

## **Eighth Meeting of the Pacific Project Team (PPT/8)**

(Paris, France, 16-19 December 2014)

### **Agenda Item X:**

#### **Geographical Division of Pacific Project Airspace and Development of a Clear Roadmap to Complete the Objectives of the Pacific Project**

(Presented by the Federal Aviation Administration)

##### SUMMARY

This working paper presents a revised concept to evaluate and develop a clear work program for the Pacific Project Team to consider.

### **1. Introduction**

1.1 The Terms of Reference (TORs) for the Pacific Project Team (PPT) were developed by the PPT members and endorsed at the 12<sup>th</sup> CPWG meeting with the objectives “to improve operational efficiency by enabling aircraft to utilize current on board technology efficiently with User Preferred Routes (UPRs) the primary navigation means” and to develop a “seamless and homogenous airspace for air traffic between North America and Asia...” They are Attachment A to this working paper.

1.2 The Work Program initial tasks, as defined within the TORs, include analysis of current flows and capabilities, review of existing CNS/ATM plans and capabilities, and gap analysis. While some of these items have been evaluated in the past, they have not been reanalysed recently.

1.3 This paper seeks to review items contained in the PPT Work Program in order to develop a clear roadmap with tangible goals to meet the objectives of the PPT.

### **2. Discussion**

2.1 The Scope of Work defined within the PPT TORs encompasses airspace from the Central Pacific (CENPAC) to the Arctic. Because of the large geographical area, various ANSPs involved, it is suggested that the Group consider dividing PPT airspace into four distinct regions:

- a) Arctic;
- b) Anchorage/Russian Trans-East (RTE)- airspace north of B932 but south of the Arctic FIR;
- c) North Pacific (NOPAC)- airspace north of the Anchorage/Oakland/Fukuoka common FIR boundary but south of B932, including ATS routes therein; and
- d) Pacific Organized Track System (PACOTS)/CENPAC

2.2 For the Arctic, Anchorage/RTE, and NOPAC regions evaluate and develop the following:

- a) Current ATC Capabilities
  - i. Separation minima
  - ii. Surveillance
  - iii. AIDC
  - iv. CPDLC
  - v. Other relevant capabilities
- b) Planned/Future Capabilities
  - i. Separation minima
  - ii. Surveillance
  - iii. AIDC
  - iv. CPDLC
  - v. Other relevant capabilities
- c) Current Status of UPR's
  - i. Restrictions/Inhibitors
- d) Operator Perceived Shortfalls/Lack of Efficiencies
- e) Desired End State
- f) Develop realistic short, mid, and long-term goals with defined success criteria

2.3 In an effort to avoid duplication of work conducted within the Informal Pacific ATC Coordination Group (IPACG), discussions regarding the PACOTS/CENPAC airspace should be limited to items a) to c) in Section 2.2 above.

2.4 The Group should consider modification of the CPWG/PPT seamless airspace chart to reflect current and future airspace status, included in Attachment B.

### **3. Action by the Meeting**

3.1 The meeting is invited to:

- Note the information provided in the working paper;
- Review the Pacific Project Terms of Reference; and
- Adopt the recommendations in the working paper.

**Second Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group  
Pacific Project Team Meeting (CPWG/PPT/2)**

(Beijing, China, 6 December 2011)

Agenda Item 2: Review Terms of Reference and amend as necessary

**TERMS OF REFERENCE**

(Presented by the International Air Transport Association)

1. Objectives:
  - a. The aim of this project is to improve operational efficiency by enabling aircraft to utilize current on board technology efficiently with User Preferred Routes (UPRs) the primary navigation means.
  - b. In order to accomplish this goal, the Pacific Project Team will work toward the creation of a seamless and homogeneous airspace for air traffic between North America and Asia with the expansion of UPR and Dynamic Airborne Reroute Procedures (DARPs) as a possible means of navigation for all flights.
2. Method of Work: The work of the Pacific Project Team will be progressed under the Cross Polar Trans-East Air Traffic Management (ATM) Providers' Working Group (CPWG) and reported through the CPWG to the International Civil Aviation Organization (ICAO) Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS). Work will be accomplished by Team meetings conducted during the CPWG, as well as by electronic exchanges, and telephone conference calls as required.
3. Pacific Project Team Members: The Team will be comprised of representatives of the Air Navigation Service Providers (ANSPs) from Canada, Japan, the Russian Federation and the United States; the International Air Transport Association (IATA); and the international airlines that fly in the region. Other ANSPs, to include China, Democratic Peoples' Republic of Korea, Philippines and the Republic of Korea, will be invited to participate as required to facilitate connector routes. IATA and the United States will lead the initial effort of the project.
4. Scope of Work: The airspace to be considered in the initial work of the Team will include the traffic flows between:
  - Asia and North America via the Russian Far East and the Polar tracks via the Arctic Ocean and Siberia; and
  - Asia and North America via the Central and North Pacific.

5. Work Program. The work program will evolve as the project matures. The following initial tasks have been identified:
  - a. Analysis of current flows and capabilities;
  - b. Modelling of preferred flows and separations standards;
  - c. Review of existing CNS/ATM plans and capabilities;
  - d. Gap analysis of capabilities and objectives;
  - e. Coordination with military authorities; and
  - f. Consideration of flow management.





