**Fifteenth Meeting of the Cross Polar Trans East Air Traffic Management Providers’ Work Group (CPWG/15)**

(Bodo, Norway13-17 2013)

**Agenda Item 3: Summary of Pertinent Issues from the ANSPs Meeting and other relevant meetings**

Informal Pacific ATC Coordinating Group 38th Meeting Update

(Presented by Civil Aviation Bureau of Japan)

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| **SUMMARY**  This paper presents overview of remarkable outcomes of the Informal Pacific ATC Coordinating Group 38th (IPACG/38) held on 22-26 April 2013 in Mountain View, U.S. |

1. **Introduction**
2. The IPACG was established to provide a forum for air traffic service providers and airspace users to informally meet and explore solutions to near term ATC problems that limit capacity or efficiency within the Anchorage, Oakland, and Fukuoka Flight Information Regions (FIR).
3. The IPACG/38 meeting discussed the following updates and topics.
4. **Outcomes of IPACG/38**
5. Trial operation of ADS30/30 between Fukuoka and Anchorage FIR.

The trial operation of ADS30/30 between Fukuoka and Anchorage FIR has begun since 27th November , 2012. This operation is applied to RNP4 certified aircraft that accounts for about 40% of all aircraft flying over oceanic airspace within Fukuoka FIR.

1. Progress of User Preferred Route (UPR)

JCAB has developed UPR for realizing more efficient operations of air traffic, expanding the applicable flights such as Japan-Hawaii, Japan-Oceania and Japan – North America.

Since JCAB and FAA have implemented the trial operation of Track 3 UPR for a year and recognized that the trial has been going well, JCAB and FAA have agreed to move Track 3 UPR from a trial status to normal daily operation around this summer.

JCAB and FAA have agreed to start implementation of Track F UPR since this summer.

1. Dynamic Airborne Reroute Procedure (DARP) operations.

JCAB has started the implementation of the DARP operations since April,2011 with Hawaii – Japan as a start. In the meeting, an operator has reported that the fuel saving s of 88,000lb could be expected per year.

JCAB also reported that the DARP operations from Japan to Hawaii would be commenced since August, 2013. Operators which have the intention of starting the DARP operation are requested to contact Air Traffic Management Center.

1. 10min longitudinal separation without Mach Number Technique(MNT) within Fukuoka FIR

10min longitudinal separation without MNT has been applied to only NOPAC routes and ATS routes within Fukuoka FIR as of now , which means other routes such as UPR and PACOTS cannot be applied. In the IPACG meeting, JCAB and Electronic Navigation Research Institute (ENRI) reported that 10min longitudinal separation without MNT could be introduced on not only NOPAC routes , ATS routes but also UPR, PACTOS within Fukuoka FIR on condition that the position reports of 80 minutes interval should be maintained.

This separation will be used within a year within Fukuoka FIR.

1. Oceanic conflict detection and assistance processor (OCAP)

Assistance to avoid conflict by OCAP will be utilized for controller at ATMC from June 2013.

1. **Recommendation**
2. The Meeting is invited to note the information provided in this paper.