Tenth Meeting of the Pacific Project Team (PPT/10)

(Anchorage, Alaska, 26 October 2015)

Agenda Item 2: Review of FAA Roadmap to Success- Call for requested operator improvements

(Presented by the Federal Aviation Administration)

SUMMARY

At the Ninth Meeting of the Pacific Project Team (PPT/9) in Tokyo, Japan, the Federal Aviation Administration (FAA) offered a presentation on the required elements to support user preferred routes (UPRs) and provided a breakdown of current and future planned elements to support UPR expansion. This working paper presents a brief review of that presentation and asks operators for input as to areas where they see potential to expand the use of UPRs.

1. Introduction

1.1 During the PPT/9 meeting, the FAA noted in its presentation "Developing a Roadmap to Success: What's Needed to Support UPRs" that there are three general areas at the core of managing UPRs-

1. Technology- ground automation, surveillance, communications, aircraft equipage;
2. Rules- legislative, restrictions that avoid SUAs or cause automation problems, safety analysis; and
3. Predictability- traffic density, complexity, other traffic management considerations.

1.2 PPT air navigation service providers (ANSPs) completed a seamless airspace chart that provided a deeper review of where each ANSP stood currently or within the next five years. Analysis of the seamless airspace chart showed that ANSPs either had or would have the necessary elements in place to support further use/expansion of UPRs within the next one to three years.

1.3 The data from the seamless airspace chart was broken down into four geographical regions to facilitate discussion and to avoid duplication of effort. These areas were the Arctic, Anchorage/Russian Trans East (RTE), North Pacific (NOPAC), and the Central Pacific (CENPAC)/Pacific Organized Track System (PACOTS). For the purposes of discussion at PPT, the CENPAC/PACOTS airspace was reported on but gap analysis or operator improvements in this region would be handled at the Informal Pacific Air Traffic Coordination Group (IPACG) and Oakland Oceanic Work Group (OWG).

1.4 Based upon the information provided in the presentation, the International Air Transport Association (IATA) and aircraft operators were asked to provide input as to where they desired to

see improvements in UPR use.

2. Discussion

2.1 Following the PPT/9 meeting, the FAA asked IATA to poll its membership to see what desired operational improvements they desired based upon the data provided by the PPT ANSPs.

2.2 This paper asks for input from IATA and aircraft operators as to which areas, if any, they desire ANSPs to begin evaluation of work to implement/expand UPRs.

3. Action by the Meeting

3.1 The meeting is invited to:

a. review the information contained in this Working Paper;

b. provide input to the PPT ANSPs about desired implementation/expansion of UPRs in the Arctic, Anchorage/RTE, and NOPAC airspace