



International Civil Aviation Organization

**Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-group
(ATM/AIS/SAR/SG/14)**

Bangkok, 28 June – 2 July 2004

Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region

**STATUS OF ACTION ITEMS FROM THE
21ST MEETING OF THE INFORMAL PACIFIC AIR TRAFFIC CONTROL
COORDINATION GROUP
(IPACG/21)**

(Presented by the United States of America)

SUMMARY

This information paper provides information on the status of open action items from the meeting of the Informal Pacific Air Traffic Control Coordination Group (IPACG), which was held in Tokyo, Japan on 7-11 June 2004.

1. Background

1.1 The IPACG was established through bi-lateral agreement between the Federal Aviation Administration (FAA) and the Japan Civil Aviation Bureau (JCAB) to provide a forum for air traffic service (ATS) providers and users to informally meet together and explore solutions to near term ATC problems that limit the capacity or efficiency within the Anchorage, Oakland, and Tokyo Oceanic Flight Information Regions (FIRs).

1.2 The following IPACG meetings have been conducted since the last meeting of the ATM/AIS/SAR/SG:

- a. IPACG/19 (Providers Only), Tokyo, Japan, 14-17 July 2003
- b. IPACG/20 (ISPACG representatives invited), Honolulu, USA, 6-10 October 2003
- c. IPACG/21, Tokyo, Japan, 7-11 June 2004

1.3 IPACG/22 will be hosted by the FAA in the United States (venue to be confirmed) on 24-28 January 2005.

1.4 All three meetings were co-chaired by Mr. Akira Ono for the Japan Civil Aviation Bureau (JCAB) and Ms. Leslie McCormick for the Federal Aviation Administration (FAA).

2. Discussion

2.1 Due to the recent date of IPACG/21, the final Summary of Discussions is not yet available. However, issues of particular interest to this meeting are the following:

a. FAA presented information on inconsistencies between North Atlantic and Pacific turnback procedures. FAA will present information from the IPACG discussion for further discussion at the FAA Oceanic Work Group meeting. Currently the Pacific procedures call for a 25NM offset and a level change of 500 ft, while the North Atlantic procedures call for a 30NM offset and 500 ft level change. There has been a difference in the North and South Pacific procedures for many years. In the South Pacific, half-track spacing, not exceeding 25NM, is used. Efforts should be made to harmonize the different procedures.

b. A draft agreement was presented outlining a 90-day trial to validate use of non-standard altitude for direction of flight on G344 and R591 when these routes are designated as part of the Pacific Organized Track System (PACOTS). Anchorage Air Route Traffic Control Center (ARTCC) and Tokyo Area Control Center (ACC) will finalize the draft agreement and establish an implementation date.

c. JCAB and FAA have agreed on the removal of city-pair restrictions on PACOTS tracks, and removal of time restrictions on PACOTS Track A. These changes will be effective in July 2004.

d. FAA summarized position report deficiencies that have occurred in Oakland Flight Information Region (FIR), which continue to be a problem. The number of overdue reports has declined only slightly since 2003. Aircraft operators were encouraged to explain the importance of this problem to crews, remind flight crews of the requirements for position reporting, and to communicate technical problem to the FANS Interoperability Team. Tokyo ACC and Oakland ARTCC will continue to investigate overdue reports.

e. Anchorage ARTCC reported their intent to begin testing of ADS-C in 2004, exact start date to be determined.

f. JCAB presented a proposed amendment to the ICAO Regional Supplementary Procedures regarding contingency procedures in the event of a loss of data link communication, which would be mutually applied in the Pacific Region.

3. Recommendation

3.1 The meeting is invited to note the work undertaken by this regional ATS coordinating group.

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DRAFT Open Action Items
IPACG/21

Action Item	Description	Responsible Office	Status and Action to be taken
IP/11-2	Application of a 10-minute longitudinal separation minimum without the mandatory application of Mach Number.	ICAO	Awaiting approval by ICAO. (<i>Note: information has been received informally from ICAO HQ that the proposed amendment is being returned to the ICAO Asia/Pacific Office for further justification.</i>)
IP/11-3	International Air Traffic Flow Management	FAA JCAB	Both FAA and JCAB reported that they are working toward a conclusion on the agreement to exchange Enhanced Traffic Management System (ETMS) data. FAA/ATCSCC and JCAB/ATFMC are in the process of finalizing a Letter of Agreement outlining hotline communication procedures. The meeting will be kept informed of developments in this area.
IP/13-3	Expansion of Russian Routes	ICAO FAA JCAB	The meeting will be kept informed of developments in this area.
IP/13-4	Implement 50NM ADS longitudinal separation minimum in the North Pacific area	JCAB FAA	JCAB offered a plan on ADS waypoint position reporting, step climbs and 50NM at cruise. FAA expects to be ready to implement 50NM longitudinal separation in 2005. Status will be reported to IPACG/22.
IP/14-1	Consider the need for contingency plans	JCAB FAA	JCAB presented a report on their concept of bilateral contingency planning for North/Central Pacific airspace in the event that an ATC unit experienced total failure. The basic concept of this plan would be that other ATC units would be prepared to assume responsibility for the airspace, facilitated by a Coordination Center. FAA will respond to JCAB's report at IPACG/22.
IP/17-1	Remove city-pair restriction on Tracks 2/3 and 14/15	FAA JCAB	JCAB and FAA have agreed on the removal of restrictions on PACOTS tracks. MOU between all parties will be effective July 2004. CLOSED.

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Action Item	Description	Responsible Office	Status and Action to be taken
IP/17-4	Implement lateral offset procedures in the North and Central Pacific.	FAA JCAB	JCAB reported on the revised guidelines developed by the ICAO SASP/WGWHL/5 meeting, held in May 2004, which are expected to be distributed as a State Letter. When these procedures are implemented by ICAO, FAA will coordinate with ISPACG ATS providers to implement lateral offset procedures by AIP amendment according to the revised ICAO guidelines on a common date. JCAB and FAA will promulgate AIP on the lateral offset procedures according to the revised ICAO guidelines when they are issued.
IP/17-5	Evaluate current lost communications procedures	ICAO	Awaiting ICAO approval.
IP/18-2	Implement flight re-routing between Japan and Hawaii tracks.	JCAB FAA	Deferred to IPACG/22.
IP/18-3	Removal of time restrictions for PACOTS Track A.		JCAB and FAA have agreed on the removal of TIME restrictions on PACOTS Track A. MOU between all parties will be effective soon July 2004. CLOSED.
IP/18-4	Consider whether the application of a “segregated” route philosophy would be of benefit to users.	FAA JCAB	Based on discussions at IPACG/20, it was agreed that separate tracks should not be considered further by the NPACE Study and instead the NPACE model should be modified. See new action item IP/21-2. CLOSED.
IP/19-1	Develop ATC contingency procedures to be used during a failure of satellite data link		JCAB presented a proposed amendment to the ICAO Doc 7030 with contingency procedures in the event of a loss of data link communication.
IP/19-2	Add altitudes on G344 and R591	FAA JCAB	FAA presented a draft MOU outlining a 90-day trial to validate use of non-standard altitude for direction on G344 and R591 when these routes are designated as part of the PACOTS tracks. Anchorage ARTCC and Tokyo ACC to finalize the draft MOU and establish an implementation date. Update to be provided to IPACG/22.

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Action Item	Description	Responsible Office	Status and Action to be taken
IP/19-3	Develop a means to reduce position reporting deficiencies	FAA JCAB Airlines	FAA summarized position report deficiencies that have occurred in Oakland FIR, which continue to be a problem. The number of overdue reports has declined only slightly since 2003. Aircraft operators were encouraged to explain the importance of this problem to crews, remind flight crews of the requirements for position reporting, and to communicate technical problem to the FIT. Tokyo ACC and Oakland ARTCC will further investigate overdue reports and report to IPACG/22.
IP/20-1	Implement International Route Reservation Service (IRRES) Program	JCAB	JCAB advised the meeting that a survey of airlines has been initiated. Update to be provided to IPACG/22.
IP/20-2	In-trail climb/in-trail descent (ITC/ITD) procedure using TCAS	FAA	FAA proposed to resume discussions with airlines regarding their experience and interest in renewing this test procedure. Oakland ARTCC reported only minimal use during recent months by airlines of this controller workload-intensive procedure. IATA and airlines represented agreed that the need for this procedure will probably be overtaken by ADS in the Pacific, but it should remain available as a tool for operators who wish to use it. UAL is finalizing pilot procedures to be used, and expects increased use in the future. JCAB expressed concerns about its application, as well as the concerns of Japanese airspace users. FAA will develop a proposed amendment to ICAO Doc 7030 for application in the Oakland/Anchorage FIRs.
IP/20-3	Tokyo/Oakland 165E FIR/CTA boundary fixes	FAA JCAB	Oakland ARTCC proposed to include Oakland FIR/CTA boundary waypoints when eastbound PACOTS tracks are generated. Airlines requested that Oakland ARTCC and Tokyo ACC do a brief (10-days or so) survey to identify what the 165E crossing points would be and report this information to IPACG/22.

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Action Item	Description	Responsible Office	Status and Action to be taken
IP/21-1	Implementation of AIDC between Anchorage ARTCC and Tokyo ACC	FAA JCAB	FAA presented a draft MOU to validate and implement AIDC for all aircraft transiting common boundaries between these facilities. Tokyo ACC advised that they cannot agree with the procedures unless they are the same as those used with Oakland ARTCC. Tokyo ACC and Anchorage ARTCC to continue discussions to finalize the MOU. Update to be provided to IPACG/22.
IP/21-2	Determine at what point implementing ADS technology will be necessary for all airlines	JCAB FAA IATA	FAA presented information on the activities of the NPACE Study Advisory Group (NSAG) regarding three simulation scenarios established. Flight tracking program will be updated to include an in-flight conflict resolution algorithm and a procedures will be incorporated to apply reduced separation standards. NSAG will report progress to IPACG/22.
IP/21-3	Consider revising PAC turnback procedures to harmonize with NAT procedures	FAA	FAA presented information on inconsistencies between NAT and PAC turnback procedures. FAA will present information from the IPACG discussion for further discussion at Oceanic Work Group. FAA will report status of NAT procedure and progress to IPACG/22.
IP/21-4	Expansion of RVSM-Exclusive Airspace to FL410	FAA	FAA reported on the plan to raise the ceiling of RVSM-exclusive airspace in the Oakland Oceanic, Anchorage Oceanic and Anchorage Arctic FIRs from FL390 to FL410 to correspond with implementation of US domestic RVSM from FL290 – FL410 on 20 Jan 2005. Update to be provided to IPACG/22.
IP/21-5	Implement 30NM lateral/30NM longitudinal (30/30) separation	FAA	FAA presented the draft order on RNP4 approval. FAA expects to be ready to implement 30/30 separation in limited South Pacific airspace in 2005. Information was provided on the progress of Australia and New Zealand to implement across the Tasman Sea on 25 Nov 04. Airlines expressed the wish that a coordinated 30/30 approval process be finalized very soon in order that the South Pacific implementation is not jeopardized. FAA will provide update to IPACG/22.

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IP/21-6	Tokyo/Oakland 25N and 160E CTA boundary fixes	FAA JCAB	Tokyo ACC proposed to add fixes on CTA boundary at the crossing point of the CTA boundary and 25N, and the crossing point of the CTA boundary and 160E. FAA to coordinate with JCAB prior to discussions at next OWG meeting.
IP/21-7	Develop common traffic management terminology	FAA ATCSCC	FAA ATCSCC recommended development of common terms of reference for ATFM communications. FAA ATCSCC to provide an update to IPACG/22.
IP/21-8	Evaluate the feasibility and capability of utilizing the Internet as a medium for communication.	FAA ATCSCC	FAA ATCSCC recommended discussions between the JCAB and FAA to evaluate the feasibility and capability of utilizing secure communications technology (Virtual Private Networks) over the Internet as a medium for communication. FAA ATCSCC to provide an update to IPACG/22.