

# Oakland Center Update

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SM Oceanic Airspace and Procedures

ISPACG 30 March 14-18, 2016



**Federal Aviation  
Administration**

# ADS-C CDP & ADS-B ITP

## Status Update



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# User Preferred Routes

Presented By: FAA, Oakland ARTCC  
Airspace and Procedures



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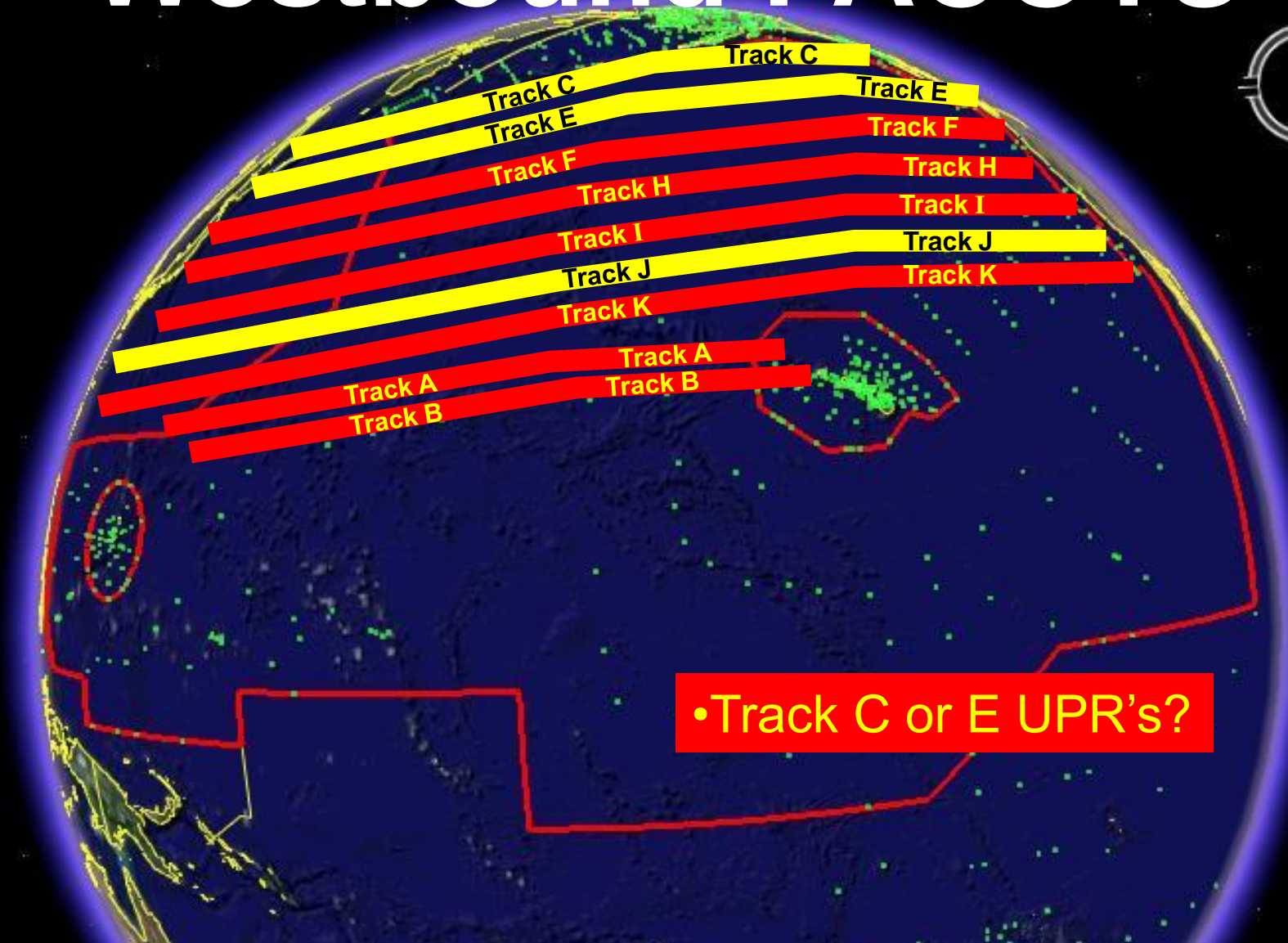
# PACOTS vs UPRs



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



# Westbound PACOTS



•Track C or E UPR's?

# High Level UPRs



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# High Level UPR Trial

- Newer Composite aircraft climb above most traffic on PACOTS routes.
- Anchorage ARTCC started a High Level UPR Trial allowing aircraft at or above F380 by 180E can UPR up to NIPPI or OMOTO.
- Oakland has published the guidelines for a High Level UPR Trial as an alternative to westbound PACOTS to NOPAC
- Trial will have an indefinite lifespan.

# High Level UPR Trial

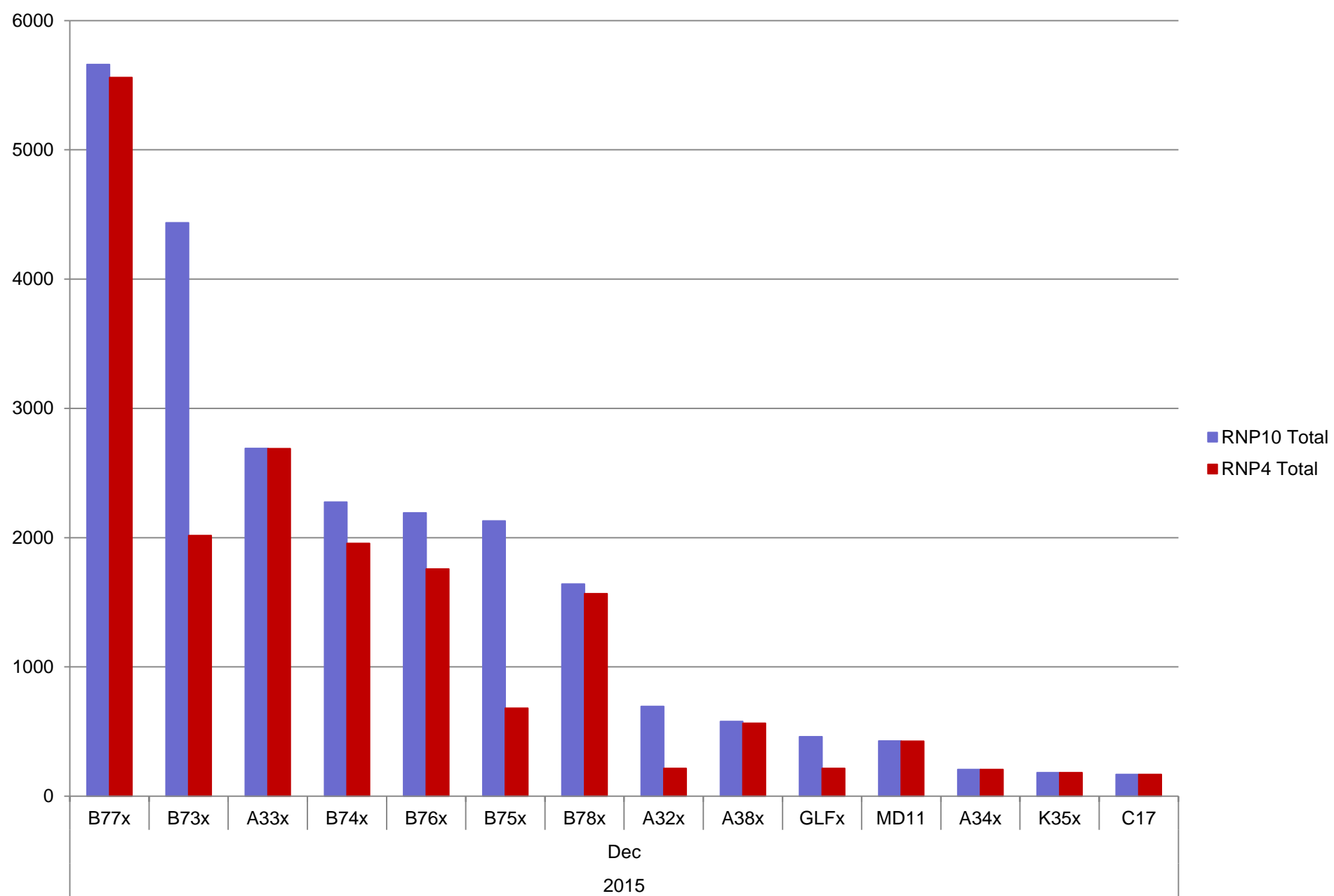
- IPACG PM Meeting
- Discussed expanding High Level UPRs to include the CENPAC.
- Non-NOPAC Gateways
  - LEPKI, SEALS, MORAY, FERAR, TONIK
- Potential Trial Late March 2016 with Fukuoka



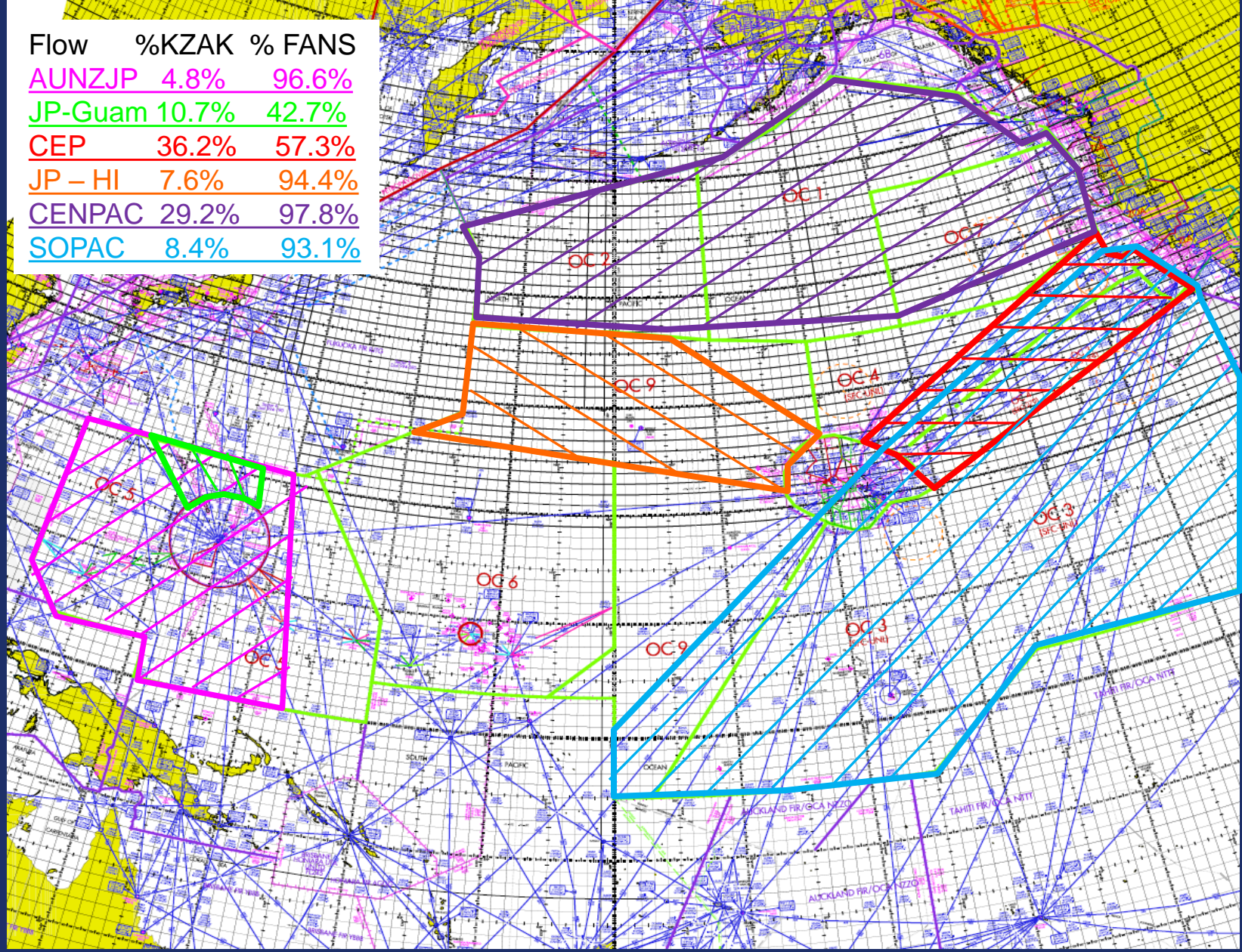
# Oceanic Equipage



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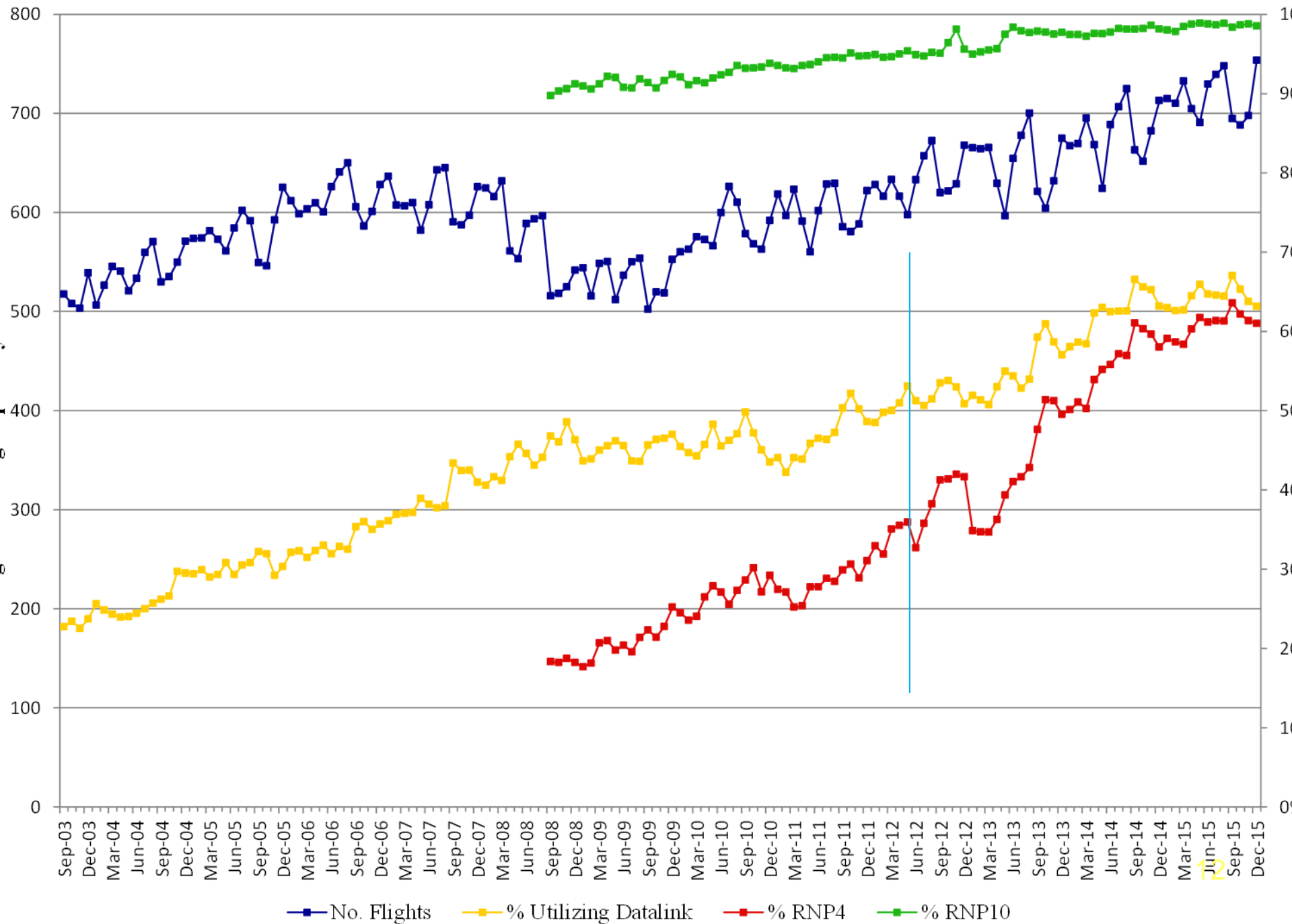


Flow	%KZAK	% FANS
AUNZJP	4.8%	96.6%
JP-Guam	10.7%	42.7%
CEP	36.2%	57.3%
JP - HI	7.6%	94.4%
CENPAC	29.2%	97.8%
SOPAC	8.4%	93.1%





# ZOA Flights & Equipment Utilization

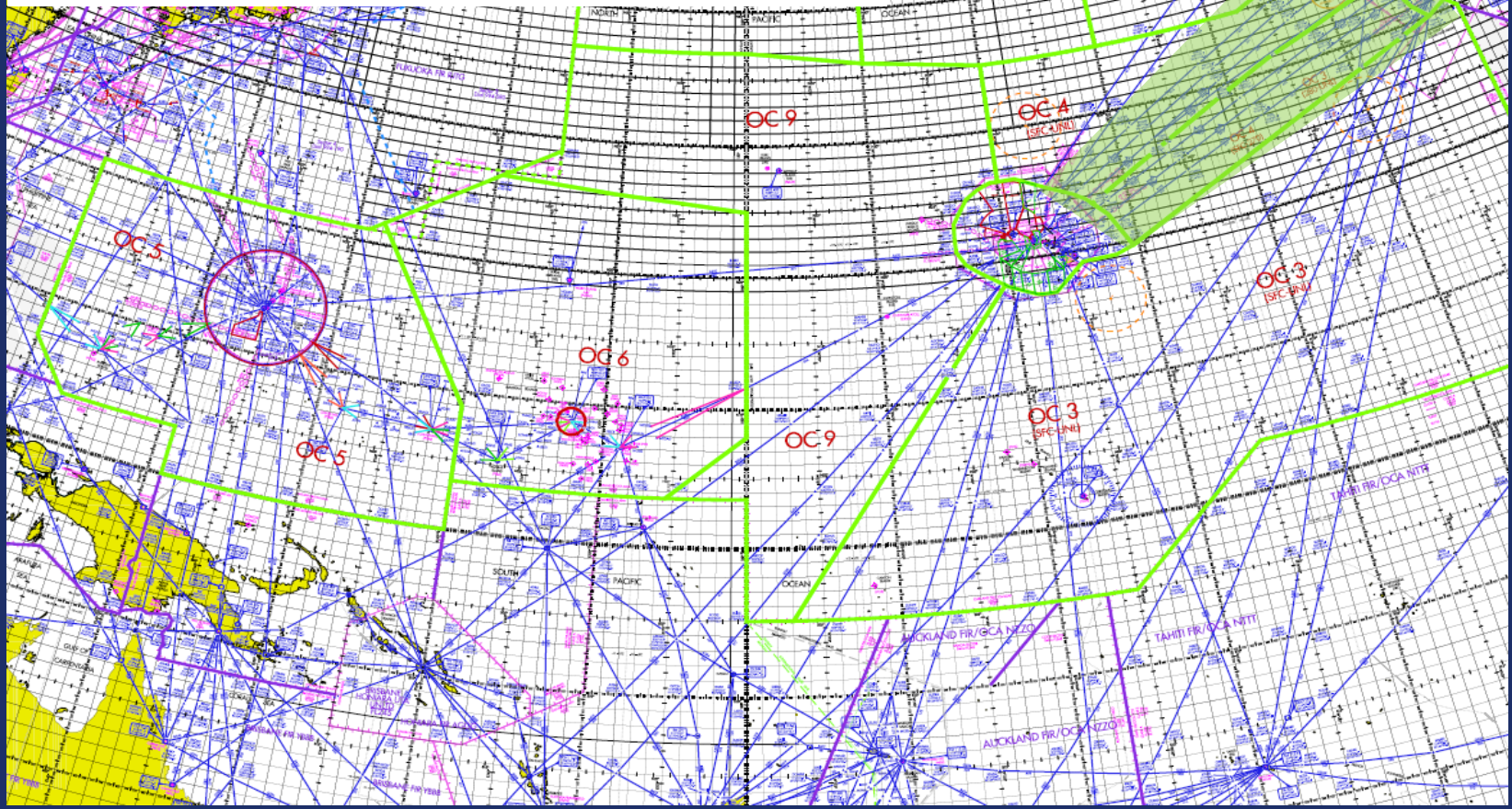
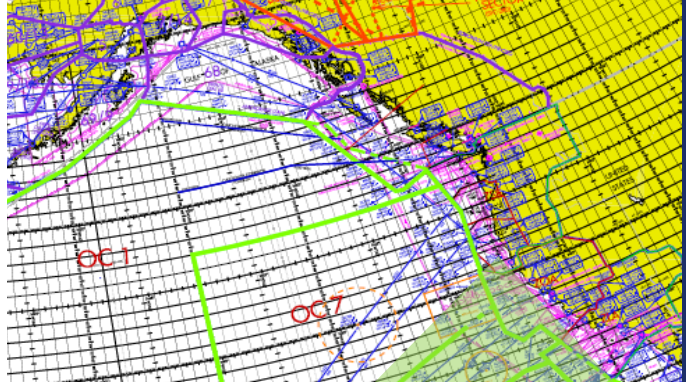
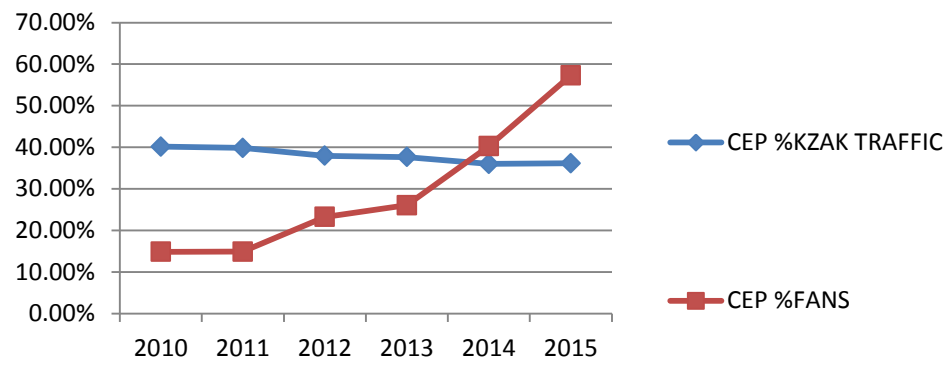




# CEP Route Structure



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# CEP Proposed Structure

- Discuss with HCF and propose RNP4 routes between APACK and ZIGIE



# MDA Missile Test



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# Aircraft Affected by MDA Testing

- Test date 28 JAN 2016 1800Z-2340Z
- Initially, 77 aircraft were projected to be rerouted around the requested airspace adding an estimated 6,029 nautical miles to be flown.
- 48 aircraft were effected by the footprint east of Hawaii.
- 29 aircraft were effected by the footprint north northwest of Hawaii.





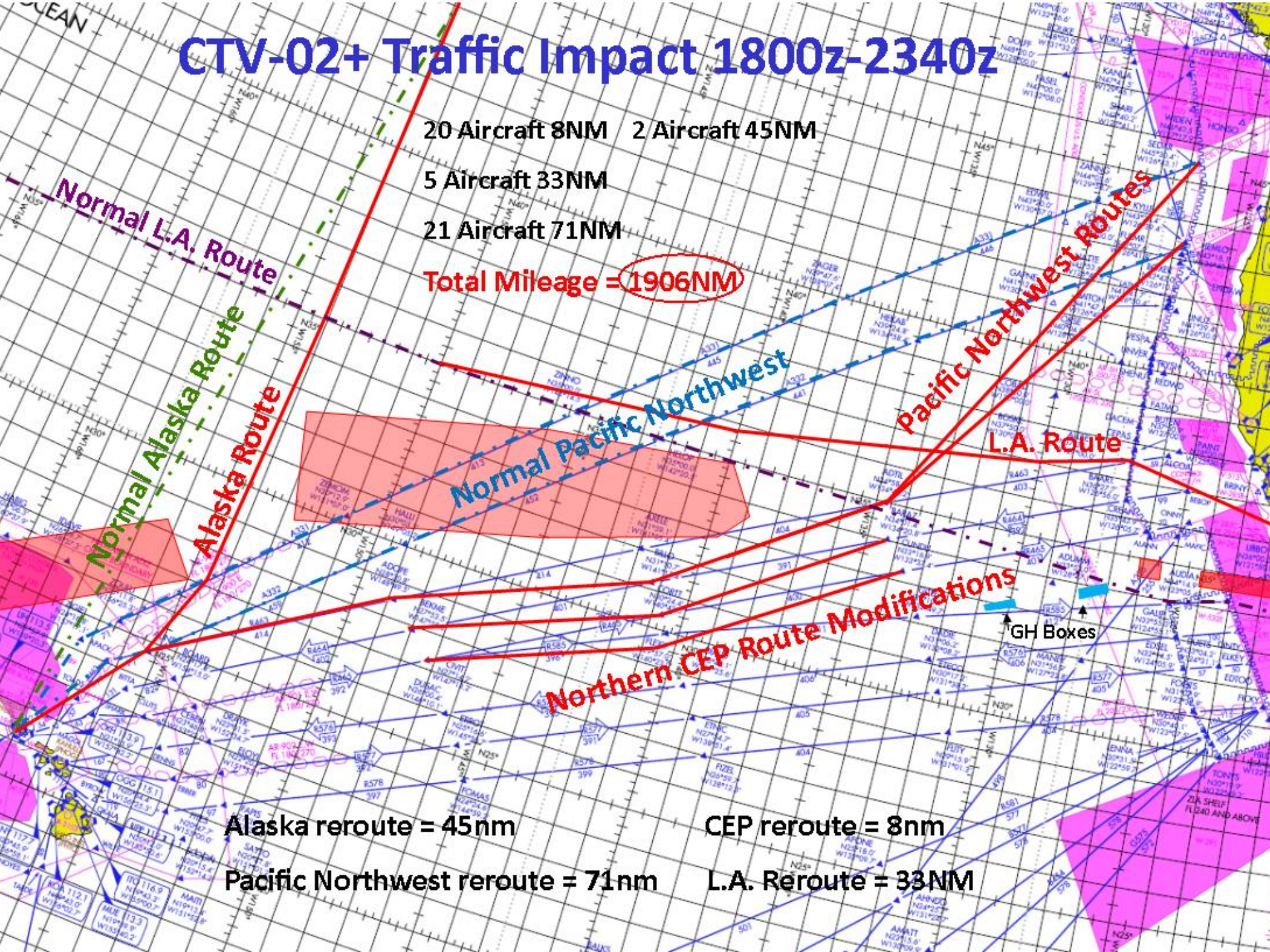
# CTV-02+ Traffic Impact 1800z-2340z

20 Aircraft 8NM    2 Aircraft 45NM

5 Aircraft 33NM

21 Aircraft 71NM

Total Mileage = **1906NM**



Alaska reroute = 45nm

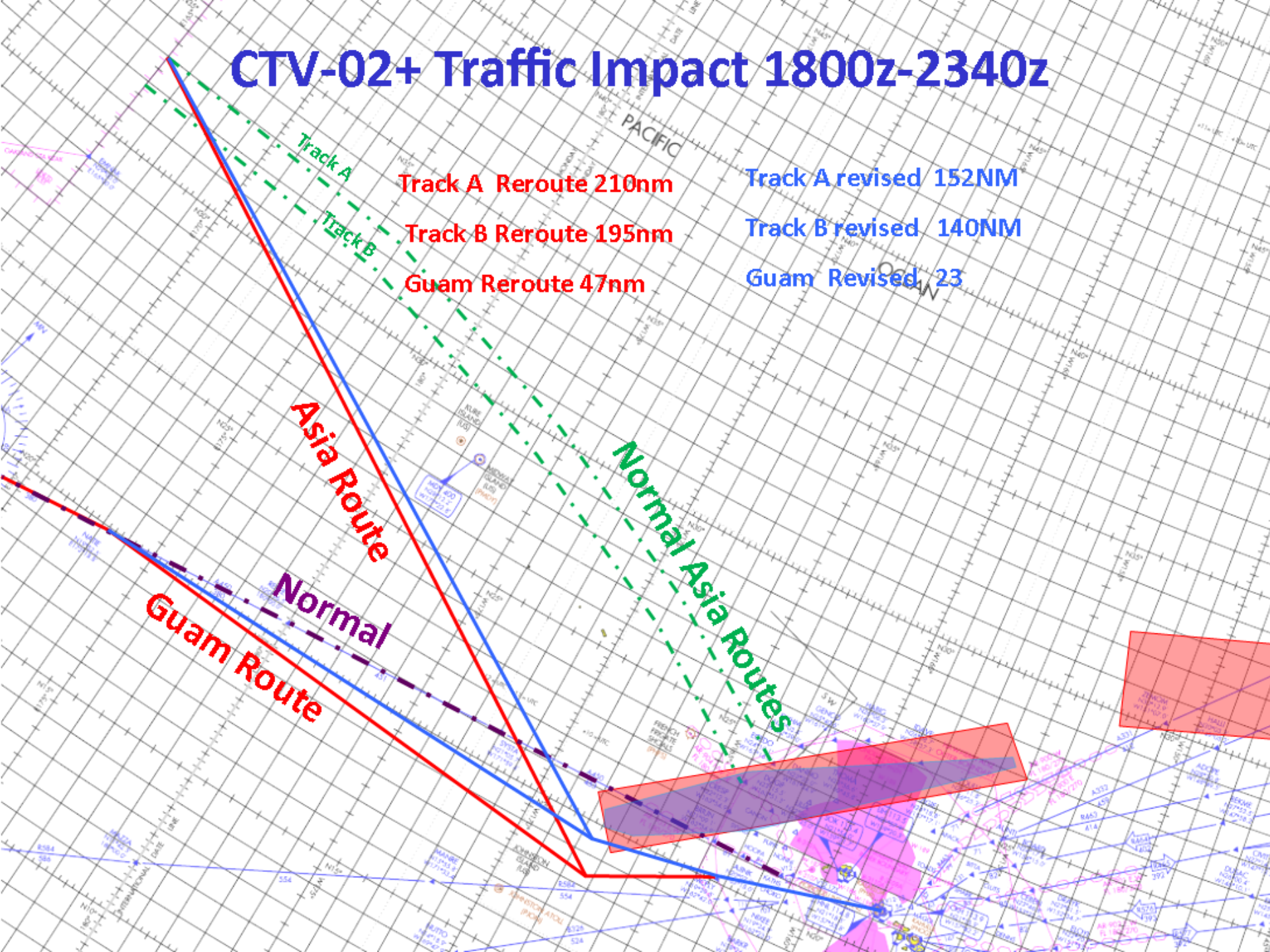
CEP reroute = 8nm

Pacific Northwest reroute = 71nm

L.A. Reroute = 33NM



# CTV-02+ Traffic Impact 1800z-2340z



Track A Reroute 210nm

Track B Reroute 195nm

Guam Reroute 47nm

Track A revised 152NM

Track B revised 140NM

Guam Revised 23

Asia Route  
Normal  
Guam Route

Normal Asia Routes





# Aircraft Affected by MDA Testing

- Meeting with Space X Early March to discuss impacts on the aviation community.
- Commercial space industry is only going to increase in frequency of launches and recoveries.
- Would like input from air carriers on the impact of this mission.

BOEING 777



ATC	FLIGHT INFORMATION	COMPANY
REVIEW	MANAGER	NEW MESSAGES

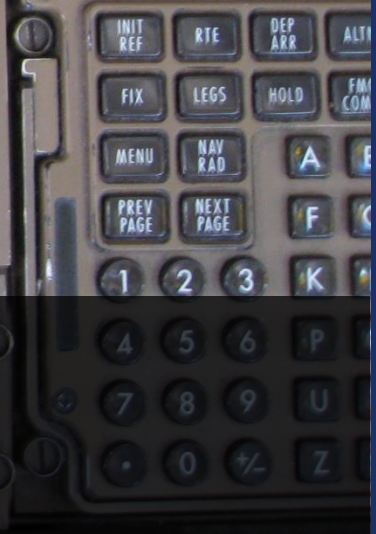
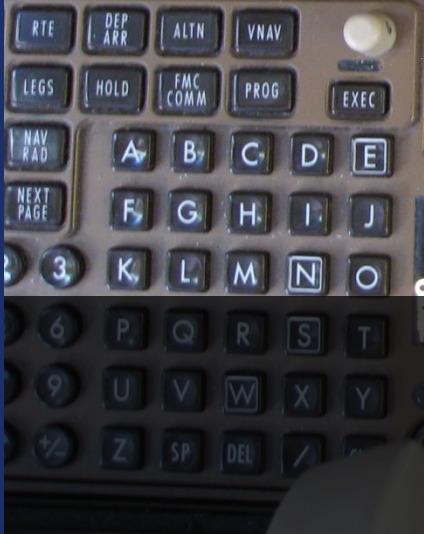
2319z ATC UPLINK

AT N1400.0E17000.0 CLEARED  
 ROUTE CLEARANCE  
 ORIGIN:PGUM DEST:PHNL  
 DEPARTURE:06  
 VIA TO  
 DIRECT N1330.0W18000.0  
 DIRECT N1400.0W17400.0  
 DIRECT N1800.0W16500.0  
 DIRECT MCFLY  
 DIRECT CHOKO  
 DIRECT GECKO  
 DIRECT HNL

ACCEPT	LOAD FMC	PRINT	DISPLAY REQUEST	REJECT REASONS	REJECT
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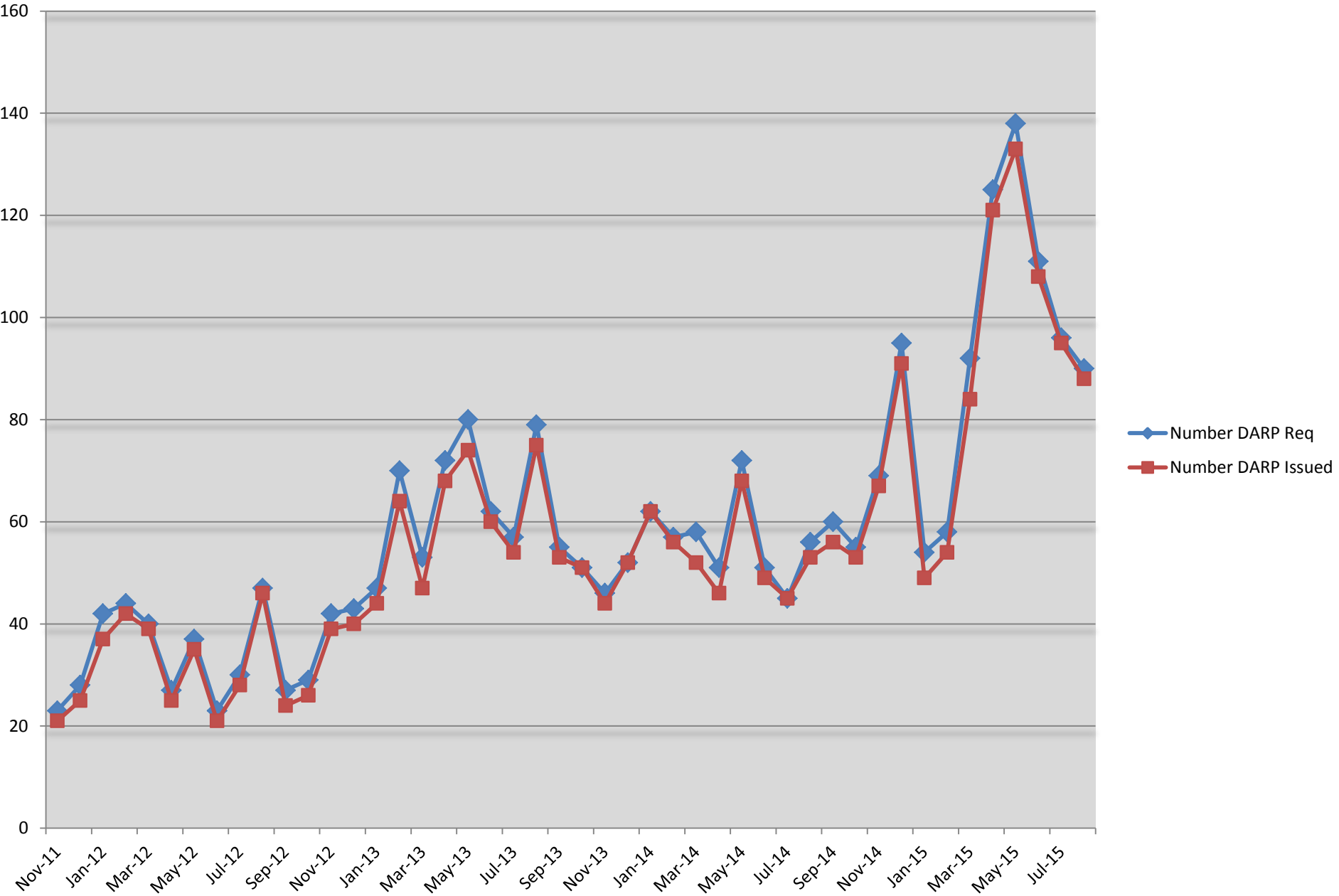
RTE 2 2/3  
 VIA TO  
 DIRECT N14E170  
 DIRECT N13W180  
 DIRECT N14W174  
 DIRECT N18W165  
 DIRECT MCFLY  
 -----  
 <RTE 1 ACTIVATE>

ACT RTE 1 LEGS  
 084° 237NM  
 N14E170 ,834  
 081° 583NM  
 N14W180 ,833  
 071° 355NM  
 N15W174 ,833  
 055° 570NM  
 N19W165 ,83  
 046° 117NM  
 AJINK ,83  
 -----  
 <RTE 2 LEGS R



# DARPS





# KZAK > CYVR DARP Trial

- Volunteer airlines **WANTED** to participate
- Forward requests to me
- Not all at once 😊



# Un-Notified Variations in Airspeed



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# Space Based ADS-B Surveillance



ZOA



•Space Based ADS-B Surveillance is on the horizon. In conjunction with CPDLC the FAA is exploring the possibility of reducing oceanic separation standards

# Port Moresby 50nm RNP10 Lateral Separation

- 50nm lateral Sep began November 14, 2013
- Western and middle routes are targeted for implementation in late 2016









# Oceanic Time Error Reports



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# Oceanic Error Reporting

- **FAA requires reporting of Oceanic Errors:**
  - GNE (Gross Navigation Error) 25nm or more.
  - Intervention: Aircraft on different route than ATC.
  - Height Error: 300 feet or more.
  - Time Errors: Pacific = More than 3 minutes
- **Oceanic Error Reports are forwarded to:**
  - Flight Standards
  - Technical Center, Airspace Safety Calculations.
- **Oakland has automated Time Error tracking and reporting.**

# World Record Attempts



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# Solar Impulse Round the World Flight record

- In Hawaii, replacing batteries
- Resume April 2016



Follow us to get updates about our new **LIVE** website and tests flights before the departure for our #RTW adventure.



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