Pacific Project (PPT/6) Meeting Report
Ottawa, 3 December 2013

1. **Welcome and Introductions**
   a. Blair Cowles, IATA, opened the meeting
   b. Self-introductions
   c. Reviewed proposed agenda – no comments were offered

2. **Pacific Project Team Members Updates**

   a. **Japan Civil Aviation Bureau (JCAB)** provided an update from the last Informal Pacific Air Traffic Control Coordination Group (IPACG):
      o Review of User Preferred Routes (UPR) :
         ▪ Japan-North America (Track3) UPR started official operation 14th November 2013.
         ▪ North America- Japan (Track F) UPR trial operation started 25th July 2013.
         ▪ Japan-Koror UPR trial operation started 25th July 2013.
         ▪ Japan-Hawaii DARP trial operation started 22th August 2013.
         ▪ Examination of Track2 UPR will be presented at next IPACG
      o The IPACG meeting scheduled for October 2013 was postponed until 3-7 Feb 2014 and is the 25th anniversary meeting.

   b. **State ATM Corporation** reported that they are presenting two new cross-polar routes to the CPWG and are working with JCAB on new route between P-K and Fukuoka FIRs (initially only for use during VOLKAM/14 but both parties will consider something more permanent). A meeting was held in Moscow very recently and based on the meeting they will begin working on an implementation plan, including timelines, for UPRs. State ATM will aim to provide an update at PPT/7.

   c. **IATA** reported on two items:
      o A letter was received from V. M. Okulov, Deputy Minister of Transport of the Russian Federation, which provided support the Pacific Project and suggested that TRASAS/4 might be a good vehicle for pursuing some of the PPT aims.
      o In November 2013, ASPIRE demonstration flights were conducted. The aim was to demonstrate what fuel savings are achievable within the existing constraints of the ATM system. This demonstration program involved four flights which were undertaken without any priority handling. Metrics are still being reviewed, but flights to Australia saved around 6-7 minutes. The HKG-ANC flight did not fare so well with issues created right from the takeoff roll by traffic immediately behind the flight on the same route.

   d. **United Airlines (UA)** is transitioning the Continental side of their flight planning system onto the SABRE system. They are aiming to get the best route optimization possible. UA thanked Russia for their efforts and the possibility of getting UPRs as per the State ATM update. UA asked the FAA and NAV CANADA to continue work on AIDC and for FAA to continue to make progress with the full deployment of ATOP. UA would like to get rid of the restrictions at 141W. UA's B788 aircraft are not yet on the SABRE system but once they are UA is are looking forward to as much flexibility as possible in accommodating different routings and the B788's climb performance.

e. **Emirates (EK)** uses a different flight planning system. EK raised concerns about restrictions at 141W being based on <u>potential</u> conflicts, and they would like to be able to eliminate those when possible. EK (and IATA/all member airlines) would like to see ANSPs tailor restrictions from 24/7 to only the times when needed due to traffic density and or complexity. IATA endorsed this view that many restrictions are unnecessarily applicable 24/7 and asked ANSPs to consider identifying and removing "blanket restrictions" that are in place during low traffic periods.

f. **American Airlines (AA)** agreed with other comments. As they are going to be merging with US Airways and creating a much larger airline it is very likely that they will be deploying new resources into the Pacific airspace. They are also looking at a new flight planning system and adding 787s, and eventually A350s, onto Pacific routes.

3. **Pacific Project Team/5 Action Items Review (WP/02)**

a. PPT02-04: Will begin working on implementation plans for UPRs. Will update next meeting.

b. PPT02-05: IATA will present a paper to IPACG in Feb to offer some options. JCAB continues to study restrictions on Track 2 and will introduce the study to remove some of the restrictions.

c. PPT04-01: FAA had discussions at OWG to look at changing the track generation times, but it did not appear to be feasible to the airlines. The resolution would have been earlier in the midnight shift which would have been a workload and human resource issue for FAA. Add to action item:
   o IATA will canvass airlines and analyze the optimum time; and
   o ask FAA to generate tracks at a more optimum time.

d. New Action Item: IATA would like a ZOA representative to come to the Pacific Project Team meetings.

e. PPT04-02: Still ongoing. Restrictions are already listed by NOTAM. IATA hopes to have graphical representation and priorities of those to eliminate for the next meeting. UA asked if there had been any look at the ZAN/ZOA boundaries that might allow for reduction of restrictions.
   ZAN and ZOA are looking at this and working on possible airspace changes to allow 30/30 to be used in airspace in the Kodiak area. There should be a resolution in early 2014. ZAN will provide an update at OWG and IPACG. Blair noted that IATA has raised the level of the Pacific Project from regional tracking and management to global – higher level focus. This may lead to increased resources and funding options.

f. PPT05-01: FAA has a paper for the Plenary regarding developments of getting early intent data. DOTS+ is in a system maintenance mode, but this is under development as part of the User Trajectory Planning program.

g. PPT05-02: ZAN has traffic count information, and will do that, but would like to know exactly what is desired (certain week or number of weeks?).
   IATA agreed to canvas airlines and provide ZAN with more specific details.

h. PPT05-03: Creation of these limited tracks would require FAA rulemaking, which would be a 3-5 year process and may not ever be approved. Can look at it and discuss further. UA said they understand the exclusionary airspace issues. Right now PACOTS get priority over UPR – why

not determine that best equipped get priority over those with lesser capabilities, i.e. *best equipped (or most capable)-best served*? The current lack of priority for RNP4 certified aircraft could also be considered an inhibiter to those operators that have invested in equipage and training and are prevented from getting the benefit of their investment. Russia is considering the impacts. JCAB advised that it takes them 2-3 years to make the changes and they would need to develop a long-term schedule.

     o Note for IATA: Trent Bigler, FAA, may have the information as to who can/cannot get RNP4 approval.

i.   PPT05-04, PPT05-06: Core Team has had one telcon, but has not progressed very much. Lack of a concrete work program has been a factor and it is hoped that this alter as a result of today's meeting.

j.   PPT05-05: IATA is working on this and will have something around Feb 2014.

4.   **Pacific Project 2014 Work Plan Discussion**

a.   **Shorter term initiatives** – WP/02 is a list of requested shorter term initiatives submitted for consideration with the aim of inclusion in the 2014 Pacific Project Work Plan.

     o <u>Removal of the requirement to file slots for RFE / Polar routes</u> or earlier access to information as an interim step. UA not in favor of eliminating GRL or slots. With DPO, it is easier for the airlines to input and have situational awareness. Delta (DL) agreed and said that ZOA was willing to get rid of it but it helps the airlines to make deconflicting decisions. ZAN would like to keep it. State ATM agreed that situational awareness is assisted by the requirement but would like ZAN to continue to work toward zeroing track load times for all routes.

     o <u>Expansion of AIDC to facilitate seamless AIDC between NAV CANADA, the FAA, JCAB and State ATM</u>. Updates provided:
         ▪ Vancouver is waiting for connection with NAM ICD with ZOA;
         ▪ FAA latest update is that they will start working on it and 1st quarter 2014 is a good estimate;
         ▪ State ATM working on Magadan/Khabarovsk with ZAN in 2015-2016;
         ▪ Fukuoka is looking at 2015 with State ATM.

     o <u>Identification of areas where radar transfers may be possible in order to improve lateral/longitudinal separation requirements</u>: IATA asked that ANSPs look at boundary coordination procedures and moving toward radar handovers where possible. Radar handovers between ZAN and Magadan are planned but are dependent upon SSR infrastructure improvements by State ATM. This work is planned with a 2015-16 timeframe.

     o <u>The ability to UPR in/out of Russian airspace from/to Anchorage</u>: As indicated earlier State ATM is starting work on a UPR implementation plan, and depending upon resources they may be able to provide details of the plan, including timelines, by PPT/7.

     o <u>The ability to file a UPR from either Oakland or Anchorage FIRs to non-prescribed waypoints on the Fukuoka FIR boundary (could be a published fix or lat/long on the boundary)</u>: ZAN automation does not allow to UPR beyond Shemya radar volume at this

time, which is some distance to Fukuoka boundary. Not planned for FAA review at this time, but will look into it. Requires changes to Ocean21 which IATA will lobby for.

- o Track generation times as close as practical to the time of flight in order to take advantage of the best possible wind models: IATA will liaise with the FAA to provide more specificity in terms of this request, particularly a consolidated member airline view on the optimum track generation time.

- o Establish transitions from Russian airspace to R220: This has been previously discussed in terms of having Russian routes join NOPAC. JCAB will address this tomorrow in the plenary meeting. JCAB and State ATM prepared draft LOA for use during volcanic exercise VOLKAM14 and will continue dialogue to evaluate establishing something more permanent. State ATM said that they tried to establish three transition routes, and the LOA will allow the routes to support the transitions in the future.

- o Review the westbound NOPAC structure and consider moving R220 further north: ZAN said there is discussion with P-K on the LOA to utilize that airspace, but no consideration of moving R220. They can take this under advisement and have discussions. Moving R220 closer to Russian boundary would require realignment of the airspace and it would also need to be classified as RNP4 airspace. ZAN need to look at a way to accomplish this task. State ATM said this is not feasible at this time.

- o Start R220 and R580 further west and allow UPRs to those start points: Currently very close to Alaska – the suggestion is to start it about 500 miles farther west, closer to Shemya. State ATM said that it could be considered. Could start at NATES and ONEAL but would not want to start too far west of St Paul. ZAN will discuss internally. No impact on P-K traffic.

b. Longer term initiatives
- o IATA plans to present a WP to IPACG in February proposing that the whole of ZOA airspace (excluding CENPAC routes to/from Hawaii-mainland USA) allows UPRs, starting with flights from the Fukuoka FIR boundary eastbound. The staging would then involve westbound flights and gradually move further into the Fukuoka FIR in a phased approach. IATA will suggest that the Pacific Project could monitor the project. IATA would offer simulation and modeling resources to be used in a collaborative manner with the FAA and JCAB.

c. TRASAS/4 March 24-28 2014
- o Discussion regarding planned participation and papers.
- o IATA will be represented by APAC Regional Director.
- o ACTION ITEM: FAA and IATA to work together on a paper to go to TRASAS/4.

d. Other business
- o State ATM commented that there was an agreement that China was not part of Pacific Project but as they have established relevant new routes and boundary fixes the project should consider revisiting this determination.
- o IATA reported on a Special Coordination Meeting held in Beijing in September 2013 which included a Chinese delegation. The meeting was productive and the Chinese took some action items away. One of the issues raised at the SCM was the scope and coverage of the different forums. A key question is how far should the reach of the PPT and

CPWG extend? China has not been participating in the CPWG, but is involved with other forums. IATA offered to host another SCM in Beijing in Sept 2014 and continues to actively engage with China through their North Asia office. UA said issues go back to 2000 when question was raised about a Chinese entry point TULOK. Discussion ensued about how to gain their interest and participation through ICAO, IATA, etc.

- ▪ Blair will find out if China plans to attend TRASAS (through the IATA North Asia office – or ICAO). The issues could be raised there about Chinese participation.

5.   **Review of Seamless Airspace Table:** work in progress

6.   Summary and Meeting Close
- o Blair will summarize for discussion on Thursday and update Action Items for PPT/6.

Pacific Project Team/6 Action Item List

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP02-04	Consider implementation of flexible tracks between approved entry and exit points within the RTE region on a daily basis	State ATM provided information on the regulatory and legislative requirements for operating off-routes and publishing routes. Some flexibility could be provided over the high seas under certain situations. UAL presented information on a paper trial conducted. Results indicated the potential for some time and fuel savings, however they were inconclusive.	IATA	State ATM is developing an implementation plan for UPRs, including timelines. This is a large exercise however State ATM will endeavor to provide an update at PPT/7.	May 2014	Open
PP02-05	Realignment of the NOPAC	JCAB and FAA will continue to pursue options for realignment of the NOPAC in conjunction with the Pacific Project. .	JCAB/FAA/IATA	JCAB continues to study restrictions on Track 2 and will introduce a study to remove some of the restrictions IATA will provide input from airlines as and when required.	May 2014	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP04-01	Eliminate constraints used for track generation	FAA/JCAB to provide details of variables and track generation rules to be reviewed collaboratively	FAA/JCAB/IATA	FAA had discussions at OWG to look at changing the track generation times, but it did not appear to be feasible to the airlines. The airline suggested resolution would have been earlier in the midnight shift which would have been a workload and human resource issue for FAA. IATA will canvass airlines and develop a consolidated airline position on the optimum track generation time for the FAA to consider.	May 2014	Open
PP04-02	Eliminate constraints for flight planning	Collect and review information on airspace constraints, justification and any plans to eliminate them.	FAA/JCAB/IATA	Restrictions are already listed by NOTAM. IATA aim to have a graphical representation and prioritization list of those to eliminate for the next PPT meeting.	May 2013	Open
PP05-01	Improve flight planning and eliminate constraints	IATA and the airline operators asked if it were possible to get early intent data from the DOTS+ system to assist with flight planning and track balancing.	FAA	DOTS+ is in a system maintenance only mode. The provision of early data is under development as part of the User Trajectory Planning program.	May 2014	Open
PP05-02	Collect NOPAC traffic count data	IATA asked if it were possible to get more detailed information on NOPAC traffic data, specifically, an hourly breakdown of traffic and traffic count data based on day of week.	FAA/IATA	ZAN has traffic count information, but would like to know exactly what is desired by IATA/the airlines. IATA agreed to provide more specific details.	May 2014	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP05-03	Improve efficiencies	IATA and operators requested that the FAA evaluate the possibility of developing "best equipped, best served" flex tracks in the Pacific.	FAA/IATA	Creation of such limited access tracks would require FAA rulemaking, which would be a 3-5 year process and may not ever be approved. JCAB indicated a similar timeframe if a rule change is required. IATA will reconsider and formalize the request.	May 2014	Open
PP05-04	Establish Core Pacific Project Team	IATA and FAA to work with other PPT members to establish a core team to narrow the focus of the PPT and avoid duplication of efforts.	Pacific Project Core Team	First telecon has been held however the lack of a concrete work program has been a limiting factor in terms of the efficacy of the team.	May 2014	Open
PP05-05	Determine baseline capabilities	To narrow and streamline the work of the Pacific Project, a determination of current capabilities and capacities is desired.	Pacific Project Core Team	IATA is compiling the information and will present a table for consideration at PPT/7	May 2014	Open
PP05-06	Develop work program	Core team to determine a plan of action with desired goals.	Pacific Project Core Team	IATA to present a draft work program with timelines to the PPCT for consideration after IPACG in February 2014.	May 2014	Open
PP06-01	FAA Meeting Representation	IATA requests that an Oakland Center representative is added to future PPT/CPWG meetings.	FAA	FAA will assess the request.	May 2014	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP06-02	ZAN/ZOA boundaries changes that might allow for the reduction of flight planning restrictions.	ZAN and ZOA are looking at this and working on possible airspace changes to allow 30/30 to be used in airspace in the Kodiak area.	FAA	There should be a resolution in early 2014. ZAN representative to update the next OWG and PPT/7.	May 2014	Open
PP06-03	Zero track load times	State ATM would like ZAN to continue to work toward zeroing track load times for all routes.	FAA	ZAN to continue assessing opportunities.	May 2014	Open
PP06-04	Expansion of radar transfers to improve lateral/longitudinal separation requirements.	IATA asked that ANSPs look at boundary coordination procedures and moving toward radar handovers where possible.	FAA/State ATM	Radar handovers between ZAN and Magadan are planned but are dependent upon SSR infrastructure improvements by State ATM. This work is planned with a 2015-16 timeframe.	May 2014	Open
PP06-05	Establish transitions from Russian airspace to R220.	As a result of outcomes from VOLKAM13, and requests from airlines, JCAB and State ATM have engaged in bilateral discussions regarding transitions from Russian airspace to NOPAC/R220.	JCAB/State ATM	JCAB and State ATM have prepared a draft LOA for use during volcanic exercise VOLKAM14 and will continue dialogue to evaluate establishing something more permanent.	May 2014	Open
PP06-06	Start R220 and R580 further west and allow UPRs to those start points.	Currently the routes start very close to Alaska and the suggestion is to start about 500 miles farther west, closer to Shemya.	FAA/State ATM	State ATM said that it could be considered. Could start at NATES and ONEAL but would not want to start too far west of St Paul. ZAN will discuss internally. There is no impact on P-K traffic.	May 2014	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP06-07	Review of westbound NOPAC structure.	IATA requests that the FAA and State ATM review the westbound structure of the NOPAC and consider moving R220 further north,	FAA/State ATM	There has been discussion between ZAN and P-K on the LOA to utilize that airspace, but no consideration of moving R220. This would require realignment of the airspace and it would also need to be classified as RNP4 airspace. ZAN need to look at a way to accomplish this task. State ATM said this is not feasible at this time.	May 2014	Open
PP06-08	TRASAS4	TRASAS4 will be held in Bangkok 24-28 March 2014.	FAA/IATA	FAA and IATA will collaborate on a submission/s to TRASAS on behalf on the PPT.	March 2014	Open