Summary of the Twenty Eighth Meeting of the
Informal South Pacific Air Traffic Services Coordinating Group
(ISPACG/28)

Appendix A
Open Action Items
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No.	Action Item	Status Update	Action Officer(s)	Action Pending	Target Date
17-1a	Implementation of 50NM Lateral Separation in RNP Airspace	PNGASL 50/50 implementation completed November 2013.	PNGASL		Closed
17-1b	Implementation of 50NM Longitudinal Separation in RNP Airspace	PNGASL 50/50 implementation completed November 2013	PNGASL		Closed
17-11	Air Traffic Service Inter-facility Data Communications (AIDC)	The ICAO Inter-regional AIDC Task Force (IRAIDCTF) is progressing with the consolidation of the NAT and APAC AIDC. View proposed changes on http://portal.icao.int/AIDC. A draft to NAT SPG and APANPIRG is expected by mid-2014.	FAA	Report back on IRAIDCTF harmonisation	ISPACG/29
21-5	Sharing of Operational Data	Work stalled during 2103 due to resources however monitoring and collection of data for FANS1/A aircraft is about to recommence.	ACNZ	Regional figures will be extracted for inclusion into ICAO Regional Plan.	ISPACG/29
25-1	RNP-4 Equipage	FAA continue to monitor savings for RNP4 and FANS1A equipment in the Pacific: Oakland Oceanic FIR traffic levels have increased nearly 38% since 2009; and ADS-C Reporting Costs for RNP4 and RNP10 vary by almost 50%.	FAA IATA	Continue collecting data and report back to ISPACG annually. Distribute cost and efficiency benefits to Pacific FIR operators. Present monitoring and updates annually for ISPACG.	ISPACG/29 ISPACG/29
25-2	Speed Variation Concern	Concerns on-going for some 8 years. Raised twice with ICAO and rejected by the Regional Office. No further progress reported. ISPACG need to be proactive in seeking a workable solution for everyone in the South Pacific region.	FAA ANSPs/Operators All States	Draft a Notam regarding speed variation in the South Pacific region. Approval of NOTAM wording required by all ANSPs, then forward to operators for comment. Provide update to ISPACG/29	May 2014 Jun 2014 ISPACG/29

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25-3	Central Reporting Agency (CRA) Website	Attendees of ISPACG have in large registered on the CRA website. Work is now being done through FIT Asia in an attempt to get Asian ANSPs and Operators registered.	ACNZ All States	Create CRA email address to replace Boeing email address for the CRA and provide update to ISPACG/29. Encourage ANSPs and Operators within your region to register on the CRA www.	May14 ISPACG/29 On going
27-1	SATCOM Voice Capability in Flight Plan	In June 2013 APANPIRG Conclusion 24/35 adopted revised AMS strategy which expanded scope on use of SATVOICE. ICAO OPLINKP are on track to convert SVGM to ICAO document 4Q 2014. PARC CWG have established a "Tiger Team" to resolve Iridium Safety Voice service issues. ACNZs intend to incorporate satellite voice automation into the OCS controller and air ground operator work stations by 2016. Provision will be made to use the filed FPL CODE in Item 18 instead of a database to determine aircraft phone numbers.	All States ACNZ	Advise PARC CWG of any issues so that they can be evaluated by the Tiger Team. Update meeting on SATVOICE automation project.	On going ISPACG/29
27-2	SATCOM Voice Capabilities in AIP	No change to concerns about guidance contained in AIPs and other documentation.	All States	Ensure capabilities and requirements are depicted in State documentation. Update status to ISPACG.	ISPACG/29
27-3	New ICAO Flight Plan Format	Gene Cameron, on behalf of IATA, tabled 'Wake Turbulence Category "J" for A380 and its Allocation in Item 9 of the ICAO ATS FPL'. The meeting referenced ISPACG/26, IP-10 and agreed that Emirates should take its concern up with CAA directly.	IATA	Table paper at IATA RCG for Asia Pacific in Singapore.	Mar 2014

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28-1	ADS-B Flight Plan Clarification	Doc 4444, Appendix 2, has a number of perceived ambiguities around flight planning requirements concerning the flight planning of ADS-B capability. If agreement can be reached on wording ISPACG could move it forward through ICAO Regional Office.	AsA / ACNZ ADS-B FP Task Force AsA / ACNZ	Create Task Force ToR Co-ordinate, assess and report back with endorsed draft recommendations. Publish draft recommendations	Mar 2014 Jul 2014 Aug 2014
28-2	Central Reporting Agency (CRA) Service	The CRA service contract ends in December 2014 and Boeing has announced that they will no longer fund the service, leaving only the FAA's contribution. A solution needs to be urgently established: Problem reporting and performance monitoring are a big part of the current service which ISPACG wish to see continued as part of the CRA service. Technical and financial aspects need to be studied to identify funding, security and resource management, along with the development of a Terms of Reference (TOR) defining the requirements of the CRA service.	Boeing, FAA, ACNZ	Paul Radford to forward Karen Chiodini a copy of an OPLINKP paper in relation to CRA. FAA Co-chair to report back on the FAA's funding decision. ACNZ to continue working with CANSO to find a viable funding and invoicing solution.	Mar 2014 May 2014 On going