



## ISPACG Planning Team

### Meeting 17

## Minutes of Meeting

### **Agenda Item 1: Administration and Opening Remarks**

Mr Luio Rossi of Direccion General De Aeronautica Civil opened the meeting at 9:30 am and welcomed delegates to the Planning Team. He outlined the administrative details and wished the attendees a safe and productive meeting.

Allan London (Airways NZ, Chairman) thanked Mr Rossi for his welcome and remarked on the large number of attendees at the planning team.

**Apologies :** KatsuyaIshibashi, Takafumi Dohino, Japan Airports Consultants

Alek Pook, Air Canada

#### **Attendees:**

Allan London – Airways New Zealand  
Tim Boyle – Airways New Zealand  
Karen Chiodini - FAA  
Dennis Addison – FAA  
Julia Fuller - FAA  
Dustin Byerly - FAA  
Fernando Ortiz - DGAC  
Juan Carlos Rojas - DGAC  
Enrique Valenzuela - DGAC  
Brad Cornell – Boeing  
Patricio Murua - DGAC  
Pablo Saldia – LAN Chile  
Hector Ibarra - DGAC  
Marcela Vasquez - DGAC  
Seiji Fukami - JCAB  
Tom Kraft - FAA

Harrie Copeland - FAA  
Karen Chiodini - FAA  
Michael Lam - FAA  
Paul Callahan – Airways New Zealand  
Paul Radford – Airways New Zealand  
Michael Snell \_Airservices Australia  
Ivan Wong – Airports Fiji Limited  
William Reece – Airports Fiji Limited  
Joel Lulan- SEAC PF  
Jean- Francois Bousquie - Airbus  
Gombatista Leggio – Rockwell Collins AIRINC  
Phil Irvine – PNG Air Services Limited  
Cin-Lin Kwek – CAA Singapore

## **Agenda Item 2: Review Agenda**

Allan London presented the agenda and it was approved by the meeting.

## **Agenda Item 3: Data Link Working Group**

Paul Radford (Airways NZ) presented an update on the CRA website and explained that the timeline for the update had been extended due to resourcing issues. He outlined the main objectives of the upgrade program and explained it was necessary to future-proof the website for all users.

The rate of airline sign up was continuing well and there had been a large number of corporate jet operators using the website which was probably a result of work by FAA representatives with the corporate community.

Paul presented a summary of two outages of the Inmarsat satellite availability in 2014 and a summary of the observed performance of satellite communications. He explained the progress of the regional monitoring program and highlighted that some states had made significant progress in this area. Further discussion on this topic will be covered at the FIT meeting.

OPLINK update – there has been an update of the Doc 9869 which has been renamed the PBCS manual. It is intended this will be published by mid-2015. Paul highlighted that the GOLD manual is under amendment to convert it to an ICAO document which will also be published in 2015.

Paul highlighted that the South Pacific region was lagging behind the North Atlantic in the implementation of PBCS and that further work was required by the individual states to improve this situation.

## **Agenda Item 4: Review Open Action Items and minutes from PT/16**

### **Action Item 1 :ADS-CDP update**

- Airways NZ - will be writing the specification for ADS-C CDP in 2015 and implementation is planned for 2016.
- FAA - reported they are planning on a June 2016 implementation in Oakland centre concurrently with ITP
- ASA – No plans to implement ADS-C CDP at the moment
- Airports Fiji Limited – Planning to implement at some stage in the future. They are evaluating the software changes and trial program requirements.
- SEAC PF (Tahiti) - No plans to implement ADS-C CDP at the moment
- JCAB – Evaluating the longitudinal separation requirements to implement ADS-C CDP. This process for the Fukuoka FIR will take approximately one year to evaluate.
- DGAC(Chile) – Currently under evaluation. No current plans for implementation
- PNG Airservices – No plans to introduce ADS-C CDP at this stage

### **Action Item 6: DARP Expansion**

- SEAC PF (Tahiti) : Plans are on track for implementation. Can currently accept but not initiate DARP. Trials have been conducted on the test bench but there have been some technical issues with route information. There have been two successful DARPs carried out with Air France due to weather. A trial protocol, giving a description of the methods is in discussion with Air Tahiti Nui for real life evaluation.
- PNG Airservices: On track for early 2017. Update will be made at next ISPACG
- DGAC (Chile): Unable to receive DARP information but able to initiate DARPs. There have been some problems with AIDC information. Tahiti has been trialling sharing of AIDC information with Chile and the next trial will be mid-March. DGAC and Airways agreed to trial sharing of AIDC information during 2015.

### **Action Item 8: Enroute Speed Variation Concerns**

Dennis Addison (FAA) provided a presentation on variations of speed changes. He noted this has been discussed many times at both the planning teams and ISPACG meetings but no progress has been made. He highlighted this issue required some action from ICAO but this had not been forthcoming. Dennis explained that a regional approach using NOTAMS was the preferred approach at this time.

Dennis presented the results of 30 days of data extracted from the Oakland FIR. 30% of flights measured had changed speed by Mach 0.02 or greater, with some flights showing variation of up to Mach 0.10 without notifying ATC. Further analysis of the flights with a greater speed change (Mach 0.04 or greater) showed there had been 333 incidents but ATC were only advised on 20 of those occasions.

Brad Cornell (Boeing) questioned how a crew would know what speed had been reported. It was clarified that the NOTAM required aircraft entering an FIR to report their current speed. Variations would be measured against this initial reported speed. This action of reporting should also highlight to crews the importance of speed variations.

The meeting was requested to support the implementation of the procedure on June 25 2015 across the South Pacific.

Paul Radford (Airways NZ) questioned whether the statistics would be presented to ICAO. Karen Chiodini (FAA) noted that the ICAO response at this stage was that ANSPs should assign speeds if there was any doubt.

Allan London questioned on feedback from airlines. Dennis explained he had provided briefings to various airlines in different forums but there has been little feedback so far. He noted Air New Zealand had opposed the introduction of this procedure.

Joel Lulan (SEAC PF) raised his concerns around using free text as a means of communicating speed changes. Dennis explained this was the easiest solution and would avoid a "report speed" message being sent to the aircraft.

Brad Cornell explained that the B777 and B787 had an automated crew advisory system to alert crews to speed variation but this was not always used by crews.

Karen Chiodini questioned why the uplink message was opposed by ANSPs. Dennis explained the background and that not all FIRs wanted the FIR Entry CPDLC position report message sent as it could corrupt the profile data. The NOTAM was considered a pragmatic way forward that was acceptable to all ANSPs.

Paul Radford noted that a CPDLC position report already contained a speed report and this could be considered sufficient by crews. Both Airbus and Boeing confirmed this was the case.

Allan London noted that Air NZ could not support their crews sending free text Mach number reports.

Michael Snell (ASA) questioned the FAA data and whether it was spread across a number of operators. He suggested the problem could be looked at from an operator's perspective rather than in a generic way. Dennis and Julia reviewed the data and noted there was a wide spread of operators who were varying by Mach 0.04 or greater.

Allan London summarised the discussion and noted this has been open for nine years. He noted the airlines would probably provide feedback during the ISPACG.

Paul Callahan (Airways NZ) raised a question around HF reports and whether the speed report could be interpreted as a request or an actual report. It was explained individual ANSPs would have to address the interoperability issue between ATC and the HF radio operator.

Ivan Wong (Airports Fiji) confirmed they support the NOTAM. Enrique Valenzuela (DGAC Chile) reported the levels of traffic they were experiencing were such that this would not be required in their FIR. Captain Pablo Saldia (LAN Chile) highlighted the procedure could be problematic for crews and the airline would need to review the proposal.

Joel Laulan clarified Tahiti would not be issuing a NOTAM for the procedure but they would issue an AIP amendment to support regional implementation if all States supported the proposal.

The meeting agreed to raise the issue at the ISPACG.

*The meeting was adjourned for a morning tea break at 10:45am*

#### **Action Item 10C: GOLD Implementation**

Airports Fiji Limited reported they have been undergoing a major restructure in ATM and currently increasing their staffing levels, therefore progress on GOLD implementation was still ongoing.

#### **Action Item 24: UPR Expansion Guidance Material**

Allan London demonstrated the addition to the ISPACG website that contained UPR guidance from various states. He noted some ANSPs had not yet published rules and encouraged everyone to develop and publish their respective procedures as soon as possible.

**Action:**AFL (Fiji) will provide a link to update the ISPACG web page

**Action:**SEAC PF will provide a link to their procedures as soon as possible

**Action:** JCAB explained their procedures were available on their AIP website. JCAB will forward the link to Allan London for inclusion.

**Action:**PNG will send a link to Allan to update the web page

DGAC(Chile) is still developing procedures.

#### **Action Item 29A: ABS-B ITP**

Airways NZ explained that due to fleet changes with United airlines there were no aircraft capable of utilizing the ADS-B ITP procedure within the NZ FIR at this time.

FAA updated that their manual trials are ongoing and software changes were expected in mid-2016 to enable this procedure.

#### **Action Item 30A: Global ICD**

Paul Radford (Airways NZ) advised the Pan-regional ICD has been accepted by the NAT and APANPIRG groups. OPLINK have a work plan item to convert these into a global ICD.

#### **Action Item 33: Approval of RNP4 aircraft**

Allan referred back to the paper from ISPACG 28 presented by FAA. Dennis Addison gave an update to the meeting on further progress in certifying RNP4 aircraft. A paper will be presented at ISPACG.

#### **Action Item 13: Monitoring of AIDC data**

Julia Fuller (FAA) provided a presentation covering AIDC monitoring over the past 12 months. Michael Snell (ASA) raised some questions around the risk of invalid messages and how the issues could be identified and resolved. From the discussions it was agreed the impact would be a larger separation standard being applied than was potentially required. A lot of the issues (logic reject messages) appear to be related to coordination being received twice by an ANSP – hemstitch flights

Overall the data was consistent with previous year's results; however a specific FEDEX flight had caused an individual spike in errors.

Ivan Wong (Fiji) noted there were a large number of LRM messages relating to their FIR and asked about the best way to address the issue. Julia identified the different types of message sets that were causing the errors and that further data would be needed to investigate the issues fully.

Dennis Addison (FAA) proposed changes to the LOAs that would reduce the number of information messages in relation to expanded 50nm boundaries. He explained that the AFL platform was capable of adapting to this proposal but the Airways platform was currently not capable.

**Action:** Airways NZ to investigate reduced requirements for information estimates for RNP10 aircraft.

Ivan Wong (AFL) provided a presentation on AIDC monitoring in the Nadi FIR. Ivan reaffirmed the commitment of AFL to the ISPACG forum despite recent non-attendance at some meetings.

There were a large number of LRM messages with Auckland and Oakland, the majority of which related to hemstitching flights.

#### **Action Item 34A: Database sharing**

Allan London explained the background to this agenda item and a recent example from AsA highlighted occasions where adjacent ANSPs had not picked up on pending changes in another FIR. He urged all ANSPs to work to ensure any changes were communicated in a timely manner to neighbouring FIRs. Michael Snell AsA explained that there had been a recent event with Indonesia where they had provided only four weeks' notice of an upcoming change and the issues this presents for an ANSP. ASA will continue to work with them to avoid this in the future.

#### **Action Item 14-1: CRA Membership**

All ANSPs were urged to continue to encourage airlines to utilise the CRA functionality. Paul Radford (Airways NZ) explained the difficulties in encouraging some airlines to participate. He further explained that once PBCS becomes mandatory through ICAO it was likely we would see a higher participation rate but that would not be for a few years. Dennis Addison noted that Air NZ was successful in their participation by allowing pilots to file reports whilst in the air rather than after landing.

Brad Cornell (Boeing) clarified that the Air NZ had an ACARS page to permit this functionality. This had been included as a baseline modification in the B787. Airbus has also made this facility available in their aircraft. Whilst it was preferred that all operators have access to this functionality it was recognised that enforcement would be difficult. The ICAO Annex 6 amendment in November 2016 would make reporting mandatory, but not necessarily through this functionality.

Tom Kraft (FAA) proposed that a letter to airlines encouraging participation be drafted by Boeing and FAA representatives.

**Action:** Boeing/Airbus to promote reporting PRs to CRA / DLMA through a specific information letter.

#### **Action Item 15-1: Monitoring of upload issues**

Michael Snell clarified this issue was an internal issues for ASA and they would progress it internally.

**Action:** Item Closed

#### **Action Item 15-2: Aireon Progress**

No update provided

#### **Action Item 15-3: ISPACG LOA**

Allan London provided an update on the LOA and a proposal for an amendment to the signature page. He asked that new signatories be identified during the ISPACG meeting. Observer status for Indonesia, Singapore and Philippines will be included in a revised LOA.

**Action:** Michael Snell to contact Indonesia and Philippines in relation to observe status

**Action:** All participants to provide new signatory details

**Action:** Airways New Zealand to draft and circulate new LOA.

*The meeting was adjourned for lunch between 12:30 and 13:30*

#### **Action Item 16-1: Seamless Airspace Chart**

Allan presented the latest draft of the seamless airspace chart and updated the meeting on the plans for the chart for the future.

**Action:** Allan London to update chart during ISPACG meeting and to circulate updated version.

**Action:** Action Closed

#### **Action Item 16-2: Google Balloons**

PT met in Fiji Nov last year –PT 16 discussion around the variations in procedures and separations being applied throughout the south pacific and consultation of the google loon expansion program with all ANSP's. PT took an action to summarise concerns and

Allan presented the letter written by planning team to the ISPACG Co-Chairs towards the end of 2014 recommending a number of proposals.

Karen Chiodini (FAA) explained that she had been in contact with ICAO (Chris Dalton) to raise the concerns around balloon operations. FAA will follow this up with a letter to ICAO formally. Tim Boyle (Airways NZ) updated the meeting on a state letter that will be delivered to APINPIRG in May 2015 outlining similar concerns. He also highlighted that the separation standards may be difficult to agree upon.

Enrique Valenzuela (DGAC) explained the difficulties that Chile was encountering with balloons descending through controlled airspace. Overflights above 60,000 ft.' are not causing any difficulties but uncontrolled descents are problematic due to a lack of separation standards. They also highlighted the delay in receiving information from Google that are relevant to their airspace. One balloon had descended and landed within 20nm of an airport without any notification from Google.

**Action:** Item Closed

#### **Action Item 16-3: 30S163E**

Allan London presented a paper written by Adam Watkin (ASA) proposing alternative procedures to the current coordination requirements. Dennis Addison (FAA) suggested modifications to the LOAs might be a possible solution. Michael Snell (ASA) expanded on Adam's paper and proposed the three parties involved (ASA, AFL ACNZ) continue to work towards an acceptable solution.

**Action:** Airways NZ, ASA and AFL to discuss possible solutions

#### **Action Item 16-4: SLOP**

Allan explained this action was in relation to changes to Doc 4444 that introduced the concept of micro-SLOPS of 0.1nm. Air Services Australia have incorporated the new wording in to their documentation and Airways New Zealand is planning to implement the procedure mid-2015.

- AFL – Plan to start looking at this in 2015.
- SEAC PF–No plans to implement change
- PNG AS– Plan to start looking at this in 2015
- FAA – No plans at this stage to implement change. Addressing existing SLOP differences in the first instance.
- DGAC (Chile) – No plans to implement change
- JCAB – No plans to introduce change

**Action:** Allan London (Airways) to send proposed AIP wording to Fiji and PNG

#### **Action Item 16-5: Introduction of RNP 2/GNSS Lateral Separation Rule**

Dennis Addison (FAA) presented a working paper on the RNP2/GNSS lateral separation analysis. He summarised the changes to Doc 4444 and the application to oceanic airspace. Some analysis had been conducted on a daily sample of traffic from the Oakland FIR where 229 aircraft were declined a climb/descent clearance. Of these examples, 18 could have benefited from application of RNP2 separation standards, which statistically suggests that around 3,600 applications on an annual basis could be effected. FAA is continuing to investigate the changes required to implement the RNP2 GNSS separation but at this time there is no implementation timeline established.

Joel Lulan (SEAC PF) noted that GNSS along track distances could be used in some situations. Jean-Francois Bousquie (Airbus) clarified the communication requirements for the application of the separation. Tom Kraft (FAA) noted that some parts of the current rule were very prescriptive by requiring VHF communications in some situations. Dennis answered he believed that VHF was required to achieve the required target level of safety for the 7nm and 15nm lateral applications of the rule but the 20nm lateral standard does not require VHF communications.

Karen Chiodini (FAA) commented on the future application space-based ADS-B separation. She noted that whilst there were targets of 15nm separation standards, the safety evaluation had not yet been completed to support that.

#### **Action Item 16-6: Field 10 differences**

No discussion or action. Item remains open.

#### **Action Item 16-7: SSR Code 2000**

Allan outlined the background to this issue in relation to traffic operating in the South Pacific. Michael Snell (ASA) confirmed the original problem but some additional examples have been identified and are under review by Airservices Australia.

**Action:** ASA to send data on new 2000 code problems to Airways for analysis.



## **Action Item 16-8: Volcanic Ash Exercise**

Allan explained the table top scenario that was contemplated for a volcanic ash exercise in 2015. The volcano selected for the exercise is north of Port Moresby in Papua New Guinea which has shown some activity in the past year. Dennis Addison (FAA) will participate in the VOLCAM exercise in April in the United States and is proposing the South Pacific exercise be run in August 2015.

**Action:** Dennis Addison to manage the volcanic exercise in 2015.

## **Agenda Item 5: Other Business**

### **5.1 Google Update**

Tim Boyle (Airways NZ) presented an update on the Google Loon project. He outlined the progress of the Loon project and the automated message set that was currently under development.

### **5.2 ADS-B Fiji Update**

Ivan Wong (AFL) presented an update on the installation of an ADS-B system into the Fijian islands. Phase 1 of the project is operational at this time and controllers are able to use the system information for situational awareness. Update on the next phase of implementation will be available in the second quarter of 2015. AFL addressing staffing issues before engaging into the next phase.

### **5.3 Guam- Australia Routes**

Phil Irvine (PNG Airservices) outlined the background to the issue of routes between Guam and Australia that had been previously discussed with the FAA. There are three existing routes that take the majority of the traffic flow between South-East Asia and the eastern seaboard of Australia. These are spaced with 100nm between the routes which is limiting the capacity of the airspace at peak times. A revised structure using a minimum of 50nm separations between the routes will significantly enhance the capacity of the region. There are some technical issues with the proposal that are being worked through by PNG Airservices and Airservices Australia. It is anticipated an initial implementation of two of the routes should be feasible by end 2016.

**Action:** FAA, PNG and Airservices Australia to develop a joint proposal to implement the new routes as soon as practicable.

### **5.4 Unmanned Aerial Vehicles**

Joel Lulan (SEAC PF) presented an update on remotely piloted aircraft systems and their operations in France and French Polynesia. He explained there has been new legislation introduced in France to regulate the operation of RPAS and classified vehicles into different classes of operation.

### **5.5 PBCS Implementation**

Paul Radford (Airways NZ) presented a working paper (WP07) on the implementation of performance based communication and surveillance systems (PBCS).

## Other Business

Dennis Addison (FAA) presented an issue related to the re-sequencing of waypoints that has been raised by Delta airlines. Delta has proposed that the uplink message should read” **LAST FMS ACTIVE WAYPOINT DID NOT SEQUENCE. PLEASE CORRECT FMS ACTIVE WAYPOINT**”. The belief at the time was that the wording in the GOLD was “**RESEQUENCE ADS WAYPOINTS**”.

The planning team discussed the implications of the proposed change in relation to aircraft on track deviations. A review of the data from FAA and anecdotal evidence from Airways NZ showed that there were very few errors occurring with the present wording.

It was agreed that the proposal may create confusion for some aircrew. It was subsequently discovered that while the GOLD addresses the issue of the pilots responsibility to “ensure that waypoints are sequenced correctly”, there is no phraseology in the GOLD to advise an aircrew that they have failed to correctly sequence their waypoints.

**Action:** Dennis to respond to Delta airlines.

## Next Meeting

Airservices Australia has offered to host the next full planning team meeting in Brisbane with a date to be decided. Any mid-term meeting will be discussed within the planning team.

*The meeting was closed at 16:45*