



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

**Papeete, Tahiti  
12-14 March 2008**

**1 Opening Remarks**

- 1.1 The twenty second meeting of the Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG) was hosted by Service d'Etat de l'Aviation Civile en Polynesie Francaise (SEAC) and held at the Sheraton Tahiti from Wednesday 12 to Friday 14 March 2008.
- 1.2 Mr David Maynard, Manager Oceanic and Offshore Operations, of the Federal Aviation Authority (FAA) and Mr Geoff deBazin, Oceanic Operations Manager, Airways New Zealand (ACNZ) served as Co-chairs of the meeting. Joanne Kendall, Administration Manager Auckland, Airways New Zealand (ACNZ), provided secretariat services for the meeting.
- 1.3 The meeting was attended by participants representing South Pacific Air Traffic Service Providers (ATSP), International Civil Aviation Organization (ICAO), International Federation of Air Line Pilots' Association (IFALPA), International Federation of Air Traffic Controllers Association (IFATCA), regulatory authorities, airlines, airline and equipment manufacturers, as well as communications service providers. A list of participants is included in Appendix C to this report. An apology was received from Captain David Oliver from Qantas.
- 1.4 Mr Guy Yeung, Director of SEAC/PF Tahiti, welcomed everyone to the Sheraton Tahiti and thanked the delegates for taking time out of their busy schedules to travel the distance to Tahiti to attend ISPACG/22. He hoped that the ISPACG Planning Team and FANS Interoperability Team had benefited from the meeting thus far and took the opportunity to pay tribute to all the SEAC staff who had been involved with organizing and facilitating ISPACG/22. An invitation was extended to all delegates to attend a SEAC hosted function that evening, 12 March.  
  
He continued to say that TIARE would be implemented in Tahiti by the end of 2008 and that the new system would allow users of French Polynesian airspace services that would better meet their needs and also, that the ASD-B network would enhance the efficiency of the air traffic control system in Tahiti.
- 1.5 David Maynard thanked Mr Yeung for his eloquent words and hospitality, welcomed the delegates and hoped that the next few days would be most productive for everyone involved. Due to time constraints he asked that delegates summarise Information Papers before they were presented.
- 1.6 Geoff deBazin thanked SEAC for hosting the meeting and for being such efficient and hospitable hosts. He acknowledged the full attendance at all the ISPACG/22 related meetings to date, noting that it was pleasing to see representatives from Chile and LAN, as well as ICAO, JACB and Japan Airlines at the meeting.

His only disappointment was that IATA had not sent a representative to this years meeting. In the past they had attended ISPACG meetings and had a strong voice on behalf of the group. It is fair to say that everyone is very busy, however he hoped that next year, and in years to come, IATA would again actively participate in the ISPACG meetings.

- 1.7 The meeting reviewed and accepted the proposed Agenda (WP-01) tabled by the Co-chairs. All documentation relating to ISPACG/22, including copies of the 25 Working Papers and 18 Information Papers are available on <http://www.airways.co.nz/ispacg/index.asp>.

## 2 Updates from Air Traffic Service Providers (ATSP)

### 2.1 Airservices Australia (ASA)

Adam Watkin, from Brisbane Centre advised the meeting that “Ocean Group” was no longer responsible for airspace within 200NM SY (to the east). The ATC Group managing the Tasman and Coral Sea airspace has been renamed “Upper Airspace Services East”. The new National Operations Centre (NOC) will be responsible for generating flex tracks, strategic management of traffic throughout Australian airspace, collaborative decision making and liaison with Met, military and other agencies from July 2008.

ASA work since ISPACG/21 includes: The transfer to VHF has been made earlier for Oceanic flights inbound to BN, and SY from the north east; UPRs being introduced between New Zealand and Japan, with a paper trial proposed between Japan and Sydney/Brisbane/Cairns; Co-ordination of block levels via AIDC are now available with YMMM, NZZO, KZAK, and with NFFF. The number of ADS-B ground stations has increased with Lord Howe Island now scheduled for November 2008; RVSM problems occurred during 2007 with aircraft incorrectly filing RVSM approval (“W”) in the ATS flight plan; A number of communication problems have been experienced with aircraft unable to contact Moresby Centre via VHF/HF; and the ALOFT (Sequencing into Sydney) programme is scheduled to be reintroduced at the end of March, approaching the end of daylight savings.

### 2.2 Civil Aviation of Tahiti (SEAC)

Ref IP-17, Eric Chambroy, Head of International Cooperation for DSNA/SEAC-PF, said that the introduction of new European regulations and a European single sky had major impacts and was considered by DSNA as a serious challenge. However these are being overcome thanks to the early involvement of the French National Supervisory Authority. He proceeded to give a brief outline of Tahiti’s aging operating system and informed the meeting of the 3 main issues being addressed to keep up with ISPACG requirements:

1. Procurement of a new off the shelf ATM system called “TIARE”, operational by the end of 2008. TIARE is an integrated ATM system for enroute approach and tower control at Faaa’a and Moorea as well as AIS facilities. A five year contract was awarded in March 2007 to Thales (main contractor) and Egisavia. Operational hazard analysis and preliminary safety case have been achieved.
2. A secondary surveillance radar (SSR) located on Tahiti’s highest point, Marau’s Mountain, due to be commissioned by the end of 2008. Staff training has already commenced by DSNA in France and will also be ongoing once staff are back in Tahiti. DSNA apply the same rules, level of service and training for all their facilities regardless of location.
3. “CARTOUM” a new VHF/HF communications system being deployed by DSNA in French overseas territories, operational in 2009.

Close co-ordination with adjacent FIRs, ANSPs (Airways, FAA and Chile), and airlines, subject to operational assessment and safety approval, anticipate: Current services as described in the AIP (including CPDLC and ADS-C) by the end of December 2008; No address changes to CPLC

logons are required at this stage but will be fully documented should they be required; DARPing available within the Tahiti FIR from mid 2009; Radar services (including safety nets) from July 2009; and Reduction of oceanic en-route separation minima in 2009-2010.

It is an ambitious plan and a great investment and ISPACG wish SEAC well for the transition.

### 2.3 **Airports Fiji Limited (AFL)**

Mr Alfereti Solvalu, Technical Support Officer for Airports Fiji Limited, thanked SEAC for hosting ISPACG/22 and apologized that other delegates from Fiji were unable to attend the meeting. He advised that two major projects had begun in Fiji this year: the ADS-B/ATM Equipment Replacement Project; and AMHS Project which replaces the current AFTN system with an AMHS system, including an AIS system. Both projects have passed the tender assessment stages and the selection of suppliers is still ongoing. Both projects are due for implementation in the first quarter of next year, but if delayed then the second quarter. Fiji are also currently refurbishing the Nadi Control Tower which should be completed by the third quarter of this year, weather permitting.

### 2.4 **Federal Aviation Authority (FAA)**

Mr Dennis Addison, Support Manager International Airspace and Procedures for the FAA, updated the meeting: Changes and projected savings to flying miles to ATS routes around Guam (effective August 2007) and Hawaii (effective April 2008); Oakland ADS D50 have been operating unrestricted 30/30 trials since June 2007 with no significant problems or outages; UPR paper trials are being conducted in: Asia – New Zealand/New Caledonia (ATC constraints are limiting savings in this area); Japan to Hawaii (commenced December 2007); and RTAA to YSSY/YBBN (date yet to be confirmed); PACOTS track generation constraint reduction efforts are looking to eliminate constraints; The CEP Flexible Tracks Study have shown that flexible laterally separated tracks are more fuel efficient than fixed tracks - paper trials will commence April 2008; Since 12 April 2007 34 full, and 87 partial, tailored arrivals have been conducted in Oceanic airspace. A Tailored Arrival Symposium is being held in Tokyo 27 March 2008; The FAA have conducted HF Data Link trials on 2 Hawaiian Airlines flights and are sponsoring Iridium trials; and a risk collision model is being done on 50NM longitudinal separation in the Anchorage FIR – data collection will be ongoing with the hope to use separations in the near future. All of the afore mentioned projects equate to 21.45 million kg (US\$135 million) in fuel savings and 64.35 million kg of CO<sub>2</sub> emissions.

### 2.5 **Direccion General de Aeronautica Civil de Chile (DGAC Chile)**

Mr Jose Carrasco, Deputy Director Air Traffic, updated the meeting on ADS CPDLC system testing, connectivity and software failures. He advised that Chile have also developed a system called VITRO which has undergone operation simulation. It is in the final testing phase for Radar (not for radar vectoring) and will undergo ADS CPDLC testing from this week. He updated the meeting on FANS service performance (VHF and SAT) uplinks and downlinks. Local Procedures Manuals are using the last version of FOM and Voice Sat Com permitted.

Chile are currently working on: UPRs to New Zealand (these have been officially operating daily since 14 January 2008); RNAV Airways and Approach to all main airports; Locally designed RNP AR (this has been tested with LAN on La Serena); ADS-B testing (due to commence this year); Continuation of the IATA 1 Minute Campaign; Oceanic SID; and IOSA (LAN)- NOSS (DGAC). Lack of advice regarding space debris is still a major concern for DGAC. Agreement has been entered into with the University of Chile to commence trialing 'Green Approaches' with Oceanic flights. The meeting was invited to visit [www.dgac.cl](http://www.dgac.cl) for further information on IFIS (FPL, NOTAMS, AIP, etc), License printing and checking, regulatory rules, and over flight clearance.

Captain Brian Gallo of LAN was introduced to the meeting to give the results of operating UPR or Random Routes SCL-AKL-SCL and SCEL-NZAA-SCEL during 14Jan08 to 28Feb08, as compared to the same period in 2007: Spare Block Time (Hrs) = -11.44; Spare Air Time (Hrs) -14.62; Fuel Consumption (kg) AKL-SCL-AKL = -62.566; and Pay Load Increase (kg) AKL-SCL- AKL 144.167.

2.6 **Papua New Guinea AirServices Limited (PNG ASL)**

Mr Tars Bola, Executive Manager (ATS) for Papua New Guinea AirServices Limited, updated the meeting on the major restructure that had occurred over the last 6 months in the former Civil Aviation of Papua New Guinea (now PNG ASL). From a business perspective PNG ASL now operates as a fully self funded commercial entity under the PNG Companies Act of 1997. Services performed are delivery of: ATC; Flight Information; Communication, Navigation and Surveillance; Aeronautical Information; as well as Search & Rescue. PNG ASL have identified seven “pillars of success” to move the business forward which include safety and security, good governance, staff training, improved infrastructure, regulatory compliance, etc.

Planned improvements for 2008 include: Extending radar surveillance up to 200NM of POM; Infrastructure development and serviceability; Greater use of VSAT communication facilities; and replacement of aged equipment. Major programmes/projects include: ADS-B; UPRs; VSAT; Wantok ATM Upgrade; Training; and 3 new VHF sites (the 1<sup>st</sup> to be completed by end April and the remaining 2 by end Jun/Jul 2008).

2.7 **Airways New Zealand (ACNZ)**

Mr Paul Radford, Manager Oceanic Systems for Airways NZ, reported that the Oceanic Control System is stable with only one unplanned move to the Reserve in 2007. Planned upgrades to the system include: Adding data link capability to the reserve platform; Upgrading the simulator to operational status to add additional contingency; Continuing to release 4 Software upgrades per year; and a hardware upgrade by 2010. Airways and Air NZ will complete a six month operational trial using FMC Way Point Reporting with the SATCOM equipped ANZ A320 fleet on 31 March 2008. Full AIDC Version 2 is operational with Oakland (including block levels), as well as partial implementation of block level capability with Brisbane. Implementation of AIDC Version 3 has not proceeded, mainly due to a lack of interested participants. UPRs have been implemented on Pacific Routes with Air NZ to/from Japan and outbound UPRs on Pacific routes are now planned from departure. Inbound UPRs from Pacific routes to NZAA are now terminating at a 50NM gate and an extension of this to Tasman routes is expected before June 2008. UPRs have also been implemented on South American routes with LAN Chile to/from Santiago. Optimum Arrival Trials evaluated continuous descent arrivals with selected B744 aircraft April - June 2007 and established savings to be made, although there are issues with RTA capability. The next step will be to trial RTA at STAR start points with different aircraft type and evaluate ATSP estimation of STAR start to FAF.

2.8 **International Federation of Air Line Pilots' Association (IFALPA)**

Captain Toby Gursansky, the ISPACG Representative for IFALPA, asked that the minutes show that IFALPA were pleased with the progress and services that ISPACG are providing.

2.9 **International Federation of Air Traffic Controllers' Association (IFATCA)**

Mr Gary Laing, introduced himself as the new ISPACG Representative for IFATCA. Gary is currently carrying out risk assessment work for AirServices Australia. He commended the group on their environmental initiatives, but asked that they be mindful of the changes and pressures that this in turns places on Air Traffic Controllers. IFATCA are fully supportive of the implementation of further UPRs, etc but asked that automation to make ATCs jobs easier also be looked into.

## 2.10 **International Air Traffic Association (IATA)**

Mr Gene Cameron, Manager Global Support for United Airlines, asked to address the meeting on behalf of the IATA representative from Singapore who was unable to attend. He expressed the thanks of IATA for 'fly green' initiatives which are generating efficiencies for all concerned in the South Pacific, and challenged North Pacific ATSPs to do the same. He also reminded the group that fuel costs had now risen to \$3 per gallon, with no knowledge of where prices would plateau, and that IATA didn't want to see fewer airlines in existence because of rising fuel prices - any fuel savings that ATSPs can provide to airlines is of benefit.

## 3 **Review Relevant Work Conducted Since The Last Meeting**

### 3.1 **IP-01 Adoption Of Amendment 45 To Annex 11 (ICAO)**

The meeting was informed that on 30 March 2007, ICAO Headquarters issued State letter Ref.: AN 13/13.1-07/20 titled "Adoption of Amendment 45 to Annex 11". In the absence of objections received from States, Amendment 45 became applicable on 22 November 2007 and arises from:

- a) A review undertaken by the Secretariat with regard to the provisions concerning air traffic services, which include new provisions related to unlawful interference;
- b) A review by the Commission of the OPLINKP/1 Report concerning the use of automatic dependent surveillance - broadcast (ADS-B), automatic dependent surveillance - contract (ADS-C) and required communication performance (RCP) in the provision of air traffic services; and
- c) Consequential amendments concerning the introduction of wind shear alerts and specifications related to aerodrome observations and forecasts.

Relevant extracts from the State Letter have been appended as IP-01 Attachment A.

### 3.2 **IP-02 Outcomes Of APANPIRG/18 (ICAO)**

The meeting was informed that the Eighteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/18) was held in Bangkok, Thailand from 3-7 September 2007. As well as reviewing progress on Conclusions and Decisions raised by previous APANPIRG meetings, APANPIRG/18 raised a total of 62 new Conclusions and Decisions for regional action. The full text of items of relevance to ATM, AIS and SAR has been included as IP-02 Attachment A.

In relation to the work of APANPIRG, the ICAO Asia/Pacific Regional Office requested the meeting to:

- 1) Note that some ISPACG member States have been added to the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields for non provision of safety related data (Conclusion 18/2 refers);
- 2) Draw attention to the prevalence of ATC Unit-to-ATC Unit coordination errors leading to RVSM Large Height Deviation occurrences (Conclusion 18/3);
- 3) Highlight the availability of regional Guidance Material for data link ground systems procurement and implementation (Conclusion 18/5) and thank Japan and New Zealand for their assistance to Regional Office in preparing this material;



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- 4) Thank ISPACG members, notably Australia, New Zealand and United States, for their assistance to Regional Office in drafting Version 3 of the Asia/Pacific ICD for AIDC, which was adopted under Conclusion 18/8;
- 5) Inform the meeting that Conclusion 18/10 in relation to concerns raised by ISPACG members about the notification of variations to speed parameters in Annex 2 has been passed to ICAO Headquarters for further action;
- 6) Promulgate the Recommendations from the ICAO SAR Workshop held in early 2007 (Conclusion 18/18 refers), as shown in IP-02 Attachment B;
- 7) Inform the meeting that Conclusion 18/19 calls for States to establish a registering agency for the registering of ELT beacons, including country code and unique code assigned to each beacon, in accordance with Annex 10 provisions;
- 8) Highlight that the First Meeting of the Asia/Pacific Performance Based Navigation Task Force (PBN/TF/1) was held in January 2007 to address Conclusions 18/52, 18/53, 18/54 and 18/54 and invite parties to provide details to the Regional Office for a PBN point of contact official;
- 9) Draw attention to efforts being made under Conclusion 18/59 to assist small Pacific States to resolve long standing deficiencies;
- 10) Highlight that, in relation to the funding of safety monitoring services in the Asia/Pacific Region, APANPIRG/18 acknowledged that the matters under consideration were extremely complex and had defied any real solution for some years. APANPIRG/18 recognised and agreed on several principles concerning the provision of safety monitoring services as follows:
  - Existing safety monitoring services would continue.
  - RASMAG would continue to provide the safety monitoring oversight and coordination role for APANPIRG.
  - States would provide promptly data to the safety monitoring agencies so that the necessary safety assessments can be conducted in time.

APANPIRG/18 felt that the decision by the United States to continue to completely fund RMA and CRA services in the Pacific had overcome the immediate threat to the provisions of these services in this part of the Asia/Pacific Region. Japan and China committed to provide safety monitoring services in their airspace areas at no cost. In addition, the United States confirmed that the CRA services provided by Boeing would also continue at no cost. Singapore offered to provide SMA services free of cost as required in the region. APANPIRG/18 commended the States currently absorbing the costs of regional safety monitoring and acknowledged with gratitude the reassurance of the continuation of their services as long as required. Given this situation, under Decision 18/57 APANPIRG/18 dissolved the Regional Airspace Safety Monitoring Committees Task Force (RASMC/TF).

### 3.3 **IP-03 Guidance Material For The Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement And Implementation (ICAO)**

The representative from ICAO Asia/Pacific Regional Office drew attention to the work of the Regional Airspace Safety Monitoring Advisory Group of APANPIRG (RASMAG) in trying to assist States entering the area of data link service provision for ATM operations, including

reduced horizontal separation applications. RASMAG had recognized the need for ‘new starter’ States to better understand the procurement and implementation processes for the ground based data link systems forming the ATM end of the data link messaging chain.

In this context, RASMAG had prepared the *Guidance Material for the Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement and Implementation*, which was adopted under APANPIRG Conclusion 18/5 as regional guidance material. Copies of the *Guidance Material* are available from the website of the ICAO Asia/Pacific Office at <http://www.bangkok.icao.int/> under the “APAC e-Documents” menu.

#### 3.4 **IP-04 The ICAO Global Aviation Safety Plan (GASP) (ICAO)**

The meeting reviewed information on the recent development of the ICAO Global Aviation Safety Plan (GASP) that provides a common frame of reference for all stakeholders in order to allow a more proactive approach to aviation safety and to help coordinate as well as to guide safety policies and initiatives worldwide in order to reduce the accident risk for civil aviation.

The meeting noted that the GASP was finalized on the basis of the Global Aviation Safety Roadmap developed by the Industry Safety Strategy Group and that it includes twelve Global Safety Initiatives (GSIs – refer IP-04 Attachment A) which support the implementation of the ICAO safety Strategic Objective. Each initiative relies on a set of best practices, metrics and maturity levels defined in the Global Aviation Safety Roadmap to ensure that implementation makes full use of the collective experience of the aviation community and that progress is measured in a transparent and consistent way. The GASP follows an approach and philosophy which is consistent with the Global Air Navigation Plan (Doc 9750) and calls for a collaborative approach in the formulation of an action plan that defines, at the regional, sub-regional or national level, the specific activities that should take place in order to improve safety. The meeting agreed that States should routinely incorporate the GASP principles, objectives and methodologies in future activities.

#### 3.5 **IP-05 Finalization Of Model Contingency Plan (ICAO)**

On completion of co-ordination between affected States and the final development of the Indonesia Contingency Plan, the Contingency Plan Finalization Meeting was held at the Head Office of the ATS service provider, PT (Persero) Angkasa Pura II (AP-II) at Soekarno Hatta International Airport, Jakarta, Indonesia from 25 to 27 April 2007. The meeting reviewed and formally endorsed the Indonesia Contingency Plan, which had been prepared with the assistance of the Regional Office and, in accordance with APANPIRG Conclusion 17/11, was intended to form the model contingency plan for regional application.

Key points arising from the meeting that may be useful for other States in preparing their own plan are highlighted below.

- The Plan would be activated by a NOTAM issued by the Indonesian International NOTAM Office (NOF) as far in advance as was practicable.
- In the event that the Indonesian International NOF was unable to issue the NOTAM, the (alternate) International NOF at Singapore and/or Brisbane would take action to issue the NOTAM of closure of airspace.

- Since the Plan was too voluminous to be published by Aeronautical Information Publication (AIP), a short summary of the Plan and information that a copy of the Plan could be obtained from the DGCA Indonesia was promulgated by aeronautical information circular (AIC).
- Contingency routes would be introduced in the event of disruption of air traffic services to ensure safety of flight, and to facilitate limited flight operations commensurate with the prevailing conditions.
- The Indonesian airspace would be divided into two parts, North and South along latitude 05 00 00S then along the existing FIR boundary of the Jakarta and Ujung Pandang FIRs.
- The adjacent ATS units would provide flight information service (FIS), not ATC service, during the application of the Plan.
- In regard to domestic operations, all flights should be temporarily suspended until a full assessment of the prevailing conditions had been determined and sufficient ATS restored.
- Australia, Papua New Guinea, Philippines and the United States had agreed that international operators might elect to avoid the Indonesian airspace and route to the east around the Ujung Pandang FIR through the Brisbane and the Port Moresby FIRs to the Oakland and the Manila FIRs and vice versa, via Horn Island (HID) – R204 – KEONE – Koror (ROR).
- Airspace classifications might not necessarily be changed even if ATC services become unavailable during the interruption of ATS.
- Flight planning requirements were to be followed in respect to normal flight planning requirements contained in the Indonesia AIP and as detailed at Appendix 1G to the Plan. Aircraft operators must obtain normal over flight approval from the DGCA Indonesia prior to operating flights through the Jakarta FIR.
- It was considered that by introducing the traffic information broadcasts by aircraft (TIBA) procedures in the Contingency Plan, which contained contingency routes and a flight level allocation, would create an unnecessary complexity to the Plan.
- The contingency measures of the Plan, especially the provision of limited FIS from adjacent ATS units, make implementation of TIBA unnecessary. Accordingly, TIBA procedures were not incorporated in the plan but remain available via Annex 11 if needed.

In noting the development process and contents of the Indonesian Contingency Plan and recognizing that ATM Contingency Plans are now available for the entire Indonesian international airspace, meeting congratulated Indonesia on these very positive outcomes.

States were urged to take action in accordance with APANPIRG/17 Conclusion 17/11 to adapt the model provided by the Indonesian Contingency Plan for use by States. Copies of the plans can be obtained from the website of the ICAO Asia and Pacific Office at <http://www.bangkok.icao.int/> under the 'APAC eDocuments' menu.



**3.6 IP-06 Global Long Term Height Monitoring For RVSM Operations (ICAO)**

APANPIRG/18 was of the opinion that work should be undertaken as soon as possible in order to assess the consequences for the Asia/Pacific Region of the implementation of long term monitoring requirements and, under the terms of Conclusion 18/4, requested Asia/Pacific RMAs in conjunction with RASMAG to prepare a regional impact statement summarizing the estimated consequences for the Region, including consideration of the numbers of airframes required to be monitored.

In advancing this matter in the context of the Asia/Pacific region, RASMAG/8 considered that, although the final composition of the long term height monitoring provisions was still subject to final resolution, it was reasonable to expect, as a minimum, that an RMA would need to carry out the following tasks:

- a) Educate States and airspace users as to the roles and functions of an RMA,
- b) Establish the monitoring requirements to be satisfied by each operator,
- c) Co-ordinate with other RMAs so that monitoring results are shared, and
- d) Ensure that an adequate monitoring system infrastructure exists.

Accordingly, the meeting noted the 6 preparatory actions outlined by RASMAG as promulgated by State Letter Ref.: T3/10.1.17-AP 018/08 dated 31 January 2008; (refer IP-06 Attachment A) that were considered necessary for the Asia/Pacific region to accommodate the globally applicable minimum long-term monitoring requirements for RVSM operations which were expected to become effective from November 2010.

**3.7 IP-07 State Focal Point For ATS Safety Related Activities (ICAO)**

The meeting noted that ICAO had placed considerable priority on identifying and rectifying air navigation deficiencies and strongly supported the sharing of safety data. APANPIRG/16 (August 2005) had considered that with the expansion of the Universal Safety Oversight Audit Programme (USOAP) during 2005 in the Asia/Pacific Region, and in view of the persistence of operational deficiencies as reported by IATA, a renewed effort should be made by States to take proactive action in tackling such deficiencies.

In an effort to address regional deficiencies and, in particular, to provide an ATS safety contact point in each State who would act as a focal point for safety related activities including the submission and coordination of ATS incident reports, APANPIRG/16 adopted Conclusion 16/62 requesting States to nominate a suitable contact point.

In this regard, the Regional Office had established the data base of the 'Safety Contact Officers' called for by APANPIRG. Despite this, IATA informed the Regional Office that attempts to contact the officials listed had often been unsuccessful as a result of incorrect email addresses and telephone numbers and officials retiring or changing jobs. Accordingly, the meeting requested States present to review and update the list (refer IP-07 Attachment A), taking particular care to ensure that all details on the list were accurate. Feedback should be provided to the Regional Office as soon as possible.

### 3.8 **IP-08 Collection Of Information On Wake Vortex (ICAO)**

Attention of the meeting was drawn to a State Letter (Ref: AN 13/4-07/67) recently issued by ICAO Headquarters in regard to ICAO's efforts to collect and analyse data concerning wake vortex encounters of all aircraft types on a worldwide basis.

The meeting was informed that the A380 Wake Vortex Steering Group had been created as a result of wake turbulence concerns regarding the Airbus A380-800 entering into service. The Steering Group considered that an overall review of wake turbulence provisions including the current wake turbulence categorization scheme in the *Procedures for Air Navigation Services – Air Traffic Management* (PANS – ATM, Doc 4444) should be undertaken.

In order to provide a sound basis for any necessary amendment to these Doc 4444 provisions, the Steering Group had developed reporting forms for the collection and analysis of information on wake vortex encounters of all aircraft types on a worldwide basis. States were requested to commence the wake vortex reporting scheme as soon as practicable by making available the template reporting forms A and B provided in the State Letter to pilots, aircraft operators and air navigation service providers. Reports should be submitted to the Regulator of the State of Occurrence and could also be filed through E-mail to [wakevortex@icao.int](mailto:wakevortex@icao.int).

### 3.9 **Report on FIT/15 (Brad Cornell, FIT Chair)**

The FIT/15 meeting took place 11-12 March prior to ISPACG/22 commencing.

#### 3.9.1 **Problem Reports (PRs)**

The CRA has received around 40 South Pacific reports, resulting in 12 new Problem Reports. The remaining PRs are duplicates of existing reports, addressed as known SATCOM performance issues, or did not merit a PR being written, because they covered known equipment failures, or resulted from normal operation of the system.

Airservices Australia presented a working paper on incorrect and default time data. They noted differences in rates of default values and erroneous values for different types, and also between airlines with the same airplane type. The CRA will take the detailed information provided by Airservices to conduct simulations and bench tests to try and identify and hopefully resolve these issues.

#### 3.9.2 **System Performance**

The meeting was pleased to see that efforts undertaken by the SATCOM Improvement Team (sponsored by INMARSAT) and efforts undertaken by ARINC and SITA, have shown a noticeable improvement in system performance and availability. Additional improvements have been identified and the FIT continues to progress that work.

#### 3.9.3 **Oceanic Safety and Performance Requirements (SPR)**

The meeting reviewed several working papers relating to DO-306/ED-122 the oceanic safety and performance requirements and the efforts to adopt it as the global standard, applicable to all regions providing FANS 1/A services. The meeting noted additional requirements have been proposed by ATSU's, modifying the DO-306 availability requirement from 99.9% to 99.99% for operational effectiveness.

The FIT recommends that ISPACG adopt the SPR with the modified availability requirement of 99.99%. It was noted that co-ordination has been undertaken with the North Atlantic region to agree use of the SPR as modified by ATSUs for operational efficiency. Both regions are in agreement with use of the modified standard.

**3.9.4 New System Performance monitoring requirements**

In conjunction with the new oceanic SPR the meeting recognized the need to revise system performance monitoring requirements in the FOM to align with this new standard. However some work needs to be undertaken to translate the SPR into a system performance monitoring form which can be used by ATSUs. The FIT recommends that ISPACG task the data link working group with developing the new performance monitoring form by the end of the year.

**3.9.5 IRIDIUM**

The meeting noted significant progress was made last year in an effort to qualify Iridium SATCOM systems for use with ACARS and potentially FANS voice and data link communications. The meeting noted that both ARINC and SITA launched ACARS Over Iridium commercial services. Continental airlines provided the meeting with an overview of their plans to install and use Iridium for ACARS and voice communications. The meeting also noted that the PARC Communication Working Group is developing an Iridium project plan to establish a FANS Over Iridium trial to evaluate the feasibility of using the Iridium SATCOM system for FANS CPDLC and ADS data link and ATC voice communications.

**3.9.6 FANS Operation Manual (FOM)**

In reviewing requests for changes to the FOM the meeting noted that most regions around the world providing FANS services have adopted the FOM. In an effort to achieve global endorsement of the FOM the meeting recommended that the data link working group undertake a comprehensive review of the FOM with the aim of revising the format and language used as required to achieve global endorsement of the FOM.

One of the RFCs reviewed by the meeting proposed incorporation of a new standard free text message NO SPEED RESTRICTION. After much discussion the FIT rejected the incorporation of this new standard free text message. Due to the issues associated with use of speed control clearances the meeting recommended that ISPACG review the proposal to standardize a free text message to remove speed restrictions.

**3.9.7 Co-ordination with the ICAO Asia Pacific Regional Office**

The FANS Interoperability Team Central Reporting Agency will work together with the ICAO Asia Pacific regional office to make information available from the South Pacific FIT to other Asia Pacific regional groups implementing or providing FANS services.

**3.9.8 FIT/15 Action Item List**

No.	Action	Assignee	Status
15-1	Assess ATSU compliance with Oceanic SPR Document (DO-306/ED-122)	ATSUs	Open
15-2	Bring forward ATSU SPR compliance to other bodies	FATBOB, IPACG, NATFIG	Open
15-3	Ensure airframe documentation includes appropriate guidance so that crew response times will meet SPR.	Airframe Manufacturers	Open
15-4	Continue analysis of ADS predicted route data to determine root causes of ETA unavailability and errors	CRA, ASA, ACNZ	Open

15-5	Provide RFC to emphasize need to confirm data authority	ASA	Open
15-6	Develop new monitoring requirements in alignment with Oceanic SPR standard and propose RFC to align the FOM.	Data link working group	Open
15-7	Complete review of the FOM with a goal of achieving adoption of the FOM by all regions providing FANS services	Airservices Australia	Open

***FIT/15 Recommendations to ISPACG***

- A recommendation was made that ISPACG adopt DO-306/ED-122 as amended by an availability requirement of 99.9% for operational efficiency. Agreed
- A recommendation was made that ISPACG task the Datalink Working Group with determining monitoring requirements by December 2008. Agreed
- A recommendation was made by the meeting that ISPACG review the use of speed clearances. Agreed.

**3.10 Report on Planning Team Activities (FAA)**

The ISPACG Planning Team have met 3 times since ISPACG/21, the 3<sup>rd</sup> meeting being 10 March prior to ISPACG/22 commencing. Mr Kevin Chamness (FAA) thanked the HF and Data Link working groups for their valued assistance in these specialised areas, in particular Paul Radford (Airways).

It is noted for the Minutes that the absence of IATA at the PT/4 meeting impacted on the Planning Team's ability to accomplish some of its required actions. The following is a precise of Planning Team actions since ISPACG/21. For further updates and information refer to the relevant ISPACG/22 Information and Working Papers.

**ADS-C ITP**

- Business Case Submission – *Action Complete*
- Collision Risk Modeling and SASP Introduction - *Action: FAA*

**AIDC Implementation**

- FAA/Tahiti /NZ AIDC Testing – Test Plans are under co-ordination for May test schedule – *Action: Airways NZ/FAA/Tahiti*
- Block level exchange testing between Brisbane/Oakland/Nadi/Auckland is completed and operational – *Action Complete*

**AIDC Implementation**

- FAN/FCN message testing – Under investigation – *Action: FAA*

**ATS Route Great Circle Realignment**

- Routes South of Hawaii – Realignment has been implemented – *Action Complete*

**DARP Expansion**

- ABI Pass-Through between Oakland/Nadi/Auckland – Testing is proposed for June, pending Fiji co-ordination – *Action: FAA/Fiji/Airways NZ*
- Westbound – Eastbound DARP between Brisbane and Auckland – Testing targeted for June 2008 – *Action: Airways NZ*
- DARP through Tahiti FIR – Added to DARP test plans – Operations pending TIARE implementation – *Action: FAA/Tahiti*
- DARP Procedures Document – Work in progress – *Action Airways*



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

- Truncation of ABI messages – PT will monitor and report status at PT meetings – *Action: All ANSP's*
- Use of alternative uplink messages (e.g. UL80) – Pending ISPACG/22 guidance – *Action: Airways NZ/FAA*

#### Enroute Speed Variation Concerns

- Issue has been brought to ICAO via SASP and APANPIRG – PT will monitor progress – *Action: Airways NZ*

#### FMC Waypoint Reporting

- FMC WPR Trials underway by Airways NZ, report to ISPACG/22 – *Action Complete*

#### Improvements in Wind and Trajectory Modeling

- Report on analysis of SatWinds for inclusion in ATS wind models – *Action Complete*
- Data reporting to MetServices – AirServices, Tahiti and Airways report AIREP. Data is forwarded to MetServices for use in forecasting. FAA and Fiji are TBD – *Action: FAA/Fiji*

#### Required Time of Arrival (RTA) Accuracy

- Contact aircraft and avionics manufacturers for guidance on accuracy and effectiveness of RTA's in varying circumstances – *Action: FAA*

#### Shared Performance Metrics

- Proposal for creation of shared South Pacific performance measurements among ANSPs – *Action complete*

#### Sharing of Control and Surveillance Information

- Propose a working group to assess potential data-sharing to reduce/eliminate the need for prior co-ordination on aircraft clearances – *Action: Airways NZ*
- Report on FAA ATFM data sharing with international ANSP's – *Action Complete*

#### Sharing of Operational Post-Data

- Catalog categories of data currently being shared among ISPACG ANSP's – *Action Complete*
- Identify future data sharing needs and requirements for discussion at next PT meeting – *Action: All ANSP's*

#### SLOP Documentation

- Proposals for modification of ICAO SLOP documentation are at ICAO Montreal – *Action Complete*
- Review of State AIP's is complete. All AIP's are updated with current procedures, except for PNG – *Action PNG*

#### South Pacific Emissions Partnership

- Present proposal for South Pacific Partnership – Report on the ASPIRE agreement – *Action Complete*

#### Standardization of Current Data Authority Procedures

- Report on the status of local ANSP procedures to ensure that Current Data Authority is proper – *Action: All ANSP's*

#### Standardization of Data link Logons

- Develop FOM guidance stating aircraft should not logon to data link below 10,000 ft. RFC submitted to the ISPACG FIT/15 – *Action: Keep open until change published in FOM*



Standardization of “Standby” Uplink Response

- Propose a FOM solution regarding inconsistent use of the “Standby” uplink – *Action: RFC submitted to ISPACG FIT/15*

UPR Expansion

- Create a generic UPR instruction proposal for inclusion in the FOM – *Action: AirServices*
- Expand UPR City Pairs throughout the South Pacific– Multiple updates on implemented UPR pairs, and UPR pair trials – *Action: All ANSP’s*

UPR Gateways Closer to Auckland

- UPR’s available from departure on many routes. Others are under development – *Action: Airways NZ*

User Feedback on ANSP Service Enhancements

- Establish process for user feedback – IATA drafted a user feedback template, and was to report back to ISPACG/22 – *Action: IATA*
- Establish ANSP contact for feedback – The ISPACG/PT Chair will receive and disseminate user feedback based on the IATA feedback format, once adopted – *Action Complete*

*Action: Kevin Chamness to forward all past and any future Planning Team Reports to the ISPACG Co-chairs.*

*Action: ISPACG Co-chairs will forward all Planning Team Reports to ISPACG members.*

3.11 **IP-10 Rev.1 Update from SP6 HF Working Group (ACNZ)**

Allan London, Airways, presented an update on behalf of the SP6 HF Working Group outlining the group’s progress over the last 12 months. It was felt a better understanding of the issues that faced the industry was needed and in June 2007 a survey was sent out to all airlines covering the following categories:

- HF Coverage
- HF Quality
- Timely response from HF provider (overall)
- Timely response to requests, weather deviations
- Operator Professionalism
- Interference from other ground stations
- Frequency transfers
- Selcal reliability
- Overall satisfaction of service provider

Over 180 responses were received and the table below is how the SP HF network level of service was rated by the airline customers. (The scale was 1 to 5: 1= Poor; 3= Satisfactory; 5= Excellent)

Element	Average Score
HF Coverage	3.7
HF Quality	3.3
Timely Response from ground station	3.4
Timely Response to clearance requests	3.4
Professionalism	4.1
Interference other ground stations.	3.1
Frequency Transfers	3.6
SELCAL reliability	3.9
Satisfied with service	3.5

A summary of the industry expectation of “acceptable delays” vs. HF service providers reported delivery times derived by sampling is below:

<b>Acceptable Delay for:</b>	<b>Industry Expectation</b>	<b>HF Network Average</b>
Non weather related clearance.	4 minutes 27 seconds	2 minutes 45 seconds
Weather related clearance.	2 minutes 30 seconds	3 minutes 43 seconds
Other requests i.e. weather reports.	5 minutes 30 seconds	< 4 minutes

*Note: The figures above do not include Tahiti’s sampling results due to the operational set up in Tahiti where the Oceanic controller is also the HF operator.*

The survey also asked aircrew to comment on the reasons that they marked any particular area in the survey as poor and how the service could be improved to better meet their needs. The most common comments in descending order were:

- Delays in responding to requests.
- Delays for weather deviations.
- Frequency management issues i.e. too many ground stations using the same frequencies.
- Transfer of radio guard between FIR’s is inconsistent at times and often aircraft are transferred on the wrong frequency.
- Documentation- or lack of with regards to information concerning the SP6 network of stations.
- No services- generalised heading reflecting degradation in HF propagation to a state that made SP6 frequencies unusable.
- Man made interference

*Refer IP-10 for some of the steps the HF network is taking to address the results and comments from the survey.*

**Action:** *HF Working Group report on progress to ISPACG/23.*

### 3.12 **WP-16 FMC Waypoint Reporting Trial - NZZO FIR (ACNZ)**

In October 2007 ACNZ and Air NZ commenced a 6 month operational trial of Flight Management Computer Waypoint Reporting (FMC WPR) in the Auckland Oceanic FIR using the Air NZ Satcom equipped A320 fleet. Benefits can be realized by utilizing systems other than FANS1/A data link and HF voice to provide position reports to ATS providers.

The trial has been successful to date and has gained the acceptance of pilots and controllers. The 6 month operational trial will be completed on 31 March 2008, at which time a review will be undertaken for full operational implementation. The use of FMC WPR has reduced the number of HF voice position reports in the Auckland OCA by approximately 25%, and has provided significant operational benefit by reducing peak time congestion on the HF frequencies.

Air NZ are interested in expanding the use of FMC reporting into YBBB and NFFF and their Airline Operational Control (AOC) flight monitoring can reformat the POS message received via SATCOM into the specific AFTN format required by each ATSU. Airways guidance material is available to interested parties if required.

Steve Kelly asked the meeting how many ATSPs would be interested in adopting FMC WPR in the South Pacific and across the Tasman: FAA are not actively seeking to undertake FMC WPR at this time, but would be interested in receiving the results of any trials in the South Pacific; ASA are interested in trialing; Fiji possibly, Chile, PNG and Tahiti are not.

**Action:** *Air NZ to follow up with AFL and ASA , then develop an action plan for implementation.*

3.13 **IP-14 – FMC Waypoint Reporting (ASA)**

Adam Watkin followed up on WP-16 and advised that ASA support the concept and associated benefits of FMC WPR. They will progress discussions with a view to conducting a trial in the future (time frame yet to be determined).

There are however a number of issues he would like to see resolved, such as: HF Frequency Transfers (outbound flights); VHF frequency transfers (inbound flights); SSR Codes; Phraseologies; Format of ARP; Will SELCAL checks still occur?

Adam noted that Airways made software modifications to OCS in order to support FMC reports of estimate revisions and level maintenance. The capability of ASA to support these types of messages will not be available in TAAATS.

**Action:** *Paul Radford (ACNZ) will respond to ASA questions above. A report on the operational implementation to be tabled at ISPACG/23 will include this information.*

3.14 **WP-22 FANS-1/A Environment Document (ACNZ)**

Paul Radford, on behalf of the ISPACG Data Link Working Group, tabled WP-22 and Attachment – Version 1, an environment document which provides operational users (pilots, air traffic controllers and operational management) with a single source description of the current FANS-1/A environment.

It is envisaged by the authors that the document be used as a single source document by operational users and be added to the current interoperability documentation at this stage. However he felt there was no reason for it not to become an Appendix to the FOM once the document is more mature.

**Action:** *All ISPACG Members provide feedback on the current content, and suggestions for improvement, on Version 1 of the FANS-1/A Environment Document to Paul Radford, ACNZ.*

3.15 **IP-15 Speed Control Allowance (CAA NZ)**

At ISPACG/21 ACNZ had proposed that in light of the reduced longitudinal separation standards currently employed in the South Pacific, the maximum variation that aircrew can employ without advising ATC, be reduced. The use of CPDLC and ADS has allowed a significant reduction in the longitudinal separation standards applied between aircraft on the same track, with frequent use now made of both the 50nm and 30nm longitudinal standard. Despite this, the Annex 2 variation in speed that pilots are permitted to undertake without advising ATC has remained at 5 %. Len Wicks, of CAA NZ, on behalf of ISPACG, proposed that the SASP consider the development of a new metric for inclusion in Annex 2, Chapter 3.2.6.



Mr Wicks presented the meeting with excerpts of the SASP 12 (SASP-WG/WHL/12/SD) Final Report (Ref IP-15) which stated that the FAA had identified similar issues during trials for their 30/30 implementation. The FAA had not been able to complete an analysis of their trial results but are happy to share any information once it is complete and would be pleased to provide a working paper to the next SASP meeting (08 May 2008 in Montreal) that makes a proposal to change the Annex requirement on the basis of their trial data.

**Action:** *Len Wicks, CAA, to keep ISPACG informed of SASP/13 outcomes relating to this paper.*

### 3.16 **WP-25 TIARE Validation Phase and Operational Impacts (SEAC)**

Eric Chambroy, DSNA/SEAC-PF, advised the meeting that the TIARE system currently being deployed in Tahiti ACC includes AIDC (ATS Inter-facility Data Communications) Version 2 and Data Link functionalities. The validation of these two functions will have an impact on operations with adjacent ATSU's and airlines as ESARR/4 risk mitigation needs to be enforced.

The TIARE project would like to validate the AIDC V2 process by exchanging AIDC V2 messages with ACNZ and FAA. If agreement is made AIDC test periods could be set up prior to commissioning (end December 2008) using the relevant risk mitigation means.

**Action:** *ACNZ and FAA are asked to review the time line and operational impacts for the proposed AIDC test process, as documented in WP-25, and forward their remarks to the author.*

SEAC-PF proposes for the Data Link validation process that dedicated CPDLC and ADS-C tests be undertaken with a targeted airline in week 28 or 29. For accuracy/safety assessment purposes the frequency of ADS-C reports will be fixed to its final value of 14 minutes as of 1 January 2009.

**Action:** *Airline operators are invited to view the time line and operational impacts for the proposed Data Link validation process, as documented in WP-25, and forward their remarks to the author.*

## 4 **Review Progress on Open Action Items**

The meeting reviewed and revised the ISPACG/21 Open Action Items (ref Appendix A) in conjunction with the relevant Information Papers and Working Papers. Details of the 'Status' and 'Actions Pending' for each Action Item are documented in Appendix A. All documentation is posted on the ISPACG website <http://www.airways.co.nz/ispacg/index.asp>.

### **AI 16-1 Funding for Continuation of Central Reporting Agency (CRA) Activities**

Ref.ence: WP-06 - Funding for Continuation of Central Reporting Agency (CRA) and Regional Monitoring Agency (RMA) Activities

Presented: David Burkholder for FAA

Discussion: The FAA completed an internal analysis to determine what the resource and cost would be to draft, negotiate, sign and manage multiple bilateral agreements with numerous CAAs and ANSPs. They presented their final position on CRA Funding to RASMAG/7 in June 2007 (Ref. WP-06), concluding that it was not cost effective for these agreements to be established. The FAA will however draw up a generic agreement related to 'non monetary' data sharing with all affected States. The Co-chairs reminded all States of the importance for them to continue with their data monitoring responsibilities. Thanks went to the

FAA and Boeing for agreeing to continue cost sharing this activity for the foreseeable future. Thanked also was Craig Roberts (Thales Australia) for his personal contribution in assisting the CRA in the regional monitoring of FANS performance data. *Item Closed.*

**AI 16-2 Capacity Enhancements Table**

Reference: WP-19 – Update to Capacity Enhancements Table

Presented: Adam Watkin for Airservices

Discussion: ASA provided the meeting with an updated Capacity Enhancements Table which will be updated outside of the meeting via email exchange with the relevant parties and is available as Appendix B.

**AI 16-4 ATM Contingency Plans**

Reference: No papers submitted.

Discussion: ICAO asked the meeting to note APANPIRG Conclusion 17/11, the Indonesia Contingency Plan that was adopted as a regional model for the Asia/Pacific States (ref IP-05).

**AI 16-5 Report on FANS Interoperability Team Activities**

Reference: 3.9 of ISPACG/22 Minutes

Presented: Brad Cornell of Boeing as FIT Chair

**AI 16-6 Review Need for Regional Implementation of 2NM Strategic Lateral Offset Procedures**

Reference: WP-08 - Strategic Lateral Offset Procedures (SLOP) in FAA Oceanic Airspace

Presented: Kevin Chamness for FAA

Discussion: ICAO North Atlantic (NAT) has implemented SLOP as recommended in ICAO Doc4444, PANS/ATM. These procedures do not deviate from ICAO recommended procedures.

The FAA has implemented SLOP throughout all US controlled Oceanic airspace via NOTAM and are in the process of amending the US AIP in line with the ICAO recommended procedures. The Final Document Control Proposal (DCP) is expected to be signed 31 March 2008 with publication in the US AIP expected 12 March 2009. Information contained in the PANS-ATM and state AIPs are satisfactory and should require no amendments to ICAO Annex 2.

Although the Planning Team recommended this item be closed, ensuing discussion indicated these procedures did not relate to the Port Moresby FIR and questioned whether or not they applied to Fiji. The question was then raised as to whether or not the rest of the world used the same NAT SLOP procedures? The Planning Team will clarify this.

Air NZ require the use of SLOP through Tahiti FIR. SEAC advised they have published procedures and SLOP radar training will be dealt with during the transition phase.

Boeing asked if anyone anticipated changes to SLOP, or indeed their demise? ICAO replied that they will not be removed because of safety enhancement. CAA NZ confirmed that SASP are not looking to remove the necessity of SLOP but are looking at the ability to micro SLOP in the future.



**AI 16-8 Implementation of 30/30**

Reference: WP-17 - Operational Trial of 30 NM Separation and Use of 50 NM Longitudinal Separation in the Oakland Oceanic Control Area

Presented: Kevin Chamness for FAA

Reference: IP-18 – Frequency of Application of 30/30 Separation in Tasman and Coral Seas

Presented: Adam Watkin for Airservices Australia

Discussion: Airways advised that 30/30 was occasionally used on the Tasman, but normally on long haul flights – used approx. once every 5-6 days.

**AI 17-1a Implementation of 50NM Lateral Separation in RNP Airspace**

Reference: No papers presented.

Discussion: With the implementation of TIARE in 2009 SEAC will be able to provide 50NM separation.

**AI 17-1b Implementation of 50NM Longitudinal Separation in RNP Airspace**

Reference: WP-20 - Implementation of RNP separation standards in Moresby FIR

Presented: Adam Watkin for Airservices Australia

**AI 17-2 UPRs**

Reference: IP-09 - Japan to New Zealand UPR's - The Results So Far

Presented: Steve Kelly for Air New Zealand

Discussion: Even with ANSP restrictions Air NZ are saving an average of 616kg of fuel burn/flight. Air NZ wished to thank JCAB, FAA, ACNZ, ASA, Fiji, PNG and Air Calin for their assistance with making this achievement possible.

Reference: WP-10 - User Preferred Routes

Presented: Dennis Addison for FAA

Discussion: FAA acknowledged the efforts of JCAB and Air NZ for their efforts to support the expansion of UPRs.

Reference: WP-21 - Update on the implementation of UPRs

Presented: Adam Watkin for Airservices Australia

Discussion: ASA appreciates the extra burden UPR paper trials will put on Port Moresby and thanked them for their assistance. The Planning Team are tracking documentation associated with UPR for possible inclusion into the FOM.

Reference: Study for UPR Australia – Japan

Presented: Yasunotu Funai for Japan Airlines

Discussion: JAL expect this portion is one area where UPRs can be utilized because of it's traffic volume and have consequently started to study the potential benefit of UPRs on the Australia - Japan routes. Data sampling has been collected from a total of 336 flights between SYD/NRT and BNE/NRT (on B744/B743) and could see annual JAL fuel savings of 5,590 lbs Fuel /1day (ie annual savings 2,040,350lbs / \$1 million. UPR benefits for weather reason on JAL & QF flights between SYD/BNE and NRT can achieve savings in Fuel (2,000t / year = approx \$2 million / year) and CO<sub>2</sub> (6,158t / year).

David Maynard thanked Yasunotu Funai and Yuichi Fujii (JAL) for making the time and effort to attend ISPACG/22 and for sharing their information with the group.



**AI 17-5 ADS-B Implementation**

Reference: WP-13 - Australian ADS-B Update

Presented: Adam Watkin for Airservices Australia

Discussion: Bob Tegeder (FAA) requested further information relating the ADS-B database of operators and their equipment. Adam will put Bob in touch with the correct person. For more information on ADS-B Implementation view <http://www.airservicesaustralia.com>

**AI 17-9 Pre Departure Clearances**

Reference: N/A

Presented: Geoff deBazin for Airways NZ

Discussion: Mark Shepherd (Air NZ) conveyed disappointment that the PDC project hadn't been given a higher priority and had consequently been cancelled. Geoff advised that while it had been cancelled as an ISPACG initiative PDC could possibly be taken up domestically with Air NZ.

**AI 17-11 AIDC**

Reference: WP-25 – TIARE Validation Phase and Operational Impacts

Presented: Eric Chambroy for DSNA/SEAC-PF

Discussion: TIARE System Validation FAT achieved November 2007 with Site Acceptance Tests remaining. The proposed process of Validation for AIDC v2 will occur from June 2008 through December 2008. Oakland FAA offered to help develop any risk mitigations that may arise during this phase, to which ACNZ agreed.

AIDC Testing Operational Impact/Mitigation is planned for mid June 2008 through December 2008 and onwards. To prevent occurrences of the truncated routes on legacy systems Tahiti ACC will stop sending ABI messages to ACNZ from 1 April 2008, however ACNZ will continue to send Tahiti ACC ABI messages until mid June 2008. A testing period with an airline operator is required for this.

The Proposed Process of Validation of Data Link is scheduled for July 2008 onwards with dedicated CPDLC and ADS-C tests with a targeted airline approx week 28 or 29. Test periods to perform CPDLC and ADS-C with other airlines operating in the FIR will occur with HF position reports being required from aircrew July through to end 2008. From 1 January 2009 Safety Assessments of ADS-C separations will be completed and reporting intervals will be finalized.

Operational impact/mitigation means from mid June to December 2008 there will be possibly be unavailability of ADS/CPDLC services for short periods – NOTAMs will be issued – and HF position reports when entering Tahiti FIR will be requested. From December 2008 onwards AIDC v2 automatic coordination with ACNZ and FAA will be commissioned, releasing the need for phone co-ordinations.

Andrew Tiede referred to the last RASMAG meeting and asked if monitoring was in place for AIDC. Paul Radford responded that he was aware of the requirements and was in the process of drafting software changes that will enable monitoring by the New Zealand OCS, but noted that no formal monitoring on a regional ISPACG basis had been agreed. He offered to coordinate with ISPACG states to determine a common monitoring plan.



**AI 17-12 Terminal Procedures**

Reference: IP-13 - Optimum Arrival Trial Auckland NZ April-June 2007

Presented: Geoff deBazin for Airways NZ

Discussion: Optimum Approach Trials (OAT) were carried out in 3 phases. Overall results were mixed and showed inconsistencies but it was felt that a further trial, including more detailed wind information, and possibly with another aircraft type and FMS, would be worthwhile. Much discussion followed with Craig Roberts (Thales) suggesting that varying degrees of inaccuracies needed to be factored into calculations which he would discuss with Geoff deBazin outside of the meeting.

**AI 19-1 Flight Plan Issues**

Reference: No papers presented

Presented: Gene Cameron for United

Discussion: Adam Watkin noted that ASA still have issues with the ICAO Flight Plan Study Group (FPLSG) output regarding change messages and recommended "J" for A380. Major software changes for ASA could be required and further information is needed.

Steve Kelly (Air NZ) commented that RNAV requirements in the USA would be adopted later this year with Item 18 being well in excess of 18 characters which the European system could not cope with.

The meeting agreed that ISPACG need to get directly involved with this issue and tasked the Planning Team with canvassing ISPACG members for ideas that could be passed to the appropriate ICAO working group.

**AI 19-3 Letter of Agreement**

Reference: No papers presented

Presented: Geoff deBazin, Co-chair

Discussion: LOA needs to be updated, then passed to the participating States for sign-off.

**AI 20-1 Civil Military Coordination**

Reference: No papers presented

Presented: Geoff deBazin, Co-chair

Discussion: Royal NZ Navy have changed their procedures which has resolved any issues that New Zealand had regarding civil military co-ordination. Standing Action Item.

**AI 20-2 Review of ATS Routes**

Reference: WP-07 - Planned Changes to ATS Routes in the Oakland Flight Information Region and Oceanic Control Area Boundaries

Presented: Dennis Addison for FAA

Discussion: On 10 April 2008 current ATS route and airspace structure in the vicinity of Hawaii will change. Steve Kelly asked how NZ planes leaving on new data would manage this process. Dennis advised that OCEAN21 would be on old routes at change over and keep profile utilizing them. A NOTAM will be issued when new routes are effective. He added that air route names would remain the same.

**AI 20-3 Resolve Oakland Problems with AFN Logon**

Reference: FIT RFC ASA08/01

Presented: Adam Watkin for Airservices

Discussion: Agreed to leave this AI open pending inclusion to the FOM.

**AI 20-4 Identify Methods to Reduce HF Congestion**

Reference: WP-18 - Identify Methods to Reduce HF Congestion

Presented: Allan London, Airways NZ, for the HF Working Group

Discussion: Currently being addressed to reduce HF network congestion:

1. A significant contributor to reducing HF congestion has been the introduction of FMC waypoint reporting by A320's - initial estimates see the reduction in HF position reporting reduced by approximately 25%.
2. The introduction of HF frequency notification message between neighboring HF service providers and ACC's.
3. Brisbane radio actively seeking suitable HF frequencies +/- what Auckland & Nadi are using as their primary frequency.
4. Implementation of procedures documenting the electronic relaying of position reports between the HF service providers when a ground station is unable to receive a position report.
5. In coordination with ICAO, reviewing ANNEX 10 requirements regarding the pre-flight SELCAL checks and read back requirements for aeronautical stations.

The WG reminded ISPACG that there was a cost involved in not only the group meeting, but also in analyzing data. Allan London also extended thanks to Antoine, Tammy Callahan and all members of the HF Working Group for their assistance and participation.

Geoff deBazin congratulated the HF Working Group on their work to date saying that he felt we were now in a good position to handle any HF problems in the regions that may arise. However he reminded the WG that full group attendance is needed for it to work effectively.

**AI 20-5 Address Problems with SATCOM**

Reference: WP-14 - Satellite Communication (SATCOM) Voice Procedures

Presented: Geoff deBazin for Airways NZ

Discussion: ACNZ proposed that more formal action be taken to align SATCOM voice procedures in line with ICAO Annex 10 Abbreviations and Phraseology. Capt. Brian Gallo (LAN) agreed saying that LAN experience problems daily with flights over the northern part of South America. He would like to see a formal link between the ATC and pilot. Mark Shepherd said Air NZ also supported the formalization of procedures.

The group was advised that a tail number is not part of NAT procedures and that Nav Canada are the only agency to document the procedure, but not implement it as SATCOM voice procedure. Paul Radford (ACNZ) reminded the meeting that we are looking for global interoperability for NAT, and then maybe to ICAO. Gene Cameron (United) advised that Air Canada had done an extensive study last year and consequently developed the NAVSTAR programme which is very comprehensive.

The Planning Team agreed that there were a number of global interoperability issues that they could help resolve and would be happy to take this on as an Action Item for the Planning Team.



**AI 21-1      10 Minute Longitudinal Separation without Mandatory MNT**  
Reference:    IP-11 - Update on the Status of the Operational Trials and Demonstrations for 10  
Minute Longitudinal Separation without Mandatory Mach Number Technique  
(MNT) in the Anchorage Flight Information Region (FIR)  
Presented:    Kevin Chamness for FAA  
Discussion:   The meeting was invited to refer to IP-11 for details pertaining to the trials, or  
to contact Kevin Chamness for more information.

**AI 21-2      ADS-C In Trail Procedure**  
Reference:    WP-05 - Report on the FAA's Development For ADS-C In-Trail Procedures  
Presented:    Kevin Chamness for FAA  
Discussion:   ADS-C ITP Business Case in the Oakland (ZOA) and New York (ZNY) FIR  
was concluded in August 2007.

ZOA studies showed that: ADS-C ITP could be applied once or twice per day assuming CY 2006 traffic attributes and FANS 1/A aircraft; or applied five to eight times a day if all ZOA aircraft were equipped with FANS 1/A. Fuel burn savings were estimated to range from \$280,000 to \$650,000 per year, given CY 2006 altitude change requests and 30 nm longitudinal separation minima - dependent on the percentage of FANS 1/A equipped aircraft and the applicable longitudinal separation minima. The FAA has initiated a collision risk analysis and the development of a safety case.

ZNY studies showed that ADS-C ITP is a low priority, at least until the percentage of equipped aircraft increases and longitudinal separation standards are established.

The FAA welcomes other ANSPs and carriers who would like to participate in these trials, and would encourage anyone capable to become RNP4 certified. The Planning Team will continue to develop this procedure and co-ordinate with ATSU's and Carriers in the region.

**AI 21-3      DARP Expansion**  
Reference:    IP-16 - Operational use of DARP  
Presented:    Steve Kelly for Air New Zealand  
Discussion:   Air NZ Navigation Services conducted a paper analysis of DARP to confirm if there was still a benefit with the advent of a 6 hourly wind update regime. The study looked at 59 flights from North America to NZ during 28 January – 3 March 2008 in either Oakland or Auckland airspace. A comparison was made between the original fuel burn and the fuel burn using the DARP for the same planned takeoff weight (note that no attempt was made to adjust for actual takeoff weight). With the assumption that DARP would only be used when it offered a reduction in burn it would have resulted in 34 DARPs (58% of the flights) with an average burn saving on each DARP flight of 453kg. Even with these savings available Air NZ has a manpower shortage meaning operational use of DARP is currently not possible, however this is now subject to review and they will continue to work on the expansion of DARP capability, including throughout the Pacific.

Gene Cameron agreed that manpower constraints and computer flight planning equipment has also limited United's ability to DARP, despite the great potential to savings that it could bring.

Reference: WP-02 Rev.1 - Implementing Re-Route Procedures - A Guide For Flight Crews, Airline Operations Centre(s) And Air Traffic Services Units  
Presented: Airways NZ  
Discussion: It became obvious during discussions at ISPACG that further work is required on this subject. Airways NZ withdrew this paper and will continue to work with affected parties to complete this procedure.

**AI 21-4 User Feedback**

Reference: Remains with Planning Team for action.

**AI 21-5 Sharing of Operational Data.**

Reference: WP-09 Rev.1- Operational Air Traffic Flow Management (ATFM) Data Exchange Agreements Between the FAA and International Air Navigation Service Providers

Presented: Kevin Chamness for FAA

Discussion: The FAA currently has multiple data exchange agreements with Canada, Chile, COCESNA, Panama, Columbia, EUROCONTROL, Dominican Republic, Trinidad & Tobago, Japan, Mexico and the United Kingdom and would welcome discussion with South Pacific ANSP's interested in exchange of ATFM operational data.

**AI 21-6 Improvement of Wind and Trajectory Modeling**

Reference: WP-03 - Wind Modeling in Oceanic Regions

Presented: Kevin Chamness for FAA

Discussion: In 2006 the FAA sponsored US Naval Research Laboratory (NRL) to conduct an analysis of wind forecasting and modeling accuracy in the oceanic environment. A flight level wind statistics compilation is now underway to extend the study from 2005 to present. The study concluded that the wind forecast model is sound, but accuracy deteriorates over time – the error margin roughly doubles over 72 hours. Consequently, more frequent and shorter duration wind forecast models are preferred. As a result the inclusion of satellite wind updates into the FAA's oceanic wind model is currently under consideration.

## 5 Identify Future Work Programmes

### 5.1 WP-04 Implementation of Shared Performance Metrics (FAA)

Kevin Chamness (FAA) advised the meeting that in 2007, the FAA and JCAB established a plan to develop a test metric using samples of JCAB data in conjunction with FAA data for the same aircraft on the same dates. For the purpose of the FAA/JCAB test, three test metrics were targeted:

- Comparison of fuel burn calculated from the filed trajectory v/s the actual flown trajectory
- Percentage of altitude change requests as granted by ATC
- Average comparison of filed altitude v/s actual flown altitude

In January 2008, further analysis of the data samples provided to the FAA by JCAB indicated previously undetected discrepancies between flight altitudes and times where FAA and JCAB data was merged. JCAB and FAA analysts believe that these discrepancies are a likely result of time/date stamp differences between data formats, however further analysis is ongoing.



In accordance with the goals of the Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) ISPACG members are encouraged to support the establishment of regional performance measurements in order to quantify gains in efficiency and reductions in harmful greenhouse gasses. ANSPs are encouraged to conduct data-sharing test exercises to help establish South Pacific shared performance metrics. While continued dialog between service providers and aircraft operators will help to identify the optimal metrics that will aid in the measurement of airspace performance and identify areas for efficiency and environmental gains.

**Action:** *Planning Team to continue this work and report progress back to ISPACG/23*

5.2 **WP-11 Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) (FAA)**

David Burkholder, Manager Asia Pacific Region (FAA) presented WP-11 outlined events of 18 February 2008 whereby the FAA, ASA and ACNZ signed a cooperative statement at the Singapore Air Show's Aviation Leadership Summit, creating the Asia and South Pacific Initiative to Reduce Emissions (ASPIRE). ASPIRE takes advantage of many of the on-going operational initiatives in the South Pacific being coordinated by ISPACG and provides a new environmental focus that ISPACG participants can support through existing and new regional efforts to reduce greenhouse gas emissions. ASPIRE initiatives include:

- Pacific ATS Route Realignment
- User Preferred Route (UPR) Expansion
- Dynamic Airborne Reroute Programs (DARP)
- Automatic Dependent Surveillance-Contract (ADS-C) In-Trail Procedures
- Tailored Arrivals
- Pre-Departure Oceanic Trajectory Management 4-D (OTM4D)

Major regional carriers such as Air NZ, Qantas, United, and JAL have invested heavily in data link technology and advanced navigation performance technology creating a large pool of viable air-carrier partners for demonstration activities. To which point the meeting is asked to consider existing and new projects that support the reduction of greenhouse gas emissions.

**Action:** *Planning Team look at gathering information relating to departure - destination flights from say North America to Australia or NZ, and also investigate the possibility of ASPIRE related discussions with groups external to ISPACG. These will be co-ordinated and added to the Planning Team work programme.*

5.3 **WP-12 En Route Automation Modernization (ERAM) Transition: International Civil Aviation Organization (ICAO) Flight Planning (FPL) for Automatic Application of Preferential Routing in United States (US) Domestic Airspace (FAA)**

Bob Hansen, Automation Specialist (FAA) advised the meeting that effective 5 June 2008, the US will automatically assign preferential routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and the Area Navigation (RNAV) value specified by the user in ICAO FPL Item 18 (Other Information). This change is in preparation for ERAM implementation in all Air Route Traffic Control Center (ARTCC) Host Systems.

**Action:** *ISPACG members are asked to familiarise themselves with WP-12 and to disseminate the information contained in it to the widest audience possible. In addition the FAA request additional information via email through the FAA website at <http://www.faa.gov/ato?k=fpl>.*

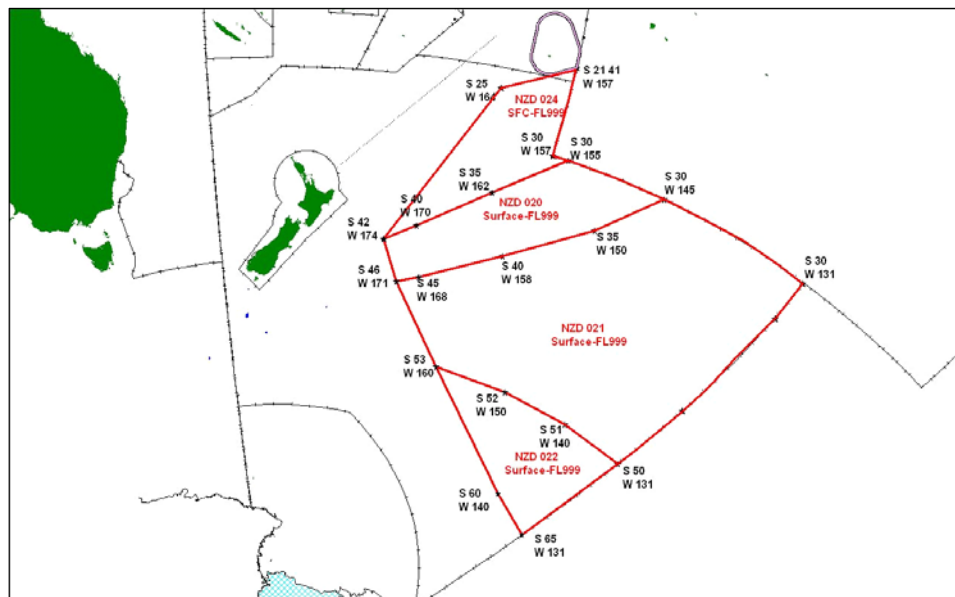
5.4 **WP-23 Consistently Managing Space Activity (CAA NZ)**

Len Wicks, CAA, informed the meeting that the Auckland Oceanic FIR is probably the main airspace re-entry point for the world's space debris, in part because it is relatively unpopulated. However this has presented problems in the past managing the consequences for air traffic and Air Navigation Service Providers (ANSPs) in the region.

The notification process from different space agencies varies considerably, from AFTN messages, to facsimile and e-mail, using a variety of forms and templates (see WP-23 pages 5-7). All of which requires interpretation, increasing the workload and possibility of human error.

The timeframe for warnings also varies, from a month to less than 24 hours in the worst extremes. The minimum time for advice of airspace activation is stated as seven days (Annex 15, paragraph 5.1.1.4) but many States including Canada, the UK and New Zealand have filed Differences with this requirement, stating it is impossible or impractical to comply. NZ CAA Rule Parts 71.153(c)(2), 71.155(c)(2), and 71.161 (c)(3) all require a minimum notice period of 24 hours which allows the most efficient utilisation of airspace, taking into account factors such as operational capability and weather at the time of the activity.

New Zealand has designated four danger areas to encompass space activity as shown in the image below. The danger areas have been designed to be used either singularly (for example NZD 020 - Space Shuttle tank re-entry) or concurrently, and avoids the most commonly used air routes.



CAA NZ has been co-ordinating with various space agencies such as CNES to ensure that notifications of space activity use the designated danger areas to the maximum extent practicable, in order to avoid adversely affecting international air traffic. They recommend that ISPACG States consider a regional accord whereby standard notification procedures are required and accepted from space agencies affecting Pacific airspace, both in terms of format, terminology and time period. Space agencies will be more inclined to conform to regionally accepted practices and will be less confused about what they have to do if the process is simple, transparent and universal.

Considerable group discussion followed the WP-23 presentation, with the general consensus being that it is an important issue which affects everyone and needs a uniform approach. Feedback is required from each State and Stakeholder, along with an appropriate contact for Chile and Tahiti. Dennis Addison (FAA) will look at various launches and co-ordinates, in particular future launch plans for Boeing Sea Launch, and communicate findings to Len Wicks. It was agreed that Len Wicks has a good working relationship with the various agencies concerned and that he should continue his good work with a view to developing a regional accord. Andrew Tiede (ICAO) congratulated Len on his paper and asked if he could use the information at the Regional Office, Bangkok, and reference the ownership of the paper. He also agreed to produce an Information Paper to present to ICAO and endeavour to build an ICAO position that will help ISPACG to gain a 'united front' for the management of space activity.

**Action:** *All ISPACG Delegates to provide information and concerns to CAA NZ regarding space activity in their regions.*

**Action:** *Andrew Tiede (ICAO) produce an Information Paper highlighting the ISPACG position and present it to ICAO.*

**Action:** *Len Wicks (CAA NZ) progress work as far as possible with the ISPACG States towards unified procedures regarding the management of space activity throughout the ISPACG region. Report back to ISPACG/23.*

#### 5.5 **WP-24 Availability of Flight Levels Above FL410 (CAA NZ)**

Len Wicks (CAA NZ) acknowledged the work of Brian Pawson of ACNZ and Geoff deBazin in identifying the issues around the 1 minute IATA goal and in trying to find greater efficiencies for flight separation.

Within controlled airspace, ATC are unable to assign to IFR aircraft even levels above FL410 because they are not included in the table of cruising levels, Appendix 3, Annex 2. This means that an increasing number of modern aircraft able to operate in this altitude band, aircraft operating efficiencies are not being optimised and carbon footprints are higher than technically necessary.

Currently the only option for ATC when a pilot indicates a preference to operate at one of the even levels above FL410 is a block clearance between two odd levels or flight at and above an odd level. However the issuance of block clearances has human factor implications and issuing a pilot a block clearance in response to a request to operate at a specific level increases the risk of error both on the flight deck and in the ATS environment.

There appears to be no technical reason why ATC cannot assign to controlled flights even levels above FL410 as long as there are systems in place to ensure that the correct vertical separation (2,000ft) is applied between each aircraft pair where horizontal separation does not exist.

Even levels cannot be added to the content of the tables in Annex 2 Appendix 3 because this table is also for use within uncontrolled airspace and these levels are not for use in uncontrolled airspace. This will effectively mean they are random levels available within controlled airspace only, in any direction, and will in effect always be "non-standard" levels.

WP-24 proposes that to mitigate any risk to their use they should only be used when the ATS provider has a conflict alert system that ensures correct application of vertical separation. It suggests that a statement should be added to both tables, beneath the last line of each of the columns, such as:

*FL420, FL440, FL460, FL480, FL500 etc are available for use within controlled airspace provided that the ATS provider has in use an operative conflict alert system and 2,000ft separation is assured.*

Group discussion among the airlines revealed that: Air NZ were not allowed to operate above 410; United were limited to 410; LAN were able to go to 401; and that Qantas could get dispensation to go to 45. Len Wicks suggested that maybe WP-24 was a little premature not but that it was useful to put to ISPACG for group feedback and awareness.

David Maynard, ISPACG Co-chair, disagreed with the paper being premature considering the number of complaints received regarding the use of block altitudes by the FAA and its customers. He felt that providing safety was not jeopardised progress with this paper could benefit many, including cost efficiencies and environmentally.

Andrew Tiede (ICAO) felt that the way forward was to progress this at SASP level by means of a change to the Annex, and that SASP would determine whether or not a safety assessment would be required. He reminded that meeting that Annexes of ICAO may appear difficult to change, but that they were possible to change.

**Action:** *Len Wicks (CAA NZ), on behalf of ISPACG, is to progress this to SASP when they consider an amendment to Annex 2, to make these flight levels available for assignment to IFR aircraft operating within controlled airspace.*

## 5.6 Other Future Work Programmes

### 5.6.1 Allocation of SSR codes prior to US Domestic Airspace

Mark Shepherd, Technical Pilot – Fleet Support (Air NZ), reported that Air NZ and Jeperson procedures both have aircraft squawking the departure code until otherwise advised and that in no uncertain terms were they allowed to squawk at 2000. However KLAX had told a number of Air NZ flights in no uncertain terms they should be squawking 2000. He thought that the use of AIDC could enhance this and asked if the situation could be improved upon. To his knowledge there was no co-ordination between Oakland and Los Angeles Centre and asked for feedback from the group.

Dennis Addison (FAA) said he had spoken to Los Angeles about this and would make sure that they are aware that Air NZ are following ICAO procedures and therefore maybe squawking assigned codes. David Maynard (FAA) confirmed that the code does get passed through AIDC to Los Angeles. There is possibly a need to look at the code allocation scheme to ensure it matches up.

Paul Radford (ACNZ) advised that Airways had the same issue and that the bottom line is that there are not enough codes to go around. This was reviewed by airways 2 years ago looking at code allocations coming out of North America and Australia and then looking at any possible clash with domestic NZ allocations.

Graham Secker, ATS Specialist (ACNZ) said that some organizations were using blocks of codes not allocated to them. Paul Radford used the example of Fiji and said that because Fiji doesn't have radar they don't have any allocated codes. In fact ASA

had allocated some of their codes to Fiji. Adam Watkin (ASA) confirmed that it was difficult to get SSR codes for Nadi but said that code allocations looked at FIRs within a region. He also commented that with flights now straddling regions the problem would continue to escalate with the increase of flights.

David Maynard (FAA) suggested individually looking at allocations for ANSPs ensuring the use of correct codes, with the view to formerly raising the issue to an appropriate ICAO body. He reminded the meeting that each State has a member on the Air Navigation Council and suggested they contact them to raise the issue further.

**Action:** *Planning Team to investigate this issue within the ISPACG region.*

Adam Watkin (ASA) enquired in relation to implementing radar as to where SSR codes came from and who he could obtain beacon allocation lists from. He also asked what SSR codes had been allocated to Tahiti. Eric Lieutaud, Deputy Head of Air Navigation Services (SEAC-PF) responded this was not an issue for Tahiti because the proximity of their radar in relation to their boundary. He also said that Tahiti would use their own codes, again because of their location in relation to boundaries. Adam Watkin (ASA) raised concern that codes transmitted in AIDC message form could be received in their regions surrounding Tahiti and therefore create confusion.

**Action:** *Paul Radford (ACNZ) to raise this matter during AIDC Interface testing.*

#### 5.6.2 **Definition and use of STANDBY uplink**

Refer RFC Nr: ASA08/02 (Appendix D)

#### 5.6.3 **Use of contact and monitor uplinks (UM 117 and UM 120)**

Refer RFC Nr: ASA08/03 (Appendix E)

### 5.7 **Development of Future Work Programmes**

#### 5.7.1 **How to Measure Success of Future Work**

(Ref WP-10) Steve Kelly, Navigation Services Manager (Air NZ) requested that the Minutes stipulate that a briefing document be created to provide operators with a simple guidance document for UPRing in the Pacific. He suggested using something similar to dispatcher documentation and that the document be posted on the ISPACG website for all parties to access.

**Action:** *Steve Kelly (Air NZ) liaise with Adam Watkin (ASA) so as not to duplicate ANSP and Operator instructions.*

## 6 **Review and Establish Terms of Reference for Working Groups and Task Forces**

No new working groups or task forces have been created during ISPACG/22. The Terms of Reference for existing working groups remain unchanged.

## 7 Other Business

### 7.1 IP-12 Update On TAAATS AIDC Functionality (ASA)

Adam Watkin (ASA) gave a 12month overview of TAAATS software upgrades whereby functionality to support the exchange of block level information via AIDC was introduced, therefore reducing the risks associated with voice co-ordination.

The exchange of block level information with adjoining international units commenced with: NZZO on 7 June 2007, KZAK on 5 July 2007; and with NFFF on 5 July 2007, however the format of the NFFF messages is not in accordance with AIDC V2/V3 protocols.

The ATM system at Makassar has AIDC capability and a 3 month trial of limited AIDC messaging between Brisbane and Makassar Centres will commence 13 March 2008. During this trial, AIDC messages will be transmitted for northbound flights only. Southbound AIDC messaging will not be available until problems associated with Makassar automatically including the DOF/ indicator (Date of Flight) in Field 18 of the ABI are resolved. TAAATS does not currently support the DOF/ indicator.

### 7.2 WP-15 Incorrect Filing of RVSM Approval (“W”) in Field 10 of the ATS Flight Plan (ASA)

Adam Watkin (ASA) advised the meeting that on a number of occasions during mid-late 2007 ATCs in Brisbane Centre became aware that an aircraft was non-RVSM despite having filed RVSM approval in Field 10 of the ATS flight plan. Several of these occurrences resulted in an aircraft being required to change level to either avoid, or resolve a breakdown of separation.

It is believed that many of these incidents resulted from a flight planning software failure, similar to those that occurred in 2006, whereby the software was incorrectly including “W” in the flight plan, regardless of RVSM status.

ASA is now developing software to compare flight plans from the AFTN log directly with a database of Australian RVSM approvals. Initially this will permit flight planning errors to be detected “after the event” and allow the operator of the aircraft to be contacted. However they ask that States are aware that flight planning errors affecting RVSM and encourage them to remind their operators of the requirements for RVSM approval as described in local AIP or other documentation.

Note: This is smaller airlines and private operators, not 747s and the likes. But if in doubt ASK!

**Action:** *Adam Watkin will forward Bob Hansen (FAA) a copy of the APARMO database and ensure that Bob is added to distribution list.*

### 7.3 Arrangements for ISPACG/23

Jose Carrasco (DGAC Chile) addressed the meeting, thanking SEAC-PF for inviting everyone to Tahiti and for hosting a successful ISPACG/22. He then formally invited the group to convene ISPACG/23 in Santiago, Chile in early March 2009 (dates to be advised).



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

The Co-chairs thanked Jose Carrasco and accepted his invitation, saying that for Chile, as a new member to the Group, it was important to cement the relationship and allow DGAC Chile to host ISPACG/23. They did however reminded the meeting that it should in fact have been Fiji's turn to host next year's meeting. For this they were grateful for Fiji's understanding, and the reasoning, for deferring their host role for a year.

## 8 Closing

Doug Scott (ASA) thanked Tahiti for hosting the meeting, adding that this was his first ISPACG, and was by far the most professional meeting he had attended. He asked if it would be permissible to share the final Minutes with other forums he was associated with. The Co-chairs agreed, adding that it was a way of having the Group and its work recognized and acknowledged by parties external to ISPACG.

The Co-chairs thanked everyone for their attendance and humor. In particular the efforts of the Planning Team and Kevin Chamness for all the work they had achieved throughout the year, which had helped the meeting progress through the Agenda with relative ease. Thanks were also given to Paul Radford and the Data Link Working Group, and to those involved with the HF Working Group - their contributions throughout the year and at the meeting were appreciated.

JCAB were thanked for their attendance at the meeting, which showed everyone the importance, both inside and outside the region, of the work the ISPACG do.

A big thank you went to everyone in Tahiti for their support throughout the meeting, and their graciousness and hospitality in hosting a successful meeting and most enjoyable function on Wednesday evening. The Co-chairs were sorry Jean-Pierre Faubladier and Guy Yeoung were unable to attend the final day of the meeting but asked that their personal thanks be passed on to each of them.

Everyone was wished a safe journey home and a prosperous year until we meet again in 12 months in Santiago, Chile.

### Appendices:

- A Open Action Items
- B Capacity Enhancement Table
- C Participant List