

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

(Paris, France, 16-19 December 2014)

Agenda Item 5: Provide Status on CPWG/17 Actions

Update on the Advanced Technologies and Oceanic Procedures "Ocean 21" (ATOP/OC21) Automation Platform

(Action Item #CP06-02)

(The Federal Aviation Administration)

SUMMARY

This paper presents information regarding the Federal Aviation Administration's (FAA's) effort to bring the Anchorage Arctic Flight Information Region (FIR) under the Advanced Technologies and Oceanic Procedures "Ocean 21" (ATOP/OC21) automation platform.

1 Introduction

1.1. The Federal Aviation Administration first implemented the ATOP/OC21 automation platform at the Anchorage Air Route Traffic Control Center (ZAN ARTCC) in March 2007. The initial implementation brought the Anchorage Oceanic FIR and a portion of the Anchorage Domestic FIR into the system. Since that time, FAA has been planning to also bring the Anchorage Arctic FIR into ATOP. As reported at previous CPWG meetings, some new progress is underway towards this goal. This paper updates that information.

2 Discussion

2.1. As reported during CPWG/17, offline testing between Anchorage ARTCC's two automation platforms, ATOP and Flight Data Processor 2000 (FDP2K), demonstrated satisfactory system interoperability and the optimal airspace between the two systems has been set at 73 Degrees North Latitude.

2.2. Additional testing has identified a few minor, but necessary, software updates which must be accomplished prior to actual implementation. Delivery of these updates is projected in first quarter CY2015 and implementation of Anchorage "Sector 64" is planned for late second quarter CY2015.

3 Recommendation

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