

Seventh Meeting of the Pacific Project Team (PPT/7)

(Samara, Russia, 3-6 June 2014)

Agenda Item 2: Provide Status on PPT/6 Actions

Action Item List

(Presented by IATA and FAA)

SUMMARY

This working paper presents the Action Item List from PPT/6, and asks the group to update the information as appropriate.

1. Introduction

The Summary of Discussions of the Sixth Meeting of the Pacific Project Team (PPT) provided an updated Action Item List. This list is provided at Attachment A.

2. Action by the Meeting

3.1 The meeting is invited to update the Action Item List at Attachment A for inclusion in the PPT/7 Summary of Discussions.

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.	<u>March</u> 2014	Open