



**The Fifteenth Meeting of the Informal South Pacific Air Traffic Services
Co-ordinating Group Planning Team
(ISPACG-PT/15)**

Hosted by SEAC/PF

**Held at the Intercontinental Hotel Faa'a, Tahiti
03 March 2014**

Summary of Discussions

1. Background

The meeting was hosted by Le Service D'état de L'aviation Civile en Polynesie Francaise (SEAC/PF) and chaired by Alan London (Airways New Zealand).

Allan London opened the meeting by welcoming all participants and outlined the aims of the Planning Team Meeting. He introduced Mr Nicolas Lochanski, Head Manager Air Navigation Services, SEAC/PF who addressed the meeting. Mr Lochanski welcomed all participants to Tahiti and wished all participants a successful and productive five days.

Joanne Kendall welcomed all participants and outlined the administrative details for the ISPACG meetings.

The following representatives participated in the Planning Team meeting:

Mr	Adam	Watkin	Airservices Australia
Mr	Tim	Boyle	Airways New Zealand
Mr	Allan	London	Airways New Zealand
Mr	Paul	Radford	Airways New Zealand
Ms	Joanne	Kendall	Airways NZ
Mr	Brad	Cornell	Boeing
Mr	Takayuki	Harada	Civil Aviation Bureau Japan
Mr	Marcial	Vidal	Direccion de aeronautica civil de chile
Mr	Juan C	Rojas	Direccion General de Aeronautica Civil de Chile
Mr	Dennis	Addison	FAA
Ms	Karen	Chiodini	FAA
Mr	Keith	Dutch	Federal Aviation Administration
Mr	Tom	Kraft	Federal Aviation Administration
Mr	Michael	Lam	Federal Aviation Administration
Mr	Olivier	Cougouil	SEAC/PF
Mr	Joel	Laulan	SEAC/PF

Mr	Phil	Irvine	PNG ASL
Mr	Henry	Kigolena	PNG ASL
Ms	Julia	Fuller	FAA
Mr	Duane	Lighty	ARINC

2. Review Minutes and Agenda

The meeting reviewed and agreed to the ISPACG-PT/14 minutes and PT 15 WP-01 Agenda.

3. Data Link Working Group update

3.1 CRA Website and FANS1/A Monitoring

Paul Radford updated the meeting on the progress of the Monitoring Group. He outlined that there had not been as much achieved in 2013 as had been planned, due to staffing constraints. The North Atlantic region had made very good progress over the past year and all states were contributing effectively. The CRA website remains a work in progress with major upgrades due by mid-year 2014.

3.2 FANS1/A Availability

Paul reported on MTSAT and Iridium availability over the past year with good performance from MTSAT but a much reduced availability from Iridium. These degradations do not necessarily affect the provision of air traffic services and so it is difficult to fully assess the impact. The Inmarsat performance was also reported upon and showed consistently good results.

3.3 FANS1/A Performance and Asia-Pac PBCS

Paul provided some examples of communication and navigation monitoring data from the NZZO FIR showing consistent improvement over the past four years. An update on activities in the Asia-Pacific region highlighted the initiatives that had been adopted and future plans for monitoring requirements.

Allan London queried whether the FAA had encountered differing performance results from those presented within the NZZO FIR. Paul explained that the FAA had not encountered any performance problems that had a significant impact on their operations. Julia Fuller confirmed that there would be performance information presented during the FIT meeting.

4. Review Open Action Items

Allan London presented the open action items. These were discussed and updated as at Appendix 1.

Joel Lulan questioned the ADS-B ITP checklists and any progress on automating those checks. Dennis updated the meeting on the automation of those procedures and some difficulties that were being encountered.

Items 6A/B/J/P/Q: DARP Expansion

Dennis Addison updated the meeting on the number and frequency of DARP requests. There are now around 50-80 requests per month, and DARP capability will shortly be introduced in the Fukuoka FIR. There have not been any reported issues in loading the DARP route into the FMS.

Adam Watkin reported that significant problems that had been reported in Australia with FMS uploads. Paul Radford explained Airways NZ had encountered similar problems as ASA in the past, and explained how those had been resolved. It was agreed this would be added to the action list – refer to action item 15-1

Item 8A: Enroute Speed Variation Concerns

Adam Watkin updated the meeting on the issue of aircraft speed variations that were not notified to ATC. Previous work has been completed and circulated amongst PT members, but no resolution had been reached so far. There are implications for AIDC messaging agreements and airline operations that will require extensive research and clarification. Paul Radford explained that discussions had been held between a number of other industry bodies but no agreement has been reached. Karen Chiodini informed the meeting that a change request clarifying the requirements in ICAO Doc 7030 had been rejected by ICAO.

Dennis Addison proposed that in the South Pacific region, flight crews be required to notify ATC of a speed change of Mach 0.01 or more in lieu of the current 5% variation requirement. This requirement would be notified by NOTAM if all ANSPs were aligned on the wording. DGAC, SEAC/PF, JCAB, ACNZ, ASA and FAA representatives supported the concept of a NOTAM. Dennis offered to draft a suitable NOTAM for circulation amongst the PT members. Allan London agreed to contact AFL to confirm their acceptance.

**Action: FAA to draft NOTAM for circulation amongst PT members for approval.
ACNZ to contact AFL to confirm acceptance**

Item 20D: UPR guidance material

Adam Watkin presented the updated UPR rules and guidelines work that has now been completed. There was extensive discussion on the appropriate forum for publication of the rules. It was agreed that all ANSPs would publish the guidelines on their appropriate websites. They would also be published on the ISPACG website in a public area.

Action: ACNZ update ISPACG website to allow public access to this and other documents

Item 29A: ADS-B ITP

Allan London explained that ADS-B ITP procedures had been demonstrated in the NZZO FIR on the 18th of February. He noted that the procedure had been successful, but United Airlines had advised they would not be using ADS-B ITP capable aircraft from early April.

Item 33A: RNP-4 Approval

Dennis Addison updated the meeting on the increase in RNP-4 equipage amongst airlines. The FAA has been calculating and tracking the fuel impact of non RNP-4 aircraft.

Item 34A: Database sharing

Database sharing has not progressed over the past 12 months as it has been difficult to agree on procedures for the interchange of information. Individual states have individual procedures for sharing of information which may not necessarily meet the requirements for database sharing. Paul Radford proposed that individual units organise agreements at an operational level to ensure the necessary information was being shared. He accepted an action item to progress this sharing

Action: ACNZ to coordinate the operational sharing of data.

Item 13-1: Monitoring of AIDC Data

Each ANSP updated the meeting on their progress.

Paul Radford reminded the meeting that AIDC monitoring and reporting was an integral part of performance monitoring and was an important part of system integrity. He urged all ANSPs to maintain adequate procedures for monitoring and reporting.

Item 14-2: Volcanic Ash Exercise

Dennis Addison FAA and Takayuki Harada JCAB updated the meeting on the VOLKAM exercises held in the northern pacific. They explained the benefits of running a similar exercise in the South Pacific and proposed a scenario based on an eruption on Bougainville Island. Allan London queried whether a smaller scale exercise would be better suited to the South Pacific and there was extensive discussion around exercise concepts and what processes would be followed. Michael Lam discussed the volcanic ash incident near Iceland and the lessons that had been learnt from that event.

**Action: Dennis Addison and Michael Lam to complete a proposal for a volcanic exercise to be run in late 2104, and distribute that to all stakeholders for approval.
Allan London to coordinate with AFL for participation in this exercise.**

Item 14-3: Distribution of Contingency Plans

Allan London explained the current contingency plans held by ACNZ. He proposed that those were published on respective ANSP websites. It was recognised that existing contingency plans may impact on other ANSPs (for example Auckland/Nadi contingency would impact on Australia) and so there may be some LOA amendments required to fully implement contingency plans. It was highlighted that not all ANSPs had agreed contingency plans, and the FAA contingency plans are not currently available in the public domain.

**Action: ACNZ to publish existing contingency plans on the ISPACG website or to distribute the between affected ANSPs.
FAA to advise whether their contingency plans can be shared with other ANSPs.**

Item 14-4: ATC Contact Lists

Action: ACNZ to coordinate, update and distribute ATC contact list

5. Seamless ATM

5.1 Pacific FIR Seamless Airspace Chart

Action: Allan London will coordinate ANSP updates to the chart during the ISPACG week and distribute to all ANSPs. Minor amendments to the chart will be incorporated prior to republishing.

5.2 Capacity Enhancement Table

The current CET was reviewed and updated. The following changes were noted:

- 50nm longitudinal separation was effective in PNG in November 2013
- Fukuoka can initiate and accept DARP's with prior coordination.
- Auckland currently provides ADS-B ITP
- Santiago can accept DARP's and working towards full AIDC later in 2014. Can provide 50nm lateral and longitudinal separation
- Metron optimisation was delivered in Australia in 2013.
- AMAN implementation is complete in New Zealand.

Action: ACNZ to update AFL inputs to this document.

5.3 UPR Chart

Action: Allan London will coordinate ANSP updates to the chart during the ISPACG week and distribute to all ANSPs. Minor amendments to the chart will be incorporated prior to republishing.

5.4 UPR Status

Chile is now able to receive DARPs.

6. Other Business

6.1 Regional Contingency

This item has been covered previously in open items.

6.2 FIR Crossing Boundary Issues

The working paper was presented. Additional sources of boundary crossing issues were identified as follows:

- Ground to ground system interoperability
- Human factors
- Failure to follow assigned instructions

Action: ACNZ to coordinate response to paper's author

6.3 Introduction of RNP2

Paul Radford presented the working paper and explained the background to the development of RNP2 standards. It was proposed that a trial of RNP2 separation standards (15nm lateral and 20nm longitudinal) be planned for implementation prior to formal ICAO acceptance of the RNP 2 standards. This methodology was utilised for the introduction of the 30/30 separation standard. The FAA supported the concept and highlighted some of the requirements that would have to be met prior to such a trial.

It was agreed that a Tiger Team would be formed to progress the RNP2 implementation trial with a representative from ANSPs that are able to support the initiative. The nominees were:

ACNZ -Paul Radford (Coordinator)

ASA - Adam Watkin

FAA – Keith Dutch

6.4 ISPACG LOA

The LOA is over five years old and is due to a review. All ANSPs were asked to review the LOA and to provide any feedback or requests for change prior to ISPACG 29. It is envisaged that the LOA will be re-signed at that meeting.

A paragraph including other states as observers shall be included in the revised LOA.
Singapore, Indonesia and Philippines

Action: Allan London to circulate current LOA, confirm the state of observers with Geoff Hounsell and coordinate amendments.

6.5 Aireon Global ADS-B

Paul Radford presented the working paper and discussed the content with the meeting. Karen Chiodini provided an update on the current work program within the FAA. She highlighted that there is an intention to move towards a 15nm separation standard if the technology can be appropriately developed. The FAA cost-benefit analysis does not currently suggest that this program is likely to present a positive benefit as other separation standards deliver similar improvements.

Action: This item will be added to the work plan

6.6 Route Changes

Dennis Addison presented a proposed new route structure between Guam and Australia. Adam Watkin highlighted the difficulties that the proposed routes would present within the Australian FIR and suggested some amendments.

Action: ASA/FAA and PNG to coordinate

6.7 Intermediate Planning Team Meeting

SEAC/PF proposed that a face-to-face meeting be held in lieu of the usual teleconference. This will be discussed via email.

7. Next Meeting

To be confirmed after the ISPACG meeting later this week

8. Meeting Closure

Allan thanked all participants for their input and closed the meeting at 3:25 pm.