

**Twenty Seventh Meeting of the
Informal South Pacific ATS Co-ordinating Group
(ISPACG/27)**

**Auckland, New Zealand
27 February – 01 March 2013**

MINUTES

1. Opening Remarks

Geoff Hounsell, Airways New Zealand (ACNZ), welcomed everyone to Auckland and addressed the administrative items for the ISPACG Plenary. He reported that the Planning Team and FIT meetings had both been constructive and reminded everyone that we as a group need to continue to look for future efficiencies.

Karen Chiodini, Federal Aviation Administration (FAA), addressed the meeting in this, her 2nd year as Co-chair, and was then followed by introductions from each of the delegates, including new invitees Singapore. Refer Appendix C – Participant List

WP-01 v.3 - Draft Agenda was reviewed with a new standard agenda item (5.4 ASPIRE Update) being added and thereby approved as WP-01 v.4.

2. Updates from States

2.1 Airports Fiji Limited (AFL)

Not in attendance, no update provided.

2.2 Airservices Australia

Adam Watkin advised that in the previous 12 months the first stages of Automated Conflict Detection, ICAO 2012 FPL, use of AIDC CPL Messages with NZZO and NFFF, and streamlined co-ordination of weather deviation procedures with NZZO and NFFF have been implemented. The first of 3 stages of Collaborative Decision Making (CDM) has been implemented. Ongoing issues with speed notified in Field 15 remain unresolved and despite the ability to extract D/L speed information some fine tuning remains. In addition, HF operators employed by Airservices have now become part of the ATC group.

2.3 Airways New Zealand (ACNZ)

Geoff Hounsell briefed the meeting on the Airways restructure advising that the company now focussed on 3 core groups: System Operator, being the core ATC group of services; Global Services, for consulting and international project work; and Shared Services, being the support group of the organisation. Since July 2012 a number of new jobs have been established of

which Paul Fallow is now Head of Service Delivery and commencing next week Pauline Lamb, formerly Director Operations for NATs UK will commence as General Manager System Operator.

Initiatives Airways have been working on over the past 12 months includes Performance Based Navigation, AMAN collaborative flight system and ADS-B.

2.4 PNG Air Services Limited (PNG ASL)

Phil Irvine admitted that PNG ASL hadn't been a regular attendee at ISPACG however with the company embarking on a broad CNS/ATM Upgrade Programme it is more important than ever that they be involved in these forums. Currently underway is the upgrade of Comm and Navaid capabilities with enhancements to VHF/HF facilities and DVORs being deployed to key locations. PNG ASL is also planning to implement RNAV10 (RNP10) in late August - early September 2013. MLAT, ADS-B, ADS-C/CPDLC and Integrated ATM are anticipated to be commissioned in late 2014 – early 2015.

Geoff Hounsell noted that it was pleasing to see progress for PNG ASL and that their renewed participation with ISPACG was welcome.

2.5 Direccion General de Aeronautica Civil of Chile (DGAC)

Marcial Vidal advised the meeting that DGAC was committed to improving operational safety levels and has developed plans for a general improvement of the internal systems in order to manage their airspace. It is envisaged that within a 3 year period they will have moved towards the concept of "Seamless Airspace".

In 2013 DGAC hope to "Accept" Dynamic Airborne Reroute Procedures (DARP) with Oakland Oceanic FIR and reduce the longitudinal separation to 10 minutes by using Mach number restriction. Also feasibility studies will be carried out to declare upper airspace of Easter Is FIR as RNP10, allowing the reduction of lateral separation between UPR routes, ATS routes and a combination of both to 50 NM (lateral and longitudinal).

A bidding process is currently underway to provide a new ADS-C and CPDLC system in 2014 with all the features of the Oceanic ACC and ACC Santiago display systems installed.

Feasibility studies and checks for the implementation of RNP4 in 2015 in Easter Is FIR will be set, therefore reducing the lateral and longitudinal separations to 30NM.

David Oliver (Qantas) pointed out that he was disappointed with DGAC's proposed timelines. Operators were experiencing issues daily and these system enhancements needed to be expedited promptly. The two agreed to

further discussions off line to which Geoff Hounsell added that DGAC had processes to go through but were an integral part of the Region and members of the ISPACG were here to assist wherever they could.

2.6 Federal Aviation Administration (FAA)

Dennis Addison gave an update on FAA work over the last 12 months:

The latest consideration to resolve the congested CEP routes from California to Hawaii is that traffic spaced by 30nm could lead to more efficient altitude assignments.

FAA continues to offer DARPs in Oakland FIR, albeit approx. 1½ requests per day and results from the HNL-NRT/HND DARP showed an average fuel savings of 660lbs and 3 minutes flying time (maximum 4200lbs and 21 minutes.)

The one year Oceanic Conflict Advisory Trial (OCAT) is ongoing, while the ADS-C CDP clearance manual trial ended 15 February 2013.

Pacific UPRs have saved over 32.8million kg fuel annually.

Westbound PACOTS track improvements for the Track C and E Merge paper trial has been very beneficial and identified untapped savings.

ADS-C Reporting Costs for an 8hr flight equate to RNP4 costing \$8.75 and RNP10 costing \$4.50. Lack of FANS and RNP4 lead to extra fuel burn.

The FAA is putting a business case together for the installation of ADS-B receivers and VHF transceivers to support reduced separation standards at Oakland's busiest Oceanic Island airports. They are also investigating the feasibility of Space Based ADS-B Surveillance.

Dennis briefed the meeting on NextGen Oceanic Operational Concept Development (NOOCD), a project that will work to support business investment decisions and culminate in an 'oceanic/offshore operational roadmap'.

Another NextGen programme is Metroplex: the Optimisation of Airspace and Procedure in a Metropolitan Area. With this the FAA plan to optimise airspace and procedures will address congestion at 21 metropolitan areas across the States.

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

Joel Laulan reported that in mid 2012 "CARTOUM", the new integrated system for HF/VHF/telephone became operational. In 2013 the main goal is to activate the STCA existing in the EUROCAT-X system to improve safety

within the radar coverage around Tahiti Island. According to the PBN plan for French Polynesia an essential project to implement antennas for V-SAT and ADS-B on 5 islands is to begin on 2014.

The study of a new ATS route from Guayaquil to Tahiti has begun and work is underway with ICAO to delegate responsibility for "NO FIR" area.

Approval has been given by the French CAA for SEAC-PF to host ISPACG/28 in TAHITI.

2.8 Japan Civil Aviation Bureau (JCAB)

Tomoko Nakagawa reported on Oceanic airspace initiatives stating much work had been done with the FAA over the past year. She also reported that seamless 30/30 operations between Anchorage and Fukuoka FIR were implemented in November 2012 and that the introduction of UPRs associated with eastbound PACOTS were almost completed. Furthermore, she informed that the elimination of an eastbound PACOTS restriction, and DARP initiated within the Fukuoka FIR, would be discussed at the next IPACG in April.

2.9 CAA Singapore

Edmund Heng reported that the focus was now on enroute ATM harmonisation within the region, in particular over the South China Sea and the Bay of Bengal areas. There were numerous projects in the region showcasing the collaboration between adjacent States, such as the collaborative ATFM project with Hong Kong and Thailand to develop a sub-regional ATFM concept.

Singapore would be transiting to the new ATM system in the third quarter of 2013.

3. Review Relevant Work Conducted Since ISPACG/26

3.1 Update on ICAO

Geoff Hounsell updated the meeting on ICAO initiatives beginning with the Aviation System Block Upgrades (ASBUs) programme which was endorsed at the end of last year. Much of this is already a part of our work programme although we should ensure that items we have in the Seamless Airspace Chart also support the necessary upgrades for the ICAO ASBUs programme.

The 3rd Seamless ATM Group meeting was held in India recently. This is the Asia Pacific equivalent to SESAR and NextGen. The group is creating a Draft Plan which focusses on traffic flows and their efficiencies in the Asia Pacific area.

RNP2 work is ongoing including associated separation standards although it is expected work will take another 3-4 years. He advised that New Zealand already has a certification path established (iaw ICAO PBN Manual) and reiterated to ISPACG that RNP2 is the next development in separations.

Changes are afoot for the ICAO Office in Bangkok. The ATM group of ICAO Regional Office will possibly be established in Beijing as a sub office, or regional office. Geoff voiced concerns of the two being in different countries and noted that a lot of politicizing was going on in various States.

Geoff reminded everyone to continue striving for efficiencies - no matter how small - they will add up to necessary savings.

3.2 Report on ISPACG/PT14

Geoff Hounsell updated the meeting on the PT/14 outcomes, noting that a considerable amount of ground was covered on Monday.

3.2.1 Data Link Working Group Report

CRA website and FANS1/A monitoring. They will be preparing a proposal to send to FIT-ASIA and RASMAG recommending that States include a requirement for airlines to register with the CRA as a requirement for operating data link. They note a general reluctance for reporting which equates to non-reporting and in essence means there are no problems.

FANS1/A availability via Iridium is of concern and a summary of the network will be sent to ICAO. FANS1/A performance is slowly improving.

3.2.2 PT/14 Open Action Items

- ADS-C CDP: FAA completed trial. ACNZ would like to trial in 2Q 2013.
- AIDC guidance still progressing.
- DARP Expansion: ACNZ /AFL LOA in review. Airservices expect software upgrade later this year to enhance capabilities.
- DARP structure important to support any reroute request.
- Enroute Speed Variation: No progress with Doc7030 proposal. Issue with Field 15a inclusion in transfer co-ordination issues and limitations in system visibility to pilots and controllers. Jeremy Bienkowski will be co-ordinating a tiger team for this item.
- UPR Expansion: Airservices finalising UPR guidance material and will circulate a template for publication in State AIPs.
- ADS-B ITP: FAA trial extended to August 2013. ACNZ approved for a 3 month trial commencing 1 April 2013. There are issues with enabling a Return of Investment (ROI) for operators and the reality is that no one is expecting a huge swing to ADS-B (IN) capability in the short term unless the metrics are clear.
- RNP4 Approval of Aircraft has seen a general improvement. The amalgamation of data is being co-ordinated with IATA.
- ASPAC was an early adopter in Regional RCP/RSP Monitoring but we are now starting to lag behind areas such as the NAT with the establishment of PBCS.

- Database Sharing: a straw man is to be developed.
- Monitoring of AIDC Data: The FAA provided a summary to establish a baseline.
- Volcanic Ash Exercise involved all States. Will look to include Regulators and ICAO. Develop and conduct exercise annually.

3.2.3 Seamless ATM Chart & Capacity Enhancement Table

This is ISPACG's new means of tracking capabilities and identifying future work plans. The spreadsheet comprises of 4 work sheets which track what our efficiencies are and where we, and our customers, are going:

- Pacific FIR Seamless Airspace Chart: Is yet to have FMC Way Point Reporting, SATCOM Voice (SCV) and HF D/L added to it. Hover over the cells to show completion dates. This will be kept up to date on the website. CAA NZ have requested we share this information with other parts of the region for seamless ATM therefore we have included the likes of Indonesia because we are looking for end to end style operations.
- Capacity Enhancement Table: Will track FIRs that do not yet have capability and identify the date that capabilities will be introduced. Note that 'TBC' (to be confirmed) is no longer acceptable – realistic dates are required.
- UPR Chart shows what can be done and the UPR Status shows restrictions. Note that both these work sheets need to be read in conjunction with one another.

3.2.4 Other Business

The Planning Team will continue to hold 3 monthly telecoms and meet face to face 6 monthly.

3.3 **Report on FIT/20**

Brad Cornell the FIT Chair (Boeing) welcomed 2 new operators and reported the following outcomes:

FAA and others continue to report on the benefits of DARP. One operator has increased their use of DARP allowing all eligible flights in the region to use the procedure. Other operators are not yet taking full advantage of the procedure due to company dispatch and flight planning constraints

Three of the ANSPs in the region are now supporting monthly monitoring data outlined in Appendix D of the Global Operational Data Link Document (GOLD). Other ANSPs are working to provide monitoring data per the GOLD Appendix D format.



The FIT recommended the ISPACG planning team establish a regional performance report. The regional performance report would combine individual ANSP monitoring data to show aggregate system performance and availability achieved for the region.

116 Problem Reports have been received since FIT/19 and 67 of those were from the South Pacific region. 32 operators are now registered on the website and 9 of those operators are reporting. And 9 ATSU's are reporting problems via the website.

INMARSAT gave an update to FIT/20 advising of an investment in GES consolidation and equipment upgrades. These changes are designed to provide additional redundancy and availability when compared to previous generation GES hardware. The new hardware will also provide improved performance monitoring, trouble shooting, service notification capability and general fault reporting tools.

Of particular note was the development of 2MCU with ELGA expected to cost at least 30% less than classic aero and less than 100lbs in weight. These changes were seen as a major commitment by INMARSAT to provide the necessary performance and availability to achieve RCP 240 and RSP 180 requirements outlined in Appendix D of the GOLD.

Outage notifications of intermittent service and overall system availability continues to be an issue with Iridium network. A separate letter will be sent from ISPACG to the ICAO Regional Office highlighting the regions concerns with Iridium availability.

SITA is investigating FANS UL routing logic modification alternatives to help cope with the situation that avionics do not always send media advisory downlinks when MTSAT is established. SITA is planning to implement the resultant modification alternative this year, possibly as early as the Northern summer.

3.4 Report on HF Working Group

Allan London reported that the HF Working Group still exists however they have not met for some time. Tim Halpin (Airways NZ) has taken over as Chair of the group and will co-ordinate all future work with this team. Feedback to ISPACG will be via Allan London.

4. Review Open Action Items (ISPACG/27 Appendix A)

AI 17-11 AIDC (Ref: IP-10)

Dennis Addison (FAA) queried the Makassar situation with Adam Watkin (Airservices) who reiterated that the issue was an AFTN switching problem, not an issue with the actual system. Following a recent upgrade in Makassar, AIDC testing with Makassar

is about to re-commence with the March AIRAC cycle. Geoff Hounsell (ACNZ) suggested that with DGAC Indonesia now engaging with this forum that any questions be summarised and forwarded directly to Indonesia for a response.

AI 19-1 Flight Plan Issues

Considerable discussion was held around various flight plan issues that remain e.g. aircraft phone number availability, lack of standardisation, etc. Geoff Hounsell (ACNZ) reminded the meeting that a huge amount of effort went into ICAO Flight Plan Requirements from ANSPs, Operators, and a number of other parties. This was a big change for everyone and kudos should be given to everyone involved.

Steve Kelly (Air NZ) indicated that there appears to be pushback from ANSPs to make further changes to the ICAO Flight Plan and feels we should be encouraging ANSPs to grasp idea's and make changes so that in 5 years we are not looking at NAV remarks again. He feels that ICAO 2012 has shown the value of changes however Geoff Hounsell advised that ICAO HQ have no mechanisms in place to adapt and upgrade the 2012 Flight Plan. To this Steve Kelly asked that the ISPACG Minutes note the above unacceptable stand point. Paul Radford (ACNZ) suggested another letter be sent to ICAO from the Co-Chairs voicing the Group's concerns about placement and global enhancements.

The meeting agreed to close AI19-1 and create three new Action Items to deal with specific flight plan issues of the day.

AI 21-2 ADS-C Climb Descent Procedure (Ref: IP-07)

Dennis Addison advised the meeting that 8 clearances were issued during the ADS-C CDP Manual Trial which concluded on 15 February 2013. Jean-Francois Bousquie (Airbus) and Gene Cameron (United) both reminded the meeting that this was 8 clearances over a 2 year time trial. They felt that the checklist was too big, did not collect enough data and would like to see Ocean21 fast tracked to include automating ADS-C CDP (which FAA expect to be completed in January 2015). Gene also added that with fuel prices going up again anything ANSPs could do to help the airlines save fuel would be gratefully received.

Karen Chiodini (FAA) thanked the meeting for the feedback but said she did not consider only 8 clearances a failure as all were applied safely. The FAA had this budgeted for and code was already being written for the procedure so ADS-C CDP was being moved forward. Geoff Hounsell added that he hoped that the procedure would become more normalised across the region.

The Item is closed with the intent of tracking it via the Capacity Enhancement Table.

AI 25-1 RNP-4 Equipage (Ref: IP-05)

Dennis Addison reminded the meeting that with fuel prices having risen again and studies continuing to show that RNP4 and FANS equipped aircraft operate at more fuel efficient altitudes, as well as reducing carbon dioxide (CO₂) emissions, States need to work with their operators to help them certify their aircraft as RNP4 capable.



It is recognised that probably the biggest users don't have RNP4 or FANS however Brad Cornell (Boeing) suggested doing more analysis on Hawaiian flights and said that with the cost of avionics coming down e.g. the new INMARSAT, it may be an opportune time to incentivise and assist some airlines.

Paul Fallow (ACNZ) stated that the data was more compelling when visible across multiple FIRs and change was more likely to occur with more visibility.

Blair Cowles (IATA) is now chasing operators for data from FANS equipped aircraft (not RNP4).

AI 25-2 Speed Variation Concern (Ref: WP-03)

Ongoing issues of speed variation, as well as inconsistencies that exist between filed speed information in FPL Item 15, Annex 2 reporting requirements, flight crew expectations and the Item 15 information transmitted between ATS Units via AIDC continue.

A Tiger Team has been set up and will be led by Jeremy Bienkowski (Airservices) to look at all issues including messaging and how we alleviate anomalies. A holistic view point is required to develop systems and solutions that are workable for everyone in this region. Also invite flight crews to be part of the Tiger Team. We can't wait for ICAO lead.

5. Review Work Programmes

5.1 Seamless Airspace Chart

Surveillance

IP-13: Intentions Adjustments Pacific FIR Seamless Airspace Chart (DGAC)

Marcial Vidal again presented DGAC's three year plan to upgrade their ATM system: Testing FMC Way Point Reports; Installing ADS-C and CPDLC; "Accepting" DARPs with Oakland; and co-ordination with Tahiti and Oakland FIRs for implementing AIDC messages. During 2015 feasibility studies and checks for the implementation of RNP4 in the Easter Is FIR will be set.

Geoff Hounsell reiterated for DGAC to make use of the knowledge and expertise that their partners in this room collectively have.

WP-02: Australian ADS-B Update (Airservices)

Adam Watkin reported post ICAO 2012 FPL that the carriage of approved ADS-B equipment is now indicated by B1 and/or B2 in Field 10b. When erroneous ADS-B emissions are received from an airframe operators are contacted and advised of the fault, or non-compliant avionics. Pleasingly a number of aircraft have taken action to become compliant.

He also reminded the meeting that the Australian ADS-B mandate comes into effect on 12 December 2013 which makes fitment and operation of approved ADS-B avionics equipment mandatory for all Australian aircraft, as well as foreign aircraft in Australian territory. Note that 'Australian Territory' is over the Australian mainland not Oceanic Airspace. Information concerning the phased requirement for all IFR aircraft to be equipped for ADS-B by 2 February 2017 was also provided.

Toby Farmer (CAA NZ) added that the Australian airspace monitoring agency was now able to perform long term height monitoring and that all ADS-B equipped aircraft flying over Australia are monitored, to which Geoff Hounsell added that this helps support Annex 6 requirements.

IP-01: US ADS-B Activities (FAA)

Ken Jones updated the meeting on US progress in ADS-B systems development and implementation, in particular ADS-B Service Architecture and the difference between the Essential Services (TIS-B and FIS-B) that are strictly for pilot situational awareness, and the Critical Services (ADS-B and ADS-R) that are for Air Traffic separation services. He also briefed the meeting on Enroute, Terminal and Surface (advisory) Service Delivery Points as well as what the ADS-B In Aviation Rulemaking Committee was tasked with.

Adam Watkin asked why the FAA were supporting two technologies? Ken responded for the accommodation of bandwidth i.e. UAT doesn't have the bandwidth concerns they have under 1090.

IP-16: New Zealand ADS-B Update (ACNZ)

Geoff Hounsell advised that in 2012 Airways set up a Task Force and started working with CAA NZ to establish the regulatory framework to support ADS-B as the preferred future surveillance technology. Multi Sensor System (MSS) equipment that can detect both MLAT (used in Queenstown and the southern part of the south island) and ADS-B targets is currently being installed to cover un-surveilled airspace for ATC separation purposes in the enroute environment. Development of a safety case to enable use of ADS-B data for ATC services and a "roadmap" for necessary rulemaking should be finalised by the end of 2013 for the national surveillance replacement program.

IP-19: Seamless ATM Activities in Indonesian (DGCA Indonesia)

DGAC Indonesia forwarded an IP outlining their active participation in the Asia Pacific Seamless ATM Planning Group and advised they are currently implementing some of the ASBU elements. They are also working on the implementation of RNP/RNAV-10 50/50 in Jakarta and Ujung Pandang FIR, as well as AIDC trials with Brisbane FIR, and are looking at introducing RNAV5 routes. They are aware that by participating in ISPACG they are able to work towards harmonizing the global seamless ATM concept in the region.



Automatic Dependent Surveillance – Broadcast (ADS-B) In-Trail Procedures (ITP)

WP-04: ADS-B ITP Operational Flight Trial Project Overview (FAA)

Ken Jones updated the meeting on the operational trials in the Pacific identifying the ADS-B ITP climb sequence of events, the difference between pilot and controller responsibilities, and reported on the Side Mounted Display Flight Crew Interface otherwise known as the Electronic Flight Bag (EFB) which has been chosen as a retrofit solution. He reported that there is now comprehensive designated data collection activity for operational evaluation and the data collected is being used to enhance the understanding of the economic, safety and operational impact of ADS-B ITP.

Gene Cameron (United) thanked Ken for the presentation stating that the Union has put a letter of recommendation forward saying the procedure is safe and they recognise using it. He reminded the meeting that savings and the ability to get out of turbulence are key. Geoff Hounsell agreed saying that future development would require demonstration of a substantive return for investment for operators and that the more data we can collect would help facilitate.

User Preferred Routes (UPR)

IP-02: User Preferred Route (UPR) and PACOTS Update (FAA)

Dennis Addison advised that approval in the Pacific for a project allowing the removal of all unnecessary ATC system constraints and the merging of major PACOTS routes in controlled manner is being sought. He said Oakland had developed a test network in DOTS+ to merge PACOTS Tracks C & E and over the last 5 months had been generating test PACOTS Merged Routes and optimising the new network. The FAA are looking at conducting a 1 year operational trial for Merging Tracks C & E when it provides advantages but noted that trial could be modified or canceled based on the lessons learned.

Gene Cameron reminded the meeting of the importance of the Oceanic WG and the benefits it created for operators; particularly significant are UPR changes and the reduction in constraints. He gave his sincerest thanks to the FAA for collaboratively working to make these savings happen. Dennis added that thanks also had to go to JCAB who had helped FAA to make changes to constraints via IPACG.

Dynamic Airborne Route Procedures (DARP)

IP-04: Oceanic Conflict Advisory Trial (OCAT) (FAA)

Dennis Addison reminded the meeting of the one year long OCAT trial which commenced in November 2012, allowing trial partners to pre-probe proposed routing changes while in the Oakland FIR against the current oceanic situation with a “shadow system”. It utilises the most recent Ocean21 conflict probe algorithms and analyzes the proposed routing against the current traffic to determine if the change will result in any predicted separation violations.

OCAT operates without impacting on ATOP systems or ATCs.

Steve Kelly (Air NZ) asked if Dennis was looking for anymore operators to participate in the trial. Dennis responded that if they could DARP and would like to enter the trial, then yes. He added that Qantas, United and UPS were currently in the trial. Gene Cameron added that this could also be a tool that the flight crew could use to help with dispatch.

FMC Way Point Reporting

IP-09: Expansion of FMC WPR Within YBBB Airspace (Airservices)

Adam Watkin said investigation into expanding the area used for FMC WPR with Air NZ A320s had highlighted some system restrictions. He said while it would be desirable to permit FMC WPR with no geographic constraints, this was not possible within Airservices' current operating environment. As of 4 April 2013 Airservices will however support FMC WPRs for westbound aircraft across the Tasman noting that as these aircraft enter ATS surveillance coverage, they contact VHF and are identified, and no further position reports are required from them.

Mark Shepherd (Air NZ) noted his appreciation to Adam for writing the procedures and to Airservices for their assistance in recognising the benefits to the operator.

Network Optimisation

IP-14: Collaborative Decision Making (CDM) Programme, Air Traffic Flow Management (ATFM) Stage 1 - Update (Airservices)

Jeremy Bienkowski outlined the three capabilities that make up CDM program: Air Traffic Flow Management (ATFM); Airport Collaborative Decision Making (A-CDM); and Integrated Arrival and Departure Management (A/DMAN). During 2012 the ATFM using Metron Traffic Flow, an automated user interactive system, was implemented in Sydney, Perth and Brisbane. Early results of GDP show sector time reductions and reduced airborne holding times resulting in consequent fuel savings.

IP-11: Operational Trials for the Enhanced ATFM (JCAB)

Tomoko Nakagawa advised the meeting of the operational trial of Specifying Calculated Fix Departure Time for Arrival Spacing (SCAS) which commenced in August, 2011, and the operational trial for Expected Departure Clearance Time (EDCT) valid window is scheduled to start 7 March 2013. She said that flights operating within domestic airports and those connecting to Asian countries may be interested in this trial information.

When questioned, Tomoko advised that there were no plans to expand the trials to the adjacent FIRs.

IP-17: Collaborative Flow Management (CFM) (ACNZ)

In 2010 Airways started developing the complete CFM solution by combining Collaborative Arrivals Manager (CAM) with Arrivals Manager (AMAN) (based on OSYRIS from BARCO). It has taken 2 years to streamline the system to provide a high degree of tailoring for the NZ environment and operations. On 4 April 2013 AMAN will go live, initially for NZAA only. The system will involve a major “cultural change” for ATC with less intervention and more monitoring with the objective of enabling predictable approach profiles with 80% of flights knowing and executing the issued STAR from TOD.

IP-03: Tailored Arrivals (FAA)

Dennis Addison informed the meeting that SFO's Runway Safety Area project will require simultaneous shutdown of the Runways 28 Left - Right - Offset glideslopes from June 1 to August 21. During this time, Localizer-Only IAP's and RNAV IAPS's (with LNAV-VNAV minima) will be available. An appropriate IAP will be uplinked in the Pacific 2 TA for the phase of construction.

The Catalina 1 TA issues that rendered the service unavailable from September 2012 have now been resolved and aircraft may now request the Catalina 1 Tailored Arrival to Los Angeles.

Suzie Ness (Boeing) asked if the FAA were planning to create any more TAs to which Dennis responded that the FAA want to resolve the use of phraseology first and once that is done they will look at other TAs.

Mark Shepherd (Air NZ) thanked Dennis for his briefing but stated his disappointment with the LAX TA saying he had contacted METROPLEX to advise there was no saving vs. BUFIE2. David Oliver (Qantas) added that most operators paid to equip aircraft for FANS; however it now seems that proceeds are going towards other equipage developments [KLC1] leaving those with FANS without the benefits and savings they anticipated.

Dennis agreed that he understood David's concerns and said they tried to provide a service for operators with FANS and other equipage. They were trying to make SFO more dynamic and working to try to develop slit airborne reroutes to bleed off times so operators could continue to use tailored arrivals. Karen Chiodini agreed with David's view point 100% and said there were not only issues with phraseology but also controller and the publishing of flight standards.

5.2 ATM Contingency Plans

Previously AI 16-4. Airways is looking at Contingency Plans with the RCC as well as the capability of adjacent States to take over when required.

5.3 Civil Military Co-ordination

Nil to report.

5.4 **ASPIRE Update** (Ref: IP-15)

The ASPIRE Annual Meeting was held in Tokyo on 5-7 June 2012. The ASPIRE Partners continued to expand the ASPIRE-Daily program to identify the most efficient city-pair routes in the region where best practices with demonstrated and proven success in the reduction of greenhouse gasses are available on a daily basis. Since its inception, the ASPIRE-Daily program has validated ten city pairs.

ASPIRE have generated an open letter to ANSPs and Airlines inviting them to attend the next annual conference in Thailand from 23-25 April 2013.

6. **Other Business**

Lew Jenkins, Acting GM, System Operator, Airways NZ

Lew Jenkins welcomed everyone to Auckland and praised ISPACG for being such a dynamic and active working group that had the engagement of all stakeholders collectively working together. In this day and age we all had political and cultural boundaries that we had to work within however his one message to everyone was to listen to the voice of the customer.

He also said he was proud to be associated with Airways NZ who was recently recognised for its excellence in the ATM industry, for the 2nd year running, when it was announced Winner of the Operational Efficiency category for its Southern PBN Implementation.

He then took everyone into 2030 with a vision of the future about travel from Queenstown to Auckland, finishing with the reminder that in our grandparents time no one could ever imagine flying, and since then man had landed on the moon. Nothing is impossible, or out of reach.

IP-08: Introduction of Automated Conflict Detection Tool Alerting (Airservices)

Adam Watkin reminded the meeting that Conflict Detection software had been available in Australian Eurocat for a number of years, however various regulatory barriers had prevented its sign off. He was now able to advise that the Flight Plan Safety Net Alert (FPSNA) had been implemented in January 2013. Initial implementation of the automated conflict detection means the ATC still identifies conflicts using existing techniques, but a safety net based on a 'look ahead' of 15 minutes prior to the conflict start time had been implemented. During this stage of implementation, the trial probe functionality is disabled. The next step will be to increase the look ahead parameters to 30mins and to enable the trial probe.

Geoff Hounsell said this was a clear example of how some things are not always as simple to introduce as they appear on the surface, and that despite having to jump through hoops, the ability to streamline is always something to be strived for.



IP-18: Performance Based Navigation (PBN) in New Zealand (ACNZ)

Geoff Hounsell announced that new PBN procedures were introduced into QN effective 15 Nov 2012. Due to terrain limitations, procedures are primarily RNP-AR optimised for B737 and A320 operations. The implementation has provided significant benefits with airport capacity increasing from 6 to 12 IFR movements per hour, an increased payload outbound and reduced workload for ATC.

He also reported that RNP APCH, SIDs and STARs are now available at all the Primary airports serving International traffic and RNP AR APCHs are available at AA and QN for approved operators. RNAV SIDs/ STARs are currently available at CH and WN and procedures will be enhanced in the next 2 years including the addition of RNP AR procedures for approved operators

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

Geoff Hounsell noted that the ISPACG forum has expanded somewhat over the years therefore it is intended to look at how to formalize and perhaps change the existing LOAs. This will be done for ISPACG via PT/15 and discussed further at ISPACG/28.

8. Closing Remarks

8.1 Arrangements for ISPACG/28

Olivier Cougouil (SEAC-PF) thanked Airways NZ for hosting ISPACG/27 and confirmed that Tahiti would be the venue for ISPACG/28. The intention was to host the meeting at the end of February, start of March 2014 with dates and venue details to be announced at a later date.

DGAC advised that they are not in a position to confirm their ability to host ISPACG/29 in 2015 and asked that the Co-chairs support their bid with a letter outlining the ISPACG signatories commitments for hosting ISPACG meetings. Geoff Hounsell agreed to write to DGAC and advised that he would like to see host countries confirm basic details at least one year in advance.

8.2 Closing Remarks

Karen Chiodini (FAA) thanked Airways NZ for hosting the meeting and all the members for their collaboration over the last week's meetings.

Geoff also appreciated everyone's involvement and said it was a forum where everyone learns, engages and improves the Region. He will report to ICAO on the meeting telling them what we've done, not asking them what we can do. He wished everyone safe travels home.

Reference: <http://www.airways.co.nz/ispacg/>

Attachments: Appendix A: Open Action Items
Appendix B: Seamless Airspace Chart
Appendix C: Participant List