



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

(Tokyo, Japan 27 – 28 September 2017)

Agenda Item 2: Report of Relevant Outcomes from Other Meetings

Outcomes from CPWG/23 and OWG 6/23/17

(Presented by the Federal Aviation Administration)

SUMMARY

This paper provides a brief update reference the Cross Polar and Oceanic Work Groups (CPWG and OWG).

1. Introduction

1.1. Awareness of other informal ATC Regional Groups' efforts, regarding ATC capacity and efficiency, may benefit IPACG's work through illuminating both possible solutions and best practices. Accordingly, this paper continues the Federal Aviation Administration's (FAA's) practice of reporting to IPACG the outcomes of recent CPWG and OWG meetings.

2. Discussion

2.1. CPWG/23

2.1.1 The 23rd meeting of the CPWG was held in Arlington, Virginia, United States on May 30th thru June 1st, 2017. The meeting was well attended with representatives from several airlines, Air Navigation Service Providers (ANSPs) and industry. Topics discussed at the meeting included improvements in Air Traffic Service (ATS) provision by Russia's State ATM Corporation, Japan's Civil Aviation Bureau (JCAB), China's Air Traffic Management Bureau (ATMB), as well as FAA's Anchorage Air Route Traffic Control Center (ARTCC).

2.1.2 A wide range of topics were discussed at CPWG/23 and included: planned changes in Japanese Flight Information Regions (FIRs) airspace, implementation of new ATS routes through Russia Federation airspace, and the implementation of FAA's Advanced Technologies and Oceanic Procedures (ATOP) automation system for ATS provision in the Anchorage Arctic FIR. FAA suggests two topics, Duplicate Waypoint Naming and Cost Index Flight Planning, may be of special interest to IPACG.

2.1.3 Jeppesen provided a briefing identifying several issues with the world wide navigation database. Specifically, they noted that there are nearly 2000 duplicated waypoint names, more than 1000 RNAV fixes identified only by bearing / distance definitions (but having no assigned 5 letter name), and more than 600 fixes identified by multiple words. In as much as these types of database irregularities greatly impact ATS automation, including ATS Information Data Communication (AIDC), it may well serve all

parties best interest to share awareness these issues and encourage their correction whenever and wherever possible.

2.1.4 United Airlines provided a briefing describing the use of the “Cost Index” method of flight planning. This material is especially useful in allowing ANSPs to understand the operator’s flight planning and have an insight into the pilot’s inflight actions regarding speed and altitude selection.

2.1.5 The briefings discussed above are currently available on the CPWG website located here: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/ato_intl/cross_pollar/ The final report for CPWG/23 will be posted to this same website in the near future.

2.1.6 The next meeting of the CPWG is scheduled for the week of December 11th, 2017 and will be held at the ICAO “EURNAT” Regional offices in Paris, France.

2.2. OWG 6/23/17

2.2.1 The latest meeting of the OWG was held in Vancouver, Canada on June 21, 2017. Like CPWG, the meeting was well attended with representatives from airlines and industry as well as from FAA and Canada’s Air Traffic Service Provider (ATSP) Nav Canada. A notable take away from the meeting was Nav Canada’s presentation on the “Use of ATS Surveillance Systems in a Procedural Control Environment”. After reviewing recent ICAO work on Space Based Automatic Dependent Surveillance – Broadcast (Space based ADS-B), the presentation described the use of ATC surveillance in remote and Oceanic airspace.

2.2.2 While the OWG does not publish meeting reports, copies of the materials presented at the meetings are available at this website:

https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/artcc/oakland/kzak/owg/

2.2.3 The next meeting of the OWG is scheduled for January 24, 2018 and will be held at Rockwell Collins “ARINCDirect” facility in Livermore, California, USA.

3. Conclusion

3.1 The meeting is invited to note the information provided.