



**Twenty First Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/21)**

Auckland, New Zealand, 6-8 March 2007

Agenda Item 3: Review relevant work conducted since the last meeting.
Report on planning team activities.

**IMPLEMENTING DARP – A GUIDE FOR PILOTS, AIRCRAFT OPERATING
COMPANIES AND AIR TRAFFIC SERVICES UNITS**

Presented by Airways New Zealand

SUMMARY

Airways NZ has been tasked by the ISPACG planning team to “Create a training briefing for AOC’s and pilots that outlines the DARP procedures.”

1. INTRODUCTION

1.1 Airways NZ has produced a training paper for AOC’s and pilots. On reflection it was decided to add ATSU’s and diversion procedures as it was felt that having a single document that covered as many of the personnel and situations that are likely to be involved will keep mistakes and omissions to a minimum.

The plan is to eventually include these procedures in the FOM.

2. DISCUSSION

2.1 This paper describes the process to follow when an airborne aircraft requests DARP or diversion. It is guidance material and its adoption will allow pilots, AOCs and ATSUs to follow a set procedure using correct message sets.

The availability of new weather forecasts on long haul routes may allow airlines to request revised routing for airborne aircraft which will result in fuel savings.

Automated ATSU systems can transmit revised route data to each other electronically without requiring flight plan change notification from AOCs.

The paper has been circulated for comment to interested parties.

The First draft of the paper is attached for information.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note that the paper is being circulate for comment.
- b) Indicate if they would like to be added to the consultation process.