

**The Eighth Meeting of the Pacific Project Team (PPT/8) Meeting Report
16 December 2014
ICAO EUR/NAT Headquarters
Paris, France**

The Pacific Project meeting was held on Tuesday afternoon 16 December 2014 from 1300L to 1700L and was attended by Air Navigation Service Providers (ANSPs) from the United States, Canada, Russia, and Japan along with representatives from a number of international air carriers and International Air Transport Association (IATA). The meeting was co-chaired by Mr. Blair Cowles of IATA and Mr. Steve Pinkerton of the FAA.

Below are notes and actions resulting from the meeting.

1. **Welcome and Introductions**
 - a. Blair Cowles, IATA, and Steve Pinkerton, FAA, welcomed participants.
 - b. Self-introductions
 - c. Reviewed proposed agenda – no comments were offered

2. **Pacific Project Team Members Updates**

FAA

Anchorage Center advised that they were now permitting unrestricted user preferred routes (UPRs) throughout the Anchorage Oceanic FIR to the Fukuoka FIR boundary at or above FL400 for westbound and that they are seeing the Boeing 787 as the primary aircraft type. While UPR use has been expanded, it was noted that most other types of aircraft were filing along Pacific Organized Track System (PACOTS) routes. A question about expanding this provision to eastbound aircraft was posed and Anchorage noted it had yet to be examined but it was a possibility. JCAB noted that they may consider expanded UPR use above FL400 but they would need study and work with Anchorage to determine what may be possible. An update is expected at PPT/9.

State ATM Corporation

State ATM opened two new fixes (SALET and BARIP) along the boundary with Anchorage Center in the Arctic in October 2014, expanding the number of cross-polar routes available to 16. They noted that they were seeing heavy use of the two new fixes and increased use of the new routes by Ethiad, Emirates, Saudi, and Hainan Airlines. Three more flight levels were added to ATS Route B950 which has increased its usage. State ATM also noted its ongoing collaboration with JCAB to improve flexibility with contingency routes between the North Pacific (NOPAC) and Russian Far East (RFE) airspace. In conjunction with a request by IATA and the aircraft operators to expand UPRs into Russian airspace, State ATM requested that IATA provide them with efficiency estimates to support their request. State ATM stated they had yet to receive these items but was looking forward to receiving them to facilitate the request. United Airlines noted the increased flexibility created by adding BARIP and SALET and thanked State ATM for their efforts.

Japan Civil Aviation Bureau (JCAB)

JCAB briefed that they expected begin normal operation of UPRs on 8 June 2015, as advised on an Aeronautical Information Circular (AIC), as part of routes between Tokyo and Hawaii and Tokyo and Los Angeles in conjunction with the Dynamic Airborne Reroute Program (DARP). This type of UPR routing was recently started between Tokyo and San Francisco and future routes are planned for use beginning in September 2015. It was noted by JCAB that, given RNP-4 equipage in both the Central Pacific (CENPAC) and NOPAC is 90% or greater, they were giving consideration to establishing RNP-4 preferential routes. These preferential routes will be coordinated with the FAA prior to any implementation.

NAV CANADA

The PPT welcomed Mr. John Reid from Vancouver ACC to the meeting. Vancouver discussed a number of initiatives including introduction of a conflict prediction tool that will roll out in two phases beginning in Spring 2015. Conflict prediction will support UPRs between Vancouver ACC and Oakland Center. Vancouver will also begin to utilize ADS-C reporting in late 2015 and it is expected that they will be able to accept aircraft with reduced longitudinal separation from Oakland Center. Vancouver also noted ongoing efforts to implement AIDC with Oakland Center, which is expected to occur in February 2015.

Edmonton ACC noted that their UPR project is nearing completion and that route consultation has been completed with almost all customers. This process will allow Edmonton to provide Anchorage Center with various route configurations as Anchorage requires.

3. Developing a Roadmap to Achieving the Goals of the Pacific Project (WP/05)

The FAA noted that the goal of the Pacific Project is to expand UPRs and develop “seamless, homogenous airspace” for aircraft traveling between North America and Asia. One of the difficulties encountered to progressing these goals has been lack of a defined roadmap with short, mid, and long-term goals. WP/05 suggested dividing Pacific Project airspace into four distinct geographical regions- Arctic, Anchorage-RFE, NOPAC, and PACOTS/CENPAC. Each geographic region would be analyzed separately to determine what potential improvements may be realized and establish timeframes to when those improvements may be possible. This would allow the PPT to focus its efforts and develop a clear working program. In order to prevent duplication of efforts for ongoing work of the Informal Pacific Air Traffic Coordination Group (IPACG) and Oakland Oceanic Work Group (OWG), the FAA suggested that the PACOTS/CENPAC analysis should be limited to current/future capabilities and current UPR status. The FAA proposed use of a modified Seamless Airspace Chart to track ANSP current and future capabilities, which the ANSPs all agreed to update.

4. TRASAS/4 Conclusions and Airspace User’s Recommendations (WP/04)

IATA expressed appreciation for the support of TRASAS for the continued work of the PPT. The paper offered that, in addition to the geographical divisions offered in WP/05, initiatives should be tracked as immediate, near-term, longer-term, and future state (an explanation to what each category means is contained within WP/04). IATA offered some proposed initiatives for consideration, including expansion of UPRs and replacement of the NOPAC with an OTS. IATA requested that JCAB and FAA gather NOPAC boundary point usage data- both FAA and JCAB advised that IATA would need to provide a more specific, detailed request including specific dates, routes, etc. IATA

agreed to provide such information. In reference to the request to replace the NOPAC with an OTS, Anchorage Center requested more detail and noted the difficulties in trying to implement such a scheme given the variety of city pairs and ANSP differences. More discussion is expected on these proposals at PPT/9.

5. Pacific Project Team/7 Action Items Review (WP/03)

This action was deferred to take place following the PPT/8 meeting based upon proposals in PPT WP/05. The Action Item list was reviewed and updated during the close of CPWG/18 meeting and can be found in **Attachment A**.

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6. Next PPT Meeting

The next PPT meeting is scheduled for 12 May 2015 in Tokyo, Japan and will be expanded to include the full day. IATA proposed a half-day workshop on flight planning with the aircraft operators and all CPWG ANSPs. It was felt that there would be a large operator presence at the meeting and the opportunity was ideal to discuss the nuances of flight planning through various portions of airspace. Blair and Steve thanked everyone for their participation and PPT/8 was closed.