

FINAL REPORT

of the

EIGHTEENTH MEETING

of the

**INFORMAL SOUTH PACIFIC
AIR TRAFFIC SERVICES
CO-ORDINATING GROUP
(ISPACG/18)**

Nadi, Fiji
23-26 February 2004

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INFORMAL SOUTH PACIFIC AIR TRAFFIC SERVICES CO-ORDINATING GROUP (ISPACG)

PURPOSE

To promote a cost effective South Pacific Air Traffic Services (ATS) aviation environment that is responsive to change, meets the needs of the aviation industry, is economically sustainable, and maintains or enhances present levels of safety.

PRINCIPLES

In the conduct of the activities of the ISPACG, the forum will apply the following principles:

1. Promote an ATS system that is responsive to and meets the needs of our customers.
2. Ensure that the introduction of new technology and procedures maintains or enhances the present levels of safety.
3. Harmonise ATS practices and procedures consistent with regional and global activity.
4. Undertake activities and provide outputs that are cost effective and efficient for both customers and service providers.
5. Promote advantages in new technology where benefits can be derived.
6. Achieve a cooperative customer/service provider environment.

PRIMARY OBJECTIVE

To implement an Air Traffic Management (ATM) concept of operations that includes an evolutionary development of individual user/airline defined optimum routes with the ability to perform multiple user defined reroutes anywhere in the region.

BACKGROUND OF THE MEETING

1. PLACE AND DURATION

- 1.1 The eighteenth meeting of the Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG) was hosted by Airports Fiji Limited and held at the Tanoa International Hotel, Nadi, Fiji, from 23-26 February 2004.

2. ATTENDANCE

- 2.1 The meeting was attended by participants representing South Pacific air traffic service providers (ATSP) and regulatory authorities, airlines, the International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA), International Federation of Air Traffic Controllers' Associations (IFATCA), international aviation organisations, representatives from communications service providers, and airline/equipment manufacturers. A list of participants is included as part of this report.

3. OFFICERS AND SECRETARIAT

- 3.1 Leslie McCormick of the United States Federal Aviation Administration (FAA) chaired the meeting, with Mark Goodall of Airways New Zealand and Ron Rigney of Airservices Australia serving as co-chairs.
- 3.2 Joanne Kendall of Airways New Zealand provided secretariat support services to the meeting.

ACCOMPLISHMENTS OF THE MEETING

- The Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) Regional Airspace Safety Monitoring Advisory Group (RASMAG) has been established and will meet in April 2004. Funding issues will be addressed by this group.
- Agreement has been completed for Auckland to provide ATM contingency services in Tahiti Flight Information Region (FIR), while Brisbane is expected to finalise contingency arrangements with Papua New Guinea by 30 April 2004.
- The meeting agreed to establish a working group to implement 30NM lateral and 30NM longitudinal (30/30) separation across the Tasman Sea by 25 November 2004.
- Action Item 16-12 regarding REPORT REACHING was closed with an INFORMAL RESPONSE received from the International Civil Aviation Organization (ICAO).
- Generic required navigation performance (RNP) airspace was implemented in Australian administered airspace 17 April 2003.
- User preferred routes (UPRs) have been established between defined city pairs.
- Dynamic airborne re-route program (DARP) Procedures are now being progressed and reported by the FANS Implementation Team (FIT).
- The FIT approved domestic controller-pilot data link communication (CPDLC) Requests for Change (RFC) to the FANS-1/A Operations Manual (FOM).
- Fiji agreed to implement ATS inter-facility data communications (AIDC).
- The meeting agreed to establish a working group to assist in the development of geographically seamless data communications to develop a gateway function which allows ATS providers to communicate with data link equipped aircraft, regardless of which technology is installed.

Summary of the Eighteenth Meeting of the
Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG/18)

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SUMMARY OF THE MEETING

1.0 ADMINISTRATION

- 1.1 The eighteenth meeting of ISPACG was opened by **Leslie McCormick** of the United States Federal Aviation Administration (FAA) who welcomed the participants and thanked Airports Fiji Limited for hosting the meeting. Following her opening remarks, she introduced the co-chairs, **Mark Goodall**, Manager Oceanic Business, Airways New Zealand (Airways) and **Ron Rigney** of Airservices Australia, and discussed the administrative arrangements for the meeting.
- 1.2 **Mark Goodall** spoke of FANS-1/A and en route oceanic traffic. He suggested that ISPACG should be entertaining thoughts of extending benefits to customers and looking for new ideas to provide these benefits.
- 1.3 **Ron Rigney** spoke of the changing landscape, suggesting that representatives from Emirates and Virgin Blue airlines be invited to attend the next ISPACG meeting and advised that commencing on 18 May Hawaiian Airlines would be flying between Honolulu and Sydney four times a week. In October 2003 he attended the Indian Ocean ATS Coordinating Meeting in Melbourne where they had agreed to have the Indian Ocean Operations Manual included into the FOM.
- 1.4 The meeting noted that the ICAO Asia Pacific Regional Office was unable to send a representative to this meeting due to staff and funding shortages. ISPACG assists the Regional Office in addressing relevant air traffic management (ATM) matters for the major traffic flow between North America and the South Pacific, and it is hoped that an ICAO representative will be available to participate in future ISPACG meetings.

2.0 WORK PROGRAM

- 2.1 The meeting reviewed the ISPACG/17 Open Action Items and updated the Action List (See Appendix A).
- 2.2 **Action Item 16-1: Central Reporting Agency**
APANPIRG Regional Airspace Safety Monitoring Advisory Group (RASMAG) has been established and will meet in April 2004. Funding issues will be addressed by this group, thereby closing it as an ISPACG Action Item.
- 2.3 **Action Item 16-2: Strategic Planning**
See Appendix B, Updated Capacity Enhancement Table (Standing Action Item)
- 2.4 **Action Item 16-4: ATM Contingency Plans**
Mark Goodall, Airways, advised the group that contingency arrangements for the Tahiti FIR had been implemented and that Airways was in discussion with Airservices in Brisbane regarding possible ATS across the Tasman Sea in the event of catastrophic failure at Auckland Centre.

- 2.5 **Yoshiki Imawaka, Japan Civil Aviation Bureau (JCAB)**, presented a proposed amendment to ICAO Regional Supplementary Procedures (Doc 7030) relating to ATC contingency procedures to be used during the failure of datalink in the oceanic controlled airspace. Discussion followed about procedures for loss of communications and an impromptu working group was established to outline the concerns and possible solutions for loss of communications (refer Action Item 16.7).
- 2.6 **Action Item 16-5: FIT Report**
See 4.0 Future Work Programmes, FIT Report and Recommendations (Standing Action Item)
- 2.7 **Action Item 16-6: Regional Lateral Offset Procedures**
No progress – awaiting outcome of the work of the ICAO Separation and Airspace Safety Panel (SASP).
- 2.8 **Action Item 16-7: Aircraft Loss of Communications Procedures**
Roger Kiely, FAA, presented the proposed amendment to the Regional Supplementary Procedures, Doc 7030/4 and a letter from ICAO Asia and Pacific Regional Office who requested clarification on a number of issues before ICAO Headquarters would endorse the proposed amendment.
- 2.9 A sub-group was formed to review and modify the procedures. The FAA will finalize the response and forward it to ICAO .
- 2.10 **Action Item 16-8 Implementation of 30/30**
Mark Goodall, Airways, reiterated that RNP-4 exclusive airspace is not acceptable for the application of 30/30 within the Auckland Oceanic FIR. Airways sought consensus from ISPACG regarding non-exclusive RNP-4 airspace. Airways is awaiting the approval and publication of the Doc 7030 amendment for 30/30.
- 2.11 **Roger Kiely, FAA**, described a proposal where consideration is being given to using information provided in Field 18 of the flight plan to differentiate between aircraft RNP capabilities and allow the FAA HOST computer to determine the RNP capability. The filing of a single “R” in Field 10a is supposed to reflect RNP capability for an entire route of flight. This limitation impacts the ability of ATS providers in providing service to aircraft with differing RNP capabilities in areas where, for example, RNP-4 and RNP-10 standards will be applied.
- 2.12 There was considerable discussion on how to differentiate between RNP values. ICAO needs to address in its review of the flight plan format, however, a regional solution needs to be agreed in order not to delay the implementation of 30/30.
- 2.13 **Leslie McCormick, FAA**, presented a proposed task list for implementation of 30/30 separation in Pacific oceanic airspace. It was presented for potential use as a means to track progress toward timely implementation of 30/30. It further suggests that ISPACG recommend to ICAO the establishment of a regional task force for the safe and timely implementation of 30/30.

- 2.14 **Ron Rigney, Airservices**, informed the meeting that the 7030 amendment for 30/30 was now in the last stage of completion, having been referred to the Air Navigation Commission for final consideration by 20 February 2004. Provided there are no last-minute changes, the Air Navigation Commission is expected to forward a recommendation to the President of the ICAO Council by the end of February and final endorsement of the 7030 amendment for 30/30 is expected to be received by 10 March 2004.
- 2.15 Following discussions by the group, the meeting decided to establish a working group under ISPACG to implement 30/30. This working group would consider use of the proposed task list and the differentiation of RNP values in the ICAO flight plan. The meeting agreed that assistance from ICAO was not yet required, as the resources for implementation exist within ISPACG. It was agreed that the first implementation would be over the Tasman Sea, with a target date of 25 November 2004. A report on the progress toward implementation of 30/30 will be presented to the next meeting of the APANPIRG Air Traffic Management/Aeronautical Information Services/Search and Rescue Sub-group.
- 2.16 **Action Item 16-12: REPORT REACHING**
An INFORMAL RESPONSE was received from ICAO and the meeting agreed to close this item.
- 2.17 **Action Item 16-13: Application of “Rule of 11” in Oceanic Airspace**
Adam Watkin, Airservices, reported that the Rule of 11 has been available for use in Australian airspace since the early 1990s. The use of this separation standard in Australia currently requires the time difference to be determined by radar or passage over a radio fix. A proposal has been submitted to amend the Australian Manual of Air Traffic Services (MATS) to permit controllers to use a pilot report over a *waypoint* to determine the separation minimum.
- 2.18 **Allan London, Airways**, advised that the current Rule of 11 requires the time difference to be determined by radar. Rule of 11 using pilot reports/estimates for waypoints did not pass the safety case conducted by Airways due to time estimate variances. Another safety case assessment will be conducted and subject to that assessment airways will seek approval to implement
- 2.19 A question was raised during the meeting as to whether common timekeeping procedures for the Pacific would help.
- 2.20 **Terri Anton, ARINC**, advised that they provided ± 1 second and used NTP/NTP servers for system time. Servers got their time from more than one GPS source and a WWV source for comparison which converted to UTC.
- 2.21 **Sylvain Laviolette, SITA**, informed the group that timekeeping is converted into UTC and taken directly off the GDC clock which is based on UTC time. (Refer Appendix C)
- 2.22 **Action Item 17-1: RNP Airspace**
Adam Watkin, Airservices, informed the group that generic RNP airspace was implemented in Australian administered airspace in April 2003, however, a number of problems had been encountered since the implementation. For example, there was confusion as to the meaning of RNP-4 “approval” and occasional use of “R” by aircraft that were RNP-5 approved.

- 2.23 **Peni Verebasaga, Strategic Air Services Ltd (SASL)**, advised that RNP-10 had been implemented in Fiji airspace since 21 August 2003.
- 2.24 **Antoine Martin, SCTA France**, said Tahiti was expecting RNP-10 and 50NM lateral by the 3rd quarter 2004 and 50NM longitudinal is planned for 1st quarter 2005.
- 2.25 **Action Item 17-2: UPRs**
Adam Watkin, Airservices, advised that the first phase of the UPR project, the introduction of UPRs between Australia and New Zealand, had simulated numerous scenarios and permutations of UPRs from the Brisbane TAAATS simulator. A number of risks that had previously been identified were assessed during various scenarios. As a result of this assessment, Airservices would be deferring the widespread implementation of UPRs until the identified risks could be mitigated and a conflict probe was available in TAAATS. In the meantime, the UPR project team is considering a number of strategies that include UPR implementation restricted to defined Australia/New Zealand city pairs, for example on or south of the Melbourne - Auckland tracks.
- 2.26 **Steve Kelly, Air NZ**, expressed appreciation that Airservices was considering restricted implementation of UPR while waiting for their issues to be addressed.
- 2.27 **Mark Goodall, Airways**, advised the meeting that Airways is ready to accept unrestricted UPRs and undertook to advise the airlines of any progress.
- 2.28 **Peni Verebasaga, SASL**, informed the meeting that aircraft meeting the requirements of at least RNP-10 could fly UPRs. He will review this requirement and report back to the next ISPACG.
- 2.29 **Action Item 17-3/17-4: DARP**
Dave Maynard, FAA, advised the meeting a successful DARP had been completed for an aircraft re-routing in Auckland airspace and being transferred to Oakland FIR.
- 2.30 In the future, DARP procedures will be progressed and reported by the FIT.
- 2.31 **Action Item 17-5: Automatic Dependent Surveillance – Broadcast (ADS-B)**
Adam Watkin, Airservices, provided an update on the ADS-B trials within Australia. Currently there are 8 ADS-B equipped aircraft, with up to 5 more being equipped in 2004. The collection and analysis of ADS-B data has shown close agreement between ADS-B and radar position reports, and leaves no doubt that ADS-B is at *least* as accurate as radar. A performance report has been sent to the Civil Aviation Safety Authority recommending the approval of a 5NM separation standard between ADS-B aircraft.
- 2.32 Airservices intends to deploy 20 ADS-B sites in remote regions of Australia to provide surveillance capability over the majority of the country above flight level 300. It is expected that a contract to supply ADS-B ground systems will be awarded within the first quarter of 2004. The ADS-B ground stations are expected to become operational by the end of 2005.
- 2.33 Airservices has established an ADS-B Implementation Team (ABIT), similar to FIT, to consider issues relating to ADS-B. More information is available on Airservices' ADS-B website <http://www.airservicesaustralia.com/pilotcentre/projects/adsb/adsb.htm>

2.34 **Mark Goodall, Airways**, advised the meeting Airways had conducted an extensive surveillance review last year. The outcome, given that most of New Zealand is within radar coverage, was to retain radar aerials and upgrade. However, as a separate project, Airways intended to conduct an ADS-B trial for some areas in the lower part of the South Island.

2.35 **Action Item 17-6: Oceanic Safety Performance Standards**

Tom Kraft, FAA, reported on the progress of RTCA Special Committee (SC) 189/Eurocae Working Group (WG) 53's current work related Performance Requirements Standard (SPR) for air traffic data link services in oceanic and remote airspace (oceanic) and to the FANS-1/A Operations Manual (FOM). The report also invited ISPACG partners to help complete the SPR and provided recommendations to ISPACG on using RTCA SC-189-WG-53 guidance material and standards to meet appropriate ICAO and state regulatory requirements. The Oceanic SPR Standard schedule is as follows:

06 Feb 04	PU24, Version 1, SPR Standard for air traffic data link services in oceanic ad remote airspace.
15 Mar 04	Comments due
05 Apr 04	PU24, Version 2, includes new material
30 Apr 04	Comments due
01 Jun 04	PU24, Version 3, start of 60 day final review and consultation.

2.36 **Action Item 17-7: Unlawful Interference**

Ron Rigney, Airservices, summarised the current arrangements for the notification of unlawful interference and noted that there were several different means available to signal unlawful interference. These various means of signalling could be categorised under the following key elements of communications and surveillance:

Communications		Surveillance	
VHF/HF/SATCOM	Voice – including covert signalling	Radar - SSR	SSR Code selection
CPDLC	Emergency messages	ADS	ADS emergency mode

2.37 In discussion on the use of CPDLC/ADS for signalling unlawful interference, the meeting noted that use of the ADS Emergency Mode could be checked for covert or inadvertent activation by use of CPDLC to up-link "REPORT SPEED. CONFIRM ADS". However there was no procedure for covert signalling using CPDLC as a sole means to indicate unlawful interference.

2.38 The meeting recognised the sensitivities associated with national security requirements, and requested the assistance of States and organisations to provide publicly available procedures for signalling unlawful interference, as published in aeronautical information publications, etc.

2.39 Ron Rigney agreed to prepare a table for each State to complete with publicly available unlawful interference codes.

- 2.40 **Action Item 17-8: Reduced Vertical Separation Minimum (RVSM) Traffic Movement Sample**
Leslie McCormick, FAA, presented a report on behalf of the Pacific Approvals Registry and Monitoring Organization (PARMO) containing a summary of large height deviation reports received by the PARMO for the year 2003. In addition, an update of the vertical collision risk for Pacific airspace was included and presented. The vertical collision risk estimate for this period is roughly a factor of 30 below the TLS of 5.0×10^{-9} fatal accidents per flight hour. However, this estimate was based on a composite of old parameters combined with recent traffic counts and was not representative of a complete calendar year of large height deviation reporting.
- 2.41 It was requested that a traffic sample be collected by all States for the period 1-30 April 2004 and provided to PARMO. Specification for the data is supplied in Appendix D.
- 2.42 **Action Item 17-9: Pre Departure Clearances**
Mark Goodall, Airways, advised that Airways is developing a business case, in consultation with customers, for the delivery of pre-departure clearances via the ARINC Communications Addressing and Reporting System (ACARS) which is included in the Business Plan for the year ending June 2005. Initial implementation is likely to be restricted to flights departing Auckland Airport.
- 2.43 **Action Item 17-10: Domestic CPDLC**
The FIT approved a domestic CPDLC RFC to the FOM.
- 2.44 **Action Item 17-11: AIDC**
Peni Verebasaga, SASL, advised the meeting that Fiji is AIDC capable and working with Auckland and Brisbane in order to implement across the FIR Boundary.
- 2.45 **Action Item 17-12: Terminal Procedures**
Leslie McCormick, FAA, advised that there are two primary FAA programmes addressing the improvement of safety and efficiency in the terminal as well as the enroute environment: the National Airspace Redesign (NAR); and the RNP Programme.
- The NAR is a long term program managed by the FAA Air Traffic Airspace Management Office. The NAR is tasked with evaluating the air traffic environment in the National Airspace System and developing strategies to improve safety, efficiency, flexibility, and predictability, increase system capacity, and reduce delays. Detailed information on the NAR can be found at <http://www2.faa.gov/ats/nar/>
 - The RNP Program's guidelines are contained in the *Roadmap for Performance-Based Navigation*, published by the FAA in July 2003 after extensive consultation with U.S. National Airspace System stakeholders. The Roadmap provides specific U.S. RNP implementation goals and timelines. A copy of the *Roadmap* document is available at <http://www1.faa.gov/avr/afs/afs400/rnproadmap.pdf>
- 2.46 **Mark Goodall, Airways**, advised that Airways had established an RNP project team tasked with establishing RNP routes and arrivals within New Zealand domestic airspace.
- 2.47 While accepting there are financial constraints, the meeting agreed that all ATSP should invite terminal procedures specialists to the next ISPACG meeting.

2.48 **Action Item 17.13: Monthly Monitoring Data**

The Central Reporting Agency reminded the meeting of the need for monthly data link monitoring data.

2.49 **Action Item 18.1: ATS Data Link Gateways**

Reed Sladen, FAA, presented a proposal to establish a small working group to develop a case for a data link gateway that supports all technologies. The meeting endorsed the proposal. (Refer 5.2 below)

4.0 FIT REPORT

4.1 **Brad Cornell, Boeing ATM**, presented the report of the FIT, which was held on 23-24 February 2004.

4.2 Action Items from FIT/10 are listed below. Most major items were closed out with the exception of RFC04-nnn regarding amending standard free text.

- UPR/DARP
- Performance Statistics
- Problem Reports – 21 closed; 13 new
- CPDLC Position Reports in Oakland FIR
- Performance Monitoring Update (Tom Kraft) – need to be looking at new ways to collect and correlate things for the future.
- Tailored Arrivals
- FANS-1/A Operations Manual (approved by ICAO) – 19 RFCs; 16 agreed
- Additional Working Papers – Failed transfers; position reporting; ADS performance accuracy

4.3 New Action Items that arose at the meeting are:

- Resolve provision of performance monitoring data for Nadi Area Control Centre (ACC)
- Work with JCAB to identify and resolve issues relating to use of Multifunctional Transport Satellite (MTSAT)
- Follow up on ARINC “bad avionics” listing
- Detail performance monitoring data – tie into performance monitoring with Nadi ACC
- Close the problem reports as appropriate
- Schedule another transfer failure monitoring programme
- Prepare RFC on procedure for CLB/DES TO REACH BY
- Develop RFC on high frequency data link (HFDDL) by email for this FOM update (prior to the IPACG FIT meeting on 7-8 June 2004)
- Nadi ACC to review the data on transfer failure and determine appropriate action.

5.0 FUTURE WORK PROGRAMMES

- 5.1 The meeting established the following working groups and defined the Terms of Reference as noted below.
- 5.2 Terms of Reference for the Working Group for the Implementation of 30NM Lateral/30NM Longitudinal Separation (30/30/WG)
- a) To develop benefits-driven implementation plans for the implementation of 30NM lateral/30NM longitudinal (30/30) separation within selected areas and airspace in the South Pacific;
 - b) To consider the need for guidance material on the implementation of 30/30, and if required, to develop such guidance material;
 - c) To ensure the conduct of any required safety assessments based on an appropriate collision risk model (CRM); and
 - d) To address any other matters as appropriate and relevant to the implementation of 30/30 within the South Pacific airspace.
 - e) The working group will include participation from air traffic service providers, regulatory authorities and International Organizations represented at ISPACG.
- 5.3 Terms of Reference for the Working Group for the Development of a Data Link Gateway that Accepts Various Technologies
- a) Develop the requirements for a gateway, and the associated safety case and cost/benefit analysis.
 - b) Present these to an appropriate industry panel to enable all parties to review the requirements and safety case analysis, and accept the approach.

6.0 OTHER BUSINESS

- 6.1 **David Maynard, FAA**, reported that overdue position reports continued to be an issue. The most recent analysis covering the period of 1-17 January 2004 indicated that the number of overdue position reports had remained constant since Oakland ARTCC began tracking and reporting on this issue at ISPACG/17 in 2003.
- 6.2 The airlines requested that Oakland e-mail (to who??) on a daily basis the date, time and flight ID of each occurrence when a controller had to ask for a position report.
- 6.3 It was recommended that aircraft operators explain the importance of this problem to flight crews, and remind them of the requirements for position reporting, and the need to communicate any technical problems to the FIT.

6.4 **Adam Watkin, Airservices**, highlighted Airservices Australia's initiatives with regard to the development and implementation of Flexible Use of Airspace (FUA) and UPR/Trajectories, which is now reflected in the Australian ATM Strategic Plan (AATMSP). Interested parties are invited to contact the respective project managers for further information.

- **UPR**
Greg McDonald
Airservices Australia
Email greg.mcdonald@airservicesaustralia.com
Ph +61 3 9339-2516

- **FUA**
John Milton
Airservices Australia
Email john.milton@airservicesaustralia.com
Ph +61 3 9339-2410

6.5 **Craig Roberts, Airservices**, described the tailored arrival concept developed by Boeing Air Traffic Management (ATM) to maximise the capabilities of current airborne equipment in order to enhance scheduling predictability while reducing fuel-burn, noise, and engine emissions. The result of that development work is a dynamic procedure known as a Tailored Arrival. Boeing ATM, the European Air Traffic Alliance, Qantas Airways, and Airservices Australia have agreed to participate in a trial for data collection using TAAATS capabilities in Australian domestic airspace and Qantas in-service aircraft.

6.6 **Adam Watkin, Airservices**, summarized the TAAATS software enhancements being implemented by Airservices Australia. He further informed the meeting that responsibility for the provision of ATS in Nauru FIR will be transferred to Airservices effective 10 June 2004. The Director General Nauru will continue to promulgate changes to AIP. The provision of HF communication is not yet determined.

6.7 **Debbie Simmonds, Airservices**, presented the Australian ATM Strategic Plan. It outlined the collaborative framework established by Australia for the ATM Strategic Planning process and highlights the benefits of using such a methodology for the future development of ATM within the Region. Interested parties are invited to contact her for further information:

Debbie Simmonds
ATM Strategic Planning Coordinator
ASTRA Secretariat
Airservices Australia
Email Debbie.simmonds@airservicesaustralia.com
Ph +61 2 6268 5105

6.8 **Mark Goodall, Airways**, reported on the successful on time on budget implementation of the Skyline radar system in New Zealand. Interested parties are invited to contact

Lew Jenkins
Manager Main Trunk Business
Email: jenkinsl@airways.co.nz

7.0 STRATEGIC PLANNING

The Capacity Enhancements Table was updated by the meeting. Refer **Appendix B**.

8.0 CLOSING

8.1 Closing remarks were made by each of the co-chairs, noting the work of the group and the outcomes that had been reached during the meeting. Particular thanks were expressed to Airports Fiji Limited for hosting the meeting and also to AFL and SASL for each hosting a social function during the course of the conference.

8.2 ISPACG/19 will be hosted by Airservices Australia in Brisbane, Australia from 28 February to 03 March 2005. Further details will be advised later this year.

MEETING DOCUMENTATION

Paper	Title	Presented by
WP/01	Proposed Agenda	Co-Chairs
WP/02	Open Action Items – ISPACG/17	Co-Chairs
WP/03	ATM Contingency Plans	Airways
WP/04	ATM Contingency Plans	CAB Japan
WP/05	Report into the Implementation of RNP Airspace within Australia	Australia
WP/06	Preparation for the implementation of 30/30 & airspace RNP designation	Airways
WP/07	Plans for RNP determination from ICAO flight plan	FAA
WP/08	Preparation For The Implementation of 30nm Lateral and Longitudinal Separation	FAA
WP/09	Application of the “Rule of 11” in Oceanic Airspace	Australia
WP/10	Implementation of the “Rule of 11”	Airways
WP/11	Report on the implementation of UPRs between Australia & New Zealand	Australia
WP/12	Trans-Tasman UPR	Airways
WP/13	Update on the implementation of ADS-B in Australia	Australia
WP/14	ADS-B	Airways
WP/15	Oceanic Safety Performance Requirements (SPR) Standards for Data Link	FAA
WP/16	RSVM Traffic Movement Sample	PARMO
WP/17	Delivery of pre-departure clearances via ACARSs	Airways
WP/18	Overdue position reports	FAA
WP/19	Federal Aviation Administration update to the Capacity Enhancements Table	FAA
WP/20	Airways New Zealand Update to the Capacity Enhancements Table	Airways
WP/21	User Preferred Routes in the Nadi FIR	Fiji
WP/22	RNP 10 Implementation in Fiji	Fiji
WP/23	Update on AIDC Messaging Between Adjacent FIRs	Fiji
WP/24	ICAO Comments to Proposed Amendment to Regional Supplementary Procedures on Loss of Communications	FAA
WP/25	DARP/User Preferred Route	FAA
WP/26	Unlawful Interference	Australia
IP/01	Flexible use of airspace and the implementation of user preferred routes in the Australian airspace context	Australia
IP/02	Tailored arrivals trial	Australia
IP/03	TAATS alerts review enhancement process (TAREP)	Australia
IP/04	Provision of air traffic services in Nauru FIR	Australia
IP/05	Australian ATM strategic plan & framework	Australia
IP/06	RSVM Traffic Movement Sample	PARMO
IP/07	Successful implementation of Skyline radar system	Airways
IP/08	FAA Terminal Procedures Programmes	FAA
IP/09	Oceanic/Domestic Air Traffic Services (ATS) Gateway Proposal Converging Domestic & Oceanic Data Link Operations	FAA