIRs) early planning

#### Cross-Regional/Harmonization Initiatives Completed or Ongoing

- Harmonization of RVSM Transition Procedures
- Volcanic Ash Incident Response Development
  - Cross-regional Volcanic Ash Exercises (VOLKAM) between Russia, Japan and the US (ICAO EURNAT, ICAO APAC, & ICAO NACC Offices)
- Space Weather Awareness (HF Impact)
  - Developed CPWG Space Weather User Requirements.

- Safety Improvement
  - Developed Arctic ATM Operational Contingency Plan

#### **4. CONCLUSION**

4.1 The CPWG continues to provide a forum for ANSPs, operators and industry to discuss issues and requests and through which to work collaboratively to effect solutions for the cross polar and Russian trans-east regions. The FAA would like to acknowledge the support of the ANSPs (State ATM Corporation, NAV CANADA, JCAB, ISAVIA, AVINOR, MCAA, and Kazaeronavigatsia). The FAA would also like to acknowledge ICAO and the TRASAS for its continued support of its efforts and work program and looks forward to continued cooperation by its members for greater efficiencies in the Cross Polar Region.

#### **4.2 Action(s) by the meeting**

- a. The meeting is invited to note the information provided in this paper.



