

**Pacific Project Team/7 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.  State ATM has developed a roadmap and is coordinating with other ANSPs on their experience with UPRs. Focus on polar area's first then look at other areas.	December 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.  Remains ongoing and providing updates to IPACG and CPWG. Transition of 590 – coordinating with ENRI in order to introduce benefits goals for IATA. Give output to IPACG and CPWG on work.  Track 2 UPR will be discussed at June 2014 OWG and September IPACG.	December 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	<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>At request of ZOA, IATA drafted letter requesting track generation time closer to time of flights and awaiting response by ZOA. OWG is June 18<sup>th</sup>.</p> <p>Request the FAA generate westbound PACOTS later to take advance of newer winds.</p>	<del>May 2014</del> June 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	<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>Steve pinkerton is working on graphic representation.</p>	<del>May 2013</del> December 2014	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
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>DOTS+On Line does not give adequate information. Track loading – don't know until its posted how many are on track. Especially true on merged Track C.. 20-25 flights on one track.</p> <p>CP track loading 20 airplanes on one track and 2 on very next track. If there was an early intent count of flights on particular track, operator may change to less traffic route.</p> <p>DOT+ is in maintenance mode. Need user trajectory planning as soon as possible.</p>	<del>May 2014</del> December 2014	Open

PPT08/WP03  
16 December 2014  
Action Item List

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
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.  No additional guidance from IATA, therefore detailed NOPAC data was not available at CPWG/17. Requested IATA provide more specific details so that this action can be addressed.	<del>May 2014</del> December 2014	Open
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.  IATA to work with Steve Kessler on this. They are working with Montreal office on this.	<del>May 2014</del> December 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.  Will discuss this along with WP/6	<del>May 2014</del> December 2014	Open

PPT08/WP03  
16 December 2014  
Action Item List

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
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  FAA WP/5 for PPT provided preliminary template for seamless airspace. Will coordinate ANSP input and provide updated version at next PPT/8 meeting.	<del>May 2014</del> December 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.  No updates provided - IATA paper is still a work in progress.	<del>May 2014</del> December 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.  Lack of resources, FAA cannot support. Recommends closing this item.	May 2014	CLOSED
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.  FAA provided upate. This is implemented and item can be closed.	May 2014	-CLOSED

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	ZAN to continue assessing opportunities.  Will work to get new automation in the area. Once theswe is done, FAA can do slow transition to lessen load times.  FAA to provide update at next meeting.	<del>May 2014</del> December 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.  ZAN and Magadan are planned with 2015/2016 timeframe.	<del>May 2014</del> December 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.  JCAB and State ATM. State ATM provided NOTAM over northern Islands which will cause difficulties for JCAB. We need to coordinate with MOFA and this will take time.  Update at next meeting.	<del>May 2014</del> December 2014	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
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>Questions were raised if we terminate R220 start point to NATES, R580 and ONEAL. You can already UPR to R220 to NATES – not further west. And UPR to OPAQ.</p> <p>Start NOPAC further west than current is limited by radar coverage, currently UPR to NATES for R220 and OPAKE for R580 is the limit. Need to discuss off-line and report back at next meeting.</p>	<del>May 2014</del> December 2014	Open

PPT08/WP03  
16 December 2014  
Action Item List

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>Further discussions with PK during ZAN visit. We could not come up with ideas to resolve/allow this request.</p> <p>Move R220 north involves evaluation of boundary buffer with Russia. This action will not be considered at this time. Close.</p>	<del>May</del> 2014	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>TRASAS/4 was postponed.</p>	<u>when TRASAS/4 meeting is rescheduled.</u>	Open
PP07-01				UPR data back to State ATM	<u>Dec 2014</u>	OPEN
PP07-02				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.	<u>December 2014</u>	OPEN