

**Summary Minutes of the Twenty Sixth Meeting of the  
Informal South Pacific ATS Co-ordinating Group  
(ISPACG/26)**

**Nadi, Fiji  
01-02 March 2012**

The twenty sixth meeting of the Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG/26) was hosted by Airports Fiji Limited (AFL) at the Novotel Hotel, Nadi, from Thursday 1<sup>st</sup> to Friday 2<sup>nd</sup> March 2012.

Geoff Hounsell, Manager Strategy and Development, Airways New Zealand and Karen Chiodini, Manager Oceanic and Offshore Operations, FAA served as Co-chairs of the meeting. AFL provided secretariat services for the meeting.

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

Refer to <http://www.airways.co.nz/ispacg/ispacg26/programme.asp> for all documentation relating to ISPACG/26.

## **1. Opening Remarks**

- 1.1 On behalf of the ISPACG, Geoff Hounsell and Karen Chiodini greeted the newcomers and thanked AFL for hosting ISPACG/26 in such a lovely setting.
- 1.2 AFL Chief Executive, Tony Gollins extended the welcome to visitors from all parts of the world and wished everyone an enjoyable time.
- 1.3 Geoff Hounsell announced there would be Cocktail followed by an ISPACG Dinner later that evening, and thanked Mr. Bill Lang (Vice President-ATM, Adacel) and AFL respectively, for sponsoring the event.
- 1.4 The meeting was invited to review the draft Agenda. An amendment Item 26.1/ Discussion of Weather Deviation was added and accepted by all as the final Agenda (WP-01 v.1).

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

### **2.1 Airports Fiji Limited (AFL)**

Kolokesa Kini, Controller Operations-ATM updated the following:

- DARP capabilities
- FMC WPT
- ADS-B/MLAT installation
- ADS-B ITP and ADS-C CDP testing
- Expansion of UPRs
- HFDL
- SCV
- ICAO 2012 FPL Preparation

They also noted some issues with flights “hem stitching” and distribution of FPLs.

### **2.2 Airservices Australia**

Doug Scott, Manager Upper Airspace presented the following:

- SSR Radar Replacement Program
- Expansion to ADS-B
- National TWR program
- A-SMGCS
- ATFM – Metron
- ICAO 2012 FPL Preparations
- ASPIRE/ INSPIRE update
- Conflict Detection Capability implementation

### **2.3 Airways New Zealand**

Paul Radford, Manager Oceanic Systems presented the following updates:

- FANS-1A
- Hardware refresh
- ICAO 2012 FPL Preparations
- Tailored Arrivals
- ADS-B ITP Trial
- ADS-C CDP Trial

Geoff Hounsell added that Airways NZ was also undergoing a corporate restructure which was to be finalized on 1<sup>st</sup> March. He also updated the meeting regarding plans for ADS-B/ MLAT surveillance capability starting 2013 and the development of a National A-CDM programme.

### **2.4 PNG Air Services Limited (ASL PNG)**

Tars Bola, General Manager ATS highlighted accomplishments as follows:

- New ATM Systems and Training
- New VHF Comms capability
- Plans for introduction of RNP10 (2Q 2012)
- Increase in traffic movements
- ICAO 2012 FPL preparations

## 2.6 **DGAC Chile**

There was not any representation from DGAC Chile at ISPACG/26; however Brian Gallo of LAN Airlines briefed the meeting. He reported that there were talks on Oceanic Operations with New Zealand and Australian authorities but trials had been done for only 6 months during 2009 or the beginning of 2010 with equipment only for trial. DGAC Chile team can be expected at the next meeting.

## 2.7 **Federal Aviation Administration (FAA)**

Dennis Addison, Support Manager Oceanic Airspace and Procedures, presented the following updates (ref. IP-01):

- ADS-B In-trail Procedure (ITP) Trial - on-going.
- Dynamic Airborne Reroute Procedure (DARP) – This is underutilized. In most cases, when a DARP is requested, it is available, though if requested too close to the Flight Information Region (FIR) boundary, it will not be approved. There is a limited trial between Hawaii and Japan, and the FAA wants to expand the trials to include North America to Japan. This will require Air Traffic Services (ATS) Inter-facility Data Communications (AIDC) all the way, between facilities to the destination. DARP can only be approved between DARP-approved city pairs.
- UPRs – On 9 February 2012, a new operational trial of UPRs associated with Pacific Organized Track System (PACOTS) Track 3 began. Two seasonal paper trials of UPRs associated with PACOTS Tracks E and F have been completed. The data shows a projected summer savings of 880 kilograms (kg) and winter savings of 299 kg of fuel burn per flight.
- Oceanic Tailored Arrivals (OTA) - Catalina 1 OTA has ~~been~~ airspace limitations due to military operations in the special use airspace adjacent to the Control Extension 1177 (C1177) arrival/departure corridor.
- Los Angeles ARTCC has worked extensively with the military authorities to redesign the Warning Area airspace adjacent to C1177 in order that departure procedure would remain laterally separated from the CATALINA1/BUFIE1 course. The new ZILLI1 RNAV departure is expected to be published on 5 April 2012.
- ADS-C Climb Descend Procedures (CDP) - The trial was extended for the second year because of limited results in the first year. The FAA co-chair, Ms. Chiodini, stated that operational trials were important so the FAA could provide the ICAO Separation and Airspace Safety Panel (SASP) appropriate safety documentation for approval as a global standard.
- Island Departure Delays – The FAA has considered ADS-B on the islands.

- Required Navigation Performance (RNP) – 4/RNP-10 – The FAA reported aircraft may not file as RNP-4 despite having the appropriate equipment. There is no benefit to RNP-4 if other aircraft do not file RNP-4. The FAA reported it is contacting airlines to see why they are not filing RNP-4.

**ACTION:** The Airways New Zealand co-chair reminded the FAA that it had agreed to compile a RNP-4/RNP-10 breakout in order for IATA to approach individual operators on the issue of not filing RNP-4.

### 2.8 **Civil Aviation Bureau, Japan (JCAB)**

Mutsuo Nakano, Deputy Director ATCAJ-CRASA presented the following:

- Continued expansion to the UPR/ DARP program in conjunction with FAA through the IPACG forum

### 2.9 **Service d'Etat de l'Aviation Civile en Polynésie Française (SEAC-PF)**

Vivian Elise, Head Manager SEAC-PF gave the following update:

- Plans for implementation of RNP 10 50/50 (May 2012)
- ICAO 2012 FPL Preparations
- DARP capability (tentative Oct 2012)
- Testing of SCV with potential to support UPR
- RNAV program
- New HF planned for Nov 2012
- Datalink enhancements

## 3. **Review Relevant Work Conducted Since ISPACG/25**

### 3.1 **ICAO Papers**

No Discussion.

### 3.2 **Report on ISPACG Planning Team (PT12)**

Geoff Hounsell, PT Chair, presented the recent activities of the Planning Team with a brief overview and background given. There were no new items of business.

All Action Items that the Planning Team recommended be closed were accepted as such by the meeting.

### 3.3 **Report on FIT/19**

Brad Cornell, FIT Chair, gave a summary of FIT/19. Refer to <http://www.airways.co.nz/ispacg/ispacg26/fit19.asp> for the FIT/19 Meeting Report and other related documentation.

### 3.4 **Other Reports as Submitted**

Seamless Airspace; Geoff Hounsell provided a brief summary as to the history leading to the establishment of the ICAO Asia Pacific Seamless ATM Planning Group.

Tom Kraft/ proposal paper for FIT Asia - to consider. GH noted that FIT Asia is a move by ICAO to strengthen the FIT monitoring in Asia and to harmonize discussion using ISPACG and IPACG as examples of how process works well.

#### **4. Review Open Action Items**

The meeting reviewed and updated the Open Action Items (Appendix A).

##### **AI 16-4 ATM Contingency Plans**

Presented: Airways NZ

Discussion:

##### **AI 16-6 Regional Implementation of 2NM Strategic Lateral Offset Procedures (SLOP)**

Presented: PNG (Tars Bola)

Discussion: Revised Target Date – May 2012

##### **AI 16-8 Implementation of 30/30**

Presented: Dennis Addison (FAA)

Discussion: Both 30/30 and 50/50 are available throughout KZOA. FAA will apply to pairs of suitably equipped aircraft. Recommend item to be closed

Action: Item Closed

##### **AI 17-1a Implementation of 50NM Lateral Separation in RNP Airspace**

Presented: Tahiti

Discussion: Implementation target Date May 2012

##### **AI 17-1b Implementation of 50NM Longitudinal Separation in RNP Airspace**

Presented: Tahiti

Discussion: Target Date – May 2012

Presented: PNG

Discussion: Finalising plans, will confirm target date by May 2012

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

Reference: IP-01: User Preferred Route Update

Presented: Dennis Addison (FAA)

Discussion: Operational requirements from various ANSPs are developed and published in NOTAMs, AIPs and/or the Pacific Chart Supplement.

- ANSPs must constantly review restrictions imposed to validate their continued need.
- Unrestricted use of UPRs not feasible in the Central East Pacific. Adherence to structured ATS route systems provides most overall efficient operations due to volume of traffic.



- Feb 2012- PACOTS Track 3-operational UPR trial with the main operational requirement for aircraft to remain at least 50NM south of PACOTS Track 3.
- Seasonal paper trials of UPRs associated with PACOTS Tracks E and F completed. Projected summer savings of 880 kilograms (kg) and winter savings of 299 kg of fuel burn per flight. The FAA and JCAB) will discuss Tracks E and F UPRs.

**AI 17-5      ADS-B Implementation**

Reference: WP-04: ADS-B In-Trail Operational Procedures (ITP) Operational Flight Trial Project Overview

Presented: Ken Jones (FAA)

Discussion: Paper presented as an update on the development of the ADS-B ITP and preliminary results from the operational trial that began in August 2011.

June 2011:      ITP system certified for use on United Boeing 747.

15 Aug 2011:    UAL received Operational Approval from FAA Flight Standards.

15 Aug 2011:    KZAK authorized to initiate operational evaluation in the SOPAC airspace, later expanded to include the entire KZAK managed oceanic airspace in December 2011.

FAA established agreements that led to development and certification of onboard systems that provide the ADS-B ITP criteria and display that information to the pilot. FAA also performed all required safety management system processes and analyses.

Details of operational evaluation adopted as an initiative within the ASPIRE program.

Until ITP message sets are built into airborne and ground based communication platforms, standardized free text messages (developed and endorsed by ICAO) and concatenated with standard CPDLC vertical request clearances, will be used.

FAA is currently in discussions with New Zealand and Fiji ANSPs about expanding the ITP operational evaluation into the Nadi FIR and Auckland Oceanic FIR expected to start third/fourth quarter 2012. JCAB is also being approached about the potential for offering ITP in the Fukuoka FIR.

Action:          The meeting is invited to note the information presented in this paper; and to support the ADS-B ITP operational trials in the Pacific.

Reference: IP-09: FAA Surveillance and Broadcast Services (SBS) Program Update  
Presented: (FAA)  
Discussion: Paper provided the meeting with activities of U.S ADS-B that maybe of interest to ISPACG participants.

Reference: Flimsy  
Presented: Paul Radford (Airways NZ) on behalf of INMARSAT  
Discussion: Update from INMARSAT based on 22 Oct 2011 outage. Review identified 35 action items most of which are already implemented. Further changes may occur including possible changes in approach during quarterly contingency rehearsal.

**AI 17-11 AIDC**

Reference: IP-08: Status of the Harmonization Process of the Interface Control Document for the North Atlantic and Asia/Pacific Regions (PAN ICD)  
Presented: Julia Fuller (FAA)  
Discussion: 26-30 September 2011, NAT CNSG/5 presented with status of work on harmonisation of the NAT and APAC AIDC ICDs into a Pan-regional ICD for Oceanic AIDC. The Group noted that in line with the NAT SPG task, the United States had produced a consolidated draft ICD version 0.4 with thorough bi-directional tracking of content.

NAT CNSG/5 not in position to input for this meeting however inputs are being for the next meeting. Draft document to be updated to bring it in line with the latest edition of the NAT CC ICD, 1.3.0.

ICAO Secure Portal website entitled, “**AIDC**” created, material available to regular users of the site. Draft v 0.4 uploaded for comments.

NAT CNSG/6 -26 to 30 March in Paris, France.

**AI 17-12 Terminal Procedures**

Reference: IP-02: Tailored Arrivals Update  
Presented: Dennis Addison (FAA)  
Discussion: No changes planned for the Pacific 2 OTA.

One major constraint for Catalina 1 OTA is airspace limitations due military ops in the special use airspace adjacent to the Control Extension 1177 arr/dep corridor. Los Angeles (ARTCC) working with the military to redesign the Warning Area airspace adjacent to C1177 in order to allow a dep procedure which would remain laterally separated from the CATALINA1/BUFIE1 course.

5 April 2012-. New ZILLI1 RNAV departure to be published.

Projected fuel savings and emissions reduction using these procedures confirmed by initial trials, and continued use is resulting in significant cost savings and emissions reduction.

ACNZ advised that in the process of establishing a National A-CDM program. Furthermore developments on track for introduction of AMAN capability late 2012 or early 2013. Will enable increased capability to support ODP operations.

**AI 19-1 Flight Plan Issues**

Reference: WP-05: ICAO 2012 Flight Plan Implementation (Amendment 1 to 15<sup>th</sup> Edition PANS/ATM Doc 4444)

Presented: Airways New Zealand

Discussion: Delivery of the OCS software for 2012 FPL not expected until late March 2012.

Internal and external testing to be conducted in period Mar-Jul with planned operational implementation 26 Jul 2012.

AIP SUP issued shortly to advise that new format 2012 Flight Plan will be accepted by Airways New Zealand from 26 July 2012.

26 July 2012 Airways NZ able to send/accept AIDC messages in NEW FPL format. Adjacent ANSP to advise Airways when able to accept NEW format AIDC and when they intend to initiate AIDC in NEW 2012 format

AFTN address (NZZZFPLT) for Airlines wishing to validate their new FPL with the OCS software before commencing operations.

End of April, 2012- OCS software to be validated and test plan established with Air New Zealand

AFTN address NZAAOCSA for validating NEW format AIDC exchanges with adjacent providers. Intention to develop test plans with Tahiti and the FAA for validation of the OCS software before 26 July cutover.

ISPACG requested to maintain a record of individual stakeholder plans (ANSP and Airlines) with regards to 2012 Flight Plan implementation and invites discussion on whether other ANSP are of a similar view.

Reference: IP-03: Status Of FAA Implementation Of Amendment 1 to Doc 4444, 15<sup>th</sup> Edition (FP012)

Presented: FAA

Discussion: 1 Jan 2012 to 15 Nov 2012-Transition period.

Phase 1 (1 January to 31 March 2012) –ANSPs Software Delivery and Internal Testing.

Phase 2 (1 April to 30 June 2012) – ANSPs External Testing and Implementation.



Phase 3 (1 July to 15 November 2012) – Airspace Users Testing and Implementation.

Guidance to flight plan filers available online at: [www.faa.gov/ato?k=fpl](http://www.faa.gov/ato?k=fpl).  
ICAO 2012 information is provided at: [www.faa.gov/go/fpl2012](http://www.faa.gov/go/fpl2012).

Materials are also available upon request to [Ray.Ahlberg@faa.gov](mailto:Ray.Ahlberg@faa.gov).

Flight plan filers invited to monthly telcon, where plans are discussed and participants are invited to raise questions and issues.

Reference: IP-10: Airservices Implementation of FPL 2012 Changes  
Presented: Doug Scott (Airservices Australia)  
Discussion: Project implemented to cater for the new FPL format and associated messages.

November 2012 - All messages from the YBBB & YMMM will comply with new format.  
- ASA planned cutover to new FPL format; current format will no longer be accepted.

Testing and transition plans under development within the project.

Confirmation from ICAO confirming that “J” is not supported in ICAO 2012 as a wake turbulence designator (A380). PT chair to seek clarification from ICAO that appropriate notification will be sent to airlines.

**AI 20-1 Civil Military Co-ordination**

Issues remain with notification of space re-entry, to be retained as a standing action item

**AI 20-2 Review of ATS Routes**

Review of ATS routes between AUS-IDN underway

**AI 21-1 10 min Longitudinal Separation without Mandatory MNT**

Reference: FAA

Discussion: Proposal to amend Doc 7030 has been submitted, awaiting ICAO response

**AI 21-2 ADS-C Climb Descent Procedures (CDP)**

Reference: IP-04: Status Update for Development and Implementation of ADS-C Climb Descent Procedures

Presented: Dennis Addison (FAA)

Discussion: To date only 4 ADS-C CDP clearances have been issued, limiting factor being the required use between pairs of RNP-4 qualified aircraft. Currently 25.5% of aircraft in Oakland OCA flight plan with RNP-4 equipage and only 50% use ADS-C. Traffic scenarios where ADS-C CDP



procedure would be useful are presented but equipage is lacking on one or both of the aircraft.

Analysis over 15 days from Jan 2011 shows 81 aircraft with spacing of 16-35nm were advised “unable climb”. There is potential to apply the procedure more frequently if the outlined limiting factors can be overcome.

If the operational trial validate that benefits can be realized from use of procedure, the controller checks that are done manually for the trial will be implemented as an enhancement to Ocean 21 software, as an automated procedure.

Draft wording for DOC4444 is awaiting analysis to finalize some numbers.

The meeting is invited to note the information in this paper.

ACNZ advised that they intend to support the trial of ADS-C CDP from 1H 2013.

**AI 21-3      DARP Expansion**

Reference: IP-05: The Future of Oceanic Trajectory Based Operations (OTBO) and the Planned Operational Trials.

Presented: (FAA)

Discussion: Paper was presented as updates on the OTBO and Oceanic Conflict Advisory Trial (OCAT) programs

OCAT is an advisory service to the airlines and does not interact with the operational environment. Clearance requests will continue to be made and responded to in accordance with existing ATC and pilot procedures.

OCAT partner airlines will make use of the OCAT web service to pre-probe desired profile changes and determine which ones are more likely to be acceptable to oceanic air traffic control. A one-year trial is planned for third quarter 2012.

Oceanic Auto Re-Probe-enables the controller to easily keep track of previously-denied clearance change requests and automatically checks if they have become available, providing an opportunity that might have been missed.

Oceanic Conflict Resolution Advisory- capability will offer resolutions to the oceanic controller that address conflicts found with a flight crew’s clearance change request.

Oceanic Auto Route Planner-the introduction of Oceanic Auto Route Planner will automate the process for creating and plotting reroutes. It will

factor in the current wind model, eliminating an underlying assumption that the shortest distance route is the most efficient. In today's environment, the controller manually creates the reroute, which can be time-consuming and potentially inefficient.

The meeting is invited to note the information provided.

**AI 21-5      Sharing of Operational Data**

Reference:    WP02: GOLD Amendment Program

Presented:    Tom Kraft (FAA)

Discussion:    The meeting was updated on the ICAO GOLD Working Group's work program to amend the GOLD and invites ISPACG to participate in the completion of GOLD, 2<sup>nd</sup> Edition, by first quarter 2013. It also provides detailed information on how to subscribe to the ICAO sponsored GOLD web site and ensure notification of updates.

The meeting is invited to note the information in this paper; encourage participants to subscribe to the GOLD web site; endorse ISPACG participation in the GOLD amendment program, which is targeted for completion in first quarter 2013; identify and prepare proposals for specific GOLD amendments that are of interest to the ISPACG and submit to [tom.kraft@faa.gov](mailto:tom.kraft@faa.gov) for consideration by the GOLD Working Group and provide comment and opinion on other proposals for GOLD amendment.

Reference:    IP06: Asia and Pacific Initiative to Reduce Emissions (ASPIRE)

Presented:    Braks Etta (FAA)

Discussion:    11 October 2009 - JCAB joined the ASPIRE Partnership

Steps taken by JCAB and Japan Airlines to reduce aircraft weight included using fiberglass cargo containers and reducing cabin attendants' luggage.

31 January 2010- CAAS joined the ASPIRE .Focus: airline procedures, advanced engine and airframe washing, and other efforts to make the overall flight as efficient and green as possible.

10 June 2011- AEROTHAI joined the ASPIRE Partnership

ASPIRE Partners successfully conducted six gate-to-gate green flight demonstrations

Cumulative fuel savings of the ASPIRE flights is approximately 32,386 kilograms (kg), leading to an overall carbon dioxide (CO<sub>2</sub>) reduction of 101,986 kg.

ASPIRE members will be developing regional ASPIRE work programs to focus attention of the region and airlines on ASPIRE initiatives, and seek to gain benefits and savings through additional regional work led by these new entities.

Qantas indicated that its A380 aircraft are DARP capable, and will be part of the daily ASPIRE flight.

Fiji asked whether ASPIRE still requires performance data reporting.  
[Subsequent confirmation is that performance data is no longer required.]

**AI 21-6 Wind Trajectory Modeling**

Discussion: Review to confirm ICAO actions completed

Action: Item closed

**AI 24-1 Extracts from GOLD**

Discussion: Airline designates contacted documentation specialists.

Action: Item closed

**AI 24-2 Inadvertent Activation of ADS-C Emergency**

Discussion: States confirmed that they are accordance with GOLD.

Action: Item closed

**AI 25-1 RNP – 4 Equipage**

Discussion: IATA position supporting concept of mandating capabilities where operationally justified was noted. PT had also discussed and intends to compile a consolidated list of aircraft operators within the region, in particular those not filing RNP4 but operating datalink. To report to ISPACG/27

**AI 25-2 Speed Variation Concern**

Reference: IP07: Variations in Airspeed in Controlled Airspace

Presented: FAA

Discussion: Safety risk associated with allowing speed changes without first notifying the air traffic service unit. Federal Aviation Administration (FAA) proposed a change to addressing the negative impact of speed variations.

**AI 25-3 Performance Monitoring Capability**

Reference: WP03: RCP and RSP Planning and Implementation

Presented: FAA

Discussion: To implement a performance-based communications and surveillance framework, changes will be needed to:

- a) Type design approval of aircraft, as necessary;
- b) Master Minimum Equipment List (MMEL) policies;
- c) Related operational authorizations;
- d) Regional SUPPs (ICAO Doc 7030 Amendments) and AIPs (or equivalent);
- e) Flight plan requirements; and
- f) ATC automation to act appropriately based on communication and surveillance equipment and capability indicators provided in the flight plan.

Performance-based framework is expected to apply eventually apply to SATCOM voice for air traffic control per the SATCOM Voice Guidance Material, currently under development by the Inter-Regional SATCOM Voice Task Force.

A regional – but globally compatible – plan is needed throughout the Asia-Pacific Regions for the implementation of performance-based framework for communication and surveillance.

DLWG to develop plan for ISPACG/27 with intention to submit through RASMAG

**AI 26-1 Weather Deviations**

Reference: WP06: Weather Deviation Requests

Presented: Gene Cameron (IATA)

Discussion: The meeting was presented with airline concerns regarding timely responses by ATC to weather deviation requests and discussions on both pilot and controller process in dealing with weather deviation requests was encouraged.

In time critical situations, it is not uncommon for flight crew to deviate without clearance by ‘Captain’s Authority’, if the flight crew deems aircraft safety would be jeopardized by any further delay due to either a “standby” received from the controller or “unable due traffic.” The flight crew will advise ATC of this deviation and take appropriate contingency action as described for the region.

The expectations of the flight crew, as detailed on the Pacific en-route charts, is an immediate response from ATC with a clearance to deviate as requested or if unable, to advise of conflicting traffic and to request pilot intentions.

Controllers, if unable to approve, should provide instructions as to what is acceptable and await pilot response.

Pilots if able to comply should advise ATC of what they can accept and await clearance.

The meeting was invited to review the procedures listed for Weather Deviations for Oceanic Controlled Airspace and evaluate ANSP and operator processes in dealing with weather deviation requests.

Reference: IP11: Weather Deviation Requests Processing

Presented: FAA

Discussion: FAA presented a summary of data on controllers’ responses to CPDLC weather deviations for a 15-day period in October.

Average response time to a CPDLC weather deviation request was 81 secs with over 54% responded to within 60 secs (this includes time needed to re-coordinate with adjacent FIRs when appropriate).

During the 15-day period, 296 aircraft required re-coordination of a weather deviation between Auckland/Nadi and Oakland Oceanic. The 296 aircraft includes both HF and CPDLC aircraft. With AIDC, re-coordination required an average of 57 seconds between the facilities.

Reference: WP07: Responding to CPDLC Weather Deviation Requests  
Presented: Doug Scott (Air Services Australia)  
Discussion: The meeting was provided with a summary of responses to weather deviation requests received by Brisbane ATC during December 2011, as well as listing various factors that may contribute to the delay in receipt of a weather deviation clearance by the flight crew.

95% of requests were responded to within 120sec.

Factors that contribute to the delay in an ATC response time to a request must be recognized.

One factor that could be reviewed is our current ATC coordination procedures, and the requirement to 'prior coordinate weather deviation clearances.'

Experience has shown that if a free text advisory is used, there is the potential for error as also experienced with certain EXPECT message elements.

Data shows that only 0.7% of weather deviation requests are denied.

The meeting is invited to note the stats and other information presented and determine the need, if any, for additional procedures specifying actions if a requested weather deviation is not available. ANSPs were also invited to discuss the benefits by relaxing the current requirement to 'prior coordinate' weather deviation clearances.

ACNZ had also undertaken some high level analysis which supported the FAA and ASA data and the meeting felt this was not a major issue perhaps resulting from isolated occurrences. There was however potential to improve coordination procedures that could perhaps improve the response time. ACNZ proposed that coordination procedures be revised to allow a buffer zone where after coordination effected, an FIR could approve a weather deviation and then re-coordinate.

Action: States to consider proposal to adapt coordination procedures allowing for a buffer zone. ACNZ to coordinate and report to PT/12

**AI 26-2 2012 FPL**

Reference: ACNZ

Discussion: Meeting discussed the increasing need to coordinate among all stakeholders to ensure robust testing and implementation supporting ICAO 2012 FPL. Key would be confirming PoCs to coordinate as required.

Action: ACNZ to coordinate with States to identify primary and secondary PoCs by 2 Mar 2012. States to provide details of plans by 30 Mar 2012.

**5. Identify Future Work Programmes**

**AI 16-2 Capacity Enhancement Table**

The Capacity Enhancement Table was reviewed and updated (Appendix B).

To support future activities including Seamless ATM, PT intended to include a Seamless ATM Planning Chart as front page of the Capacity Enhancement Table. This would identify status of individual FIRs against a list of desirable attributes with plans to implement noted in the main body of the table as currently exists.

**6. Review & Establish Terms of Reference for Working Groups and Task Forces**

No items tabled or discussed.

**7. Other Business**

**7.1 ISPACG/PT13**

Airways NZ will be hosting the ISPACG/PT13 in October 2012 in Auckland, NZ. They will work with Geoff Hounsell, ISPACG/PT Chair, for the conference details and organization.

**7.2 Arrangements for ISPACG/27**

Blair Cowles, Oceanic Manager, Airways NZ invited all to New Zealand for ISPACG/27 in 2013 with details to be advised in due course.

**7.3 Closing Remarks**

Thanks were extended to all for attending and participating in the meeting.

**Attachments:**

- Appendix A Open Action Items
- Appendix B Capacity Enhancement Table
- Appendix C Participant List