

# Oakland Air Route Traffic Control

## Oakland Oceanic (KZAK FIR)

Presented to: ATM Economics Seminar

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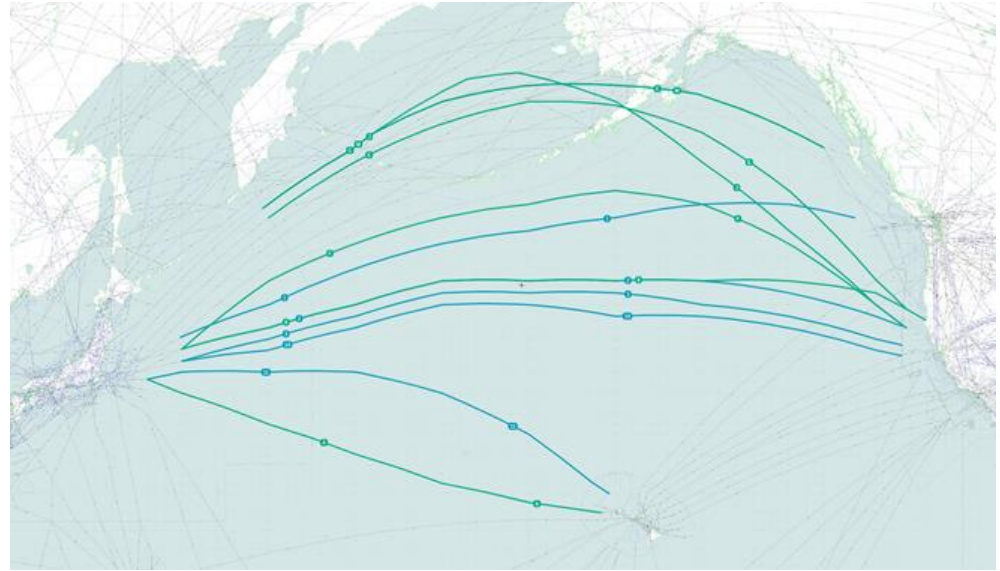


**Federal Aviation  
Administration**



# IATA Request - Cost Savings and Efficiency

- **Remove underutilized Pacific Organized Tracks (PACOTS)**
- **Increase UPR flexibility and update references to reflect current information**
- **Cancel the Track Advisory Program for Western Pacific Organized Tracks**
- **Review all Pacific airspace for improved efficiencies**



# Open Discussions

- **Airlines requested immediate changes to promote efficiency and cost savings in US airspace**
- **FAA created the Pacific Operators' Technical Information Meeting (TIM) with airlines and IATA to discuss options in Oceanic and Arctic airspace**
  - Discussed operational status, traffic levels and staffing challenges driven by COVID.
  - Collaboratively narrowed proposals to those which were quickly achievable.
- **Conducted internal feasibility and safety risk analysis**
- **Held a second TIM to finalize actions on select procedural modifications**
- **Discussed proposals with neighbors and coordinated cross boundary changes**
- **The TIM created a forum to discuss challenges, formulate plans, and implement solutions which are supportable by the FAA and the airlines**
- **The TIM lessons will be incorporated into other forums such as IPACG, ISPACG and our Oceanic Workgroup meetings**



# Near Term Actions

- **Temporary removal of the Track Advisory (TA) program from the Western PACOTS for three months. Success may lead to permanently discontinuing the program.**
- **Issued NOTAM advising of Oakland Center's (KZAK FIR) intention to suspend the TA program, distributed to airlines in advance for feedback.**
- **Modified the Track Definition Message (TDM) to clarify changes.**
- **Post an ancillary message on the DPO (DOTS ONLINE) portal for registered users.**
- **Trial is expected to begin November 2020.**
- **Investigating similar initiatives in Anchorage airspace.**



# Long Term Actions

- **Data analysis supports initial removal of Tracks 8 and M.**
- **Revise and simplify PACOTS UPR guidelines and revisions the Pacific Chart Supplement. Target completion by early 2021.**
- **Coordinate proposed UPR amendments with adjacent ANSPs.**
- **Coordinate removal of underutilized PACOTS with JCAB and ZAN.**
- **Conduct Safety Risk Management of changes with operational workforce at Oakland Center.**
- **No dates set for PACOT permanent removals, still under review.**



# Other FAA Initiatives

- **Always open to new ideas from users through many forums**
- **Approved slot waivers at select airports**
  - Temporarily removed some airline slot utilization requirements
  - Allocated open slots to cargo carriers
- **Approved cargo operations using passenger aircraft**
- **Promoted increased use underutilized but efficient procedures**
  - Use current PBN options (No new procedures)
  - CCO/CDO in domestic and international operations (COCESNA)
- **Identify changes which may be long term.**
- **Goal to recover from COVID better than we started.**

# Recommendations

- **Open a discussion with airspace users and other ANSPs to jointly determine available options**
- **Quickly deploy supportable options which do not require excessive delay**
- **Use procedures which pre-COVID high traffic demand prohibited (UPR, DARP, CCO, CDO, PBN)**
- **Acknowledge that you cannot say “Yes” to every request**
- **User fee waivers may not be the best long term solution**
- **COVID recovery may take a while, plan to be better in the end**





**Questions?**

## **Contact Information**

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# IATA Requests For Cost Savings and Efficiency

- **Remove underutilized Pacific Organized Tracks (PACOTS)**
- **Increase UPR flexibility and update references to reflect current information**
- **Cancel the Track Advisory Program for Western Pacific Organized Tracks**
- **Additional review of airspace in the Pacific where efficiencies could be gained.**



# Proposal Discussions

- Organized our first Pacific Operators' Technical Information Meeting (TIM) in July, which included representatives from the airlines, IATA, Oakland Center, Anchorage Center and the FAA's Air Traffic International Office.
- Discussed current operating status, traffic levels and staffing challenges as they pertained to making changes affecting controller workload for Oakland and Anchorage Center.
- The airlines provided detailed requests for efficiency and cost savings in Oakland and Anchorage Center's airspace.
- Collectively during the meeting, we discussed the proposals in detail and developed a plan to evaluate the requests internally.
- A follow on meeting was scheduled in September allowing the FAA facilities time to analyze the requests.
- During our September Pacific TIM, we were able to present a plan moving forward to IATA to accommodate some specific requests.
- We also began coordinating with our neighboring facilities to share our plans and initiate discussions involving cross boundary changes.
- These meetings have been beneficial in reaching solutions for the problem at hand for the airlines, providing a forum to discuss the issues and formulate plans with a workgroup.
- The information will be communicated in other forums such as IPACG, ISPACG and our Oceanic Workgroup meetings.



# **Actions from Meetings-Short term**

- **Coordinate trial removal of the Track Advisory (TA) program from the Western PACOTS for a period of three months followed by permanently discontinuing the program within Oakland Center.**
- **Formulate NOTAM to aircraft operators and dispatchers advising of Oakland Center's (KZAK FIR) intention to suspend the TA program, distribute in advance for feedback.**
- **Create verbiage to add to the Track Definition Message (TDM) to assist with advising all users that the program is suspended.**
- **Post an ancillary message on the DPO (DOTS ONLINE) portal for registered users.**
- **Trial is expected to begin November 2020.**
- **Anchorage is looking at also terminating their Track Advisory Program.**



# Forecasted Actions-Long term

- **Data analysis has determined Tracks 8 and M will be proposed for removal in the initial phase.**
- **Revised UPR guidelines to simplify required guidance for UPRs with the PACOTS including revisions needed in the Pacific Chart Supplement.**
- **Coordinate with adjacent ANSPs to discuss identified areas of the UPR guidance requiring amendments.**
- **Coordinate with JCAB and ZAN for the removal of underutilized PACOTS.**
- **Coordinate with the operational workforce at Oakland Center to discuss impacts.**
- **No dates set for PACOT removals, still under review.**
- **UPR guidance should be completed prior to the end of the year, in progress.**



# PACOTS Overview

- Westbound Tracks-generated daily based on wind data.

- \*Track M Texas to Japan

Track_Name	Time
C	1900z-0800z
E	1900z-0800z
F	1900z-0800z
H	1900z-0800z
I	1900z-0800z
J	0500z-2100z
K	0500z-2100z
M	1900z-0800z

- Eastbound Tracks-generated daily based on wind data.

- \*Track 8 Japan to Texas

Track_Name	Time
1	0700z-2100z
2	0700z-2100z
3	0700z-2100z
8	0700z-2100z
14	0700z-2100z



# Pacific Organized Tracks 8/M-Data Collection

(TDM TRK 8 200801070001

2008010700 2008012100

EMRON 44N160E 47N170E 49N180E 50N170W 50N160W 48N150W 46N140W

44N130W KYLLE ONP

RTS/ADNAP OTR7 EMRON

ONP UPR KDFW RMK/0)

Track 8	1-Aug	2-Aug	3-Aug	4-Aug	5-Aug	6-Aug	7-Aug	8-Aug	9-Aug	10-Aug	11-Aug	12-Aug	13-Aug	14-Aug	15-Aug	16-Aug	17-Aug	18-Aug	19-Aug	20-Aug	21-Aug	22-Aug	23-Aug	24-Aug	25-Aug	26-Aug	27-Aug	28-Aug	29-Aug	30-Aug	31-Aug	Total
0-25%	1	1	1	2	2	0	2	0	1	1	1	1	0	1	2	1	0	0	2	1	0	0	0	1	0	0	0	0	1	2	0	24
25%-75%	1	0	0	0	1	2	0	0	0	0	0	0	1	1	1	1	1	3	1	0	0	0	0	0	0	0	1	1	2	1	1	19
75%-100%	1	1	2	0	0	0	0	0	2	2	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	1	14
<b>Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>57</b>

Track M	1-Aug	2-Aug	3-Aug	4-Aug	5-Aug	6-Aug	7-Aug	8-Aug	9-Aug	10-Aug	11-Aug	12-Aug	13-Aug	14-Aug	15-Aug	16-Aug	17-Aug	18-Aug	19-Aug	20-Aug	21-Aug	22-Aug	23-Aug	24-Aug	25-Aug	26-Aug	27-Aug	28-Aug	29-Aug	30-Aug	31-Aug	Total
0-25%	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	9
25%-75%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
75%-100%	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	0	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>

