Eleventh Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/11)

Bangkok, Thailand, 2 to 6 October 2000

Agenda Item 2.3: ATS Co-ordination Groups' Activities

INFORMAL ATS CO-ORDINATION GROUPS – ISPACG, IPACG, RACGAT

(Presented by the Secretariat)

SUMMARY

This working paper presents a summary of the work of ISPACG, IPACG and RACGAT.

1. INTRODUCTION

1.1 The following ATS Co-ordination Groups are groups which have been set up under bilateral or multilateral arrangements between various States in the Region in order to address problems specific to particular parts of the region.

1.2 The groups are:

1) The Informal Pacific ATC Co-ordination Group (IPACG);
2) The Informal South Pacific ATS Co-ordination Group (ISPACG), and;
3) The Russian/American Co-ordinating Group for Air Traffic Control (RACGAT).

2. THE INFORMAL PACIFIC ATC CO-ORDINATION GROUP (IPACG)

2.1 IPACG was established under a memorandum of co-operation between the United States Federal Aviation Administration (FAA) and the Japan Civil Aviation Bureau (JCAB). Full IPACG meetings are normally held once each year. Representatives from other States and the aviation industry also attend these meetings. An IPACG Providers meeting is normally held between full meetings and this usually involves only the FAA and the JCAB.

2.2 Two meetings of the Informal Pacific Air Traffic Control Coordinating Group have been held since APANPIRG/10, IPACG/14 (24-28 January 2000 in Honolulu) and IPACG/15 (31 July - 4 August 2000) in Tokyo. The IPACG forum allows Japanese and United States 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) comprising the major traffic flow from Asia to North America via the central and north Pacific.

2.3 The following major items are being progressed by IPACG:

- Operational trials on PACOTS tracks 14/15 serving the city pairs of Hong Kong/Taipei and Los Angeles/San Francisco;
- Evaluation of the PACOTS structure post-RVSM implementation;
- 10-minute Longitudinal Separation without Mach Number Technique (MNT);
- Review of NOPAC Altitude Structure;
- Expansion of Russian routes and the effect on NOPAC;

- Reduction of Longitudinal Separation Minima using Satellite Systems;
- Implementation of RNP-10 in the Japan/Hawaii PACOTS;
- Dynamic Airborne Route planning (DARP);
- Weather deviation procedures;
- Expansion of RVSM from FL290 to FL410;
- CPDLC testing between Oakland and Tokyo;
- Development of Contingency Plans;
- North/Central Pacific Operations Manual;
- Proposed CTA between Oakland, Tokyo and Naha;

2.4 IPACG has established a FANS Interoperability Team (FIT) to analyze data link performance for the North and Central Pacific. The essential component of the FIT is the establishment of a central reporting agency (CRA) with the technical expertise to identify the source of the problems, both from an airline manufacturer's viewpoint as well as procedural issues. Both the FAA and JCAB have established CRAs and close co-ordination has been initiated between the two organizations.

2.5 IPACG has placed a priority on work associated with the implementation of CNS/ATM, particularly ADS/CPDLC and AIDC systems.

3. THE INFORMAL SOUTH PACIFIC ATS CO-ORDINATION GROUP (ISPACG)

3.1 ISPACG was established in August 1991. The member States are Australia, Fiji, France (French Polynesia), New Zealand, Papua New Guinea, The Solomon Islands and the United States. Full ISPACG meetings are normally held once per year. Representatives from other States and the aviation industry also attend these meetings. Between full ISPACG meetings, sub-group or Task Force meetings are held as required.

3.2 The Fourteenth meeting of the Informal South Pacific Air Traffic Services (ATS) Co-ordination Group (ISPACG/14) was held in Brisbane, Australia, during the period 6-10 December 1999. The ISPACG forum allows air traffic service providers of the South Pacific and users to informally meet together and explore solutions to near term ATC problems that limit the capacity or efficiency within the FIRs of the South Pacific which comprise the major traffic flow from Australia/New Zealand to North America via the south Pacific.

3.3 The ISPACG work program has been largely focused on CNS/ATM deliverables for the past few years. The ISPACG charter focuses on all users however, and now that the CNS/ATM programme is well underway, it was suggested that ISPACG needs to consider wider issues of benefit to all airspace users. The commitment to delivering CNS/ATM benefits remains. An agreement to restructure ISPACG to reflect a desire to be more task focused was reached.

3.4 ISPACG/14 established task forces to address the following tasks:

- Deriving from the Y2K contingency planning activity, development of a South Pacific ATS contingency plan, to support a regional contingency plan;

- Development of automatic dependent surveillance (ADS) guidance material and air traffic control (ATC) procedures for inclusion in the South Pacific Operations Manual;

- Review and redevelopment of the South Pacific Operations Manual and the Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) Guidance Material;

- Review of the financial and structural arrangements for the Central Reporting

Agency (CRA); and

- Implementation of user preferred routes (UPR).

3.5 ISPACG/14 also reached agreement on the following:

- An amendment to the weather deviation procedures; and
- that future implementation initiatives should be justified on the basis of business case principles.

3.6 ISPACG/14 reviewed the action item list outstanding from ISPACG/13 and agreed that a number of the action items had either been completed, or superseded by a change in emphasis in implementation plans (e.g., Dynamic Air Route Planning (DARP) versus UPR). The remaining actions were absorbed into the work of the newly established task forces.

4. THE RUSSIAN/AMERICAN CO-ORDINATING GROUP FOR AIR TRAFFIC CONTROL (RACGAT)

4.1 RACGAT is an informal ATC co-ordination group established under a Ministerial Memorandum of Cooperation between the Russian Federation and the United States to permit these two States to discuss ATS related items of mutual concern. It first met in April 1993.

4.2 RACGAT is concerned with the major geographic traffic flow between North America and Asia via the Russian Far East (RFE) and the Arctic Ocean (cross-polar routes). Although the intersecting routes between Europe and Asia are considered in RACGAT, the planning of such routes are not within the scope of RACGAT. As well as the Russian Federation and the United States, China, DPR Korea, Japan and Mongolia normally participate in RACGAT meetings. RACGAT has been tasked by the ICAO Informal Trans-Asia/Trans-Siberia/Cross-Polar Routes High Level Steering Group (ITASPS) with the development of the Cross-Polar routes.

4.3 One meeting of RACGAT has taken place since APANPIRG/10 (MiniRACGAT/4, Moscow, 29 - 31 March 2000).

4.4 The following major items are being progressed by RACGAT:

- Development of cross-polar routes between North America and Asia
- Development of routes between North America and Asia via the Russian Far East
- Emergency Airports - International air carriers have access to airport information and instrument procedures for international airports only. Russia is studying the possibility of publishing in the Russian AIP all aerodromes that can be used for emergency landings by international air carriers.
- Common Altitude Structure - Russia uses a 500 M separation criteria above 29,000 feet and the United States adheres to the ICAO separation criteria of 600 M. This creates a problem requiring controller intervention for altitude changes at the common FIR boundary. Russia is currently reviewing this problem.
- Volcano Alerting Services There are approximately 40 active volcanoes on the Russian Kamchatka Peninsula and the Kurile Islands. Any significant eruption will produce volcanic ash clouds, not only in the RFE but also over the densely travelled NOPAC routes. Depending on location, most explosive eruptions could have ash entering the NOPAC tracks from 30 minutes to two hours. The Kamchatka Volcano Eruption Response Team (KVERT) monitors these volcanoes

and provides valuable precursor and actual eruption information to the ATS Providers and the Volcano Ash Advisories Centres.

5. ACTION BY APANPIRG/11

5.1 The meeting is invited to note the progress that has been made in these Groups during the past year and to consider where these developments could be of relevance in other parts of the Region.

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