

**Summary of Discussion of the
Twenty-Eighth Meeting of the
Cross Polar Trans East Air Traffic Management Providers Working Group
(CPWG/28)
17 November- 18 November 2020 – Virtual ZOOM**

1. Background

- 1.1 Due to the worldwide COVID19 pandemic and health crisis all in-person CPWG meetings were cancelled in 2020. By consensus of the body, it was agreed to hold a virtual ZOOM meeting for two hours each day on November 17 and 18, 2020. Due to the abbreviated nature of the meeting the schedule was limited to the CPWG/28 plenary meeting.
- 1.2 The CPWG was established to provide a forum for ANSPs and airspace users to meet and explore solutions for improving air traffic services (ATS) to aircraft that operate between North America and Asia via Cross Polar (CP) and Russian Tran East (RTE) routes.
- 1.3 Ms. Leah Moebius, FAA Air Traffic Organization and Mr. Blair Cowles, Regional Director, International Air Transport Association (IATA) co-facilitated the meeting. Attendees included representatives of the ANSPs from Canada, Finland, Iceland, Norway, the Russian Federation and the United States as well as IATA, international airlines; and industry. The complete list of participants is provided in **Attachment A**.

2. Opening of the Meeting

- 2.1 Ms. Moebius opened the meeting at 1400 UTC and thanked everyone for attending virtually. Ms. Moebius explained that she knew that it was all hours of the day and night for attendees and she appreciated the opportunity for everyone to meet and exchange ideas in an abbreviated version of the regular meeting.
- 2.2 Mr. Cowles welcomed everyone and said that it was great to see some that are not normally able to attend.
- 2.3 Ms. Moebius then described the agenda, an overview of the day and the rules of the virtual meeting.

3. Agenda Item 1 : Review and approve Agenda

- 3.1 The following agenda was approved:
Agenda Item 1: Review and approve Agenda
 - WP/01: CPWG28

Agenda Item 2: Airlines Briefings

- Update on Airline Preparations for Restart
- Provide information on possible fleet changes
- Proposals for removing impediments for restart
- Specific Airlines to provide status during COVID, contingency planning. And preparations for restart.
 - State of the Industry Briefing- Blair Cowles, IATA
 - United Airlines
 - EVA Airlines
 - Cathay Pacific
 - American Airlines
 - Other Airlines Briefings

Agenda Item 3: Space Weather Update- Bob Rutledge, NOAA

Agenda Item 4: ANSP Briefings

- COVID status, contingency plans for ATC-Zero, best practices and challenges, travel restrictions, and projected return to normal status. What information do you need from IATA and ANSPs to start to ramp up for traffic?
 - Federal Aviation Administration- Air Traffic Organization
 - NavCanada
 - Isavia ANS
 - ANS Finland
 - Avinor
 - State ATM Corporation

Agenda Item 5: CPWG Contingency Plan

Agenda Item 6: Discuss Next ANSP and Plenary Meeting- propose 1st quarter 2021 meeting to discuss restart.

3.2 The following Working Papers, Information Papers and Briefings were provided to the CPWG/28 virtual meeting.

| Paper Number | Agenda Item | Action Number | | Presented by |
|---------------------------|-------------|---------------|--|--------------|
| Working Papers | | | | |
| WP/01REV | | | Agenda_REV | FAA |
| Information Papers | | | | |
| IP/01 | | | List of Documentation | |
| IP/02 | | | Special Procedures In-Flight Contingencies | FAA |
| Presentations | | | | |

| Paper Number | Agenda Item | Action Number | | Presented by |
|----------------|-------------|---------------|---|--------------|
| Airline Update | | | State of the Industry | IATA |
| | | | United Airlines | United |
| | | | EVA Airlines | EVA |
| ANSP Update | | | | |
| | | | ANS Finland | |
| | | | FAA | |
| | | | Avinor ANS | |
| | | | Isavia ANS | |
| | | | State ATM <ul style="list-style-type: none"> • User Preferred Routes in Magadan • ADS-C CDP • AIDC • MET Information • Provideniya Bay • State ATM Overview | |

4. Agenda Item 2: Airlines Briefings

4.1 IATA COVID 19 impact on airlines

4.1.1 Mr. Blair Cowles provided a presentation on the impact that COVID-19 is having on the airline industry and the expectation moving forward. Mr. Cowles provided information that the airline industry as a whole is expected to have losses of \$84.3 billion USD on decline in revenue of \$419 billion USD with a decline of 66% demand. Mr. Cowles stated that the only bright spot in the industry is a much smaller decline in goods carried compared to other segments of the industry. He went on to point out that the depth of the COVID19 impact far exceeds previous crises with a 95% fall in passenger enplanements in March of 2020. The forecast is for the crisis will continue to industry with the industry not expected to recover to 2019 levels until as late as 2024. Mr. Cowles pointed out that load factors must increase worldwide to assist airlines in stopping the losses and that it has not happened to date. Load factors for international flights lag behind domestic load factors. Russia and China domestic markets are near normal. Lack of forward booking by travelers is impacting airlines liquidity and ability to plan. Air travel forecasts continue to be downgraded. Mr. Cowles stated that historically the air transport industry contributes 4.1% to the global GDP and that if the industry were a nation it would be the 17th largest economy in the world.

- 4.1.2 Mr. Steve Kessler from FAA asked if IATA had any information on vaccine distribution. Mr. Cowles stated there is a 26 page guidance released yesterday on the work being done on vaccine distribution. Mr. Cowles provided a link to obtain that guidance and stated that future updates will be made available at the site.
- 4.1.3 Mr. Wayne Snyder from AAL asking if the presentation is public domain. Mr. Cowles said yes and regular economic updates are available on the IATA website.

4.2 United Airlines- UAL Status

- 4.2.1 Mr. Gen Schnee, Chief Dispatcher UAL, provided a presentation. Mr. Schnee reported COVID impacts have UAL at about 40-45% of 2019 traffic. He projects the improvement of domestic routes but long haul and polar routes are slow to return. Mr. Schnee stated that their fleet now is primarily the B787 and B777-300ER fling long haul routes. UAL is continuing to receive the B787 this year, and they are all flying. UAL has parked about 35-40 777-200ERs and they are sitting idle in the desert. Most of these are 20-25 years old and their fate is yet to be determined. Mr. Schnee thanked Magadan for the trial and now allowing User Preferred Routes (UPR) over Magadan Oceanic airspace. This allows for further reduction of fuel emissions, fuel costs and reduction in flight times. The usage of these routes has been limited during COVID but Mr. Schnee presented what savings would be in a typical non-COVID year. Mr. Schnee asked for Magadan, Anchorage, and Edmonton to consider making airspace adjustments to improve UPR trajectories especially the SFO-BLR-SFO and SFO-DEL-SFO flights. He also requested Anchorage to conduct a paper trial to analyze their restrictions.
- 4.2.2 Mr. Steve Kessler from the FAA asked Mr. Schnee to contact him as well as Mr. Tony Klancher to discuss the parameters around the requested paper trial the possibilities of conducting such a trial.
- 4.2.3 Mr. Wayne Snyder from AAL added his thanks to Magadan. Mr. Snyder wanted to know the distance between Magadan oceanic and ZAN and if there were any reporting point concerns. Mr. Schnee stated that it was about 350 NM from ZAN boundary though Magadan oceanic to Magadan domestic. Mr. Snyder said 350 NM between waypoints is no big deal and thanked Mr. Schnee.

4.3 EVA Airways- Status Updates in COVID-19

- 4.3.2 Mr. Cheng-Lan Wang from EVA Airways presented the fleet status and showed the addition of B77L and B78X in 2021 and 2022 and B789 in 2022 and 2023. He also showed two slides showing cities served prior to COVID19. Mr. Wang explained that COVID19 has caused low business demand, their vacation routes were temporarily terminated, and new routes were suspended, some passenger flights carrying cargo only, and the curtailment of 58% of flights during the pandemic. He explained that passenger counts were down 96%-98% since April 2020. Mr. Wang thanked Magadan Oceanic for the new UPR routes and explained that they have utilized these UPRs 7 times from 23 Sep-13 Nov 2020. Mr. Wang identified an issue with Anchorage when flight planning and ask how to avoid this issue in the future. Mr. Wang also made two additional “wish” requests to improve flight planning through Magadan’s

oceanic and domestic airspaces. These improvements could save between two and four minutes of flight time and save an average of 550KG fuel.

- 4.3.3 Mr. Anthony Klancher from Anchorage ARTCC stated that the fix RABID is not currently in the PAZA database and he will be working with their automation department to have this corrected.

4.4 Cathay Pacific Airways

- 4.4.1 Mr. George Chan reported on the fleet composition for Cathay Pacific Airways. He reported that 58 of the 131 their passenger aircraft are currently parked because of the pandemic but will be taking delivery of 29 new aircraft in 2021. He stated that normally they provide passenger service to 10 North American cities but during the pandemic have reduced service and only serve 5 of those cities. He also reported that they provide cargo service to 12 destinations through Central and North America and that service has not been impacted by COVID. Passenger service will continue at the lower levels until at least mid-2021.

4.5 American Airlines

- 4.5.1 Mr. Steve Smith introduced Captain Wayne Snyder as the new 777/787 Fleet Captain for American Airlines. Mr. Smith stated that their airline has parked 3 of their international aircraft types; A330's, B767's, and B757's. The airline is taking delivery of new B787's but they are not being fully utilized. They are running cargo service to Asian destination but the way they are flying them prevents them from flying polar routes. Their routing takes them through the Russian Far East and NOPAC routes. They are hoping to start non-stop service to China in March 2021 which could lead to the use of Cross Polar routes. Seattle to India route was planned to start in the Fall but because of COVID it has been pushed off one year.

5.0 Agenda item 3: Space Weather Update – NOAA

- 5.1 Mr. Bob Rutledge provided a Solar Cycle update stating that we have been through a several year stretch of minimum activity. We are working to improve predicting cycles and expect an upturn in the near future. Mr. Rutledge explained about the three type events; solar flare radio blackout (R Scale), solar radiation storm (S Scale), and geomagnetic storm (G Scale) and their impact to the aviation community. He went on to explain services within ICAO and the four providers, examples of products, how they are derived and how they can be used.

6.0 Agenda Item 4: ANSP Updates

6.1 FAA Anchorage Update

6.1.1 Mr. Tony Klancher provided a briefing on ZAN's new ATC-limited plan, operational staffing during COVID, and traffic volume. ZAN has had four ATC zero events due to COVID causing 8-12 hour disruption in services. Mr. Klancher explained that ZAN has developed a plan to provide limited ATC services during future events and estimates that 80 % of routing would be served during such events. He explained that operations would move to the training simulator area and airspace use would be limited by NOTAM. Controller Pilot Data Link Communication (CPDLC) would be the primary means of communication and would be required to operate in the airspace during an ATC limited event. Mr. Klancher provided an example of the NOTAM that would be used, gave a brief overview, and provided a graphical depiction. Mr. Klancher stated that is on reduced staffing in preparation of a COVID cross contamination. He explained that Alaska District facilities are experiencing 80-90% of traffic demand and provided a graphic showing of the traffic.

6.2 NAV Canada Update

6.2.1 Mr. Scott Williams briefed on challenges, best practices, and restrictions utilized by NAV Canada. He explained that NAV Canada communicates regularly with Air Canada who is forecasting demand two months ahead and if needed, NAV Canada will be able to ramp up in three to four weeks' time. They are currently working at minimum staffing. He explained that traffic is down 45%. Mr. Williams provided a graphic on traffic in the Polar region year over year showing the dramatic drop.

6.3 Isavia ANS Update

6.3.1 Ms. Thordis Sigurdardottir provided a graphic showing the dramatic change in kilometers flown from 2019 to 2020. Ms. Sigurdardottir explained that traffic in April dipped as low as 15% year over year and currently is at about 40% year over year. For a number of years there were not enough controllers but now there are enough controllers to meet current traffic demands. She explained that there have been no COVID cases among controllers. The cases in Iceland currently are running at 56 cases per 100,000 persons. She explained that each controller has their own partitioned work area and a number of preventative measures have been employed in the work areas. Air traffic controllers and managers have taken salary reductions and hours have been reduced by twenty percent. No overtime is being paid or authorized at this time. This time is going to be used to permanently modify employee work schedules. Ms. Sigurdardottir explained that on January 1, 2020 Isavia split into three companies with Isavia now being the parent company. Isavia, Isavia ANS, and Isavia Regional Airports are the three companies. Isavia ANS provides Air Navigational Services. Ms. Sigurdardottir stated that she has been promoted and is now the Chief Operations Officer for Isavia ANS. Ms. Sigurdardottir went on to discuss the Data Link Mandate has been suspended in BIRD CTA between FL290 and FL410 until February 24, 2021. She explained about the 4 new radar stations now operational in Iceland. In addition she explained that flexible speeds are now allowed throughout their airspace.

- 6.3.2 Mr. Wayne Snyder ask in reference to the flexible speed, is there a restriction as to the amount of speed changes allowed without notification. Ms. Sigurdardottir stated that yes anything change greater than mach.02 requires a clearance.
- 6.3.3 Mr. Gene Cameron ask about the latest on volcanic activity in Iceland. Ms. Sigurdardottir explained that volcanic activity has been quiet but there have been a lot of earthquakes in the south but it is not thought to be a precursor to a volcanic event.
- 6.3.4 Ms. Leah Moebius ask the status of the volcanic exercises that normally take place in the region. Ms. Sigurdardottir stated that the exercise that was scheduled for November has been postponed for one year but internal exercises continue to take place.

6.4 ANS Finland Update

- 6.4.1 Mr. Osmo Liimatainen introduced Mr. Kimmo Lehtimaki and explained that Mr. Lehtimaki will be taking over as the representative for the Cross Polar meeting. Mr. Lehtimaki showed a chart and graph with traffic numbers and explained that traffic counts are down about 70%. There is not an expectation that numbers will improve the rest of this year or next. Finland has had COVID cases in the range of 50 cases per 100,000 population but numbers have started to spike in October until current. For air traffic control Finland has not experienced any ATC-Zero events nor do they expect any. If necessary flow restrictions will be employed. Only operational or safety personnel are allowed in facilities to avoid COVID exposure. One challenge due to COVID is the ability to maintain currency and keep a valid ATC license. The requirement was suspended until November 2020 but will be required going forward. The expectation is that when the traffic picks up there will be proficiency training required. Mr. Liimatainen explained that they have been using CPDLC for a couple of years now. There will be a change in providers on December 1, 2020 from SITA to ARINC and ARINC will cover the whole of Finland. The login address remains EFIN. Mr. Liimatainen explained the FINEST project which is the combining of two FIRs. He went on to state the objectives of airspace reconfiguration, better utilization of human resources, system connectivity and interoperability, and safety improvements. There are numerous stages with the culmination in April 2022 with the commission of FINEST airspace. The project is on schedule even with COVID challenges. Mr. Liimatainen explained that unit costs will be going down again in 2021 but it is not known what the unit costs will be after 2021 because of the unknown cost impact of COVID.

6.5 AVINOR FLYSIKRING Polaris ACC- BODO Update

- 6.5.1 Mr. Morten Tjonndal explained that on November 5, 2020 Norway FIR name will be changed to Polaris FIR; Norway ACC changed to Polaris ACC; and the facility ID changed from Norway Control to Polaris Control. Mr. Tjonndal presented a graph showing that in the overall population of Norway there was a spike of COVID cases in March and actions were taken to nearly shutdown the country. This action reduced the cases to near zero and people went back to normal but COVID again spiked beginning in September and now has flattened and are starting to go back down. For controllers they have been separated into two groups to avoid an outbreak. There has been a drop in traffic and therefore there are not as many

controllers needed and therefore there have been layoffs. In operations positions have been separated by two meters and limit the amount of people in operations. As of now there has been no positive cases. There have been some controllers that have had close contact with COVID cases and they have been quarantined. Traffic is down by about 45% year over year. Main drop in traffic is international and overflights. Domestic traffic is only down about 15%.

6.6 State ATM- Update

- 6.6.1 Mr. Alexey Buevich presented a general overview of State ATM Corporation including the current airspace, operational facilities, and their functions. He showed a side by side comparison of the change from 7 Zonal ATM Centers to 12 Regional ATM Centers in 2021 and some of the ATM Centers will be split and will provide both Air Traffic Management and Air Traffic Services. Mr. Buevich provided traffic information showing an increase of 8.6% in 2019 and then explaining that in 2020 the overall traffic is down 29% with the majority of that decrease being International at more than 56% and Cross Polar down 70%. He stated that traffic has been growing in recent months. Mr. Buevich then explained that there are now 1078 routes available in Russia. He presented a graph showing the steady increase in routes available since 2011. A new flight plan system was introduced in December 2019 with several advanced functions. He then provided a graph showing the top 10 Russian airports and their capacities. Mr. Buevich stated that on December 3, 2020, the Moscow FIR will be restructured and the expectation is a capacity increase of 80%. Those changes were explained and it was explained how to file flight plans from 0100Z to 0600Z on December 3, 2020 while the airspace is being transitioned to the new configuration. Significant to note that under the implementation 50 airdromes with transition to feet and QNH. There has been a workgroup formed to work on Free Route Airspace and the timeline was presented. The Free Route Airspace trial that has been taking place since June 2020 in Magadan FIR and has been successful. There have been 8 airlines and 294 flight that have participated. UAV management is being further developed because of the large increase of UAVs being used in Russia. This will include new methodology and training. Finally, Mr. Buevich explained that conditional routes have been moved from the AIP and a manual process to an online automated process for use approval.
- 6.6.2 Mr. Gen Schnee from United asked and was provided clarification on how to handle flights into Moscow on December 3, 2020 when the airspace changes were taking place. In addition Mr. Schnee wanted to thank Russia on the change in the conditional route process.
- 6.6.3 Mr. Mark Hebert from Air Canada thanked Russia on their use of free route airspace through Magadan's airspace and offer assistance from Air Canada on any other trials in the future. Mr. Buevich thanked Air Canada for assisting in the UPR trials.
- 6.6.4 Mr. Gene Camron from United ask if the use of ADS C and CPDLC by Magadan in Murmansk oceanic airspace to expand UPRs is still being considered. Mr. Buevich explained that they wanted to complete the UPR trial in Magadan's airspace first but there is discussions about the use of the Murmansk oceanic airspace.

- 6.6.5 Mr. Wayne Snyder from American ask about a new NOTAM pertaining to airspace North 2 and advised Mr. Buevich they were not in possession of a map of that airspace. Mr. Buevich said he would provide that map to Mr. Snyder. Mr. Snyder also asked and received clarification on the 50 airports that were transitioning to QNH. Mr. Buevich stated that discussions are ongoing about expanding the use of QNH but they want to see how it works with the 50 airports before making any other plans.
- 6.6.6 Mr. Buevich provided a briefing on User Preferred Routes within Magadan Oceanic Airspace. He stated that there were 12,338 flights handled in the airspace in 2019. In December 2019 a working group was formed to develop improvements in Magadan Oceanic Airspace. In May and June of 2020 there was a paper trial held with five airlines to investigate the possibility of User Preferred Routes (UPR). The test results allowed for real test flights utilizing UPR's. The first UPR flight was on June 4, 2020 by UAL2865 from Chicago to Hong Kong. It proved to be successful with a savings of 5 minutes of flight time and 1760 pounds of fuel. A copy of the NOTAM allowing for UPRs was explained and shown with an expiration date of December 31, 2020. The trial was expanded to include Magadan North-2 Sector and that first flight was on July 25, 2020 by UAL868 from Delhi to San Francisco. As of October 31, 2020 there have been a total of 284 UPR fights through Magadan Oceanic and North-2 Sector. Mr. Buevich showed a bar graph showing traffic volumes and explained that due to COVID there has been a dramatic reduction of oceanic flights but in the last couple of months there has been a slow increase of the number of flights through the airspace. Mr. Buevich stated that once the trial is complete specification for UPR airspace will be determined and published in the Russian AIP. In addition there will be 14 new five letter entry/exit points between Magadan and Anchorage as well as additional points in the adjacent Yakutsk, Murmansk and Krasnoyarsk ACC's.
- 6.6.7 Gen Schnee of United thanked Russia for the use of UPR oceanic airspace and will be sending a proposal to further improve India flights through the airspace.
- 6.6.8 Mr. Buevich provided an update on the Provideniya Bay radar facility. He showed photos of the equipment and power cables from 2018 and winter photos in 2019. He explained that weather and winds in the area have hampered the use of the equipment. They determined that they needed to enclose the facility and he provided photos of the facility being enclosed in August 2020. The radar was flight tested successfully. A graphic of the radar coverage was shown and several of the entry/exit points can now be covered by radar and should increase capacity by 20%. The problem is the power line that has not been completed. Right now it has to be switched on and off using generators. The power line work should be completed next year.

6.7 Cross Polar Contingency Plan

- 6.7.1 Mr. Steve Kessler stated that the current Cross Polar contingency contains seven chapters for, Anchorage, Bodo, Fukuoka, Edmonton, Magadan, Murmansk, and Reykjavik currently in the plan. He stated that it will be sent to everyone for their review and updates. We then can have a discussion about its contents at a later date. Ms. Moebius stated that perhaps it can contain information about space weather as well.

6.8 Future Meeting

- 6.8.1 Ms. Leah Moebius stated that in discussion with Mr. Blair Cowles and Mr. Steve Kessler that because of the uncertainty of COVID are proposing another Cross Polar Working Group meeting in the first quarter of 2021 to discuss the COVID situation at that time and possible restart of operations. Based on availability, the next CPWG will be a virtual meeting on March 9-10, 2021 1400 UTC-1600 UTC. Ms. Moebius and Mr. Cowles thanked everyone for their participation especially those in the Asian region because of the late hour.

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