

**Sixteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group
(CPWG/16)**

(Ottawa, Canada 3-6 December 2013)

Agenda Item 5: Provide Status on CPWG/15 Actions

Operational Trial of User Preferred Routes (UPRs) in Conjunction with Pacific Organized Track System (PACOTS) Track F

(Action Item #CP14-10)

(Presented by the Federal Aviation Administration)

SUMMARY

This paper presents information on an operational trial currently underway to allow user preferred routes (UPRs) in conjunction with Pacific Organized Track System (PACOTS) Track F.

1 Introduction

1.1. In an effort to improve efficiencies and remove restrictions where possible in the Pacific and North Pacific (NOPAC), a number of operational trials have been undertaken. In addition to the operational trial to merge Pacific Organized Track System (PACOTS) Tracks C and E, an operational trial of UPRs in conjunction with Track F was begun following a successful paper trial showing significant fuel burn savings.

2 Discussion

2.1. PACOTS Track F is a westbound track from North America to Japan that is generated daily by the Oakland Air Route Traffic Control Center (ARTCC) Traffic Management Unit (TMU). Oakland ARTCC conducted two seasonal paper trials of UPRs associated with Track F that showed a projected fuel savings of 880 kg (1940 lbs.) during summer and 229 kg (505 lbs.) during winter. Based on the results of the paper trial, an operational trial was begun on 25 July 2013.

2.2. Aircraft wishing to file a UPR in conjunction with the Track F operational trial are required to meet the following operational requirements:

- a. UPR must enter oceanic airspace over one of the existing waypoints on the Oakland Oceanic Flight Information Region (FIR) boundary along the west coast of North America
- b. Flight must join a North Pacific ATS Route when transiting the Anchorage FIR. Flight must not cross north of its final westbound NOPAC route and must join the ATS route over or east of the waypoints listed below:
 - i. R580- ONEIL
 - ii. R591- AKISU
 - iii. G344- CUTEE (as long as the flight's track crosses over or north of 48N170E)
- c. Flights entering the Fukuoka FIR must cross 160E between 0000UTC and 0600UTC.

- d. Within the Fukuoka FIR, operators must file along the following oceanic transition routes (OTRs) and connect to an appropriate ATS entering domestic airspace:
 - i. ADGOR R591 ADNAP OTR5 ONION
 - ii. KALNA OTR5 ONION
 - iii. EMRON OTR7 ADNAP OTR5 ONION
 - iv. EMRON OTR9 AVBET
 - v. LEPKI OTR11 AVBET
 - vi. SEALS OTR13 VACKY
 - vii. MORAY OTR15 SMOLT
- e. Flight must plan to remain 50 NM south of PACOTS Track E or merged Tracks C and E
- f. The UPR must be planned to avoid active military special use airspace
- g. The UPR must plan an appropriate Standard Instrument Departure (SID)/Standard Arrival Route (STAR)
- h. PACOTS Track F UPR aircraft do not have priority for altitude assignment over traffic on an existing PACOTS, NOPAC, or Central East Pacific (CEP) route

2.3. It was noted that projected fuel savings may be impacted by the requirement to remain 50 NM south of PACOTS Tracks C and D. Efforts to address this are being explored by the Informal Pacific Air Traffic Coordination Group (IPACG)

2.4. The operational trial for Track F UPRs is scheduled for one year.

3 Recommendation

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