



Summary of the Twenty Second Meeting of the
Informal South Pacific Air Traffic Services Co-ordinating Group
(ISPACG/22)

No.	Action Item	Status Update	Action Officer(s)	Action Pending	Target Date
16-1	Funding for Continuation of Central Reporting Agency (CRA) Activities	The FAA and Boeing have agreed they will continue to share the funding for CRA services in the Pacific for the foreseeable future.	FAA / Boeing	Item Closed	
16-2	Capacity Enhancements Table	The table of CNS/ATM technologies and enhancements has been reviewed and updated.	ATS Providers	Standing Action Item	Ongoing
16-4	ATM Contingency Plans	FAA have begun a Business Continuity Programme to look at the continuity of services in the event of a catastrophic event.	FAA All ATS Providers	Report progress to ISPACG/23 ATM Contingency Plans to be kept up to date and reviewed periodically.	March 2009 Ongoing
16-5	Report on FANS Interoperability Team Activities	The meeting was provided with an overview of FIT/15 (ref 3.9 of Minutes) including updates on: Problem Reports; Systems Performance; Oceanic Safety & Performance Requirements; Iridium developments; and co-ordination with ICAO Asia/Pacific Regional Office.	Brad Cornell, FIT Chair	Include future FIT Reports in Item 3. Review Relevant Work Conducted Since Last Meeting Item Closed	
16-6	Review Need for Regional Implementation of 2NM Strategic Lateral Offset Procedures (SLOP)	ISPACG, with guidance from ICAO, are to standardise procedures relating to the regional implementation of 2nm Strategic Lateral Offset Procedures.	Planning Team PNG ASL	Get clarification on ICAO global SLOP procedures and report back to ISPACG/23 Port Moresby to introduce SLOP through their FIR.	March 2009 March 2009



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16-8	Implementation of 30/30	<p>FAA Oceanic Separation Reduction Working Group (OSRWG) Scrutiny Group has been established to evaluate the operational and technical issues relating to 30/30 operations. Their findings to date have concluded that 30/30 operations continue on an operational trial basis along with monitoring satellite data link performance. They next meet 30-31 October 2008.</p> <p>ASA reported the use of 30/30 separation is still not common within the Tasman/Coral Sea airspace, however the information gleaned from trials has been useful.</p>	<p>FAA</p> <p>ISPACG Members</p> <p>ASA / ACNZ / AFL</p>	<p>Continue Scrutiny Group findings back to ISPACG/23</p> <p>Invited to view FAA Operational Policy Notices on http://www.faa.gov/about/office_of/headquarters_offices/ato/service_units/enroute/oceanic/pacific_centers/.</p> <p>Complete post implementation review</p>	<p>March 2009</p> <p>June 2008</p>
17-1a	Implementation of 50NM Lateral Separation in RNP Airspace	With the implementation of TIARE in 2009 SEAC will be able to provide 50NM separation.	SEAC	Report progress to ISPACG/23	March 2009
17-1b	Implementation of 50nm Longitudinal Separation in RNP Airspace	<p>With the implementation of TIARE in 2009 SEAC will be able to provide 50NM separation.</p> <p>Implementation of RNP separation standards in Moresby airspace has been delayed. Airservices advised that Port Moresby is now designated as "RNP Airspace" however hazards have been identified with unreliable voice communication links which need to be resolved.</p>	<p>SEAC</p> <p>ASA</p> <p>ASA/PNG ASL</p>	<p>Report progress to ISPACG/23</p> <p>Project underway to improve reliability of comms between Brisbane & Moresby</p> <p>Deliver appropriate RNP training to Moresby control and finalise procedures for transfer of 50NM separation across the FIR boundary</p>	<p>March 2009</p> <p>Q3 2008</p> <p>Sept 2008</p>



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17-2	UPRs	<p>Since 3Sept07 Air NZ has successfully implemented operational UPRs to/from Tokyo Narita, Osaka Kansai and Shanghai which have had significant fuel savings and reduced environmental impact.</p> <p>Japan Airlines has expressed interest in expanding UPRs. FAA have commissioned a feasibility study to look at changing the current Central East Pacific ATS Route Structure to some sort of flexible route system.</p> <p>ASA will support UPR paper trials terminating at the aerodrome between Narita and SY/BN. This trial is also supported by Port Moresby.</p>	<p>Air NZ, JCAB and FAA</p> <p>FAA</p> <p>ASA</p>	<p>Consider the impact of promulgated restrictions on UPR operations and try to modify restrictions where operationally possible. Report progress to ISPACG/23</p> <p>Conduct 8wk Paper Trial UPRs between RJAA & YSSY/YBBN/YBCS commencing 7 April 2008 and analyse data to determine further action.</p> <p>Continue to work with ANSPs to expand the use of UPRs in the Pacific.</p> <p>Report progress to ISPACG/23</p>	<p>March 2009</p> <p>June 2008</p> <p>March 2009</p> <p>March 2009</p>
17-5	ADS-B Implementation	<p>ASA announced ADS-B coverage had doubled with continued growth in ADS-B approved aircraft. Also increases in no. of airframes detected which could be eligible for ADS-B services. ADS-B coverage is also available across an international FIR boundary. ASA will continue commissioning additional ADS-B sites under the Upper Airspace Project throughout 2008-09.</p>	ASA	Report progress to ISPACG/23	March 2009
17-9	Pre Departure Clearances (PDC)	<p>Airways reported that this project had been cancelled prior to implementation due to the use of out dated equipment and lack of requirement.</p>		Item closed	



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17-11	AIDC	SEAC reported that the TIARE system is currently being deployed in Tahiti which includes AIDC v2 and D/L functionalities. The validation of these 2 functions will have an impact on operations with adjacent ATSUs and airlines.	ACNZ / FAA Airlines Planning Team	Provide comments and validate the proposed AIDC test process. Provide comments and validate the proposed Data Link test process. Establish and report back on individual AIDC reporting requirements on a regional basis.	March 2009 March 2009 March 2009
17-12	Monitor Terminal Procedures	Airservices "ALOFT" (ATM Long-Range Optimal Flow Tool) has raised questions due to inbound flights AKL/SYD trying to programme arrival times to SYD before the flight had departed AKL. From April-June 2007 ACNZ, together with Air NZ & QF, carried out Optimum Arrival Trials (OAT) with B744 & B777 aircraft flying Constant Descent Approach (CDA) procedures into Auckland. Results were mixed and showed inconsistencies however it was felt that further trials are worthwhile.	ASA Airways	Report progress to ISPACG/23?? Report progress to ISPACG/23	March 2009 March 2009
19-1	Flight Plan Issues	In Oct 2007 various organizations presented many recommendations to the ICAO Flight Plan Study Group (FPLSG). It was agreed that there is still a lot of work to be done in this area, possibly by a committee other than FPLSG, with 2011 being targeted for new flight plan documentation	Planning Team	Canvas ISPACG members for ideas and forward these to the appropriate ICAO working group. Report back to ISPACG/23	March 2009



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19-3	Letter of Agreement	With Chile now a member of ISPACG the LOA needs to be updated accordingly.	Co-chairs ISPACG Signatories	Update ISPACG LOA. Circulate for sign off.	Sept 2008 March 2009
20-1	Civil Military Co-ordination	Royal New Zealand Navy have changed their procedures for all ships that clearly identifies actions for aircraft/ships operating in military exercise areas.	All ANSPs	Standing Action Item	On-going
20-2	Review of ATS Routes	FAA has re-evaluated the current ATS route and airspace structure in the vicinity of Hawaii. Publication date for the changes is 10 April 2008. The FAA will take responsibility for completing the necessary ICAO co-ordination.	FAA	Update at ISPACG/23	March 2009
20-3	Resolve Oakland Problems with AFN Logon	Numerous aircraft are logging onto the Oakland system while they were still on the ground, thus causing issues with the automation system and running up additional charges. An RFC (ASA08/01) was presented at FIT/15 requesting an update of the logon procedures described in the FOM.	ASA	Issues resolved but leave AI open pending inclusion in the FOM	
20-4	Identify Methods to Reduce HF Congestion	In June 2007 a survey was sent to all airline customers asking for feedback on: the HF network level of service; and Industry Expectations of "Acceptable Delays" vs. HF Network Averages (ref IP-10 for results). Five initiatives have been developed by the HF WG to reduce HF congestion (refer WP-18).	HF Working Group	Include future HF Working Group Reports in Item 3. Review Relevant Work Conducted Since Last Meeting Item Closed	



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20-5	Address Problems with SATCOM	Working group to address problems and developed terms of reference. ACNZ proposed that documented procedures are needed for the use of SATCOM as an alternative to CPDLC and HF. WP-14 specifies the proposed terms and conditions associated for the use of SATCOM voice.	Paul Radford, Airways Planning Team	Report to ISPACG/23 Report to ISPACG/23	March 2009 March 2009
21-1	10 Minute Longitudinal Separation Without Mandatory MNT	FAA implemented a 10min. longitudinal separation without mandatory Mach Number Technique (MNT) in the Anchorage FIR. Safety assessment for 50 longitudinal in Anchorage airspace has been completed and approved.	FAA FAA All ANSPs	Continue with operational trials and demonstrations. Undertake a safety management process. Report back to ISPACG/23 on ways this could be implemented within the various FIRs.	Sept 2008 March 2009
21-2	ADS-C In Trail Procedure	ADS-C In Trail Procedure Business Case in Oakland (ZOA) was concluded in August 2007. FAA has initiated a ZOA ADS-C ITP collision risk analysis and the development of a safety case.	Planning Team	Co-ordinate with ATSUs and Carriers in the region and report progress back to ISPACG/23	March 2009
21-3	DARP Expansion	Manpower shortages means operational use of DARP is not possible however this is under review. ACNZ are developing guidance material that will allow flight crews, AOCs and ATSUs to follow set procedures using correct messages set when initiating a re-route request.	Air NZ Planning Team	Continue to look at DARP, not just in the Auckland – Oakland region, but also in the Pacific and report on progress. Incorporate into DARPing and UPR procedures	March 2009 June 2008



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21-4	User Feedback	IATA presented a form for review at ISPACG/21 however no additional information has been shared with ANSPs. IATA to follow up and report back to ISPACG/22. Also the form should be not specific for DARP, but include other operational enhancements.	Planning Team	Establish a mechanism for user feedback on ANSP enhancements such as DARP and UPRs. This feedback should include routine identification of operational problems encountered as well as periodic reporting on benefits gained (eg time and fuel savings). This feedback need not identify the operator.	
21-5	Sharing of Operational Data	The FAA have agreements for bi-directional exchange of air traffic flow management data with various strategic international partners. ISPACG has also recognized the potential benefits of shared operational data.	Planning Team Airways NZ	Explore operational data exchange opportunities among South Pacific ANSPs. Look at ways for ACNZ to become involved and contribute	March 2009
21-6	Improvement of Wind and Trajectory Modeling	Analysis was conducted by US Naval Research Laboratory on wind forecasting and satellite wind error statistics. As a result inclusion of satellite wind updates into the FAA's oceanic wind model is currently under consideration.	Planning Team	Consider enhancements to be made to wind and trajectory monitoring.	March 2009