



**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

Dynamic Airborne Reroute Procedures (DARP) Operations

(Presented by Civil Aviation Bureau, Japan)

SUMMARY

This information paper provides an update on the operational DARP trial between Oakland, Anchorage Air Route Traffic Control Centers (ARTCC) and Fukuoka Air Traffic Management Center (ATMC).

1. Introduction

- 1.1. AIC Japan 035/13 concerning DARP trial operation in Fukuoka FIR became effective on 22 August 2013.
- 1.2. It has been amended to AIC Japan 007/16 effective on 31 March 2016.
The amendments are as follows:
 - 1.2.1. Only Hawaii was mentioned. North America has been added to the destinations.
 - 1.2.2. "at or east of 135E if flown on or south of a line from DOVAG direct 30N140E." has been added for the aircraft fly from Southeast Asia to North America.
 - 1.2.3. The mention "The trial can be carried out only between Fukuoka FIR and Oakland FIR." has been omitted. DARP can be carried out between Fukuoka FIR and Anchorage FIR as well.
 - 1.2.4. The e-mail address of ATMC has been changed.

2. Discussion

- 2.1. AIC Japan 007/16 informs operators that:
 - 2.1.1. DARP Clearances are limited to aircraft transiting between Japan and North America or Hawaii.
 - 2.1.2. Operational CPDLC is required for aircraft requesting DARP.

2.1.3. The DARP Request must be made:

2.1.3.1. the aircraft must be at or east of 145E, and:

2.1.3.2. the aircraft must be at or east of 135E if flown on or south of a line from DOVAG direct 30N140E, and:

2.1.3.3. the aircraft must transmit the request at least 20 minutes before the divergence waypoint to allow for processing time by ATC and the pilot, and:

2.1.3.4. the aircraft must transmit the request at least 1 hour prior to crossing the FIR Boundary.

2.1.4. ATMC issue clearance the identical route with the requested route from aircraft, or uplink "UNABLE". (ATMC shall not issue clearance with any modification to the requested route.)

2.1.5. Operators wishing to employ DARP procedures initiated in the Fukuoka FIR must pre-coordinate with ATMC office by email (cab-atmcocean@ml.mlit.go.jp).

2.1.6. For the details on DARP procedures within other FIRs, refer to aeronautical information published by the state associated with the FIR.

2.1.7. Questions regarding DARP may be addressed to one of the following:

2.1.7.1. Office: cab-atmcocean@ml.mlit.go.jp or TEL +81-92-608-8869

2.1.7.2. Oceanic supervisor: TEL +81-92-608-8890

Note: Operational questions should be addressed to the Oceanic Supervisor.

2.2. ATMC has received pre-coordination 2 operators. The routes are as follows:

- RJAA-KLAX
- RJAA-KSFO
- RJAA-KSJC
- RJAA-KATL
- RJAA-KJFK
- RJTT-KLAX
- ZSPD-KLAX
- RJAA-PHNL
- RJTT-PHNL

2.3. The following list shows the frequencies that DARP requests were submitted and DARP clearances were issued in Fukuoka FIR from September 2016 through August 2017. The number of DARP requests keep similar trend in a few years.

DARP requests ATMC received in Fukuoka FIR

2016				2017							
Sep.	Oct.	Nov	Dec.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.
5	2	0	2	0	2	1	2	4	5	2	2

DARP clearances ATMC issued in Fukuoka FIR

2016				2017							
Sep.	Oct.	Nov	Dec.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.
4	2	0	2	0	2	1	0	2	3	1	2

2.4. In order to promote DARP operation and improve of utilization, DARP operation will start on March29 2018 after being amended of domestic regulations and AIP JAPAN. It will be unnecessary of pre-coordination by the operator in DARP operation.

3. Action by the meeting

3.1. The meeting is invited to note the information provided.