



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)

OUTCOMES OF JAPAN'S BILATERAL MEETINGS WITH RUSSIA, ROK AND U.S.A

(Presented by Japan)

SUMMARY

This paper presents a summary of outcomes from the Russia – Japan 4th meeting of ATC Operation Coordinating Working Group Meeting held in 28-29 November 2012 , the 8th Japan-Korea ATC Operation Working Group Meeting held in 17-19 April,2013 and the 38th meeting of the Informal Pacific ATC Coordinating Group (IPACG/38) held in 22-26 April,2013.

Strategic Objectives:

A: *Safety – Enhance global civil aviation safety*

C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

All GPIs

1. INTRODUCTION

1.1 The Japan-Korea ATC Operation Working Group Meeting and the Russia – Japan ATC Operation Coordinating Working Group provide a forum where Korea Office of Civil Aviation, Ministry of Land, Infrastructure and Transport (KOCA, MOLIT) and Japan Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism (JCAB, MLIT) or “State ATM Corporation”, Russian Federation and JCAB meet to address the operational issues and develop solutions related to the provision or use of air traffic services. JCAB and KOCA meet annually in Japan or Korea by turns, and also JCAB and state ATM Corporation meet annually in Japan or Russia by turns.

1.2 The IPACG is a coordination meeting to discuss the ATC operations over North and Central Pacific. This meeting has started since 1981 and made great achievement such as the introduction of shortened Longitudinal separation by using ADS/CPDLC , the introduction of AIDC, the operation of PACOTS etc. Participants are not only JCAB and FAA members, but also datalink service providers, operators, IATA and so on. The next IPACG reaches a 25th anniversary.

1.3 This paper highlights relevant work accomplished during the meetings above and provide an updated information.

2. DISCUSSION

2.1 The Russia – Japan 4th meeting of ATC Operation Coordinating Working Group Meeting discussed the following updates and topics.

The collaborative work for temporary airspace restrictions within Japan and Russian Federation FIRs

2.1.1 JCAB reported that there were several cases when airspace restrictions implemented with short-term notification by NOTAM allowed little time for confirmation of re-routings and coordination with operators. The State ATM Corporation recognized the problem and agreed to provide Sapporo ACC with information from Khabarovsk ACC as soon as this information is obtained. The both Parties agreed to study the possibility of including that procedure into the LOA. JCAB confirmed the present status of the LOA between Main ATFM center and Fukuoka ATM center on information exchange in contingency situations agreed by both Parties and expected to be signed.

Review of the ICAO Asia and Pacific Regional Office route catalogue

2.1.2 Both Parties reviewed proposals of new ATS routes presented by JCAB at the last meeting in March 2011, and discussed proposals for ATS routes from IATA which have been included in the ICAO route catalogue.

2.1.3 JCAB explained that their subsequent analysis had showed that the traffic flow around GTC could be an obstacle for establishment of GTC-AVGOK route.

2.1.4 Both Parties agreed to continue consideration of new ATS routes proposed by JCAB. As for IATA proposals in the ICAO route catalogue, both Parties determined to consider them based on the following two plans:

- a) GTC – AVGOK and parallel route to the northeast of GTC – AVGOK (See figure 1)
- b) SIBIR/ARLAS- new EKVIK (will be relocated to the east) (See figure 2)

Operational procedure will be considered to establish separations between new ATS routes and Y347.

2.2 The 8th Japan-Korea ATC Operation Working Group Meeting discussed the following updates and topics.

Consideration for the reduction of traffic congestion on B576

2.2.1 The meeting was informed of the considerations to mitigate the traffic congestion on B576. Both sides discussed the establishment of new CDR 1 route and finally agreed to establish the new CDR 1 route as follows;

- Route of flight: MOLKA-New WPT2-New WPT1-MIKES-POTET-RUGMA
- Time of applying: 1900UTC-2130UTC
- Destination airport: Gimhae and Daegu
- Target date of operation: October 2013

2.2.2 The meeting also reviewed and discussed the proposal by KOCA to reduce the longitudinal separation from 60NM to 30NM for the traffic bound for the airports in Southeast Asia countries.

2.2.3 Both sides, considering this issue is related to Taipei, agreed to discuss the possibilities among the parties concerned at the East Asia Air Traffic Management

Coordination Group (EATMCG) meeting and report the result of its discussion to the next meeting.

Seamless ATFM between Japan and Korea

2.2.4 JCAB presented current west-bound departure delay situation on G585. Both sides discussed the cooperation ways for the effective operation of ATFM proposed by JCAB such as information sharing, verbal or e-mail information exchange on daily bases. The meeting agreed on the followings:

- a) ATMC will daily offer Incheon ACC with the information related to scheduled west-bound traffic on G585 through e-mail.
- b) Incheon ACC and ATMC will have daily basis information exchange by telephone every morning regularly.

2.3 The IPACG/38 meeting discussed the following updates and topics.

Trial operation of ADS30/30 between Fukuoka and Anchorage FIR

2.3.1 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.

Progress of User Preferred Route (UPR)

2.3.2 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.

2.3.3 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.

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

Dynamic Airborne Reroute Procedure (DARP) operations

2.3.5 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 savings of 88,000lb could be expected per year.

2.3.6 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.

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

2.3.7 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.

3. ACTION BY THE MEETING

The meeting is invited to note the information contained in this paper.

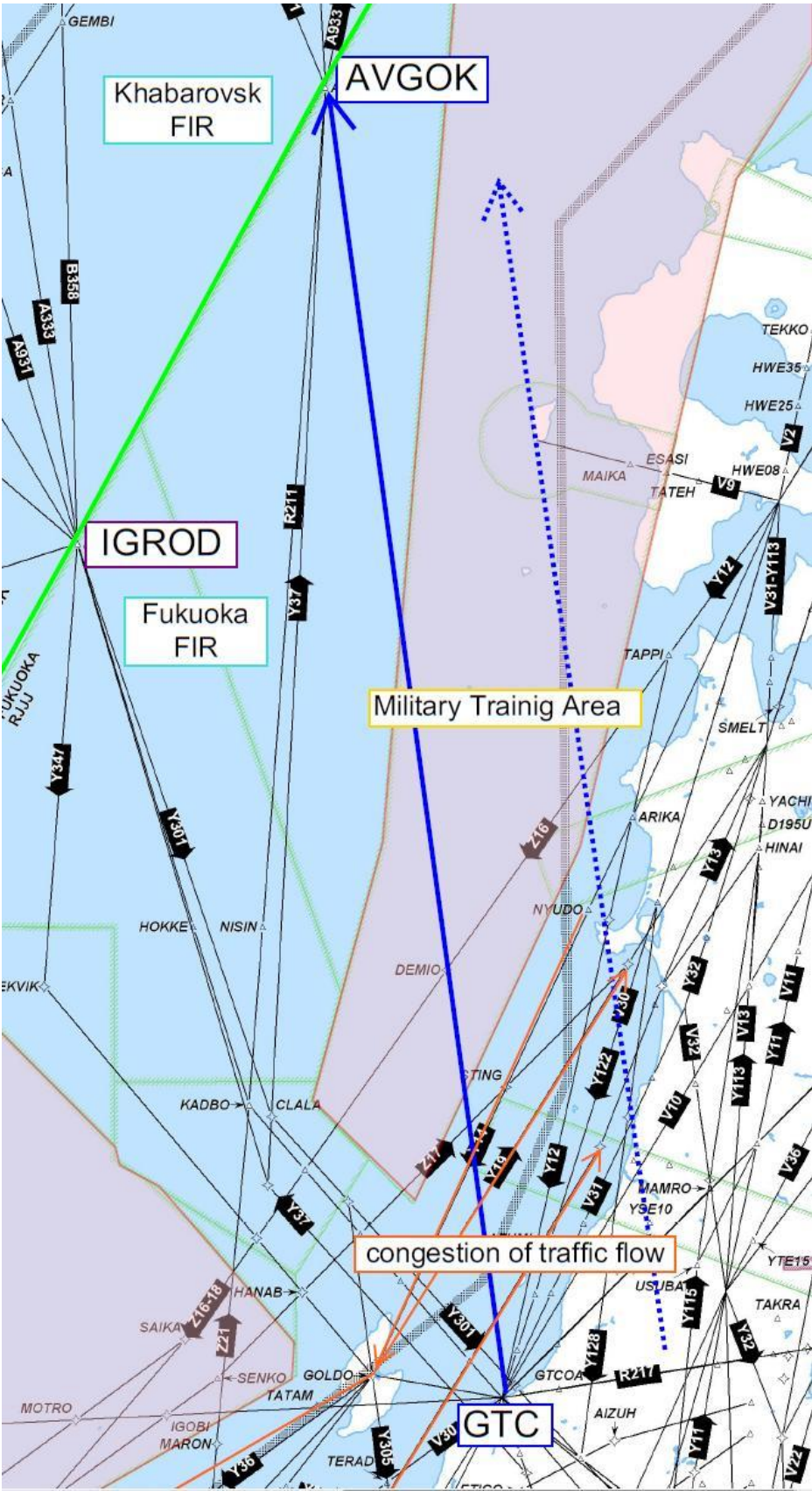


Figure 1

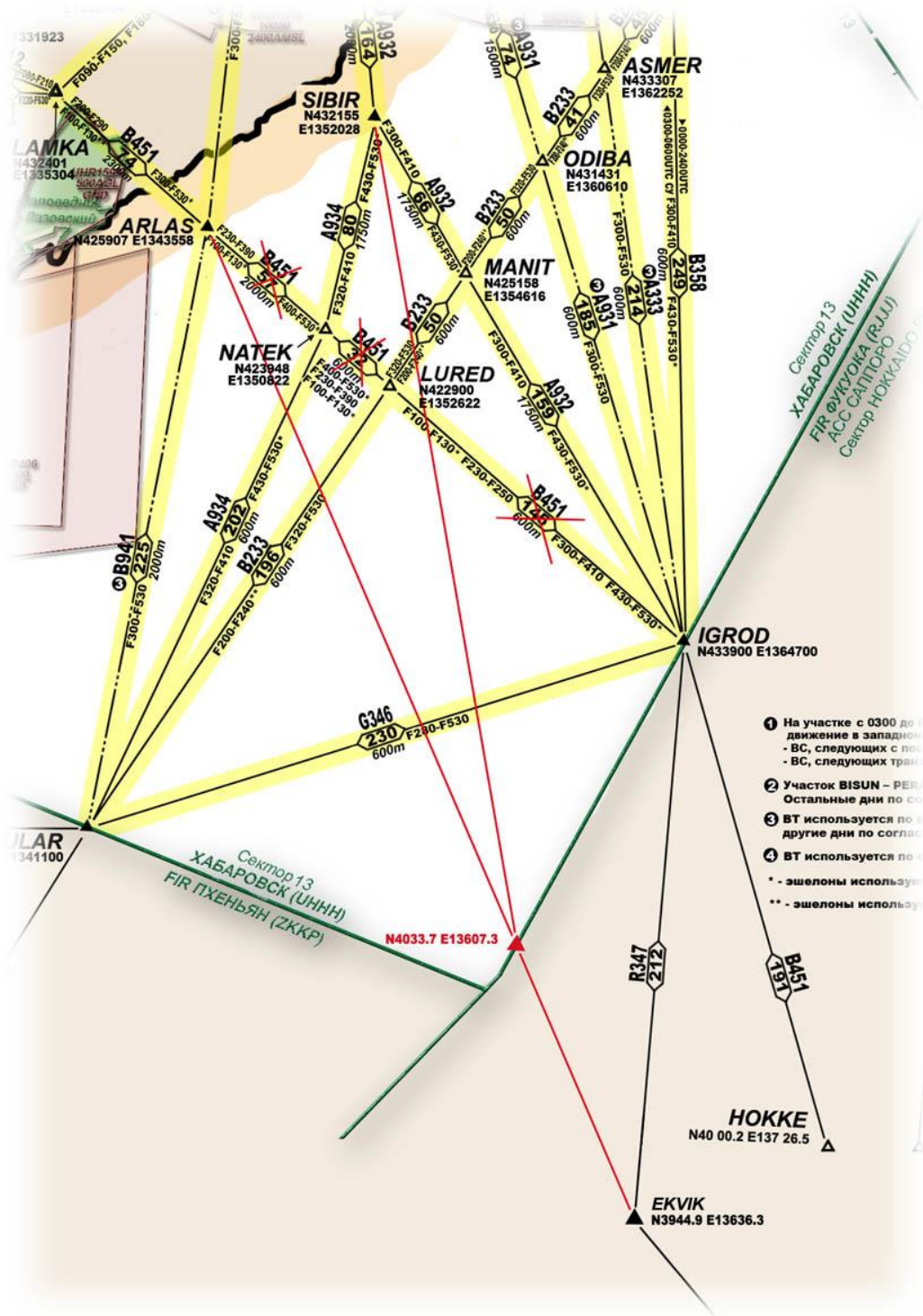


Figure 2