Twenty Fifth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/25)

Honolulu, Hawaii, USA, 24-25 March 2011

Agenda Item 4: Review Open Action Items (AI 21-3)

The Future of Oceanic Trajectory Based Operations and the Planned Operational Trials

Presented by the Federal Aviation Administration

SUMMARY

The Federal Aviation Administration is presenting its current work on the concept for Oceanic Trajectory Based Operations and the planned operational trial for the Oceanic Conflict Advisory Trial.

1. INTRODUCTION

1.1 The Federal Aviation Administration (FAA) has been developing and refining an Oceanic Trajectory Based Operations (OTBO) Concept of Operations (ConOps). This concept suggests enhancements to minimize constraints and controller interventions to improve system capacity and allow airlines to more closely achieve their user preferred trajectories. There are several suggested enhancements, one of which will begin an operational trial in Fall 2011.

2. DISCUSSION

2.1 OTBO ConOps include enhancements achievable by 2018 and are grouped into two categories: trajectory coordination and trajectory execution. Greater coordination is expected to allow users to plan better routes and increase the effective capacity of the system. Trajectory execution enhancements will allow air traffic controllers more opportunities to grant the coordinated trajectories.

2.2 Trajectory coordination enhancements are a series of capabilities designed to increase the information sharing between the Flight Operations Centers (FOCs) and the FAA. In the mid-term, these capabilities will bridge an information gap while longer term solutions are being developed and may eventually subsume these capabilities. Sample capabilities include traffic density depiction, flight-specific likelihood, the pre-departure planner and Oceanic Conflict Advisory Trial (OCAT).

2.3 Trajectory execution enhancements are new capabilities for the air traffic controllers that are most often improvements to Ocean21. These capabilities include a reminder list of denied requests, enhanced conflict resolution, and an insight tool that provides a more detailed description of the user preferred trajectory to the controller.

2.4 An enabling capability for OTBO is Web-Enabled Collaborative Trajectory Planning (WE-CTP). This will be a webpage where FOCs can access the trajectory coordination capabilities through a single interface. It will be iteratively improved over time as capabilities mature. It is planned that WE-CTP will be ready to support the operational trial of OCAT and also allow users to connect to the Dynamic Ocean Track System Plus (DOTS Plus) through DOTS Plus Online (DPO).

2.5 OCAT is designed to provide feedback on requests to FOCs based on the current traffic within the Ocean21 system. Within the OTBO concept, the OCAT feedback provides tactical coordination with a shorter time horizon. Participation in the planned operational trial will be limited to designated partners and focused in the Oakland Oceanic airspace.

2.6 The OCAT trial is scheduled to start in December 2011 and run for one year.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Note the upcoming planned operational trials and contact Dennis Addison at dennis.addison@faa.gov or Thien Ngo at thien.ngo@faa.gov if you are interested in participating.