

**Sixth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/6)**

(Hong Kong, 3-5 November 2008)

Agenda Item 5: Review and Status of Action Item 090734

(Presented by the Federal Aviation Administration)

SUMMARY

This working paper presents the procedures that were agreed for implementation effective 31 July 2008 for operations via DEVID, RAMEL, NIKIN, ORVIT, PILUN and LISKI, and invites comments and recommendations for change.

1. Introduction

1.1 During the Fifth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group (CPWG/5), the Federal Aviation Administration (FAA) Air Traffic Control System Command Center (ATCSCC) provided information on the results of the Polar Trial conducted for fixes DEVID, RAMEL, NIKIN and ORVIT that ran from 14 January to 30 March 2008. The trial resulted in the elimination of the Gateway Reservation List (GRL) buffer time for all fixes on 29 February 2008. Proposed permanent procedures for DEVID, RAMEL, NIKIN and ORVIT were presented and agreed by the meeting.

1.2 Information was also presented on the proposed trial for Russian Trans East Fix (RTE) fix LISKI which would run from 7 April to 10 May 2008. This trial was an expansion of the procedures applied during the Polar Trial. Weekly telcons were held to discuss progress, status, and issues. At the conclusion of the trial, a consensus decision was made regarding permanent implementation of the trial procedures for LISKI. It was agreed that the results would be provided to CPWG/6.

2. Discussion

2.1 The final LISKI telcon was held on 9 May 2008, with representatives from the following air traffic service (ATS) providers, airlines and organizations: ATCSCC, NAV CANADA National Operations Centre (NOC), Anchorage Air Route Traffic Control Center (ZAN), Edmonton Area Control Centre (ACC), the International Air Transport Association (IATA), Continental Airlines, United Airlines and Delta Airlines.

2.2 From the viewpoint of all the ATS providers, the trial went well. The ATCSCC monitored the Traffic Flow Management System (TFMS) and DOTS+ systems to identify possible flight conflicts and coordinated with the NOC as needed to resolve conflicts. ZAN had used speed control and vectors when needed to ensure flights were separated by 10 minutes at LISKI. Data collected prior to the trial indicated that 10% of the flights were not getting their requested flight level. During the trial, that number reduced to 8%. This was in line with the data collected for the Polar fixes during the earlier trial.

2.3 A copy of the notes that were distributed following the final LISKI telcon and the agreed procedures that went into effect on 11 May 2008 is at **Attachment 1**.

2.4 In conjunction with the 31 July 2008 implementation of the new Cross Polar fix PILUN (located

at 7200.0N 16858.4W) by ZAN, the procedures were updated to include PILUN. A copy of this updated procedure is at **Attachment 2**.

2.5 The meeting is invited to note that effective 1 October 2008, the wording in the *Track Advisory User's Guide for Dispatchers* was amended to include the following:

NOTE: For flights transiting LISKI and north, tactical sequencing will be utilized to ensure required in-trail spacing for aircraft at the same altitude. This may include speed control and/or vectors to accomplish the required spacing. For flights transiting via FRENK and south, aircraft must arrive at the gateway fix at the GRL gateway time or no more than 10 minutes later to increase the probability of being assigned the GRL altitude for the waypoints with 20 minutes-in-trail trackload spacing.

3. Action by the Meeting

3.1 The meeting is invited to:

- a. review the information provided in this paper; and
- b. propose any changes deemed appropriate to the existing procedures.

From:

Leslie McCormick/AWA/FAA

To:

AndreSM@navcanada.ca, crwall@fedex.com, CarlsoB@navcanada.ca, ChengYeow_Tan@Singaporeair.com.sg, CollinC@navcanada.ca, Curtis.taylor@nwa.com, behrensd@iata.org, eaglesr@iata.org, edgar.vaynshteyn@united.com, gregg.scott@delta.com, Gail Ferguson/AAL/FAA@FAA, Gene.cameron@united.com, GIngram@airlines.org, GonsalvesB@iata.org, Greg Howard/AAL/FAA@FAA, Greg.dale@coair.com, hansin@flyasiana.com, hounsellg@iata.org, jungsikkim@koreanair.com, Joe Hof/AWA/FAA@FAA, John Jordan/AAL/FAA@FAA, Kip Spurio/AWA/FAA@FAA, laxodw@koreanair.com, lionmei@mail.airchina.com.cn, Leah Moebius/AWA/FAA@FAA, Leslie McCormick/AWA/FAA@FAA, marchb@navcanada.ca, mcoh@flyasiana.com, mertins@navcanada.ca, millerj@iata.org, Mark McClure/AAL/FAA@FAA, Michael Brennan/AWA/FAA@FAA, Mike C Artist/AWA/FAA@FAA, owen_dell@cathaypacific.com, ray.howland@aa.com, Richard Bartow/AAL/FAA@FAA, Robert.phillips@fedex.com, Rodney.stone@aircanada.ca, RomeD@navcanada.ca, RoseD@navcanada.ca, Steve Kessler/AAL/FAA@FAA, Tobin H Miller/AWA/FAA@FAA, Victor_yeoh@singaporeair.com.sg, Yasunobu.funai@jal.com

cc:

bcc:

Date: May 13, 2008 18:48

Subject: Outcome of LISKI Trial - Permanent Procedures

Dear Colleagues:

The final LISKI telcon was held on Friday, May 9 at 1900 UTC. The following ATS providers and customers were on the call: ATCSCC, NOC, Anchorage ARTCC, Edmonton ACC, IATA, COA, UAL and DAL.

From the viewpoint of all the ATS providers, the trial went well. ZAN has used speed control and vectors when needed to ensure flights were separated by 10 minutes at LISKI. Data collected prior to the trial indicated that 10% of the flights were not getting their requested flight level. During the trial, that number reduced to 8%. This is in line with the data collected for the Polar fixes during the earlier trial.

We reviewed the permanent procedures (attached) during the telcon. We would like to emphasize the following:

- Customers need to comply with the procedures in the DOTS+ Users Guide and input TKFs
- No CDTs will be issued on a routine basis, but flights are expected to depart within their window or coordinate with the ATCSCC

These procedures are permanent and effective immediately.

There was also a discussion regarding tactical management of the traffic.

Concerns were raised by airlines that the policy that flights departing within their assigned departure window would get priority for flight level at the gateway fix was not always applied. There are sometimes circumstances which preclude this, but the ATCSCC and NOC need to keep the customers informed as to what is going on. It was agreed that the primary POC should be ATC Coordinator, or alternatively, the dispatcher if the ATC Coordinator is not available.

Thank you all for your support of the LISKI trial. We rely on your continued application of the permanent procedures in order for this to be effective.

Regards,
Leslie

Leslie McCormick, International Operations
U.S. Federal Aviation Administration
Air Traffic Control System Command Center
Phone: 1.703.326.3824
Fax: 1.920.273.2882
e-mail: Leslie.McCormick@faa.gov

**AIR TRAFFIC FLOW MANAGEMENT PROCEDURES
FOR RUSSIAN TRANS EAST FIX LISKI
Effective May 11, 2008**

1. Procedures

1.1. Customers planning to fly via gateway fix LISKI will continue to comply with the existing requirements of the Dynamic Ocean Tracking System Plus (DOTS+) Track Advisory program. This will permit flight dispatchers to remain aware of other traffic which may have flight planned over LISKI. DOTS+ will provide 10 minutes longitudinal separation between flights going to the same fix at the same altitude. No additional buffer will be provided.

1.2. The Federal Aviation Administration (FAA) Air Traffic Control System Command Center (ATCSCC) will coordinate with dispatch when appropriate and U.S. air traffic control (ATC) units if a conflict or resolution takes place in U.S. airspace. The NAV CANADA National Operations Centre (NOC) will coordinate with dispatch when appropriate and Canadian ATC units if a conflict or resolution takes place in Canadian airspace.

1.3. The appropriate facility or facilities, i.e., ATCSCC, NOC, Edmonton Area Control Centre (ACC) and/or Anchorage Air Route Traffic Control Center (ARTCC) will determine the appropriate mitigation.

1.4. Any problems should be brought to the attention of the ATCSCC International Operations desk.

2. Responsibilities

2.1. Operators:

- a. Will brief dispatchers/flight crews on these procedures.
- b. Although Controlled Departure Times (CDTs) will no longer be issued, flight crews are expected to depart during their 10-minute departure window.
- c. Dispatchers must continue to comply with all current Anchorage ARTCC track advisory procedures.

2.2. ATCSCC:

- a. Will not issue CDTs for flights destined to Russian Trans East (RTE) entry fix LISKI.
- b. Will monitor Enhanced Traffic Management System (ETMS) and DOTS+ systems to identify possible flight conflicts.
- c. Will implement any conflict resolution directed by the NOC.

2.3. NOC:

- a. Will work with the ATCSCC and NAV CANADA enroute ATC facilities to determine and implement an appropriate conflict resolution decision.
- b. Will coordinate with the ATCSCC as required.

- 2.4. **Edmonton ACC** will work with NOC to determine and implement appropriate conflict resolutions decisions if required.
- 2.5. **Anchorage TMU** will maintain and operate the Polar DOTS+ Track Advisory program.

**AIR TRAFFIC FLOW MANAGEMENT PROCEDURES
FOR POLAR FIXES DEVID, RAMEL, NIKIN, ORVIT AND PILUN
AND RUSSIAN TRANS EAST FIX LISKI
Effective July 31, 2008**

1. Procedures

- 1.1. These procedures apply to all flights operating via Cross Polar gateway fixes **DEVID, RAMEL, NIKIN** and **ORVIT**, Russian Trans East (RTE) gateway fix **LISKI**, and the new Cross Polar fix **PILUN** (located at 7200.0N 16858.4W).
- 1.2. Customers planning to fly via gateway fixes will comply with the existing requirements of the Dynamic Ocean Tracking System Plus (DOTS+) Track Advisory program. This will permit flight dispatchers to remain aware of other traffic which may have flight planned over the same fix. DOTS+ will provide 10 minutes longitudinal separation between flights going to the same fix at the same altitude. No additional buffer will be provided.
- 1.3. The Federal Aviation Administration (FAA) Air Traffic Control System Command Center (ATCSCC) will coordinate with dispatch when appropriate and U.S. air traffic control (ATC) units if a conflict or resolution takes place in U.S. airspace. The NAV CANADA National Operations Centre (NOC) will coordinate with dispatch when appropriate and Canadian ATC units if a conflict or resolution takes place in Canadian airspace.
- 1.4. The appropriate facility or facilities, i.e., ATCSCC, NOC, Edmonton Area Control Centre (ACC) and/or Anchorage Air Route Traffic Control Center (ARTCC) will determine the appropriate mitigation.
- 1.5. Any problems should be brought to the attention of the ATCSCC International Operations desk at +1 703 925 5312.

2. Responsibilities

2.1. Operators:

- a. Will brief dispatchers/flight crews on these procedures, emphasizing the need to comply with the departure time issued by the latest Gateway Reservation List (GRL).
- b. Although Controlled Departure Times (CDTs) may no longer be issued, flight crews are expected to depart at the time issued by the current GRL, traffic permitting.
- c. Dispatchers must continue to comply with all current Anchorage ARTCC track advisory procedures and NOTAMs.

2.2. ATCSCC:

- a. Will not issue CDTs for flights destined to Cross Polar gateway fixes or RTE entry fix LISKI.
- b. Will monitor Traffic Flow Management System (TFMS) and DOTS+ systems to identify possible flight conflicts.
- c. Will implement any conflict resolution directed by the NOC.

2.3. **NOC:**

- a. Will work with the ATCSCC and NAV CANADA en route ATC facilities to determine and implement an appropriate conflict resolution decision.
- b. Will coordinate with the ATCSCC as required.

2.4. **Edmonton ACC** will work with NOC to determine and implement appropriate conflict resolutions decisions if required.

2.5. **Anchorage TMU** will maintain and operate the Polar DOTS+ Track Advisory program.