

Seventh Meeting of the Pacific Project Team (PPT/07)

(Samara, Russia, 3 June 2014)

PACIFIC PROJECT (PP) INITIATIVE

(Presented by the Federal Aviation Administration)

SUMMARY

This working paper presents for the Group's consideration, an update on the PP; associated initiatives; and, suggested action for the meeting.

1. Introduction

- 1.1 During the 10th meeting of the Cross Polar Trans East Air Traffic Management Providers Work Group (CPWG/10), 02-04 November 2010, Paris, France, the air navigation service providers agreed to add the PP to the CPWG work program.
- 1.2 At CPWG/11, representatives have been identified to support the work associated with the PP; the first meeting of the PP Team (PPT) was convened; Terms of Reference (TOR) were agreed and approved; and, it was noted this project was not an effort to change what is ongoing, but an effort to leverage off what is being done.

2. Discussion

- 2.1 At the following CPWG/PPT02-06 meetings it was recognized although the eventual goal of the PP is to make use of UPRs throughout the region, there may be constraints with different Air Navigation Service Provider (ANS) requirements and capabilities. For this reason, it was acknowledged the project may need to be progressed in phases or include the use of flex tracks.
- 2.2 Further discussions centered around alternative route structures and the information that Civil Aviation Bureau Japan (JCAB) commenced the study of introducing flexible tracks into the North Pacific (NOPAC) at the 35th meeting of the Informal Pacific ATC Coordinating Group (IPACG/35), 07-11 November 2011, Sapporo, Japan. This was viewed as a possible way forward for the PP and JCAB and the FAA agreed to continue to pursue options for realignment of the NOPAC in conjunction with the Pacific Project and report on any progress at future IPACG and CPWG meetings.
- 2.3 Discussions were held on the IATA objective for the PP, which was to maximize user preferred routes (UPRs). In some cases, it was determined this objective was not technically feasible and it was agreed to identify current communication/navigation/surveillance and air traffic management (CNS/ATM) capabilities and procedures and identify fundamental limitations and/or constraints.

- 2.4 At CPWG PPT05, 14 May 2013, Bodo, Norway, a discussion ensued regarding the PP work program and the work in progress by IPACG and the CPWG. The meeting recognized the need for the clarification of the work of the PP and agreed close coordination between associated Working Groups should be sought in order to achieve efficient flight operations between North America and Asia via the Arctic Ocean, Siberia and the North Pacific.
- 2.5 The concept of a “core team” of members was also introduced at CPWG PPT05. The core team would consist of a representative from each of the following: FAA; IATA; JCAB; State ATM; NavCanada; and, the airlines. The core team would collect and discuss work being done or planned in other workgroups, such as CPWG, IPACG and OWG. Based on efforts occurring in other work groups, the core team could narrow the work of the PP to prevent a duplication of efforts. Attendees of the PP meeting were asked to consider the proposal and a teleconference (telcon) was to take place to solicit nominees to the core team and discuss future work of the PP. The group agreed to hold monthly or bimonthly telcons once the core team was established.
- 2.6 Due to scheduling and resource constraints, it was not feasible to conduct the agreed telcons with all identified stakeholders; however, the PP Co-Leads, IATA and FAA, conducted communication via telcon and electronic means to discuss the future of the PPT. These discussions included analysis of the PP work program and Terms of Reference.
- 2.7 At the CPWG PPT06 conducted 03 December 2013, Ottawa, Canada, the meeting began with a discussion of a core team concept and appropriate venue for PP work to take place, given the defined work of the group also includes work being done in other groups, such as IPACG and the Oceanic Work Group (OWG). After extensive discussion, it was decided the PP should remain within the CPWG for the time being.
- 2.8 Since PPT06 the PP Co-Leads endeavored to determine the status of the PPT Action List Items (Attached) and cross-referenced the items with the work programs and Action Lists of the CPWG and IPACG. This effort was conducted to determine whether the work to progress the PP objectives is duplicated in these other Groups and to validate Co-Lead recommendation to close those items that are currently being addressed either at the CPWG or the IPACG.
- 2.9 The PP Co-Leads agree the final solution of the PP is to enable UPR as the primary means of navigation for all flights operating between North America and Asia taking into account traffic management needs. This includes a holistic approach to include DARP, flex tracks and fixed ATS tracks to deliver the most efficient outcomes for future traffic needs. Conducting their review from this perspective the Co-Leads agree the PP objectives are being achieved by the work programs of CPWG and IPACG.
- 2.10 Therefore, the Co-Leads agree to recommend review of CPWG Terms of Reference (TOR) to consider the PP purpose and scope of work be amended as a monitoring mechanism to ensure the identified work by CPWG, IPACG and other Groups maintains collaboration and connectivity with the PP goals.

3. **Recommendation:**

3.1 The meeting is invited to:

- a. Review the information contained in this Working Paper;
- b. Agree the PP work program is adequately addressed by CPWG;
- c. Agree the PP will conduct coordination and collaboration between CPWG meetings via telcon and electronic communication and will report findings to CPWG; and
- d. Recommend the CPWG TOR are reviewed and amended accordingly.

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. Added to CPWG work program.	May 2014	Open Closed
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. Included in CPWG Work Program Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Airline route proposals – New routes taking into account the reduced lateral separation standards Work is conducted at IPACG, updates provided to PPT.	May 2014	Open Closed

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	<p>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.</p> <p><i>Included in CPWG Work Program</i></p> <p><i>Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Improved Air Traffic Flow Management (ATFM) tools and exchange of information between ANSPs and operators through use of the Dynamic Ocean Tracking System Plus (DOTS+) Gateway Reservation List (GRL) and DOTS+ Online (DPO)</i></p> <p>OWG work, updates provided to PPT.</p>	May 2014	Open Closed

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP04-02	Eliminate constraints for flight planning	Collect and review information on airspace constraints, justification and any plans to eliminate them.	FAA/JCAB/IATA	<p>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.</p> <p>Included in CPWG Work Program <i>Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic</i> CPWG Action Item CP08-12 CPWG Action Item CP14-11</p> <p>Graphic depiction presented. Work is conducted at IPACG and OWG (IPACG/36 <u>UPR Flight Planning Constraints</u> JCAB and FAA recognize the need to constantly review system constraints and update published guidance material when necessary. Updates provided to PPT.</p>	May 2013	Open Closed

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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	<p>DOTS+ is in a system maintenance only mode. The provision of early data is under development as part of the User Trajectory Planning program.</p> <p><i>Included in CPWG Work Program</i> <i>Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Improved Air Traffic Flow Management (ATFM) tools and exchange of information between ANSPs and operators through use of the Dynamic Ocean Tracking System Plus (DOTS+) Gateway Reservation List (GRL) and DOTS+ Online (DPO)</i></p>	May 2014	Open <i>Closed</i>
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	<p>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.</p> <p><i>Included in CPWG Work Program</i> <i>Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic</i></p> <p><i>CPWG Action Item CP15-03</i></p>	May 2014	Open <i>Closed</i>

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	<p>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.</p> <p>Included in CPWG Work Program <i>Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Airline route proposals</i></p> <p>Ongoing work at IPACG</p>	May 2014	Open Closed
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	<p>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.</p> <p>PP moved to CPWG work program.</p>	May 2014	Open Closed
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	<p>IATA is compiling the information and will present a table for consideration at PPT/7</p> <p>Seamless Airspace Chart added to CPWG work program to identify and update capabilities.</p>	May 2014	Open Closed
PP05-06	Develop work program	Core team to determine a plan of action with desired goals.	Pacific Project Core Team	<p>IATA to present a draft work program with timelines to the PPCT for consideration after IPACG in February 2014.</p> <p>PP moved to CPWG work program.</p>	May 2014	Open Closed

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
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. <i>FAA cannot support the resource allocation.</i>	May 2014	Open <i>Closed</i>
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. <i>Included in CPWG Work Program Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic –New routes taking into account the reduced lateral separation standards Improve Communications in Arctic/Polar Region – Implementation of Controller Pilot Data Link Communication (CPDLC) and Automatic Dependent Surveillance – Contract (ADS/C) capability for all polar routes CPWG Action Item CP06-02</i>	May 2014	Open <i>Closed</i>

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP06-03	Zero track load times	State ATM would like ZAN to continue to work toward zeroing track load times for all routes.	FAA	<p>ZAN to continue assessing opportunities.</p> <p><i>Included in CPWG Work Program Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Improved Air Traffic Flow Management (ATFM) tools and exchange of information between ANSPs and operators through use of the Dynamic Ocean Tracking System Plus (DOTS+) Gateway Reservation List (GRL) and DOTS+ Online (DPO) – Polar Minimum Time Tracks</i></p>	May 2014	Open Closed
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	<p>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.</p> <p><i>Included in CPWG work program Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Implementation of radar hand-offs and procedures between Magadan and Anchorage FIRs</i></p> <p><i>CPWG Action Item CP04-31</i></p>	May 2014	Open Closed

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
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	<p>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.</p> <p><i>Included in CPWG work program Safety – Making contingency response information available, including volcanic activities</i></p> <p><i>CPWG Action Item CP10-08 CPWG Action Item CP15-04 thru 08</i></p>	May 2014	Open <i>Closed</i>
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	<p>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.</p> <p><i>Included in CPWG Work Program Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Airline route proposals – (ATS Route Catalogue)</i></p>	May 2014	Open <i>Closed</i>

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	<p>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.</p> <p>Included in CPWG Work Program <i>Improve/Increase Efficiencies for Cross Polar and Russian Far East Air Traffic – Airline route proposals (ATS Route Catalogue)</i></p>	May 2014	Open Closed
PP06-08	TRASAS4	TRASAS4 will be held in Bangkok 24-28 March 2014.	FAA/IATA	<p>FAA and IATA will collaborate on a submission/s to TRASAS on behalf on the PPT.</p> <p>PPT is a sub-group of CPWG; therefore any submissions will come from CPWG.</p>	<u>March</u> 2014	Open Closed