



**The Fifteenth Meeting of the Informal South Pacific Air Traffic Services  
Co-ordinating Group Planning Team  
(ISPACG-PT/16)**

**Hosted by Airways**

**Held at the Sofitel Hotel Nadi, Fiji  
12<sup>th</sup> and 13<sup>th</sup> November 2014.**

**Summary of Discussions**

**1. Background**

The meeting was held in Nadi, Fiji and hosted by Airways New Zealand, chaired by Allan London.

Allan opened the meeting by welcoming all participants and outlined the plan for the next two days.

The following representatives participated in the Planning Team meeting:

Mr Adam	Watkin	Airservices Australia
Mr Allan	London	Airways New Zealand
Mr Paul	Radford	Airways New Zealand
Mr Dennis	Addison	FAA
Mr Olivier	Cougouil	SEAC/PF
Mr Joel	Laulan	SEAC/PF
Mr Phil	Irvine	PNG ASL
Mr Henry	Kigolena	PNG ASL
Mr Ivan	Wong	AFL
Mr Ilimeleki	Navula	AFL

## 2. Review Minutes and Agenda

The meeting reviewed and agreed to the PT/16 Agenda.

## 3. Data Link Working Group update

Paul Radford updated the meeting with a presentation that covered;

### 3.1 CRA Website and FANS1/A Monitoring

The planned update in 2014 was delayed because of staff turnover. Completion of the upgrade now planned by next ISPACG meeting in Santiago. Upgrade will enhance on-line administration by users, “future proof” and allow for growth of PR database and users, and update look and feel of the interface.

Now have 50 airline and business jet operators signed up. We need to continue pushing the use of the website by operators for problem reporting. There are still a large number of airlines missing.

### 3.2 FANS1/A Availability

Paul reported on MTSAT and Iridium availability over the past year. Inmarsat availability has taken a hit with 2 significant outages in 2014 comprising an I3 satellite outage on 23 September for 222 minutes, and an outage at the Perth GES on 25 October for 123 minutes. Aircraft using MTSAT and I4 satellites mitigated the impact of both outages in NZO.

### 3.3 FANS1/A Performance and Asia-Pac PBCS

No significant changes to observed performance, with continuing poor performance by both HF DL and Iridium. Noted increasing use of the Inmarsat I4 constellation as expected. Inmarsat have advised that more aircraft are being activated for I3 and I4 operations which improves network resilience to satellite failure. Inmarsat is now showing life of the I3 constellation continuing through 2018.

Inmarsat trial using FANS1/A over Swift Broadband (SBB) scheduled to start in 2015 using Hawaiian B763 fleet. Other airline candidates for the trial may emerge. Initial performance trials using FANS1/A over SBB have provided VHF like performance.

Continuing poor performance noted through both HF DL and Iridium.

### 3.4 ICAO and OPLINKP Update.

Reviewed proposed editorial changes clarifying the November 2014 PANS-ATM update.

Intention is to replace GOLD edition 2 with Doc [GOLD] in 2015 with an ICAO document number. Changes include removal of Apx B, C, and D to new PBCS manual, and restructure of Chapter 2 to improve flow and readability. Also in 2015, Satellite Voice Guidance Material will be replaced by Doc [SVOM].

Doc 9869 has been updated and renamed the Performance Based Communication and Surveillance (PBCS) manual and will be published in 2015. Doc 9869 provides guidance for establishing a performance based data link framework per ISPACG recommendation and APANPIRG decision 24/33.

PBCS is captured under the ISPACG work plan as AI 32A. It was proposed and agreed that DWG will take lead on AI 32A using co-opted members from wider ISPACG group to provide a paper at ISPACG/29 in Santiago that specifies a PBCS implementation time line for ISPACG and the work required to achieve that. The group will use the draft PBCS implementation plan from Apx A of the PBCS manual as a starting point.

**Action: DWG will provide paper to ISPACG/29 detailing a PBCS implantation plan for ISPACG.**

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

Allan London presented the open action items which were discussed and updated (see following)

##### Item 1E ADS-C CDP

Airways NZ and FAA have ADS-C CDP on their future work plans.

##### Items 6A/B/P/Q: DARP Expansion

Dennis Addison advised that the majority of DARP requests are from Air New Zealand. Adam Watkin reported that AsA are still encountering issues with uplinks – not DARP's but re-routes – some appear to aircraft specific. Tahiti currently undertaking trials for DARP initiation with implementation expected early 2015. Allan mentioned JST are looking to DARP on flights to/from Eastern Australia and Hawaii soon.

##### Item 8A: Enroute Speed Variation Concerns

Allan explained the background behind the speed variation issue and why progress to date has been slow and that it would appear the only way to progress this issue is via a NOTAM stipulating speed variations permitted in the south pacific FIR's.

Dennis presented examples of the speed variation NOTAM he has distributed to the wider PT group and discuss feedback from the recent IPACG meeting since JCAB profile flight plan speed changes. General discussion on mandatory position reporting crossing into an FIR and what format it would be i.e. free text or via CPDLC position report.

Dennis to coordinate feedback from PT members and agreed to consult with IFALPA. After which ANSP's will be responsible for consulting the proposed NOTAM with their airline customers. Planned implementation early 2015.

**Action: All to send feedback to FAA regarding the preferred wording of the NOTAM.**

**Action: FAA to finalise NOTAM after consultation with IFALPA.**

**Action: All to coordinate NOTAM with airline customers before the coordinated publication of such.**

Item 10C

Ili advised the group that the lack of resourcing mean Nadi does not currently undertake any FANS 1/A analysis or conformance monitoring of datalink as per the GOLD document. While it is AFL intention to do so they will require the necessary manpower to facilitate such. AFL to update PT at the next meeting.

Item 24D: UPR guidance material

Allan advised the group that ACNZ has compiled guidance material on UPR's within NZZO and that this material will be published in the NZAIP on 5<sup>th</sup> Feb 2015. During the meeting Allan confirmed that the ISPACG website is now open to public.

The ISPACG website to capture a UPR tab which will contain links to individual ANSP's websites where information on UPR's will be published.

**Action: All to send Allan links to their individual websites that details their UPR requirements.**

**Action: ACNZ to organise a Tab in the ISPACG website and collate the links for individual ANSP's.**

Item 29A: ADS-B ITP

Allan advised the group that ADS-B ITP procedures had been demonstrated but the trial has ended with the withdrawal of the UAL fleet of ADS-B In equipped B744's from the South Pacific in April. There are no plans to continue further trials until ACNZ has the automation assistance for the controller in applying the separation (automation scheduled for 2015). Dennis advised KZAK trial still ongoing and they also looking for automation to assist with this separation standard. Paul Radford mentioned that the new Doc 4444 amendment included the ADS-B ITP standard.

Item 33A: RNP-4 Approval

Dennis Addison provided an update on the increase in RNP-4 equipage amongst airlines. The FAA has been calculating and tracking the fuel impact of non RNP-4 aircraft with the certification of such aircraft increasing in recent times. Data of aircraft RNP-4 capable but not certified to be passed to IATA for follow up.

**Action: FAA to forward data to IATA for follow up.**

Item 34A: Database sharing

Database sharing has not progressed over the past 12 months as it has been difficult to agree on procedures for the interchange of information. Individual states have individual procedures for sharing of information which may not necessarily meet the requirements for database sharing. Allan proposed that incorporating any database sharing requirements into operational Letter of Agreements will not necessarily ensure such is undertaken. Group discussion that with the recent changes to the West of Queenstown NZ and SY changes for AsA that it is important all ANSP's disseminate changes in data as soon as it is known.

**Action: Ongoing activity. All ANSP's encouraged to share data changes in timely manner.**

Item 13-1: Monitoring of AIDC Data

Each ANSP updated the meeting on their monitoring. FAA presented data on recent AIDC performance.

ACNZ, AsA, SEAC-PF advised monitoring was on a case by case basis and investigations were undertaken when issues needed resolving e.g. excessive delays or high number of LRM's etc. AFL – none undertaken.

Item 14-2: Volcanic Ash Exercise

See item on Ash exercises undertaken on day 2.

Item 14-3: Distribution of Contingency Plans

Allan London updated the group on the publication of the Tonga, Samoa and Rarotonga contingency plans on the ISPACG website. Tahiti advised that the permission for publishing the Tahiti contingency plan lay with Paris and FAA advised that it wasn't their practice to publish contingency plans.

**Action: Since it is unlikely there can be any further progress on this item the action has been closed.**

Item 15-1: Monitoring of upload issues.

Adam asked if others were experiencing issues with the upload of route clearances which appears to be a problem for them. Dennis described the process Oakland use and suggested FAA and AsA coordinate a test with Boeing using similar route clearances.

**Action: FAA/ AsA coordinate with Boeing using a datalink test bench to test similar route clearances.**

Item 15-2: Aireon progress.

Paul showed a presentation from the North Atlantic Operational Forum on the Aireon ADS-B surveillance program. Meeting discussed AIREON progress and FAA undertook to update progress at PT/17.

**Action: FAA to update PT members on any project updates at PT/17.**

Item 15-3: Revising the ISPACG LOA.

This action item was missed from the table and added after PT16 was completed. Allan to email all PT members asking them to review the current document and propose Singapore, Indonesia and Philippines added as observers.

**Action: ACNZ to coordinate with PT group and proposed changes with aim to have new LOA ready for ISPACG/29.**

## 5. Seamless ATM

### 5.1 Pacific FIR Seamless Airspace Chart

The seamless airspace chart was updated on site with discussion then turning to the effectiveness of the other three charts namely the capacity enhancement table, the UPR chart and UPR status.

The group felt that the seamless airspace chart identified and tracked the implementation of ANSP's practices and that the 3 other charts offered little if any benefit particularly the UPR chart and status since UPR procedures in the various south pacific FIR's will be published on the ISPACG website in the near future.

**Action: Allan to proposed to the ISPACG co-chairs that the capacity enhancement table is inefficient way of documenting enhancements given the data in the seamless airspace chart and that the UPR chart and UPR status charts will soon be redundant with the publication of UPR guidance material on ISPACG website and individual ANSP's websites.**

### 5.2 Capacity Enhancement Table

See note above

### 5.3 UPR Chart

See note above

### 5.4 UPR Status

See note above

## 6. Other Business

### 6.1 Google Balloon Operations

Allan briefed the meeting on googles intention in 2015 where they look to expand the loon operation to launch hundreds of balloons over a 3-4 month period. General round table discussion on the potential impact this will have on oceanic operations. Current life span of the balloons currently airborne is approximately 100 days although google are trying to design a balloon that will stay afloat for years. It was reported that PNG delayed approval for google to descent a balloon due to traffic and that Auckland had experienced a number of controlled entries when the balloon has been unable to maintain an altitude above F600. A balloon descending mid Tasman early in the year had caused some considerable work for the Auckland oceanic controller and it appeared that both the Brisbane and Auckland controllers' responsibilities were different in respect to the handling of such descents. Nadi had no real procedures for cut downs from their regulator i.e. what separation standard to apply and there was a general consensus that the south pacific ANSP's needed some coordinated guidance from regulators / ICAO on the handling of such operations.

Allan discussed that with the planned increase in balloon operations and the workload that is likely to create that Airways is looking to automation to assist controllers with unplanned descents, entry into controlled airspace and other variations of googles operation.

**Action: The planning team proposed that the PT chair write to the ISPACG co-chairs expressing the groups concern with the current uncoordinated approach by ICAO / ANS regulators to standardise procedures for the handling of these balloons operations throughout the south pacific region.**

#### 6.2 Near Boundary coordination – 30S163E

Ivan (AFL) Adam (AsA) and Allan (ACNZ) discussed the issues surrounding coordination of flights within 50nm of the common FIR boundary point 30S163E and the impact the provisions of the LOA between AsA and AFL have on the LOA between ACNZ and AFL.

It was agreed that before LOA's were change that an investigation into and why AsA receive so many LRM's for such coordination should be undertaken.

**Action: AsA, AFL and ACNZ organise a test scenario to establish the reasons for the number of LRM's received for near boundary traffic around the common boundary point of 30S163E.**

#### 6.3 Amendment to SLOP procedures

Allan showed the group that the latest Doc 4444 Amendment 6 had provisions for SLOP procedure to be in tenths of nm and not the 0,1 or 2 nm right of track currently used and asked the group whether they will be looking at introducing such into their AIP's in due course.

Adam reported that AsA were already compliant with the new SLOP procedures. It was initial discussed that a coordinated date would be beneficial for the airlines but with AsA already compliant it will be left to individual ANSP's to amend their SLOP procedures as soon as possible to assist with a consistent procedure across the south pacific.

**Action: All ANSP's (except AsA) to look at Doc 4444 amd 6 regarding the implementation of .1nm SLOP procedures and advise status of implementation at PT/17.**

#### 6.4 Introduction of RNP2

Paul gave a presentation of the Doc 4444 Amendment 6 changes and outlined what Airways will be doing in terms of introducing a trial in late 2015. Other states were encouraged to look at their own work plans for an implementation of the new lateral standards.

**Action: All ANSP's to report back at PT/17.**

#### 6.5 Field 10ab differences

Adam raised the issue of receiving data in ABI's that is different to that filed in the original FPL. In the majority of cases the data was passed to Brisbane by Nadi who is turn were sent data from Oakland. Auckland reported similar cases where the main issue appeared to be an R indicating PBN approved but without associated PBN indicator in field 18.

Dennis advised that in their domestic system flight plan data is often compressed into a single letter and it is the expansion of this data that sometimes causes the issues discussed.



**Action: FAA to investigate and report back at PT/17.**

6.6 Use of CDN's for flights outside controlled airspace

Adam raise the fact that the Global ICD notes CDN's are used to amend the cleared level and queried if can they be used between AIDC compliant ANSP's. Group could see no issue in using CDN's to update levels for flight in uncontrolled airspace which required coordination via Letter of Agreements.

6.7 LOA standardisation

Joel raised discussion on the standardisation of Letter of Agreements and the need to have LOA's will neighbouring ANSP's as similar as possible. The difficulty being that while one ANSP may support DARP's, CDN's and 30/30 separations standards it is difficult to impose on another state the same requirements when the ground automation may not be capable of such.

There was also discussion around the format and layout of the actual LOA document and something which is unlikely to be standardised due to internal documentation differences between ANSP's.

6.8 2000 SSR code Island traffic.

Adam asked if anything could be done to prevent traffic departing Island states from squawking the SSR code 2000. The traffic in question originates in the sub FIR of NZZO. Allan accepted an action to follow this up with the island states and get back to Adam.

**Action: ACNZ to coordinate with island states as to why the 2000 SSR code is being issued.**

## 7. Volcanic Ash Exercise

7.1 VOLCASP14 (1)

Exercise 1 was based on the eruption of Balbi volcano – Bougainville Island in Papua New Guinea with a westerly wind scenario impacting ATS routes between the United States, Papa New Guinea and Australia.

The PT group of the various ANSP's involved were then asked to consider the following;

- Coordination of air routes open and those likely to close
- Consideration of reroutes and how this information is likely to be relayed i.e. voice or AIDC
- Neighbouring FIR coordination requirements if any
- Altitudes of traffic i.e. revert to standard levels?
- Managing traffic flow i.e. setting up a flow control manager via telecom
- Involving regulators of the various ANSP's
- Involving the various VAAC's, AOC's and ANSP's how often and via which means?

## 7.2 VOLCASP14 (2)

Exercise 2 was based on the eruption of Raoul Island with an easterly wind scenario impacting on the ATS routes between NZ and the south pacific Island states of Tonga and Samoa with tracks to Hawaii also affected. Depending upon upper winds the impact could extend to flights to and from NZ-USA although with the lead in time it's likely the flights could reroute around the affected area.

With adjacent ANSP's AIDC 2 capable the rerouting of flights etc. was easier to manage. Similar questions regarding the involvement of regulators (in the case of lowering the airspace) VAAC's and adjacent ANSP's were still valid.

**Action: FAA to coordinate a Volcanic ash exercise involving the majority of South pacific FIR's to be undertaken in 2015 and involve VAAC's, AOC's and ANSP regulators.**

## **8. Next Meeting**

The next ISPACG PT meeting will be in Santiago, Chile on Monday 2<sup>nd</sup> March 2016.

## **9. Meeting Closure**

Allan thanked all participants for their input and closed the meeting at 3:30 pm.