

The Ninth Meeting of the Pacific Project Team (PPT/9) Meeting Report
12 May 2015
JCAB Headquarters
Tokyo, Japan

The Pacific Project Team returned to a full day meeting schedule for the first time since the fourth Pacific Project Meeting in December 2012. The first half of the meeting was dedicated to a flight planning workshop and the second half was dedicated to PPT Action Items and a presentation by FAA. Participants included the Russian Federation, Canada, Japan, the United States, Iceland, IATA, and numerous international air carriers. The PPT participants were welcomed by FAA co-chair Steve Pinkerton and IATA co-chair Blair Cowles. Following introductions, IATA led the flight planning workshop.

Based on activity at CPWG/18, IATA requested that each ANSP provide a briefing on flight planning requirements and restrictions through their respective airspace. Anchorage Center provided a detailed briefing on flight planning requirements, user preferred route (UPR) restrictions, and provided links to several resources that flight operators could access. Anchorage noted further expansion of UPRs to the west along R220 and R580 and noted success with an operational trial of UPRs to the boundary with Fukuoka for aircraft at or above FL400.

During the second half of the meeting, the FAA presented “Developing a Roadmap to Success: What’s Needed to Support UPRs”. The presentation reviewed the PPT Terms of Reference (TORs), requirements and inhibitors to support UPRs with analysis of the seamless airspace chart, and asked operators to provide their desired improvements in relation to existing or future capabilities. In examining requirements/inhibitors to supporting UPRs, there were three general area that participating ANSPs saw as necessary- technology, rules, and predictability/structure.

The information developed from the seamless airspace chart was used to examine the technology and rules requirements of UPRs. The overall data showed that most ANSPs either could currently or would be able to accommodate in UPRs within the next one to three years. The discussion on predictability/structure revolved around issues of sector complexity and balancing traffic flow. Two central questions were as to whether increased UPRs would lead to constraints that either limited altitude or required reroutes off of UPRs. As discussion turned to areas where operators desired improvement, some operators requested that the FAA and JCAB consider disestablishing the current ATS route structure in favor of a flex-track system. The FAA noted that the suggestion seemed to run contrary to the concept of UPRs and to the ongoing work between Anchorage and Fukuoka to expand UPRs.

It was expressed that if the FAA and JCAB changed course, that it may further delay the desired end-state of expanded UPRs. The FAA noted that each ANSP has been working to allow or expand UPRs and progress is being made; however, each State has its own safety mechanisms

and analysis that must be conducted prior to trials or implementation. Additional discussions resulted in two new action items for the FAA-

1. PP09-01- Gradual removal of restrictions along 141W and the requirement to file over specific fix pairs. This action is dependent on Anchorage's implementation of ATOP in the Arctic airspace.
2. PP09-02- Creation of bi-directional routes between Petropavlovsk-Kamchatsky and Anchorage over LUMES, KUNAD, and KOKES.

A final action for IATA to coordinate with operators and provide specifics for each geographical region with desired end-state and short, mid, and long-term goals was also created.

Both Co-Chairs thanked the meeting participants for a productive meeting and look forward to more in-depth discussions PPT/10.

Next PPT Meeting

The next PPT meeting is scheduled for 26 October 2015 in Anchorage, Alaska.

Pacific Project Team/9 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/9. State ATM provided information on roadmap to UPRs in their FIRs, with expected trials in 2018 based upon items in roadmap.	Fall 2015	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.	Fall 2015	Open
PP07-01	UPR Expansion in the RTE		State ATM/IATA	State ATM to provide IATA with definition of sample user routes and IATA will provide sample plans and benefits to quantify case/need for UPRs. (ie. savings data for each UPR compared to traditional routes). State ATM provided information on roadmap to UPRs in their FIRs, with expected trials in 2018 based upon items in roadmap.	Fall 2015	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP08-01	Develop PPT work plan	Determine current and future planned capabilities of ANSPs to assist with gap analysis and development of a clear roadmap for the work of the Pacific Project Team.	All ANSPs	<p>FAA to send a Seamless Airspace Template to all ANSPs to complete.</p> <p>FAA developed and sent a Seamless Airspace Chart out to all ANSPs to reflect current and planned capabilities. Based on the information from the chart, FAA provided a presentation on items needed for ANSPs to support UPRs and what current and future capabilities are planned with timelines.</p> <p>FAA will update and send Seamless Airspace Chart out to ANSPs for revisions and updates.</p> <p>IATA to consider information provided in FAA presentation in determining where operators desire UPR expansion (Action PP09-03 opened)</p>	Fall 2015	Open
PP08-02	Collect traffic count data for Arctic, Anchorage/RTE, and NOPAC	IATA has requested more detailed traffic count information for the NOPAC, Anchorage/RTE, Arctic fixes. Specifically, a breakdown of traffic by hour and days of the week is requested.	IATA/ANSPs	<p>Both JCAB and ZAN have data available, however, both have requested more details about what is specifically requested and how/what that data will be used for. IATA to provide more details prior to PPT/09.</p> <p>IATA to coordinate with Anchorage during CPWG.</p>	Fall 2015	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP08-03	UPR Expansion	IATA request that the FAA consider allowing UPRs westbound to Russian FIR boundary fixes Magadan and Petropavlovsk boundaries. The relevant fixes are ERNIK, RUSOR, BESAT, BAMOK, KOKES, LUMES, and KUNAD. If possible the UPRs would not require using any ATS routes within ZAN airspace.	IATA/FAA	IATA to refine the request and provide ZAN with additional details for their consideration. Keep action open to periodically review and realize efficiencies. Anchorage provided an update on expansion of UPRs into the NOPAC and other regions. Anchorage will re-evaluate restrictions and UPR status on a regular basis through a collaborative work group with operational personnel at the facility approximately every six months.	Fall 2015	Open
PP08-04	UPR Expansion	IATA request that Russia consider an extension of the UPR expansion proposal in PP08-03 by allowing UPRs westbound from the Anchorage FIR boundary (LAT/LONs) to named waypoints along ATS routes within Russia Oceanic airspace.	IATA/State ATM	State ATM to consider.	Fall 2015	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP08-05	Improve Efficiencies	Provide information on the Oakland FIR trial to merge PACOTS tracks C/E	FAA	FAA reported that the trial to merge PACOTS tracks C and E has been temporarily suspended but is expected to resume in February 2015. Main issues revolves around appropriate direction for altitude of flight and what can be accepted by downstream facilities. Of note, most aircraft that would normally file along Track E are using UPRs north of Track E and merging with Track C. UPR trial in conjunction with Track F has been successful and without issue.	Fall 2015	Open
PP08-06	Improve Efficiencies	Provide information on the Oakland FIR UPR trial with PACOTS Track F	FAA	UPR trial in conjunction with Track F has been successful and without issue.	Fall 2015	Open
PP09-01	UPR Expansion	Remove restrictions along 141W	FAA	Arctic Region- Operators have requested removal of flight planning restrictions on 141W in the Arctic. With implementation of ATOP in the Anchorage Arctic FIR, it may be possible to accommodate. Anchorage will look at gradual removal of restrictions beginning at 74N.	Fall 2015	Open
PP09-02	Improve Efficiencies	Request bidirectional routes over KUNAD, LUMES, and KOKES	FAA/State ATM	Traffic may only transit these fixes westbound from Anchorage Center. Operators are requesting State ATM and Anchorage to consider allowing aircraft to transit eastbound from P-K into Anchorage airspace. FAA to discuss with State ATM and evaluate request.	Fall 2015	Open

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP09-03	UPR Expansion	Consider operator desired areas for UPR expansion/implementation	IATA	FAA presented information on current ANSP capabilities and availability of UPRs in the Arctic, Anchorage-RTE, and NOPAC airspace. IATA to coordinate with operators and provide specifics for each geographical region with desired end-state and short, mid, and long-term goals.	Fall 2015	Open