

**Twenty Seventh Meeting of the  
Informal South Pacific ATS Co-ordinating Group  
(ISPACG/27)**

**Auckland, New Zealand  
27 February – 01 March 2013**

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**Agenda Item 5.1 – Seamless Airspace Chart**

**Expansion of FMC WPR Within YBBB Airspace**

**Presented by Adam Watkin**

**SUMMARY**

This information paper provides an update on the use of FMC WPR in YBBB airspace.

**1. INTRODUCTION**

1.1 The use of FMC WPR by ANZ A320 aircraft was introduced into YBBB airspace in January 2010. The initial implementation was in the southern Tasman Sea airspace on routes on or south of the Melbourne – Auckland route.

1.2 This airspace was selected because it was outside the range of the Brisbane ATS surveillance system (i.e. outside radar and/or ADS-B coverage).

**2. DISCUSSION**

2.1 Australian Eurocat supports updates to flight plan information from a variety of sources; including radar, ADS-B, ADS-C, CPDLC, manual (controller) input as well as receipt of external messaging such as AFTN position reports. To avoid possibly contradictory information being processed, there is a hierarchy applied to information sources that are permitted to update the flight plan. For example, if an aircraft is radar-coupled, the controller cannot manually enter positional information for the flight. Similarly a position report (ARP) received by AFTN for an aircraft that is radar or ADS-B-coupled would be rejected.

2.2 For this reason, when FMC WPR was initially introduced, airspace outside ATS surveillance coverage was selected to avoid the workload associated with processing rejected ARPs generated for flights reporting by FMC WPR that may also be radar/ADS-B-coupled. The airspace chosen was the airspace on and south of the Melbourne – Auckland route for both eastbound and westbound aircraft.

2.3 Unfortunately there is no viable workaround to this functionality. While a software enhancement has been requested to support the receipt of ARPs for aircraft within radar/ADS-B coverage, this is not on any list of upcoming software enhancements for Eurocat.

2.4 To permit the expansion of FMC WPR, but within our current functionality, it was decided that we could support FMC WPRs for westbound aircraft across the Tasman (i.e. inbound to Australia). As these aircraft enter ATS surveillance coverage, they contact VHF and are identified, and so further position reports are not required from them.

2.5 While it would be desirable to permit FMC WPR with no geographic constraints, this is not possible within our current operating environment.

2.6 The date for implementation of the expanded FMC WPR airspace is April 6<sup>th</sup> 2013.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the pending expansion of FMC WPR within YBBB