**THE FIFTEENTH PROVIDERS MEETING OF THE**

**INFORMAL PACIFIC ATC CO-ORDINATING GROUP**

**(IPACG 41)**

(Kyoto 14 – 18 September 2015)

Agenda Item 6: Air Traffic Management (ATM) Issues

**Dynamic Airborne Reroute Procedures (DARP) Operations**

(Presented by Civil Aviation Bureau, Japan and the Federal Aviation Administration)

**SUMMARY**

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

1. Introduction
   1. Aircraft operators have been using DARP between Oakland Flight Information Region (FIR) and the South Pacific FIRs for some time now.
   2. On 30 April 2011, FAA and JCAB began an operational trial for use of DARP for flights from Hawaii to Japan. Oakland ARTCC published the operational trial procedures by Notice to Airmen (NOTAM).
   3. Moreover, on 3 October 2012, FAA and JCAB conducted a limited DARP trial with one operator for flights from KSFO to RJAA. DARPs trials in the Northern Pacific PACOTS airspace (CENPAC) had been limited to the Oakland and Fukuoka FIRs. DARP was not available in the Anchorage FIR.
2. Discussion
   1. JCAB has implemented an ODP system enhancement to allow initiation of DARP clearances in Fukuoka FIR. JCAB had moved into limited operational testing of the DARP process in the Fukuoka FIR and is in the final stages of operational software evaluation. The first DARP test was successfully completed on 19 March 2013 with ANA1052. AIC Japan has been published which allows the use of DARP in the Fukuoka FIR.
   2. DARP Guidelines:
      1. Operators wishing to employ DARP procedures initiated in the Fukuoka FIR or initiated in the Oakland FIR from North America or Hawaii to destinations in Japan must pre-coordinate with ATMC office by email ([atmc\_ocean@cab.mlit.go.jp](mailto:atmc_ocean@cab.mlit.go.jp)).
      2. DARP Clearances are limited to aircraft transiting between Japan and North America or Hawaii.
      3. Operational CPDLC is required for aircraft requesting DARP.
      4. The requested routing shall remain within the Japan and United States FIRs.
      5. The DARP Request must be made:
         1. within Fukuoka or Oakland oceanic airspace, and:
         2. the aircraft must be at or east of 145E, and:
         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:
         4. the aircraft must transmit the request at least 1 hour prior to crossing the FIR Boundary.
      6. Questions regarding DARP may be addressed to one of the following:
         1. Fukuoka ATMC
            1. Office: [atmc\_ocean@cab.mlit.go.jp](mailto:atmc_ocean@cab.mlit.go.jp) or TEL +81-92-608-8869
            2. Oceanic Supervisor: TEL +81-92-608-8890
         2. Oakland ARTCC
            1. Oceanic Airspace Office: [dustin.m.byerly@faa.gov](mailto:dustin.m.byerly@faa.gov) or TEL 1-510-745-3543
            2. Oceanic Supervisor: TEL 1-510-745-3342

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

2.4 Oakland ARTCC has recently implemented a flight plan interface with Vancouver ACC. The interface will potentially allow for DARP into the Vancouver FIR in the future. More testing and coordination must be completed before this expansion will be possible.

1. **Conclusion**
   1. The meeting is invited to note the information provided.