

Oakland Center Update

Dennis Addison

SM Oceanic Airspace and Procedures

October 27, 2015



**Federal Aviation
Administration**



Air Traffic Services

[Flight Plan Filing](#)[Air Route Traffic Control
Centers \(ARTCC\)](#)[Airport Traffic Control Towers
\(ATCT\)](#)[Terminal Radar Approach
Control Facilities \(TRACON\)](#)

Oakland ARTCC Webpage

KZAK Oceanic ATC Operations

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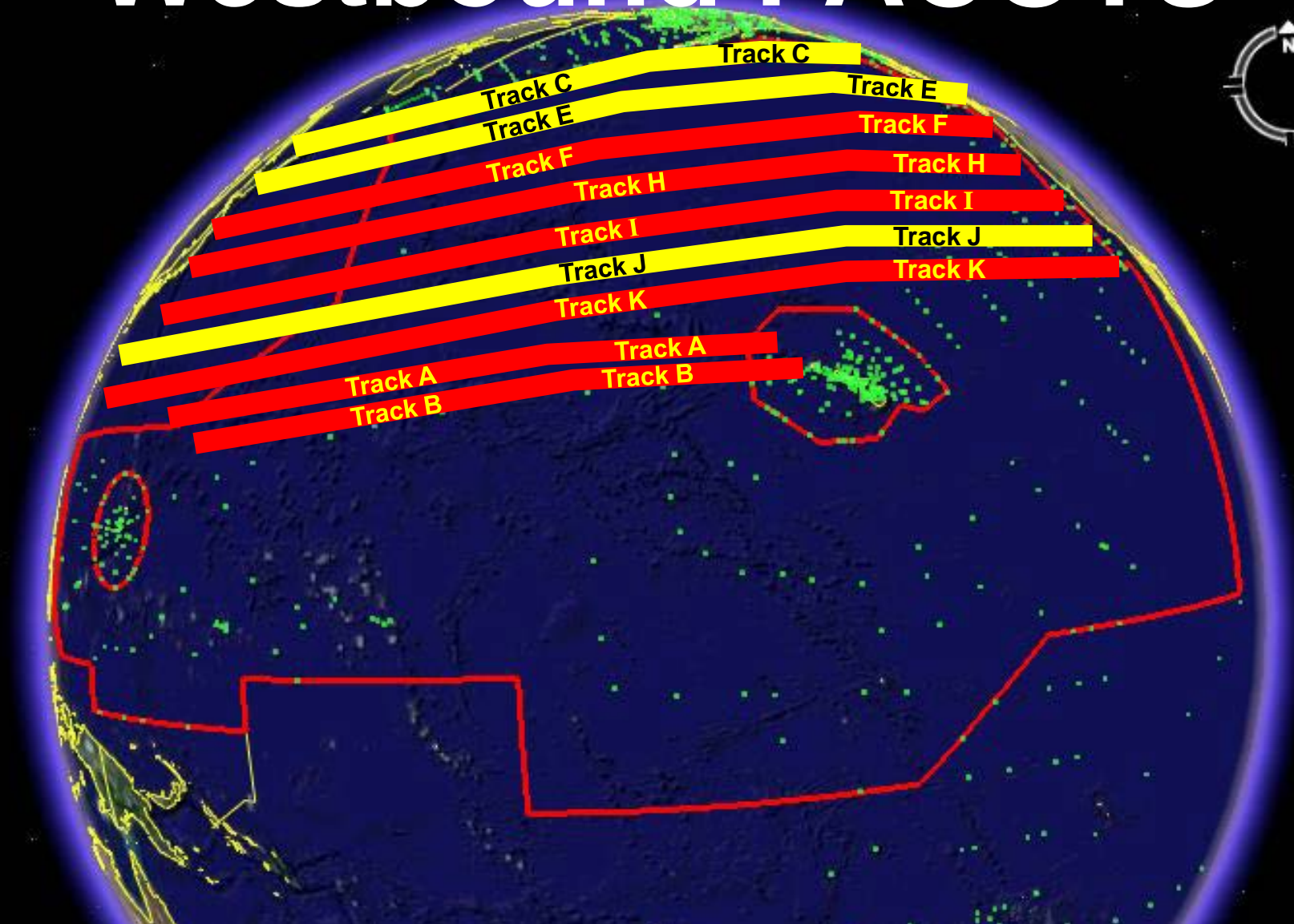
- [Central East Pacific \(CEP\) Routes Guidelines \(PDF\)](#)
- [Guam Area Preferential Routings \(PDF\)](#)
- [High Altitude User Preferred Routes \(PDF\)](#)
- [Oakland ARTCC Oceanic Points of Contact \(PDF\)](#)
- [Oakland Oceanic Controlled Airspace/Flight Information Region \(OCA/FIR\) \(PDF\)](#)
- [Oakland Oceanic CPDLC \(PDF\)](#)
- [Pacific Organized Track System \(PACOTS\) Guidelines \(PDF\)](#)
- [Track Advisory User's Guide for Dispatchers \(Effective May 8, 2015\) \(PDF\)](#)
- [User Preferred Route \(UPR\) Flight Planning Guidelines \(PDF\)](#)

Pacific Meetings

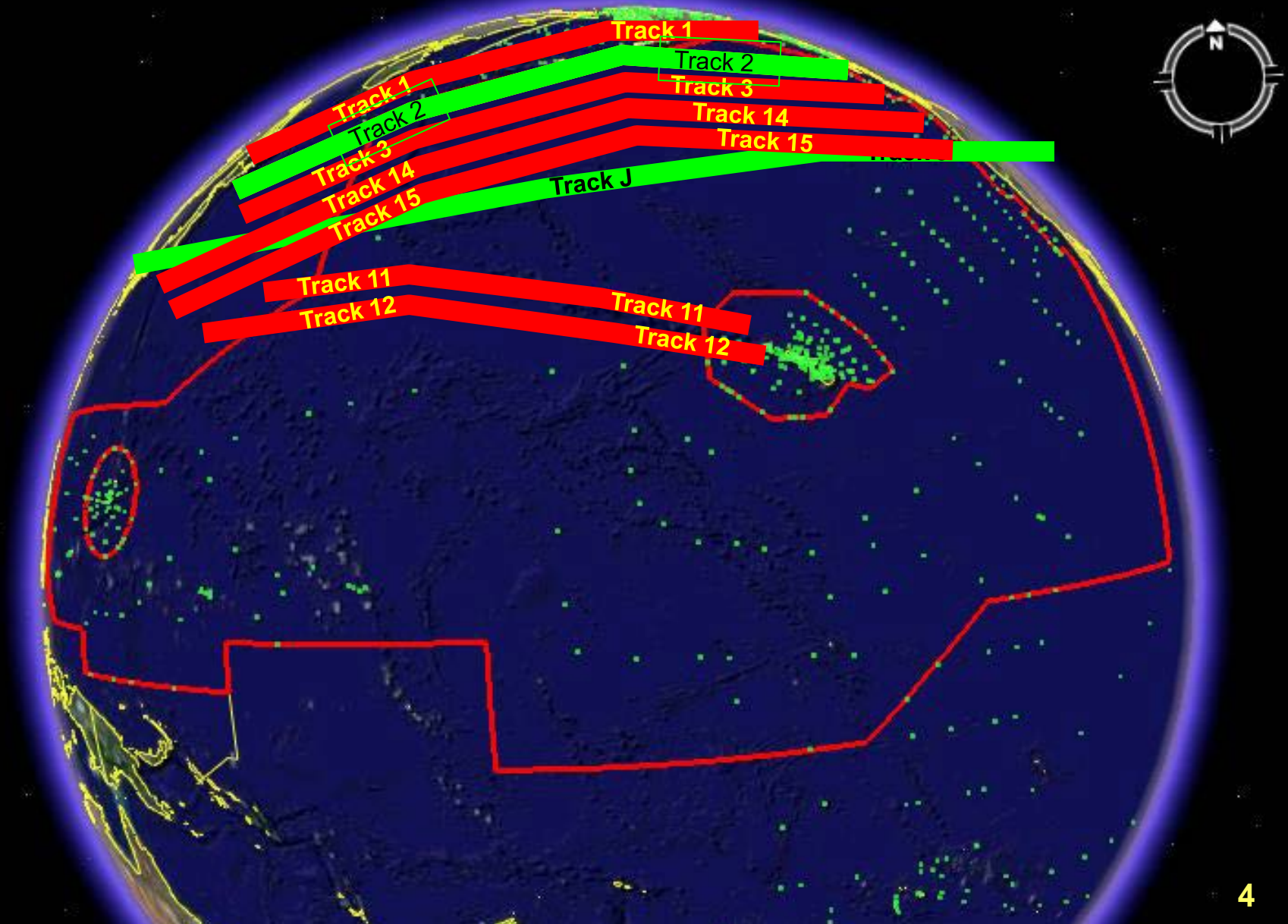
- [Informal Pacific Coordinating Group \(IPACG\)](#)
- [Informal South Pacific Coordinating Group \(ISPACG\)](#)
- [Oceanic Workgroup Meeting \(OWG\)](#)



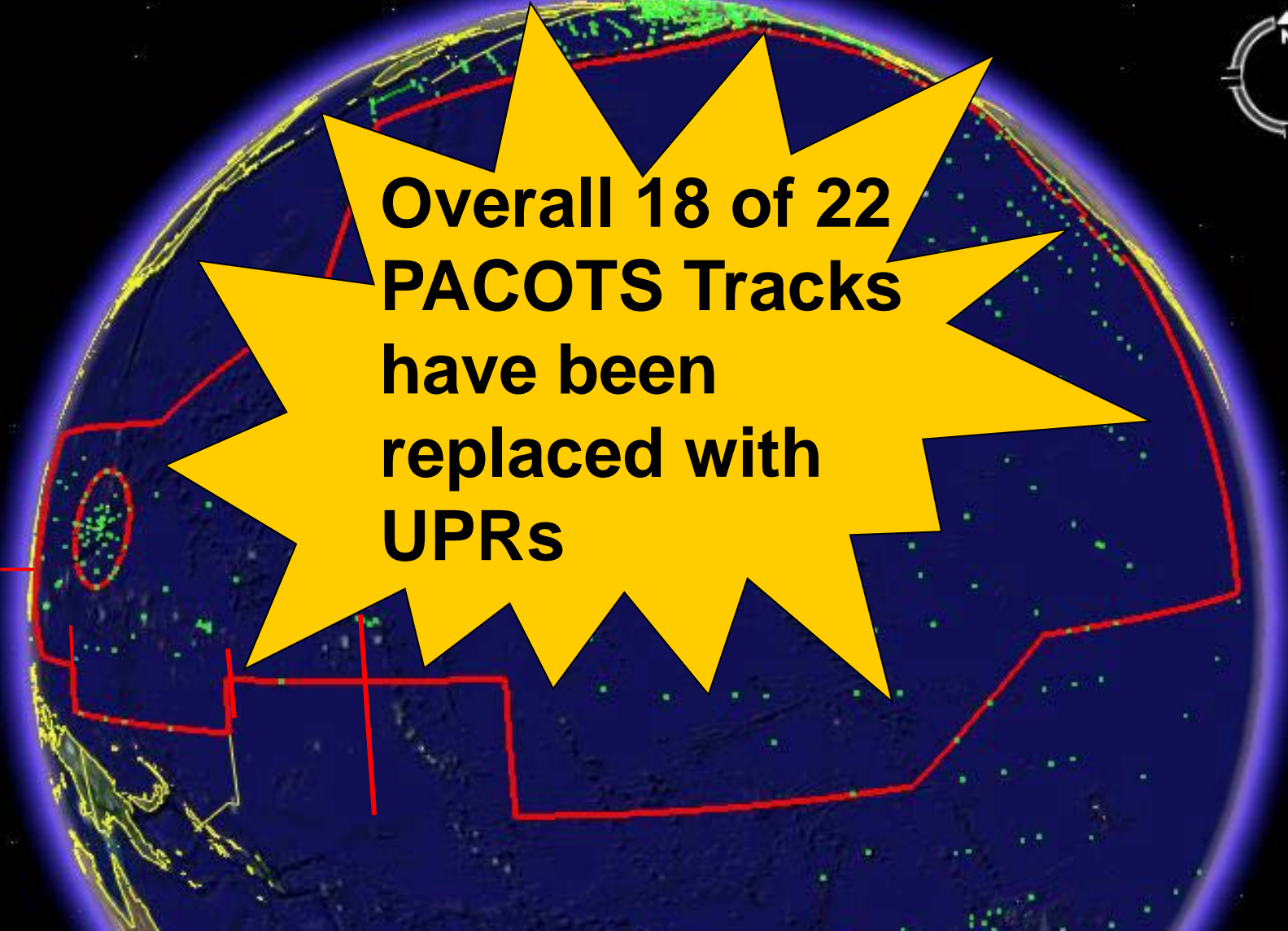
Westbound PACOTS



Eastbound PACOTS



PACOTS vs UPRs



**Overall 18 of 22
PACOTS Tracks
have been
replaced with
UPRs**



UPRs

Over 32.8 Mil
Kg Fuel
Savings
Annually

????

Kg An.

2.88M.

Kg An.

1.09 Kg

An.

.266M.

Kg An.

2.88M.

Kg An.

2.09M.

Kg An.

????

Kg An.

1.09M.

Kg An.

10M.

Kg An.

1017Kg

Flight

9.61M

Kg An

Vancouver

Fukuoka

Brisbane

Tahiti



Global Flight Tracking (GFT)



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Global Flight Tracking

- **FAA increased Pacific RNP10 ADS-C Reporting rates on June 25, 2015.**
 - 64% of aircraft in the Oakland FIR are FANS 1A equipped.
 - Only about 3 to 4% of the aircraft in the Oakland FIR are FANS 1A equipped and flight plan RNP10.
 - Most FANS 1A aircraft in the Oakland FIR already have a periodic reporting rate of 13minutes and 52 seconds..
 - The RNP10 ADS-C reporting rate will change from 26'40" to 13'52"
 - Change coordinated with Pacific IATA Rep.



Impacts Military Operations

Initial Request
0700Z – 1430Z

August 25th – Primary Date
August 26th-29th – Back-up Dates

No Corridor for Asia-Hawaii

A traffic analysis was conducted and based on the volume of traffic in the North Pacific and lack of a corridor for Asia-Hawaii Oakland ARTCC told MDA that the approved window would be

0845Z – 1100Z

Single Corridor
Only wide enough for one bi-directional route to accommodate traffic between Japan/Asia and North America

Impacts From Military Operations

After Traffic Analysis and Open Dialogue with Test Group

Unfortunately, the Narrow North Corridor Could Not Be Expanded

Revised Request

0730Z – 1100Z

August 25th – Primary Date

August 26th-29th – Back-up Dates

**New Corridor for Asia-Hawaii,
Manila and Guam**

Area 3

Area 2

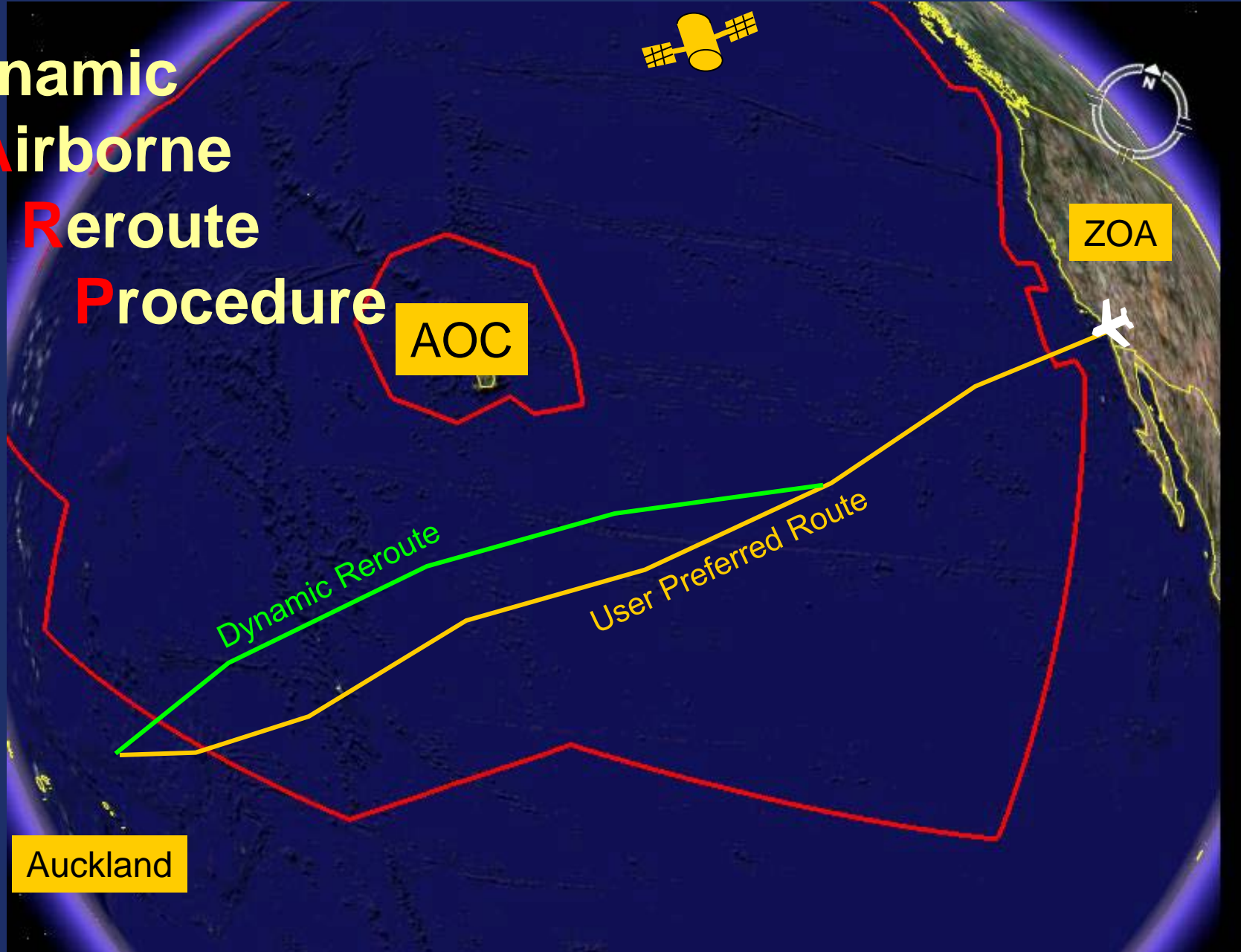
Area 1

Single Corridor
Only wide enough for
one bi-directional route
to accommodate traffic
between Japan/Asia
and North America



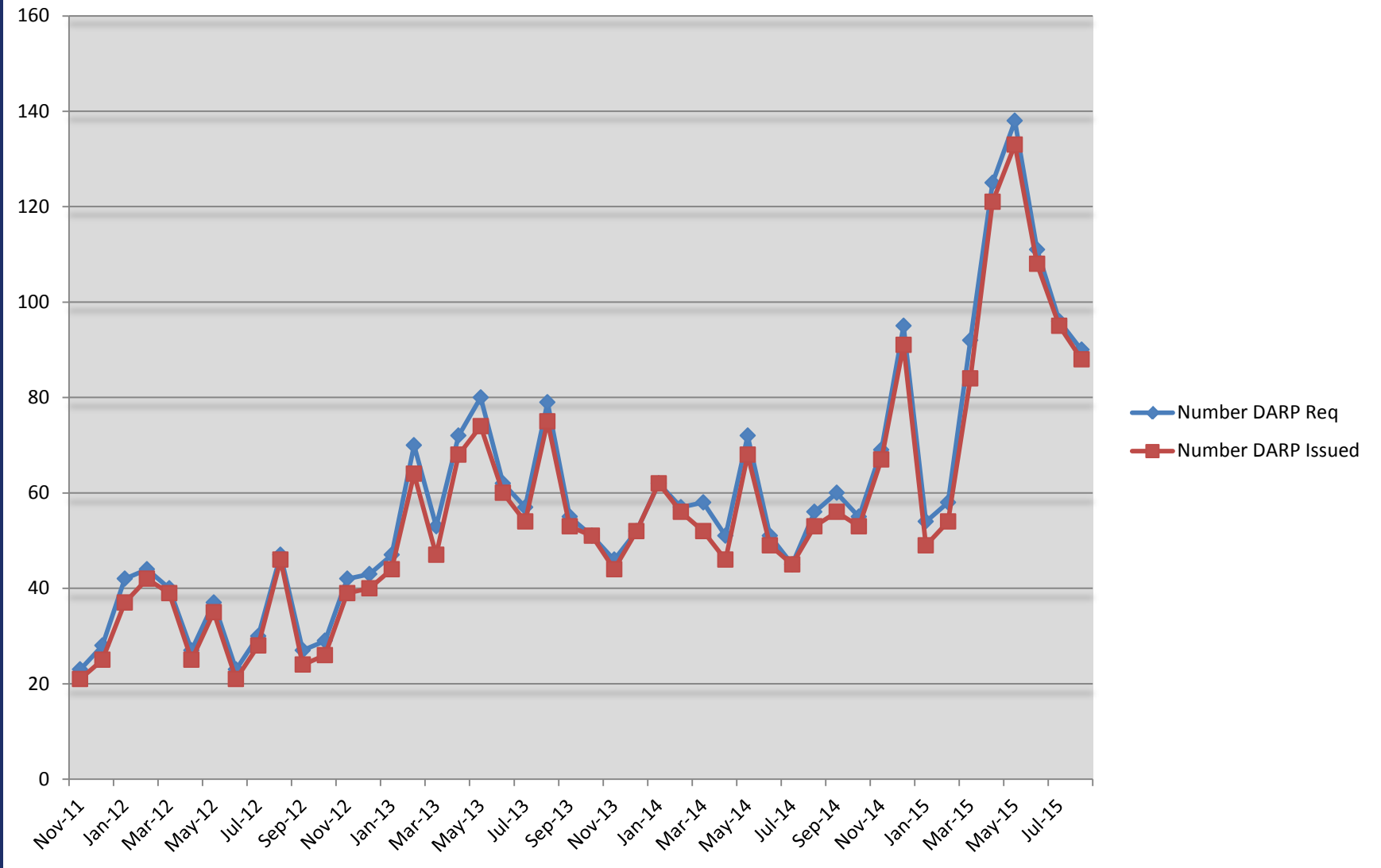
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Dynamic Airborne Reroute Procedure

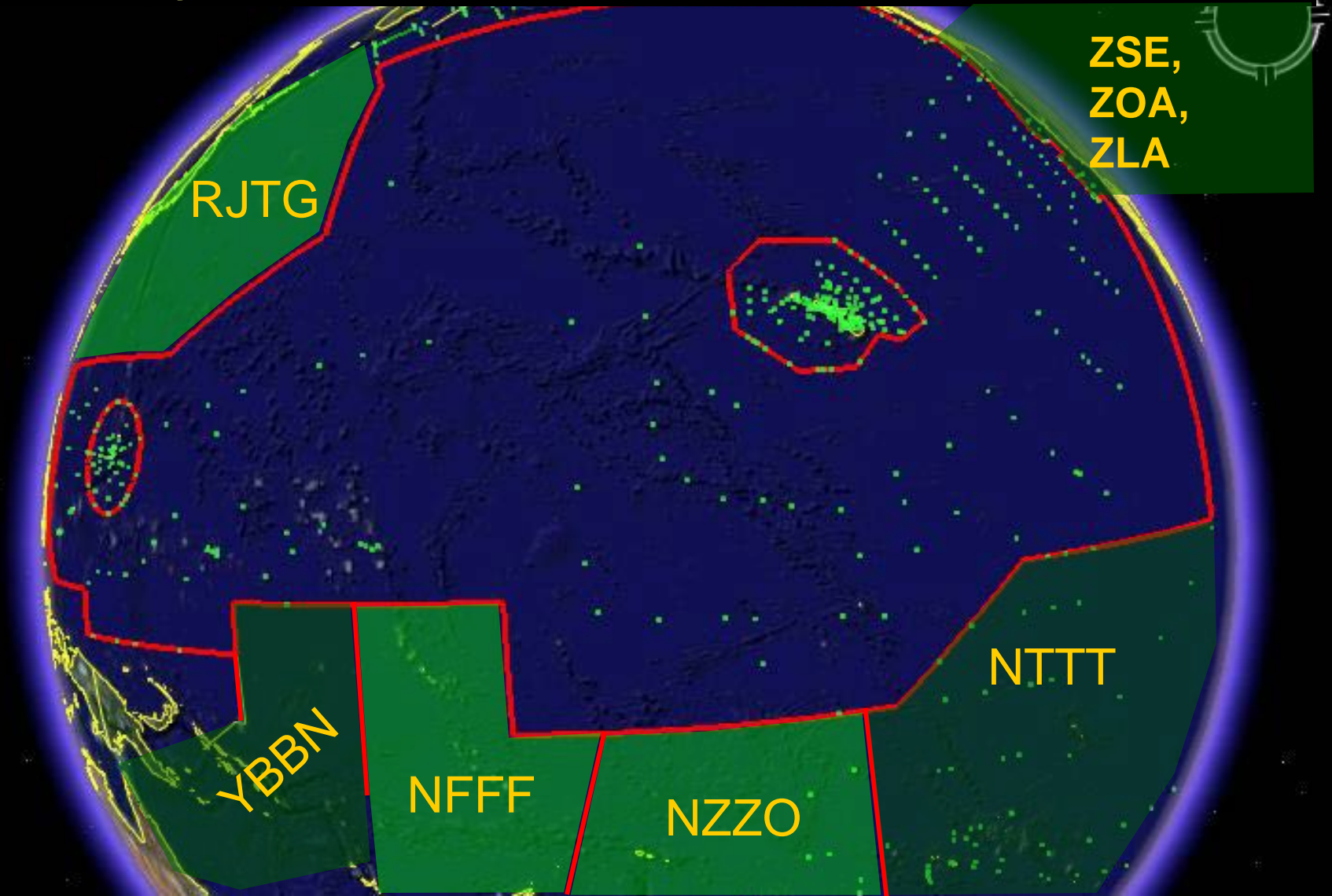


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Oakland FIR DARP Usage



Dynamic Airborne Reroutes



PACOTS Track Generation Times

- Oakland currently publishes the Westbnd PACOTS using the 00Z wind forecasts.
- Oakland proposed using the 12Z wind forecasts to generate the Westbound PACOTS, but that was rejected because the PACOTS would be published too late.
- Speculation is that utilization of the 06Z wind forecasts to generate Westbound PACOTS would produce more efficient PACOTS, but Oakland TMU staffing is an issue.



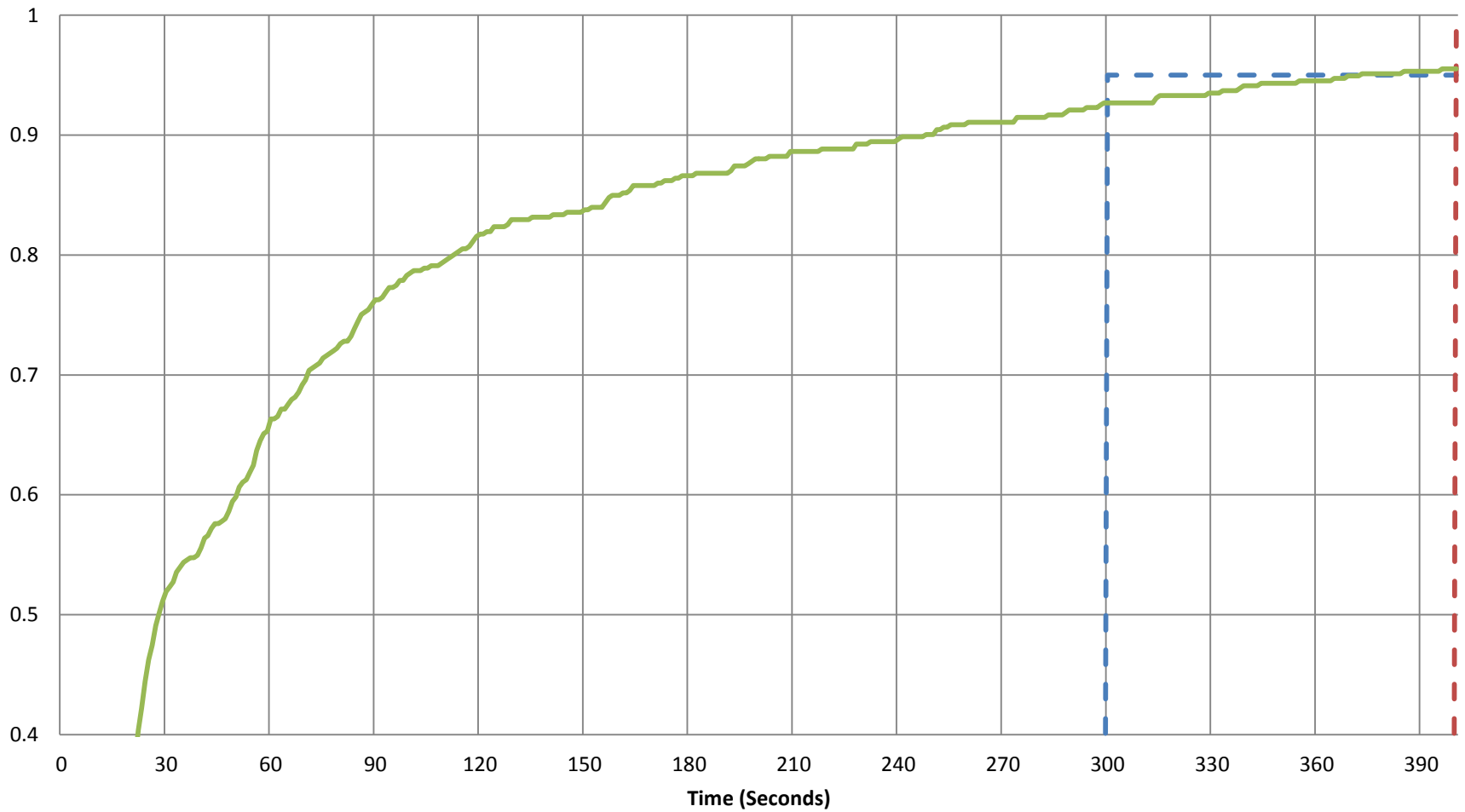
PACOTS Track Generation Times

- Oakland proposes to run a trial to measure the benefits of using the 06Z winds vs the 00Z wind forecasts.
- One day a week, on Monday UTC Day (Sunday evening California time):
 - Westbound PACOTS would be generated and published as normal using the 00Z winds.
 - A Trial Westbound PACOTS would be generated again using the 06Z wind forecast.
 - The Trial Westbound 06Z PACOTS would be sent to trial participants for evaluation against the published Westbound PACOTS.
 - Participating operators would share the difference in time and fuel between the PACOTS Tracks for the day.
 - Trial would run on November 2, 9, 16 and 23 (UTC day).



Actual Surveillance Performance (ASP) HFDL

95.00% 99.90% 2015 Jan-Sep (493)



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