

**Pacific Project (PPT/7) Meeting Report
3 June 2014**

Pacific Project

The Pacific Project meeting was held on Tuesday afternoon June 3 from 1300L to 1700L and was attended by 37 people with Blair Cowles of IATA chairing the meeting. The FAA co-chair, Steve Pinkerton was unable to attend due to visa entry issues into Russia. The FAA was represented by two people, Leah Moebius, and Steve Kessler (Anchorage Center).

Below are notes and actions resulting from the meeting.

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

State ATM Corporation provided an update

- Russia State ATM advised of two new routes, one polar and one non polar that will be open by November. The FAA will have routing constraints via 141W FIR with Edmonton until ATOP is introduced to Sector 64 (2015).
- Russia has begun evaluating feasibility of developing UPRs in the Polar Arctic Region. This would provide options for airlines to route between Anchorage FIR boundary fixes to multiple fixes prior to continental landfall. State ATM started to draft roadmap which will serve as the basis of UPR development in Russian Federation. Their focus would be on Oceanic section of Magadan Airspace in the next 12 months. It has CPDLC and ADS-C, the application is expanded to all sectors of Magadan.
- State ATM will also study UPR experience with other states. Have talked with other ANSPs and progressive methods of utilization and implementation.
 - Study user requirements
 - Study traffic demand vs. project volumes of charges.
 - Cost analysis improving existing coverage. Need to define advanced CNS/ATM technologies available
 - Definition of financial risk with modernization
- UAL requested that eastbound UPR also be considered since there is generally less eastbound polar traffic and a “trial” may be easier to do in this direction. Sabre flexibility should provide some significant benefits once this is implemented (no specific date, further discussions required)
- Opening of 2 entry/exit : BARIP and SALEB. Depending on discussions with ZAN, will be available November 2014.

New action item list: provide IATA with definition of sample user routes and IATA will provide sample plans and benefits. 2 month date. Saving data for each UPR compared to traditional routes.

Q: would UPRs go both directions?

A. Lets see whats more practical. Current polar routes are eastbound. Eastbound are fewer flights and might be easier to conduct trials.

Japan Civil Aviation Bureau (JCAB)

The JCAB provided a presentation of UPR in the Fukuoka airspace that included those PACOTs that have become UPR to CONUS and Hawaii. IATA noted that there has not been much change with the NOPAC in the last 40 years and that the possibility of flexing in/out of NOPAC is of great interest to airlines. IATA appreciates JCAB and the FAA work being done to improve/increase efficiency in the reason. JCAB noted that one of the areas they need to study is feasibility of fixing/optimizing routes against upper wind. Discussed sample of tracks, PACOTs, to the group. East side of Japan there is no airway because there's flexible track made daily.

JCAB also provided a UPRs and DARPs Update after Pacific Project 6 meeting.

- a. March 2013 Track 1 UPR (Asia to North America) normal operation started.
- b. March 2013 Track K UPR (north America-southeast Asia) normal operation started
- c. March 2013 UPR between Japan and Oceania. Normal operation started.
- d. July 2013: Track F UPR (North America-Asia)
- e. July 2013: UPR between Asia and Koror Trial started.
- f. Sept 2013: DARP
- g. Dec 2013 10 min longitudinal separation without MNT

JCAB has already introduced UPRs in areas that easy to introduce area. Future work will enhance DARP area. JCAB is starting to study introduction of flexible track into NOPAC area for future work.

FAA

FAA provided an update on activities since the last Pacific Project meeting including the implementation of 30/30 in Kodiak. Implementation has been successful overall except for the radar down for 45 days in Cold Bay – the FAA suspended use of 30/30 in that area during that time but it has been running smooth since then in every day operations.

During the IPACG meeting in February 2014, IATA proposed a paper on unrestricted UPR. It was determined that the proposal would not be considered at this time. In an effort to support further work on UPRs IATA is gathering data with number of airlines. The data is being collected during the first week of each month and is generated by airline dispatch offices. It includes actual flown flight plans compared against unrestricted UPR routes for various city pairs. The data gathering involves a small sample - 10 city pairs east/west bound - and involves unrestricted UPRs from departure to arrival with the provision that there is no UPRing through Chinese airspace. Through this exercise IATA hope to identify remaining 'low hanging fruit' for consideration in terms of UPR expansion. IATA also has some funding for modeling and this exercise may help identify where modelling could be most effectively employed. IATA will complete a report at the conclusion of the study and hopes to provide this at the next IPACG or next Pac Project.

IATA

IATA announced that ICAO Bangkok would be sending out invitations for a second "Special Coordination Meeting" to be held at the ICAO Regional sub-Office in Beijing during the two days prior to the next IATA RCG meeting (September 23-25). Countries being invited are China, Russia, Mongolia, North Korea, Kazakhstan, Japan and South Korea. The intent is to again focus on various issues in the Asia region that support both Cross Polar and Russian Trans East operations.

During June 3rd ANSP meeting, the members discussed the FAA WP/06 on the Pacific Project Initiative.

The FAA is proposing that the Pacific Project be homogenized into the CPWG and not a separate focus . IATA had been asked to support this however several airlines want to keep the Pacific Project separate standalone meeting with all the stake holders associated with Pacific operations or Pacific operators present. IATA appreciates the time and effort in generating this paper while we agree with the logic and some of the sentiments in the paper, IATA and airline members views the pacific project as a stand-alone meeting and opportunity it provides to look into pacific traffic in holistic fashion.

Agree that there are opportunities to be more effective but we would like to discuss with larger airline base mostly likely in September at the IATA RCG meeting. The Pacific Project took a great deal of effort by IATA and several airlines and they are reluctant to see it disappear or have it as a dedicated agenda item on the CPWG agenda at this stage. IATA will provide more a more detailed response at the CPWG/18 meeting.

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

Please see updated action item list.