



**Summary of the Twenty Sixth Meeting of the  
Informal South Pacific Air Traffic Services Coordinating Group  
(ISPACG/26)**

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. PNG Airservices Ltd – Planned to implement May 2012.	ISPACG/PT	Report progress to ISPACG/27	March 2013
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	No further action expected	Closed
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. Planned implementation May 2012	SEAC-PF	Report progress to ISPACG/27	March 2013
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. Planned implementation May 2012	SEAC-PF	Report progress to ISPACG/27	March 2013
		Finalising implementation plans and will advise target date by May 2012	PNG ASL	Report progress to ISPACG/27.	March 2013
17-2	UPRs	Results of trials presented. UPR use is expanding and providing more efficiency.	FAA	Report back to ISPACG/27.	March 2013



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		PACOTS Track 3 UPR operational trials have commenced and paper trial for Trk E/F completed  ANSPs to constantly review their restrictions to validate their continued need			
17-5	ADS-B Implementation	The FAA commenced an operational trial of ADS-B ITP in the South Pacific on revenue flights in Aug 2011.  Coordinating with AFL and ACNZ to join trial 2H 2012	FAA	Report back at ISPACG/27.	March 2013
17-11	AIDC	Work ongoing to harmonise the NAT and APAC AIDC ICDs	All ANSPs	Report progress to ISPACG/27.	March 2013
17-12	Terminal Procedures	No planned changes for Pacific 2 OTA. FAA working with military to redesign Warning area. New ZILLI1 departure to be published 5 Apr 12  Airways NZ updated the meeting on A-CDM and AMAN projects with intent to start supporting ODP during 2013.	FAA  Airways NZ	Report progress to ISPACG/27.  Report progress to ISPACG/27.	March 2013  March 2013
19-1	Flight Plan Issues	ACNZ development underway with planned implementation 26 Jul 12  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. Flight plan filers were invited to join monthly telecom  AsA planned to implement converter  ICAO plans to issue a State letter revoking the requirement for "J" in 2011	ACNZ  FAA	Report back at ISPACG/27.  Report back at ISPACG/27.  PT Chair to seek clarification from ICAO ASPAC	March 2013  March 2013  Nov 2012



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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	Review of routes between AUS-IDN underway	All ANSPs	Continue to review ATS Routes and report back to ISPACG/27.	March 2013
21-1	10 Minute Longitudinal Separation Without Mandatory MNT	Proposed amendment submitted, awaiting response from ICAO	FAA JCAB	Report back to ISPACG/27.	March 2013
21-2	ADS-C Climb Descent Procedure	Trial underway since Jan 2011 however only limited success due to availability of RNP4 qualified aircraft. Need to encourage RNP4 capable aircraft file capability (AI 25-1 refers). ACNZ and AFL intend to join trial 2H 2012	FAA	Report back to ISPACG/27.	March 2013
21-3	DARP Expansion	FAA starting research on Oceanic Trajectory Based Operations – to be done in 3 phases: <ul style="list-style-type: none"> <li>• ADS-C - CDP</li> <li>• Oceanic Conflict Advisory Trial (OCAT)</li> <li>• Oceanic Conflict Advisory System (OCAS)</li> </ul> Both AFL and SEAC-PF intend to increase capabilities to support DARP in next 12 months	FAA	Report back to ISPACG/27	March 2013
21-5	Sharing of Operational Data	Update to GOLD underway (2 <sup>nd</sup> edition) with targeted completion date 1Q 2013		States to review and provide any feedback to Tom Kraft	March 2012



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21-6	Wind and Trajectory Modeling	<p>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. Confirmed ICAO Actions complete</p> <p>FAA reported that a SatWinds product is not yet commercially available. The PT will update periodically on any availability changes.</p> <p>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.</p>	<p>All ANSPs</p> <p>ISPACG/PT</p> <p>ISPACG/PT</p>	<p>Item Closed</p> <p>Item Closed</p> <p>Item Closed</p>	Closed
24-1	Extracts from GOLD	Aircraft designates have contacted documentation specialists	<p>Doug Michael, UAE</p> <p>David Olliver Qantas</p>	Item Closed	Closed
24-2	Inadvertent Activation of ADS-C Emergency	States confirm they are in accordance with GOLD	All ANSPs	Item Closed	Closed
25-1	RNP-4 equipage	IATA have conceptually endorsed requiring specific capabilities where operationally justified. Initial focus those aircraft not filing as RNP4 capable but who operate datalink	IATA	PT to compile consolidated list of aircraft operating within the ISPACG area	March 2013
25-2	Speed variation concern	Letter to be sent ICAO Montreal addressing concern.	ISPACG Co-chairs	Need to follow up activity	March 2013
25-3	Performance monitoring capability	DLWG to develop plan for ISPACG/27 with intention to submit proposal through RASMAG.	DLWG	Provide proposed plan at ISPACG/27.	March 2013



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26-1	WX Deviations	UAL raised issue of timeliness of responses to weather deviations at times. Analysis by AsA, ACNZ and FAA indicated responses generally within expected time period. Possible enhancement could be made to revising coordination procedures	PT	ACNZ to coordinate with States viability of an amendment to coordination procedures	March 2013
26-2	2012 FPL	Increasing need to coordinate among stakeholders up to date plans including implementation and testing program	ACNZ	All States to identify primary and secondary contacts by 2 March 2012 and provide details of plans by 30 Mar 2012	30 Mar 2012