

No.	Action Item	Status Update	Action Officer(s)	Action Pending	Target Date
16-2	Capacity Enhancements Table	The table of CNS/ATM technologies and enhancements has been reviewed and updated.	All ANSPs	Standing Action Item	Ongoing
16-4	ATM Contingency Plans	Airways NZ and Fiji have contingency plans using adjacent buildings in place. Airways NZ also has a contingency platform in Christchurch.	All ANSPs	ATM Contingency Plans to be kept up to date and reviewed periodically.	Ongoing
16-6	Regional Implementation of 2NM Strategic Lateral Offset Procedures (SLOP)	ISPACG, with guidance from ICAO, are to standardise operating procedures relating to the regional implementation of 2nm Strategic Lateral Offset Procedures.	ISPACG/PT	Report back to ISPACG/24	Feb 2010
16-8	Implementation of 30/30	FAA Oceanic Separation Reduction Working Group (OSRWG) recommended that current data link performance does not justify near-term planning for an expanded application of 30/30 including the operation of a 30NM route structure within the Oakland Oceanic CTA; however operational trials and application should continue so as to provide further data for evaluation.	FAA	Continue application and operational trials and report back to ISPACG/24	Feb 2010
17-1a	Implementation of 50NM Lateral Separation in RNP Airspace	With the implementation of TIARE in 2009 SEAC will be able to provide 50NM separation.	SEAC-PF	Report progress to ISPACG/24	Aug 2009
17-1b	Implementation of 50nm Longitudinal Separation in RNP Airspace	With the implementation of TIARE in 2009 SEAC will be able to provide 50NM separation. Implementation of RNP separation standards in Moresby airspace has been delayed. Airservices advised that Port Moresby is now designated as "RNP Airspace" however hazards have been identified with unreliable voice communication links which need to be resolved.	SEAC-PF ASA ASA/PNG ASL	Report progress to ISPACG/24 Project underway to improve reliability of comms between Brisbane & Moresby and report progress to ISPACG/24 Deliver appropriate RNP training to Moresby control and finalise procedures for transfer of 50NM separation across the FIR boundary and report progress to ISPACG/24	Aug 2009 Feb 2010 Feb 2010

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17-2	UPRs	<p>Operational trials of UPRs between Asia and Hawaii began Aug 2008. PACOTS are also being generated during the trial phase. 8wk paper trial between Japan and Australia concluded on 2 June 2008. Projected start date for operational UPR trials in this area is May 2009. UPR use is also being considered in other areas of the Oakland OCA/FIR.</p> <p>To maximize the potential benefits of UPR, ASA are increasing availability of UPRs to non-DL aircraft operating between generic city pairs within Oceanic airspace east of Australia. Information concerning these UPRs will be available via an interactive web page which will be promulgated in the 4 June 2009 ERSAs update.</p>	<p>FAA</p> <p>ASA</p>	<p>Report progress to ISPACG/24</p> <p>Report progress to ISPACG/24</p>	<p>Feb 2010</p> <p>Feb 2010</p>
17-5	ADS-B Implementation	<p>FAA presented results from additional test flights using ADS-B for monitoring aircraft altimetry system error (ASE).</p> <p>FAA also reported on the development and implementation of ADS-B In-Trail Procedures (ITP) and gave an update on the ADS-B Programme Status, noting that the Final Rule is due to be published April 2010.</p> <p>ASA have deployed 5 additional ADS-B sites in Western Australia with further installations scheduled for 2009.</p>	<p>FAA</p> <p>FAA</p> <p>ASA</p>	<p>Report progress to ISPACG/24</p> <p>Conduct operational evaluation of ADS-B ITP and report to ISPACG/24. Complete Final Rule schedule Report back to ISPACG/24.</p> <p>Report progress to ISPACG/24</p>	<p>Feb 2010</p> <p>Feb 2010</p> <p>Feb 2010</p>

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17-11	AIDC	FAA study of 5-letter waypoint names within the Pacific found 2656 duplicate names. Evidence indicates this problem is also prevalent with 3-letter identifiers. Initial beliefs that waypoint names used together with FIR indicators could help eliminate problems are now unfounded.	All ANSPs	Work together with ICAO to avoid the creation of additional duplicate waypoints. Identify and eliminate the most commonly used duplicated names that cause AIDC Truncation.	Feb 2010
		ASA monitoring of incorrectly truncated AIDC messages received from adjoining units continues. While software has the capability to filter, it is not a fail-safe option that can lead to valid route rejection and gross error.	All ANSPs / ASA	Follow correct truncation protocol. ASA to report to ISPACG/24.	Feb 2010
		Planning Team report covers individual AIDC reporting requirements on a regional basis.	ISPACG/PT	Report progress to ISPACG/24	Feb 2010
17-12	Monitor Terminal Procedures	ASA continuing examination of tailored arrivals with regard to accuracy of aircraft derived data and support for possible future requests for trials and data collection.	ASA	Report progress to ISPACG/24	Feb 2010
		Based on success and savings made with KSFO "Pacific One Tailored Arrival", FAA has begun developing a "Catalina One Tailored Arrival" into KLAX. Trials due to commence March 2009.	FAA	Report progress to ISPACG/24	Feb 2010
		Airways NZ have developed Vision 2015, a 'whole of system' approach, for delivery expectations of the aviation community as a whole, which includes performance based operations, collaborative information sharing and decision making, plus support systems and tools.	Airways NZ	Report progress to ISPACG/24	Feb 2010

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19-1	Flight Plan Issues	<p>Currently no ANSPs in the Pacific region have ground systems capable of automatically processing the "J" wake turbulence designator i.e. all FPL are queued and manually modified to "H" to enable automatic processing. Airways NZ advised of the changes they propose to deal with the use of the "J" designator for A388 FPL as required by ICAO and raised their concern at the impact the new ICAO FPL will have on AIDC messaging.</p> <p>ASA confirmed that any FPL containing a "J" wake turbulence designator is rejected, as is any AIDC message (e.g. ABI) that has a "J".</p> <p>IATA/Airline Users are concerned with timing issues in relation to FPL changes, along with adaptability of airline FPL software and work practices i.e. cost, automation, tracking transition dates, and tracking States changes. They urge all States to accept and disseminate new FPLs only, effective 15Nov 2012, and to universally implement new FPL system globally on that date.</p>	<p>All ANSPs</p> <p>All ANSPs</p> <p>All ANSPs</p>	<p>Monitor, track and ensure changes are co-ordinated on a regional basis.</p> <p>Monitor, track and ensure changes are co-ordinated on a regional basis.</p> <p>Monitor, track and ensure changes are co-ordinated on a regional basis.</p>	<p>Feb 2010</p> <p>Feb 2010</p> <p>Feb 2010</p>
19-3	Letter of Agreement	ISPACG LOA updated and signed by all but one of the ISPACG signatories	CAA PNG	LOA sign off	May 2009
20-1	Civil Military Co-ordination	Co-ordination of space re-entry remains an issue which affects all States - some more than others. There appears to be no set global procedure for this line of communication.	<p>FAA</p> <p>All ANSPs</p>	<p>Seek assistance from the Central Altitude Reservation Function (CARF)</p> <p>Standing Action Item</p>	<p>Feb 2010</p> <p>On-going</p>

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20-2	Review of ATS Routes	<p>FAA began CEP Flexible Track Trials 13Jan09 which were scheduled to end 31May09 however it was agreed in a 19Feb09 group Telecom to stop the trials early because of observed results and additional workload.</p> <p>Realignment of ATS Routes in the vicinity of Hawaii and adjustment of the HCF boundary occurred on 10 April 2008.</p>	FAA / All ANSPs	<p>All ANSPs to continue review of ATS Routes</p> <p>Closed</p>	On-going
20-3	Resolve Oakland Problems with AFN Logon	RFC (ASA08/01) requesting an update of the logon procedures described in the FOM has been actioned.		Item closed	
20-5	Address Problems with SATCOM	<p>Airways NZ tabled a draft SATCOM Voice Procedure proposing amendments to the PAC and/or MIS/ASIA Regional Supplements, with a view to progressing them to the ICAO Regional office.</p> <p>Boeing outlined work being undertaken by the FAA sponsored Performance-Based Operations Aviation Rulemaking Committee (PARC) CWG and the benefits of SATCOM technology for voice or data Long Range Communication systems (SLRC) to complement existing HF technology.</p>	<p>ISPACG/PT</p> <p>ISPACG/PT</p>	<p>Work with ANSPs and Operators on a consolidated position; harmonise with the NAT; work with ICAO due global issue. (PT Note: incl. States that have English as a 2nd language)</p> <p>Report back to ISPACG/24</p>	<p>Feb 2010</p> <p>Feb 2010</p>
21-1	10 Minute Longitudinal Separation Without Mandatory MNT	FAA implemented a 10min. longitudinal separation without mandatory Mach Number Technique (MNT) in the Anchorage FIR.	<p>FAA</p> <p>All ANSPs</p>	<p>Continue with operational trials and demonstrations. Undertake a safety management process.</p> <p>Report back to ISPACG/24 on ways this could be implemented within the various FIRs.</p>	<p>Feb 2010</p> <p>Feb 2010</p>

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21-2	ADS-C In Trail Procedure	Business Case, Collision Risk Modelling, Hazard Analysis and procedure development have been completed for ADS-C In Trail Procedures (ITP). FY09 the FAA plan to finalise procedures, complete safety case documentation, gain FAA approval and ICAO endorsement, and begin conducting Pacific operational trials.	FAA / ISPACG/PT	Co-ordinate with ATSUs and Carriers in the region and report progress back to ISPACG/24	Feb 2010
21-3	DARP Expansion	The TIARE system including AIDC v2 and Datalink are now deployed in Tahiti ACC. Three scenarios will be used to valid the re-route process in accordance with ISPACG/22 WP-02 Rev1.	SEAC-PF	Finalise test documentation between Tahiti, Air Tahiti Nui and Airways NZ; put in place any require mitigation; conduct tests; and report outcomes to ISPACG/24.	Feb 2010
		DARP has been identified as a 'Best Practice' under the ASPIRE banner and ISPACG/PT continues to identify constraints, both from ANSPs and Airlines, and increase the availability and usage of DARP.	ISPACG/PT	Report to ISPACG/24	Feb 2010
		"Re-Route Procedures – Airline Operations Centre (AOC) Initiated - DARP" as contained in WP-02 was tabled for ISPACG agreement.	ISPACG/PT	ISPACG endorsed. Submit for inclusion into Draft GOLD document.	By Dec 2009
		Manpower shortages means operational use of DARP is not possible however this is under review.	All Operators	Continue to look at DARP, not just in the Auckland – Oakland region, but also in Pacific and report on progress.	Feb 2010
21-4	User Feedback	At ISPACG/21 IATA presented a User Feedback form for ANSP Enhancements which they were to follow up and report on at ISPACG/22. IATA have still not addressed this action which ISPACG/PT still see as an important item..	ISPACG/PT	Follow through from IATA to be solicited.	Feb 2010



Summary of the Twenty Third Meeting of the
Informal South Pacific Air Traffic Services Co-ordinating Group
(ISPACG/23)

Appendix A
Open Action Items
Page 7 of 7

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21-5	Sharing of Operational Data	ISPACG/PT explore operational data exchange opportunities among South Pacific ANSPs and agreed to address data sharing requirements individually under separate Action Items.	ISPACG/PT	Evaluate data sharing opportunities/ needs and report back on specific topics and plans to ISPACG/PT.	Feb 2010
21-6	Wind and Trajectory Modeling	ICAO will be soliciting State comments in relation to elimination of Voice Met reporting (Annex 3 and PANS/ATM). Based on current information the PT recommends ISPACG not support this and urges all ANSPs to conduct a full review of the letter when it is received.	All ANSPs	Conduct full review of ICAO State Letter upon receipt	Apr 2009
		FAA reported that a SatWinds product is not yet commercially available. The PT will update periodically on any availability changes.	ISPACG/PT	Report to ISPACG/24	Feb 2010
		Analysis was conducted by US Naval Research Laboratory on wind forecasting and satellite wind error statistics. As a result inclusion of satellite wind updates into the FAA's oceanic wind model is currently under consideration.	ISPACG/PT	Consider enhancements to be made to wind and trajectory monitoring. Report to ISPACG/24	Feb 2010