



**THE FORTY-THIRD MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP
(IPACG/43)**

(Tokyo, Japan 27 – 28 September 2017)

Agenda Item 6: Air Traffic Management (ATM) Issues

Considering invalidation of TRACK I

(Presented by Civil Aviation Bureau, Japan)

SUMMARY

FAA proposed to invalidate PACOTS TRACK K and I between North America and Southeast Asia. This paper presents the evaluation results by JCAB.

1. Introduction

1.1. FAA proposed to invalidate TRACK K and I between North America and Southeast Asia that are not frequently used. TRACK K is related to UPR of TRACK J so this paper reports only about TRACK I.

1.2. PACOTS TRACK H is set between KSFO and ASIA, and TRACK I is between KLAX and ASIA under the present conditions. UPRs can be set on both TRACKS. JCAB (ATMC) evaluated the records within Fukuoka FIR in July and August 2017.

2. Discussion

2.1. According to the records in July and August 2017, the number of KLAX departures exceeds the one of KSFO departures during effective time of TRACK H and I. KLAX departures may chose UPR if TRACK I is invalidated. Almost half of the aircraft chose UPRs including the case that their routes don't match with the city pairs. Increase of UPR leads to inefficient operations.

2.2. However, JCAB (ATMC) found that TRACK H and I had often overlapped within Fukuoka FIR. We consider that normal operations can be carried out even if we invalidate TRACK I and change the city pair of H to WESTCOAST – ASIA.

3. Conclusion

3.1. JCAB (ATMC) propose to change the city pair in order to invalidate TRACK I or maintain the status quo.