## Summary Minutes of the Twenty Fourth Meeting of the
## Informal South Pacific ATS Co-ordinating Group
## (ISPACG/24)

### Brisbane, Australia
### 11-12th March, 2010

The twenty fourth meeting of the Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG/24) was hosted by Airservices Australia (ASA) and held at the Stamford Plaza, Brisbane from Thursday 11th to Friday 12th March, 2010.

Steven Stooksberry, Manager of Offshore and Oceanic of the Federal Aviation Authority (FAA) and Blair Cowles, Operations Manager Oceanic of Airways New Zealand (Airways NZ) served as Co-chairs of the meeting. Suzanne Colette, Executive Assistant, Airservices Australia (ASA) provided secretariat services for the meeting.

The meeting was attended by participants representing South Pacific Air Navigation Service Providers (ANSP), International Federation of Air Line Pilots' Association (IFALPA), Air Traffic Control Association Japan (CRASA), regulatory authorities, airlines, airline and equipment manufacturers, US Air Force (USAF), and communications service providers. A list of participants is included in Appendix C to this report.

## 1. Opening Remarks

1.1. On behalf of the Co-chairs and ISPACG, Blair Cowles thanked ASA for hosting ISPACG/24 at such short notice.

1.2. Best wishes were extended to LAN Chile and Dirección General de Aeronáutica Civil de Chile (DGAC) delegates who were unable to attend the meeting due to the recent tragic earthquake. Fortunately no representatives were injured, however the country and infrastructure has been greatly affected.

1.3. The meeting was invited to review the draft Agenda (WP-01) and accepted by all as the Final Agenda.

Refer http://www.airways.co.nz/ispacg/index.asp for all documentation relating to ISPACG/24.

## 2. Updates from Air Navigation Service Providers (ANSPs)

2.1. **Airservices Australia (ASA)**
Adam Watkin, Air Traffic Controller from Brisbane Centre advised the following:
- ADS-B coverage has been implemented since December 2009. Lord Howe Island ADS-B and VHF have been scheduled for implementation in March 2010.

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- Update given on the UPR (User Preferred Routes).
- TAAATS v.12 has finally been loaded successfully.
- CPDLC Editor is one (1) month from introduction.
- ASA have initiated FMC WPR for Air NZ A320 aircraft NZAA-YMML-NZAA routes.
- ADS-B has been mandated for implementation in Australian Airspace by December 2013.

2.2. **Service d'Etat de l'Aviation Civile en Polynesie Francaise (SEAC-PF)**
Eric Lieutaud, Head of Technical Department reported that Tahiti's secondary surveillance radar is fully operational. He also advised that testing is in progress for the Safety Analysis of ADS-C. ADS-B testing and experimentation has commenced and is expected and full coverage is expected within the next 5 years.

2.3. **Federal Aviation Authority (FAA)**
Dennis Addison, Manager Oceanic Airspace & Procedures was able to present the following updates:
- CEP route structure – efficiencies being improved
- Southern California Warning Areas
- Dynamic Airborne Reroutes (DARPs)
- Trajectory Based Operations
- Merging Track C/D PACOTS – implementation date spring 2010-03-11
- NOPAC efficiency study commissioned
- KSFO Oceanic Tailored arrival
- KLAX Oceanic Tailored Arrival ~~based separation~~
- HAL (Hawaiian Airline) HFDL (High Frequency Data Link) Trial
- FOI Trial working well
- KZAK vs. KZOA FIRs, NOTAMS and SIGMETS
- ATS Route A450 and FIR Change
- Overview – 26.02 million kg fuel savings due to all projects
- Overview – 82.2 million kg $CO_2$ omissions

Refer http://www.airways.co.nz/ispacg/ispacg24/presentations.asp for the FAA Status presentation.

2.4. **PNG Air Services Limited (ASL PNG)**
Henry Kigolena, Manager of Policy and Standards ATS Operations presented details regarding the company background, explaining further their Company Governance. Highlights were given as to the enhanced efficiencies that have been implemented to date, in addition to details on the current activities of safety and security.

Details were provided on the current capacity building and investment in infrastructure being undertaken, highlighting the major route structure. An overview of their current services and strategic direction was discussed with new ATM systems looking at being implemented by 2015.

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An update was also provided on search and rescue co-ordination, AIS and current and future projects. Strategic alliances and regional relationships were highlighted.

Refer http://www.airways.co.nz/ispacg/ispacg24/presentations.asp for the ASL PNG Update presentation.

2.5. **Airways NZ**
Paul Radford, Manager Oceanic Systems was able to present the following updates:
- UPR – no change to the extensions currently implemented on Pacific routes with Air NZ to/from Japan and South American routes to/from Santiago and Buenos Aires.
- New regular FANS1/A operators in NZZO over the past 12 months have included Delta and V-Australia.
- AIDC v3 has been implemented in Tahiti.
- ASPIRE trails have been conducted.
- ADS-B testing is currently in progress with operation looking at being implemented by August/September 2010.
- The OCS upgrade planned for June 2009 has been implemented with a hardware update still scheduled for 2011.
- There have been some system enhancements since ISPACG/23 with ADS-C automation now operational.

## 3. Review Relevant Work Conducted Since ISPACG/23

3.1. **Report on ISPACG Planning Team (PT8) Activities**
Geoff Ross, PT Chair and ATC Line Manager, Airservices Australia presented the recent activities of the Planning Team with a brief overview and background given.

New business items since ISPACG/23 include:
- Datalink
- Canso
- ASPIRE
- ICAO PBN Manual
- ADS-B – ITP trial update status
- Global ICD for AIDC
- GOLD implementation schedule

Additional group activities were also presented:
- Data Link working group report
- Update of Action Summary – ADS-C ITP, AIDC Implementation
- DARP Expansion
- DARP Utilisation
- Enroute Speed Variation
- ICAO Flight Plan Modification
- GOLD – Global Operational Datalink Manual
- HFDL Trials

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- Wind and Trajectory Modelling
- SatCom Voice
- Shared Performance Metric
- SLOP documentation
- SSR Code allocation
- UPR expansion
- User feedback on ANSP enhancements

All action items that the Planning Team recommended be closed were accepted as such by the meeting. A number of new items were also proposed and presented to ISPACG/24. Refer http://www.airways.co.nz/ispacg/ispacg24/presentations.asp for the ISPACG PT8 Report.

3.2. **Report on FIT/17**
Brad Cornell, FIT Chair and Boeing Facilities Representative gave a summary of FIT/17 report:

- Details regarding the software issue with 777 and A380 were tabled for discussion.
- A number of papers with statistics regarding Performance Modelling were presented to the group.
- Performance data monitoring – follow up required to improve response time with operators.
- Operational issues are in hand and WIP.
- Tailored arrivals discussed.

Refer http://www.airways.co.nz/ispacg/ispacg24/fit17.asp for the CRA PR Report for FIT/17 and other FIT related documentation.

3.3. **Report on HF Working Group Activities**
Allan London, Airways NZ Oceanic Customer Specialist presented details of the HF Working Group activities including:

- High Frequency Management Guidance Manual refer http://www.airways.co.nz/ispacg/ispacg24/presentations.asp
- Revised Memorandum of Understanding – KPIs for service delivery have been implemented.
- Survey 2009 – results being analysed in due progress.

3.4. **Update from the 15th Meeting of the Separation and Airspace Safety Panel (CAA NZ)**
Len Wicks, CAA NZ presented SASP-WG/WHL/15-WP20 which incorporates comments received from members of the 15th Working Group of the Separation and Airspace Safety Panel (SASP) which included the text for the proposed amendment of ICAO Annex 2, Chapter 3, Section 3.6.2.2., "Adherence to flight plan". The meeting did not find the proposed wording to be acceptable and it was

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agreed that the meeting Co-Chairs would draft a letter from ISPACG outlining the meetings concerns.

3.5. **WP-06 FMC Waypoint Position Reporting in YBBB Airspace (ASA)**
Adam Watkin, Air Traffic Controller, ASA provided an update on implementation. Pre-operational trial conducted – data analysed. Operational trial commenced 14/01/2010. Data from trial presented.

3.6. **IP-10 Pacific Project (IATA)**
On behalf of IATA Gene Cameron, Manager Global Support, United Airlines presented a summary of the Pacific Project which IATA views as a key initiative to deliver increased operational efficiencies for traffic operating between North America and Asia

**4. Review Open Action Items**
The meeting reviewed the ISPACG/23 Open Action Items. Refer Appendix A for details of the current 'status' and 'actions pending'.

**AI 16-4      ATM Contingency Plans**
Reference:    No papers presented
Discussion:   New Zealand and Tahiti briefly discussed their contingency plans.

**AI 16-6      Regional Implementation of 2NM Strategic Lateral Offset Procedures (SLOP)**
Reference:    No papers presented.
Discussion:   Henry Kigolena, Manager Policy & Standards ATS Operations, PNG Air Services Ltd advised that they are hopeful to implement in April 2010. Fiji and Tahiti have already implemented this procedure.

**AI 16-8      Implementation of 30/30**
Reference:    No papers presented
Discussion:   Representative of the FAA advised that operational trials are ongoing. More details shall be presented at ISPACG/25.

**AI 17-1a     Implementation of 50NM Lateral Separation in RNP Airspace**
Reference:    No papers presented
Discussion:   SEAC-PF safety case for ADS-C is currently ongoing. Results will reduce separations as much as possible. Progress report to be presented to ISPACG/25.

**AI 17-1b     Implementation of 50NM Longitudinal Separation in RNP Airspace**
Reference:    No papers presented
Discussion:   Henry Kigolena, PNG ASL advised they will implement 50/50 when communication improvements can be implemented.

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**AI 17-2**   **UPRs**

Reference:    IP-01: User Preferred Route (UPR) Update
Presented:    Dennis Addison (FAA)
Discussion:
- PACTOTS JKHI UPR Paper TIRAL
- May 2009 RJAA Australia UPR Trial
- Sept 2009 Track 14/15 UPRS
- April 8 – Track H/I UPRs
- Tentative – June 2010/January 2011 PACOTS track 1 UPR paper trial
- Use of UPRs is expanding and are more efficient
- Savings with fuel tabled
- UPR Narita to Australia trials have begun - no changes planned
- Actual trials have shown projected savings were higher than actual
- PACOTS track 14/15 UPR – implemented Sept 2009, guidelines tabled, complete details available KZAK NOTMAN A0236/09
- PACOTS initial paper trial results tabled for track J/K/H/I
- Trial is targeted to begin an operational trial April 8, 2010

Reference:    JAL UPR Presentation
Presented:    Yu Miyata, Flight Operations, Japan Airlines
Discussion:
- JAL UPR data for the last 10 months collected and tabled and available on ISPACG website.
- JAL ASPIRE results tabled and available on ISPACG website.

Reference:    WP-02: New ALOFT Procedures to be implemented by ASA.
Presented:    Gene Cameron (IATA - United)
Discussion:   New ALOFT procedure is of a concern to Operators within the industry.
- Note the concerns voiced of the assumptions made in the new aloft procedures, and the potential en-route variables that could affect these flight operations.
- Consider the variables of long range operations and need for collaboration between ATS providers and operators.

Discussion:   Jenny Birdsall (ASA) presented an overview of the new ALOFT procedures and advised that implementation is scheduled for May 2010. Discussion amongst operators regarding the new procedures and general concerns surrounding ALOFT. Post implementation feedback to be obtained from operators at ISPACG/25.

Reference:    WP-03: Flight Planning Constraints Associated with User Preferred Routes
Presented:    Gene Cameron (IATA – United)
Discussion:   Working paper tabled and meeting asked to note the concerns and requests made in this paper.
- Request an in depth review by each ANSP on the constraints for planning UPRs and provide a current and future status of military restricted airspace and warning areas that currently affect UPR operations within the FIRs.

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**AI 17-5     ADS-B Implementation**

Reference:     WP-07:  Australian ADS-B Update
Presented:     Adam Watkin (ASA)
Discussion:   Working paper tabled and discussed.  Note the introduction of Australia wide ADS-B coverage above FL 300.

Reference:     IP-03:  Summary Of The Trial-Use Of Automatic Dependent Surveillance – Broadcast For Estimating Aircraft Altimetry System Error
Presented:     Christine Falk (FAA)
Discussion:   A summary of the trial use of ADS-B for estimating aircraft altimetry system errors was presented.
- Domestic – separating ADS-B aircraft to ADS-B aircraft by May 2010
- Mandate for all aircraft to be ADS-B out equipped by 2020.

Reference:     IP-06:  ADS-B In-Trial Procedures (ITP) Operational Flight Trial Project Overview
Presented:     Ken Jones (FAA)
Discussion:   Reported on the operational evaluation of ADS-B ITP and complete final rule schedule.
- Oceanic – ADS-B ITP Flight Trials in 2011
- Objective - conduct operational evaluations and report.
- Concept summary
    o Maximum of two reference aircraft
    o Aircraft can be any combination of ahead of or behind
    o Can climb or descend, no less than 300fpm in manoeuvre
    o Initiate no closer than 15nm with no more than 20knots of closure
    o Must maintain Mach number in climb
- ITP aircraft high level requirements
    o ADS-B in with on board ITP decision support system
    o CPDLC
- Reference or Target aircraft high level requirements
    o Valid ADS-B out signal (generally met with any GNSS equipped ADS-B out aircraft)
- Discussion re requirement for CPDLC – Agreed that the requirement was actually for DCPC (Direct Controller Pilot Communications)

Reference:     IP-08 FAA Surveillance and Broadcast Services Update
Presented:     Ken Jones (FAA)
Discussion:   
- ADS-B final rule looking to be published in May 2010.
- ADS-B to be mandatory by 2020
- SBS external agreements in progress of being signed amongst US operators
- Next step for SBS – continue to work with aviation community; continue to meet milestones, monitor quality of service and adjust investments

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**AI 17-11**   **AIDC**
Reference:   ISPACG/PT8
Discussion:   ANSPs to come up with means for dealing with duplicate waypoints.
Continue monitoring truncation issues.

**AI 17-12**   **Terminal Procedures**
Reference:   IP-07:  Oceanic Tailored Arrivals
Presented:   Dennis Addison (FAA)
Discussion:   Demonstrated graphically the results of trials using tailored arrivals
conducted in 2009.

Reference:   IP-09:  CDA Trial Operation at Kansai International Airport (RJBB)
Presented:   Hiroyuki Nakano (JCAB)
Discussion:   Continuous Descent Arrivals Trial operation report at Kansai international
airport presented.  Future plan – continue trials and feedback welcome from
delegates

Discussion:   Airways NZ updated the meeting regarding Vision 2015 ongoing
developments.

Discussion:   Qantas are working with ASA but ASA currently have no plans for tailored
arrivals into Sydney, however they may look at this again after ALOFT
implemented.

**AI 19-1**   **Flight Plan Issues**
Reference:   No papers presented
Presented:   Geoff Ross (ASA)
Discussion:   ISPACG/PT9 will review each ANSPs implementation plans.  The meeting
proposed that the ISPACG Co-Chairs draft a letter to ICAO Regional
Headquarters regarding the use of "J" and other flight plan issues.

**AI 19-3**   **Letter of Agreement**
Discussion:   LOA actioned and signed by all parties.  ITEM CLOSED

**AI 20-1**   **Civil Military Coordination**
Reference:   No papers presented
Discussion:   In the absence of Lan Chile the meeting was briefed on the issues that
surround co-ordination of space debris re-entry and advised that AI 20-1
would remain an Open Action Item.

**AI 20-2**   **Review of ATS Routes**
Reference:   WP-05 Rev1:  Planning of Establishment and Operation of RNAV5 Route
between OK/ONC and APITO
Presented:   Hiroyuki Nakano (JCAB)
Discussion:   The meeting was advised that the IATA Regional Co-ordinating Group had
discussed this matter in previous meetings.  Airlines, IATA and FAA are
pleased with developments.

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| **AI 20-5** | **Address Problems with SATCOM** |
| Reference: | No papers presented |
| Presented: | Allan London (Airways NZ) |
| Discussion: | Item carried over from the PT8 as some airline operators wanted the opportunity to discuss the airborne side of the procedure proposed. |

A number of airlines were not comfortable using the phraseology "FLIGHTDECK ANSWERING SATCOM" as it is different to the way in which they would answer a normal HF SELCAL which would be done using their aircraft flight identification first i.e. UAL842 answering Selcal.

Following discussion by ANSP's and airline operators the following proposal was agreed upon by the meeting. Airways NZ undertook to disseminate the agreed phraseology to ISPACG members.

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**GROUND TO AIR:**

**AIRCRAFT ANSWERS SATCOM CALL**:
" [Identification of aircraft] ANSWERING SATCOM"
*Example, "UAL870  ANSWERING SATCOM"*

**GROUND STATION**:
"[Identification of aircraft] THIS IS [Identification of ground station]".
*Example, **"UAL870 THIS IS AUCKLAND OCEANIC.."***

**AIR TO GROUND:**

**GROUND STATION ANSWERS A KNOWN SATCOM CALL:**

**GROUND STATION** : "[Identification of ground station]" ANSWERING SATCOM"
*Example, "AUCKLAND OCEANIC ANSWERING SATCOM"*

> *Depending upon the configuration of each individual ATS station it may not be possible to know if a particular call is via SATVOICE.*
> *In such cases the ground station should answer the call as they do for other calls by using the identification of the ground station first.*

**INCOMING CALL** (*Not identified as SATCOM)*

**GROUND STATION ANSWERS CALL;** "[Identification of ground station]"
*Example, "BRISBANE CENTRE"*

**AIRCRAFT RESPONSE:**
"[Identification of ground station]" THIS IS [identification of aircraft]"
*Example,   "BRISBANE CENTRE THIS IS UAL842…."*

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**AI 21-1**     **10 Minute Longitudinal Separation Without Mandatory MNT**

Discussion:     ASA found no benefit with using MNT and Airways NZ do not intend to progress this matter any further.

**AI 21-2**     **ADS-C CDP In-Trail Procedure**

Reference:      IP-02: Status Of The Development and Implementation Of ADS-C Climb/Descent Procedures

Presented:      Dennis Addison (FAA)

Discussion:     Progress of trial presented. Current procedures are not changing in Ocean21. A check-list has been implemented and if found to be useful in trials, automation of checklist will occur. CENPAC sector will most likely be used for trial.

ISPACG/PT will evaluate disseminating an explanatory NOTAM prior to any operational trials being conducted.

**AI 21-3**     **DARP Expansion**

Reference:      IP-05: Dynamic Airborne Reroute Procedure (DARP) Expansion Update

Presented:      Dennis Addison (FAA)

Discussion:     The following information was tabled:
- Auckland can accept DARPS
- ZSE, ZOA, ZLA cannot initiate but can receive DARPS
- Fiji – able to receive but not initiate DARPS
- Tahiti – testing possibly to occur in week 42, 2010

FAA are to commence research on Oceanic Trajectory Based Operations which will be undertaken in 3 phases:
- ADS-C - Climb
- OTM4D – Pre-departure optimization
- OTM4D – In-flight optimization

**AI 21-4**     **User Feedback**

Discussion:     IATA have created a new form and sent to members for review. IATA identified the existing process as a suitable means to identify problems rather than introducing a new form. They will also look at establishing savings data to present to industry before trials, new forms etc.

Greg Houghton, ASA, advised that the ASPIRE group is working to establish modelling on future savings across the Pacific region. Data may be published in the ASPIRE Annual Report and this may be a good mechanism to capture and distribute data to operators.

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**AI 21-5      Sharing of Operational Data**
Reference:      IP-04:  ASPIRE Shared Performance Metrics for Fuel and Emissions
Presented:      David Burkholder (FAA)
Discussion:     FAA reported that there is currently only one carrier committed to participation in the base-lining effort.

Reference:      ASPIRE Update Mar10 presentation
Presented:      Greg Houghton (ASA)
Discussion:     Background to partnership, strategic plan, target progress, ASPIRE flights operational data tabled and discussed.  Delegates offered opportunity to include any mechanisms to the ASPIRE program.

Reference:      WP-04:  Using CPDLC to Exchange Turbulence Information
Presented:      Hiroyuki Nakano (JCAB)
Discussion:     Operational trial has commenced in Fukuoka FIR – Feb 2010.  Collection and analysis of data are in progress.  Encouragement from the meeting for JCAB to continue work on the current trial and the suggestion made that after the results of the trial have been compiled the procedure could potentially be included in the GOLD.  GOLD Working Group to evaluate this proposal.

**AI 21-6      Wind Trajectory Modelling**
Reference:      No papers presented
Discussion:     ICAO will be soliciting State comments in relation to elimination of Voice Met reporting (Annex 3 and PANS/ATM).  Based on current information the ISPACG/PT recommends ISPACG not support this and urges all ANSPs to conduct a full review of the letter when it is received.

**AI 24-1      Extracts from GOLD**
Reference:      No papers presented
Discussion:     A number of delegates have asked Tom Kraft (FAA) to pursue having extracts from the GOLD published in Jeppessen.  General agreement for contact to be made with the appropriate documentation companies.  Doug Michael, UAE said they used a Lufthansa documentation service.

**AI 24-2      Inadvertent Activation of ADS-C Emergency**
Reference:      Carried over from the Planning Team
Discussion:     The meeting agreed on the standardisation of ADS-C Emergency Procedures based on the procedures outlined in the GOLD document.

## 5.  Identify Future Work Programmes

**AI 16-2      Updated Capacity Enhancement Table**
                Table discussed and updated – Refer Appendix B

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6. **Review & Establish Terms of Reference for Working Groups and Task Forces**
   Nil items tabled or discussed.

7. **Other Business**

   7.1. Arrangements for ISPACG/25
   FAA have formally agreed to host ISPACG/25 in 2011 with details to be advised in due course.

   Fiji were unable to host ISPAG/24 due to the implementation of a new system and critical timing issues and will look at hosting ISPACG/26 post system implementation.

   7.2. Boeing shall be hosting the ISPACG/PT/9 in Oct/Nov 2010 in Seattle. They will work with Geoff Ross, ISPACG/PT Chair, for the conference details and organisation.

   7.3. Closing Remarks
   Thanks was extended to all for attendance and support of the meeting. The meeting delegates agreed that it was important to maintain the forum for exchange of information.

   Thanks was also extended to ASA for their commitment to host ISPACG/25 at such short notice and for their hospitality.