

**Twentieth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/20)**

(Anchorage, Alaska 26-29 October 2015)

Agenda Item 5: Provide Status on CPWG/19 Actions

Action Item List

(Presented by Federal Aviation Administration)

SUMMARY

This working paper presents the Action Item List from CPWG/19, and asks the CPWG members to update the information as appropriate.

1. Introduction

1.1 The Summary of Discussions of the Eighteenth Meeting of the Cross Polar Trans-East Air Traffic Management Providers Working Group (CPWG/19) 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/19 Summary of Discussions.

CPWG/19 Action List

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	State ATM and FAA reported on the status of the ATFM Annex and LOA. Will be discussed bilaterally.	FAA/State ATM	Work is in progress to update the agreement and coordinate with FAA AGC for signing in Spring 2015. An update at CPWG/20.	Oct 2015	Open
CP04-31	Improve Efficiencies	Implement use of radar procedures between Magadan ACC and Anchorage ARTCC	State ATM reported that the target date for implementation of radar procedures is 2018. Power supply issues addressed and work ongoing. Dependent on weather but estimated implementation is on target for 2018	State ATM	Update to be provided to CPWG/20	Oct 2015	Open
CP06-02	Improve Efficiencies	Implement Ocean 21 in the Arctic FIR	Anchorage ATOP "Sector 64" planned for implementation 2 nd quarter of 2015 with additional testing.	FAA	The FAA will provide an update to CPWG/20.	Oct 2015	Open

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CP07-02	Improve Efficiencies	Add additional entry/exit fixes on the FIR boundaries	State ATM opened two additional entry/exit points on ZAN/Magadan boundary (BARIP, SALET) effective from November 13, 2014. The coordination with the interested airlines is underway to consider the possibility of establishing two more entry/exit fixes (between PINAG and NIKIN and between BARIP and AMATI)	State ATM/FAA	Update to be provided to CPWG/20	Oct 2015	Open
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.	JCAB /State ATM/FATA	Update to be provided to CPWG/20 Proposed LOA under review by FATA and will update at the next meeting.	Oct 2015	Open.
CP10-13	Improve Communications	Expand CPDLC/ADS-C capability for Magadan FIR and install CPDLC/ADS-C at Murmansk.	ADS-C/CPDLC services were expanded for all Magadan sectors in 2014 A CPDLC/ADS-C Workstation will also be added at Murmansk ACC in 2018.	State ATM	Magadan has ADS-C/CPDLC in all sectors. AIP amendment in process but is operational. Currently used as backup comm/surveillance method. Murmansk is scheduled for 2018. State ATM to provide an update on Murmansk work station at CPWG/20	Oct 2015	Open

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CP10-14	Improve Efficiency	Provide information on minimum level of service maintained outside operational hours for emergency diversions	<p>State ATM provided updates on Russian enroute alternate airports of interest.</p> <p>Issue with some airfields being moved to Book 2 of AIPs. Airfields can still be used for emergency situations.</p> <p>United Airlines requested information on 24 hour contact information.</p>	State ATM IATA	<p>IATA was requested to send an official letter to FATA to clarify the procedure for using the airports included in Book II of the Russian AIP for emergency landings.</p> <p>Proposed circular prepared after last meeting and submitted to FATA. FATA deferred to higher authority (transport ministry) and is currently awaiting additional guidance. Other airfields may be available and procedures outlined in AIP. IATA advised that they met with FATA prior to this meeting are optimistic that FATA will approve the AIC.</p> <p>Updates to be provided to CPWG/20</p>	Oct. 2015	Ongoing
CP12-04	Improve Efficiencies	Monitor changes to Track Advisory Users Guide	ZAN reported that there had been no changes to the TAUG since the last meeting. Once State ATM provides the 2 new fixes, changes will be made to the TAUG.	FAA	FAA will provide updates on the TAUG at CPWG/20.	Oct 2015	Open

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CP12-06	Improve Efficiencies	Coordination between State ATM and ATMB	During CPWG/12, it was agreed to pursue proposal for a new entry/exit point east of SIMLI. United Airlines suggested that W223 westbound, which is now a domestic route, be made an international route.	State ATM/ATMB IATA	This is a bilateral issue to be discussed outside of CPWG. State ATM has not been able to meet with ATMB. No progress but hopeful to resume talks with ATMB soon. Update at next meeting. IATA will send Beijing Rep to meetings to endeavor to increase ATMB participation. Thanked JCAB for their work to secure visa letters. Looking at other venues to engage and encourage ATMB participation at CPWG.	Oct. 2015	Open
CP14-02	Improve communications	Establish flight data exchange between facilities	State ATM will work with Sapporo to implement AIDC in 2018. Magadan / Anchorage AIDC will be implemented after Sapporo in 2018 Vancouver/Oakland: Successful test conducted early May with expected operational readiness on 28 May 2015.	State ATM/ FAA/NAV CANADA	Updates to be provided to CPWG/19 AIDC between Khabarovsk and Sapporo in 2018. Anchorage and Magadan will sometime after 2018. .	Oct 2015	Open
CP14-08	Improve Efficiencies	Improve flexibility of military airspace	NAV CANADA presented information on the efforts underway to cooperatively share the Cold Lake military airspace. .	NAV CANADA	NAV CANADA to provide update to CPWG/19 Work ongoing with Cold Lake. CY204 is being released periodically and ATC is tactically providing reroutes	Oct 2015	OPEN

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CP14-11	Improve Efficiencies	Eliminate restrictions where possible	Eliminate requirement to flight plan over named or lat/long fixes at 141W	FAA	Update to be provided to CPWG/20	Oct 2015	Open

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P14-12	Improve Efficiencies	Consider expanding trial for ADS-C CDP to ZAN airspace	<p>FAA provided update on the status of the ADS-C CDP trial.</p> <p>IATA requested that FAA expand the ADS-C CDP trial in ZOA airspace to ZAN airspace. Trial ended in February 2013. ADS-C CDP currently being automated with implementation in 2016.</p> <p>Software scheduled for release in January-February 2016. ICAO process to integrate as a standard on track for publication in 2016. Expected that procedure will be available /implemented in all three FAA Oceanic FIRs in mid-2016.</p> <p>NAVCANADA will not be implementing ADS-C CDP</p> <p>JCAB is studying ADS-C CDP</p> <p>State ATM noted that it was not in their implementation plans</p> <p>On track for FAA.</p> <p>IATA requested information from JCAB on status of plans to consider ADS-C CDP.</p> <p>JCAB noted that they are beginning study now but no timeline to implement.</p> <p>United noted that Canada mentioned they may be willing to consider during</p>	FAA	Update at CPWG/20	Oct 2015	Open

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CP15-03	Improve Efficiencies	Provide information on RTE and Arctic FIR traffic count data	FAA presented traffic count data over RTE and Arctic FIR fixes.	IATA	IATA requested additional data for traffic counts. The FAA is not able to provide this information until IATA provides specific details. ZAN and IATA to discuss bilaterally and provide update.	Oct 2015	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.	State ATM proposes Volcanic Ash Contingency Plan for Trans-East, NOPAC, & PACOTS as template. JCAB and State ATM expect progress on agreement between Fukuoka and PK FIR in early 2016.	State ATM JCAB FAA/ZAN NAV CANADA	JCAB, State ATM & FAA are reviewing and providing comments to the proposed template. Draft Guide was also submitted to TRASAS/4 meeting and work effort endorsed. State ATM noted that ICAO wants to develop a single Volcanic Ash contingency plan for EURNAT. Since Russian airspace spans European and other regions, they are seeking clarity from ICAO about ongoing work they are doing reference VOLKAM contingency plan.	Oct. 2015	Open

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CP15-08	Develop CPWG Volcanic Ash Contingency Plan	Provide an update from ATMG with respect to NAT Volcanic Ash Contingency Plan.	Isavia reported that the IVATF agreed to transfer responsibility for volcanic ash avoidance or decision to fly or not fly from ATM to Aircraft Operators. An amendment to PANS ATM was approved and is expected to take effect in November 2014	Isavia	Isavia provided information on exercise done and they had issued a NOTAM and the MET office issues SIGMETs based on volcanic ash concentrations. Some concerns regarding SIGMETs. Isavia to provide update on any additional exercises at CPWG/19. Conducted two large exercises since last CPWG but have smaller monthly exercises ongoing. Discussed ongoing work for ICAO EURNAT Volcanic Ash Task Force. Will provide update at CPWG/20/	Oct. 2015	Open

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CP15-09	Improve Safety	Streamline the process for establishing danger areas through NOTAM process	<p>Discussions underway to limit negative impact and pre-coordinate danger areas with ANSPs. Need to develop process. Some issues with recent Norwegian Space Agency launch in November 2014.</p> <p>Affected ANSPs will coordinate comments and feedback to space agency and develop harmonized process for the next campaign scheduled for November 2015. Look at process developed by ZOA to ensure harmonization. FAA to coordinate with Commercial Space Office to provide additional information/assistance.</p> <p>ICAO to provide any resulting guidance from the HLSC in February 2015 and Space Forum in March.</p>	NAV CANADA FAA State ATM Norway Isavia ICAO EURNAT	<p>FAA presented IP on collaborative process used to work with launch proponent to mitigate the impact of their operations on other airspace users. Illustrated process used by Oakland Center to analyze request and mitigate as much impact to aircraft operators as possible. IATA noted the increase and impact in other regions, such as Indian Ocean. Isavia noted that the paper really shows the need for collaboration/cooperation. The FAA noted that it would be useful to have clear guidance and support from ICAO.</p> <p>Avinor to provide an update at CPWG/20.</p>	Oct. 2015	Open

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CP17-10			State ATM requests FAA to look at lack of departure messages being provided to Russian and JCAB	FAA	<p>FAA worked with State ATM to determine if issue was automation or AFTN address. FAA Memo sent to Centers directing departure messages to go to State ATM and JCAB.</p> <p>State ATM provided update on status of received departure messages and noted improvements but some facilities fail to comply with the requirements. State ATM will provide further update at CPWG/20.</p> <p>JCAB is compiling their results and will provide at CPWG/20.</p> <p>FAA to provide follow up.</p>	Oct. 2015	Open

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CP18-02		Harmonized process for coordination of route changes to In-Flight Aircraft and issues with use of CHG messages	ANSPs to provide information on process or procedure used for accepting CHG Message and RTE CHG.	All ANSPs IATA	<p>Develop a chart that illustrates how each ANSP processes change messages in various flight states and how route changes are processed to subsequent facilities. This consolidated information will be used for discussion and determination of harmonized process at next CPWG/19 meeting.</p> <p>Based on input received by ANSPs, it was agreed that additional information was needed for full picture.</p> <p>A revised Chart will be developed to include:</p> <ul style="list-style-type: none"> - How are the airlines coordinating into other airspace - Current process used by Operators; - What resources are available for coordination (ATCSCC, MATMC) - What process ANSPs would like to see used. 	Oct 2015	Open
CP19-01		Harmonized Process	ANSPs to provide information on procedures on solar radiation and descents	FAA Russia	<p>Edmonton asked for feedback from ANSPs particularly FAA and State ATM on their experiences with handling events and process for flight profile changes.</p> <p>Follow up with newly established ICAO Meteorology Panel and provide update.</p>	Oct 2015	

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CP19-02	Improve Efficiencies			IATA	<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 <p>Update to be provided at CPWG/20.</p>	Oct 2015	OPEN

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CP19-04	Develop CPWG Volcanic Ash Contingency Plan		J	FAA JCAB State ATM	<p>JCAB presented information on contingency routes. JCAB asked IATA to survey operators about proposed route. Some questions about whether route would be permanent or contingency- State ATM suggested that it be published as a route available for use with ATC coordination. Airlines asked about need to change altitudes- more work to be done update at CPWG/20</p> <p>Based on discussions during meeting, JCAB and State ATM will work to develop new routings (Utilizing routes west of volcanoes and possible relaxation of flight level restriction in R220) for exercise.</p> <p>Temporary LOA was successful between ZAN, PK, and Fukuoka. It was determined that a permanent LOA should be developed.</p>	Oct 2015	OPEN
CP19-05	Develop CPWG Volcanic Ash Contingency Plan		<p>Provide update on VOLKAM16 Planning Meeting scheduled for August 2015.</p> <p>VOLKAM16 tentatively planned for early 2016.</p>	State ATM JCAB FAA	Update at CPWG/20.	Oct. 2015	OPEN
CP19-06				NavCanada	NavCanada to provide update on satvoice	Oct. 2015	OPEN