



Summary of the Twenty Fifth Meeting of the
Informal South Pacific Air Traffic Services Coordinating Group
(ISPACG/25)

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, is to standardize operating procedures relating to the regional implementation of 2NM Strategic Lateral Offset Procedures. Fiji & Tahiti – already implemented.	ISPACG/PT	PNG Airservices Ltd – hopeful to implement in 2011. Report progress to ISPACG/26	March 2012
16-8	Implementation of 30/30	The application of 30/30 and D50 separation to proximate pairs of aircraft that are both eligible for either 30/30 separation or D50 separation throughout the Oakland Oceanic CTA has been implemented. Expanded application of 30/30 including the operation of a 30 NM route structure within the Oakland Oceanic CTA was not recommended.	FAA	Report progress to ISPACG/26.	March 2012
17-1a	Implementation of 50NM Lateral Separation in RNP Airspace	Safety case for ADS-C is currently ongoing. Results will reduce separations as much as possible.	SEAC-PF	Report progress to ISPACG/26	March 2012
17-1b	Implementation of 50nm Longitudinal Separation in RNP Airspace	Following the 2009 implementation of TIARE, SEAC-PF is now technically in a position to provide 50NM separation in the future. Further updates indicate that this is currently programmed to occur in 2012. Implementation of 50/50 planned for June 2011.	SEAC-PF PNG ASL	Report progress to ISPACG/26. Report progress to ISPACG/26.	March 2012 March 2012
17-2	UPRs	Results of trials presented. UPR use is expanding and providing more efficiency. Further trials for UPR Narita/Australia have begun. Track H/I Operational UPR trial (California to Far East) began April 8, 2010.	FAA	Report back to ISPACG/26.	March 2012



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	UPRs Cont'd	<p>Track K Operational UPR trial to began 05May11.</p> <p>PACOTS Track 1 UPR paper trials have been completed, with a potential for as much as 10M kg fuel savings annually.</p> <p>PACOTS Track 3 UPR Paper trials are ongoing.</p> <p>Airservices presented updates on the ALOFT procedures and how they relate to UPR application.</p>	ASA	Feedback provided by the industry at ISPACG/25. ASA will look into requirement by Sydney for notification when aircraft cross 45- and 200-mile feeder fix.	March 2012
17-5	ADS-B Implementation	<p>In September 2010, the FAA made the In-Service Decision that commissioned ADS-B surveillance and broadcast services for use in the US National Airspace System. As of February 2011, approx 300 ground stations are operational. The national deployment is expected to be complete by 2013, with nearly 800 ground stations. In May 2010, the US mandated a compliance deadline of 2020 for "ADS-B Out". The FAA is planning an operational trial of ADS-B ITP in the South Pacific on revenue flights in the summer 2011.</p> <p>ASA has introduced ADS-B coverage above FL 300 Australia wide. Since then, there has been continued provision of ATS surveillance services between identified aircraft across Australia; commencement of ADS-B data sharing with Indonesia; and the operational deployment of the Lord Howe Island ADS-B site. ADS-B mandate in Australia is 12 Dec 2013.</p>	<p>FAA</p> <p>ASA</p>	<p>Report back at ISPACG/26.</p> <p>Report progress to ISPACG/26.</p>	<p>March 2012</p> <p>March 2012</p>



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17-11	AIDC	ASA advised that its AIDC trial with Makassar is still continuing. On 10 March 2011, the use of AIDC to support voiceless coordination between YBBB and YMMM was implemented. In the near future, the use of CDN messaging will be expanded to include the receipt of CDN messaging for westbound traffic from NZZO.	All ANSPs	Report progress to ISPACG/26.	March 2012
17-12	Terminal Procedures	The FAA indicated its commitment to the continued development of the TA program, now a significant part for NextGen Airspace Modeling of Optimal Profile Descents. Plans are underway for the timely implementation and integration of Initial Tailored Arrivals (ITA) into the National Airspace System by late 2011.	FAA	Report progress to ISPACG/26.	March 2012
		Airways NZ updated the meeting on Vision 2015 ongoing development.	Airways NZ	Report progress to ISPACG/26.	March 2012
		CDA (Continuous Descent Arrivals) Trial operation report at Kansai international airport presented.	JCAB	Continue trials and feedback welcome from delegates at ISPACG/26.	March 2012
19-1	Flight Plan Issues	Planning Team will review each ANSPs implementation plans.	ISPACG/PT9	Report back at ISPACG/26.	March 2012
		The FAA provided its plans and status on its strategy, adopted from the interregional strategy, agreed to by participation in various ICAO regional 2012 task forces.	FAA	Report back at ISPACG/26.	March 2012
		ICAO plans to issue a State letter revoking the requirement for "J" in 2011		To be reviewed at PT11	Nov 2012



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19-3	Letter of Agreement	LOA actioned and signed by all parties.		ITEM CLOSED	
20-1	Civil Military Coordination	Coordination 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.	All ANSPs	Standing Action Item.	Ongoing
20-2	Review of ATS Routes	Planning of establishment and operation of RNAV5 route between OK/ONC and APITO. Co-ordination is ongoing.	All ANSPs	Continue to review ATS Routes and report back to ISPACCG/26.	March 2012
20-5	Address Problems with SATCOM	Standardized phraseology agreed upon.	Airways NZ	Allan London to disseminate agreed procedure to ISPACCG Members. ITEM CLOSED	
21-1	10 Minute Longitudinal Separation Without Mandatory MNT	Oakland ARTCC received ICAO approval to use procedure via amendment to doc 7030. JCAB is working with ICAO to obtain a similar approval within its doc 7030.	FAA JCAB	Report back to ISPACCG/26.	March 2012
21-2	ADS-C Climb Descent Procedure	Effective 15 February 2011, Oakland ARTCC will apply reduced longitudinal separation aircraft-to-aircraft during altitude change maneuvers between appropriately authorized and equipped aircraft throughout the Oakland Oceanic CTA. A NOTAM was issued to this effect.	FAA	Report back to ISPACCG/26.	March 2012
21-3	DARP Expansion	FAA starting research on Oceanic Trajectory Based Operations – to be done in 3 phases: <ul style="list-style-type: none"> • ADS-C - Climb • OTM4D – Pre-departure optimization • OTM4D – In-flight optimization. 	FAA	Report back to ISPACCG/26 with results of trial.	March 2012
21-4	User Feedback	IATA has created a new form and sent to members for review. IATA has identified the existing process as a suitable means to identify problems rather than the introduction of a new form. IATA to look at establishing savings data to present to industry before trials, new forms etc.		Work to continue under ASPIRE framework. ITEM CLOSED	



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21-5	Sharing of Operational Data	ASPIRE – Shared Performance Metrics for Fuel and Emissions tabled. FAA continues to work on issue and report progress. Currently only one carrier committed to participation in the base-lining effort.	FAA	Report back to ISPACG/26.	March 2012
		JCAB – Using CPDLC to Exchange Turbulence Information. Operational trial commenced in Fukuoka FIR Feb 2010.	JCAB	Collection and analysis of data in progress. Report back to ISPACG/26.	March 2012
		FAA wanting to include data from the trial in the GOLD.	Tom Kraft / GOLD WG	After the results of the trial have concluded, evaluate including as an amendment to the GOLD. Report back to ISPACG/26.	March 2012
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.	Ongoing
		FAA reported that a SatWinds product is not yet commercially available. The PT will update periodically on any availability changes.	ISPACG/PT	ITEM CLOSED	
		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	ITEM CLOSED	



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24-1	Extracts from GOLD	<p>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.</p> <p>LHsystems has completed the Route Manual amendment incorporating GOLD Chapter 5. (per Douglas Michael email to Joanne Kendall on 7 March 2011)</p>	<p>Doug Michael, UAE</p> <p>David Olliver Qantas</p>	<p>Contact Lufthansa documentation service</p> <p>Contact Jeppessen</p>	ISPACG/26 March 2012
24-2	Inadvertent Activation of ADS-C Emergency	The standardization of ADS-C Emergency Procedures based on the procedures outlined in the GOLD document.	All ANSPs	Implementation of the procedures outlined in the GOLD.	3 June 2010
25-1	RNP-4 equipage	The meeting discussed operators' reluctance to either equip with RNP-4 or report RNP-4 capability even when available. The meeting considered that the operators were not fully aware of the cost and efficiency benefits of flying RNP-4	IATA	Solicit views from operators on equipping a/c with and/or reporting RNP-4 capabilities.	March 2012
25-2	Speed variation concern	The meeting agreed that a letter from ISPACG in addition to individual State letters expressing concern with ICAO's proposed speed variation wording would be the most effective approach on the issue.	ISPACG Co-chairs	Letter to be sent ICAO Montreal addressing concern.	March 2012
25-3	Performance monitoring capability	ANSPs to develop performance based framework for communications, navigation, and surveillance.	ANSPs	Provide status at ISPACG/26.	March 2012