



**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 last meeting.
Report on planning team activities.

DARP FEEDBACK REPORTING PROCESS

(Presented by IATA)

SUMMARY

With the expansion of Dynamic Airborne Re-routing Procedures (DARP) within the Pacific, there needs to be an associated feedback reporting system formalised between the Airlines and Air Traffic Service Units to quantify and document all benefits and detriments arising from DARP Operations.

1. INTRODUCTION

1.1 With the introduction of FANS 1/A some 12 years ago, only those airlines flying the Pacific have been able to realize any operational recovery from their investment. Initial DARP trials across the Pacific were commenced some 10 years ago, and although the communications exchange capabilities for down-linking aircraft operating company (AOC) re-reroute requests and up-linking air traffic service unit (ATSU) reroute clearances has improved considerably, progress has been extremely slow in passing on to the Users those well-documented benefits arising from those early trials for the dynamic re-routing of aircraft after departure, particularly for long-haul flights.

1.2 The lessons learned from FANS 1/A dictate there must first be a firm commitment from all the ATSU's in the Region to implement and eventually extend DARP services throughout the Pacific as a priority.

2. DISCUSSION

2.1 Pre-requisites to the implementation of DARP routes are a potential bottleneck to the implementation process. In the case of the ATSU's, an automated ATM system with AIDC capability and in the case of the Airlines, FANS 1/A and flexible flight planning (FFP) for flight operations.

2.2 Considerable coordination work is already under way to implement AIDC between the Pacific ATM Centres. Oakland – Auckland went operational in March 2006 allowing DARP operations for suitably equipped aircraft on these routes. Fiji and Brisbane have since

implemented AIDC capability for introduction of DARP operations within their respective FIR's.

- 2.3 For such a programme to succeed, in addition to the AOC documentation, there needs to be an associated application of timeliness and record keeping to readily quantify the benefits of DARP introduction and to this end, the airlines have undertaken to submit a draft of a DARP Feedback Reporting to be submitted to the central ATSU (to be defined) on a mutually agreed periodicity.
- 2.4 A draft form is attached as Attachment 1.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) Review the Draft DARP Reporting Form attached.
 - b) Provide Feedback to the Airlines to finalise the form content

