



**Thirty-Third Meeting of the Informal South Pacific Air Traffic  
Services Coordinating Group**

**Monday 18<sup>th</sup> – Friday 22<sup>nd</sup> March 2019**

**Queenstown, New Zealand**

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**Record of Meeting – **Planning Team****

**Monday 18 March 2019**

## Meeting starts 9:00am

### 1. Opening Remarks

ISAPCG Co-chair Mat Fraser - Airways New Zealand and Dustin Byerly - Federal Aviation Administration (FAA), opened the meeting and thanked the delegates for their attendance here at beautiful Queenstown. Mat advised that there are changes to co-chairing duties, due to Ahmad and John (as well as other FAA delegates) unfortunately unable to attend ISAPCG33 due to matters outside of their own control – apologies were noted. Mat expressed his thanks to John Wennes (FAA) for all his work and planning going into the agendas leading up to ISAPCG/33, and thanks to Ahmad Usmani (FAA) also.

Mat also added that Allan London is departing the ISAPCG group and this is his final time in attendance. He is here as a subject matter expert for the group. Mat and Dustin both expressed their sympathies for Christchurch after the latest tragedy occurring last Friday and that our thoughts are with them.

Housekeeping and administrative matters were addressed. Agenda was published on the website Thursday 13 March 2019, reviewed and accepted.

### 2. New to ISAPCG/33 is the Planning Team. Delegates present were;

Airbus	Jean-Francois Bousquie, Clement Selles
Airservices Australia	Chris McCormack, Anthony Smith
Airways NZ	Mat Fraser, Johl Brown, Paul Radford, Trevor Land, Allan London
Boeing	Brad Cornell
DGAC Chile	Francisco Uzieda, Jose Murua
FAA	Dustin Byerly, Braks Etta (Julia Fuller joined at 12.30pm)
Fiji Airports	Ivan Wong, Ratu Navula
PNG Services	Phil Irvine, Doko Iru

### 3. Actions Items that came out from ISAPCG/32, Fiji

#### 3.1 (Action 32-3) Contingency Routes – Dustin Byerly / Presentation: OCP Routes

Chicago center takes approximately 6,000 flights per day. Since the 2014 fire, the FAA made it one of their priorities to come up with a contingency plan, if in an event our building is under threat, so we can still operate and have the ability to move some traffic across the Pacific. The route structure is conceptual and in need of feedback from surrounding ANSP's supporting those routes.

These routes do not initiate a 100% restore of traffic across the Pacific, but more so until we can get to OCP facilities and start resuming operations in the Pacific and provide ATC services for an extended period of time (hour 4 to hour 10). Majority of structure is out of airspace in 4.5 hours or less. After a majority of the airspace is sterile then command center can run a traffic management system to that route structure.

Oakland have the ATOP Platform, so we are working towards Anchorage Centre taking our air space. We are about 3 years into this contingency plan and at least another year away until it is ready.

**Action – to all: Please view the hard copy map available here and view today/tomorrow. Make sure nothing jumps out. Feedback to Dustin before Friday 22 Mar.**

Mat added that due to the events of last Friday's active shooter, Airways NZ are also looking at a contingency plan for Oceanic, which is something we all should be looking at if not already. Airways NZ hope to have something in place and ready for an update to the group during ISPACG34.

### 3.2 (Action 32-3) **SATVOICE – Dustin Byerly / Presentation: SATVOICE Trial**

Primary objective is to accrue operational experience at San Francisco Radio and collect data using SATVOICE as a prime means of voice communications, via radio operator, for ATM functions and safety services in lieu of HF.

Participating organizations include United Airlines, Collins (ARINC), FAA and Inmarsat. *Participating aircraft mentioned in slide 4.*

SATVOICE Trial began 25 Feb 2019 and has delivered 2000 clearances. This trial can be extended if all stakeholders agree. *Refer to slide 6 for a breakdown of trial information collected.* Jean-Francois noted that the results did not appear very good as the RCP requirement was not being met, and queried on the possible reasons for this. Dustin agreed – the FAA also noted that the first week of data was not good and there were several contributing factors; there was mixed response from participants – and some did not respond to partake. Also, an issue with infrastructure volume and staffing issues. It's early in the trials, but this is the update so far.

Jean-Francoise asked Dustin to expand on user call back service – what does that mean and how does that work? **ACTION Dustin – please investigate call back service and update Jean-Francoise on this.**

Phil asked what was the drive behind the trial? Dustin advised that the airlines approached FAA to say SATVOICE is a viable option for one of two forms of communication and they see it as an opportunity for airlines to remove the HF packages.

### 3.3 (Action 16-3) – **30S163E - multiple coordination / Group discussion**

LRM issues experienced from Nadi ATM system for multiple coordination. Already have a LoA on how we manage ANSP – Mat asked if there is anything from Airservices or Nadi on how we close that action out? Allan stated that the problem exists because Fiji couldn't respond to multiple coordination items. Anthony added that it's a 3-way problem depending which way traffic is going and therefore would like to find a way of having two parties only talking to each other. Timing of coordination changes by the minute – so 3-way is not ideal.

**ONGOING ACTION: LRM does need a software change. Ivan to give us an update in two months' time.**

### **3.4 (Action 34A) – Data Base Sharing – Julia Fuller, FAA / Group discussion**

At Oakland we rely on getting information about changes that impact us. It has always been an informal communication to this point. However, we would like to make it more formal for database changes and therefore need a list of contacts.

**ACTION – Dustin: to formalize official working list for ISPACG to coordinate changes.**

## **4. Other Business**

### **4.1 ADS-C CDP & ADS-B ITP Status Update – Dustin Byerly / Presentation**

Dustin spoke to the presentation. The CDP manual trial ended 15 Feb 2013 with T24 software installed in June 2016, the automated procedure approved for use in September 2016 and in November 2016 and an update to the PANS-ATM, Doc 4444 included the ADS-C CDP.

When we turned on PBCS the numbers jumped up – over 15 per day – as high as sometimes 25 per day. So, CDP is very widely used in our FIR. The controllers like the tool and there is no PBCS requirement in place to use the CDP.

Number of ITP requests have trended up. Nine requests for month of January and trending upward. Due to the infrequency of ITP use, controllers are not nearly as comfortable with using it, because they are unfamiliar with ITP requests. As more airlines are equipped controllers will be more comfortable with using it. CDP is controller initiated. ITP is pilot operated.

### **4.2 VOLKAM South Pacific Overview – Dustin Byerly, FAA (on behalf of John Wennes, FAA) / Presentation**

This exercise was introduced after the 2010 eruption of Eyjafjallajökull volcano in Iceland, which caused significant disruption. It has been a number of years since our last exercise and Oakland last participated in a North Pacific simulated eruption, which is a critical spot for air traffic from North America to Asia up to eastern Siberia.

The ATC responsibilities are covered in the ICAO Doc4444 part 15.8.

We are seeing a lot of incidents worldwide (not necessarily volcanic), therefore these exercises can be applied to various contingency exercises. It does come down to communication and coordinating with the right people and ensuring ANSP's are ready. Critical point is to ensure your email lists and phone numbers are updated so you are obviously prepared.

A number of outlets participate – VO, VAAC, ATMC, ACC, NOF, MWO, ANSP, Airlines and ICAO.

There are a number of challenges that come with this, one being getting participation levels. Time is another challenge; however, we speed up the exercise (not real time). There are the costs associated with these types of exercises, however they are a critical part of our training. It is beneficial to be creative which the exercise, i.e.; using various ash drifts help during the trial.

Phil added that doing the exercise is very timely as there is a very real possibility of a volcanic event happening.

#### 4.3 VOLCEX – Mat Fraser – brief only / to be presented by Kate Madden on 21 Mar

This will be presented by Kate Madden from CAA NZ, but just as an awareness there is a joint exercise planned for May 2019 based on Raoul Island which will affect long haul flights between Australia and the U.S.

**ACTION:** Outcome of this exercise will be presented to the PT during ISPACG34.

#### 4.4 Seamless Airspace Chart – Mat Fraser (on behalf of John Wennes, FAA) / previously distributed

Mat advised that John Wennes thanked delegates for updating the airspace chart, however he is still needing updates from Airways NZ, Fiji Airports and DGAC Chile. Mat will resend the chart via email today.

**ACTION:** Reply to Mat's email with chart updates. Mat to review Seamless Airspace Chart prior to ISPACG34 once changes are made by above-mentioned people.

#### 4.5 ASPIRE – Braks Etta, FAA / Presentation

This was last chaired by Tim Boyle in April 2018 to decide on what we do next with ASPIRE. From here Harrie Copeland is looking to see if there is any interest in North Atlantic to implement ASPIRE and we can then share ASPIRE practices with interested parties.

**ACTION –** take ASPIRE off future agendas pending any other info received from Braks.

#### 4.6 Letter of Agreement Review / Group discussion

The ISPACG LoA was last signed in 2016 by delegates, and is now due for a resign. A suggestion was put forward to include in the LoA a rolling table of hosting States so ISPACG can see where future meetings are scheduled to be held. This also enables states to plan in advance and get approval to proceed at least a year in advance. If a hosted country forfeits then we select the next country on the list. The country that forfeits the hosting will swap the hosting slot with the country that is hosting the meeting in their slot.

**ACTION:** all agreed to include in the LoA a rotation of hosting duties.

#### 4.7 ISAPCG Check-in Meeting / Group discussion

Mat asked the group how they felt the 'check-in' meeting went last year and if everyone found this useful. All agreed it was. It was also agreed if there is an exercise planned (i.e. VOLCAM) then it was recommended including this in the PT session of ISPACG week. On top of this, a 6-monthly teleconference works well for ISPACG. Paul also mentioned the importance of keeping the option of face-to-face PT meetings open as it enables the discussion of important issues that come up for discussion by the PT.

**ACTION:** Plan PT check-in meeting for Oct, 2019. John Wennes to chair.

#### 4.8 Unmanned Free Balloons – Dustin Byerly, FAA / Papers

From an Oakland Centre perspective, we are seeing entities putting things into our airspace (rockets, balloons, etc.) more frequently. This falls into the realm of commercial space, which everyone is competing for. Google Loon are pretty good in keeping us informed and calling us to let us know if they are going to cut a balloon down. We do not have an official separation standard that we apply or use. We do try to inform airlines through regular methods of communication, but this is something we see more and more of.

Mat has noticed in NZZO more overflights recently, however Google Loon went quiet for 18 months whilst launches went elsewhere, but they seem to be coming back. Haven't had an instance where we've had to cut down or have an unplanned termination. Timely though to have a look at the procedures. Interesting to note: the ANSP's all seem to have different requirements and separation standards when it comes to aircraft operations with Loons or other such craft in the vicinity.

Three papers have been emailed to the PT group today and Dustin would like feedback today/tomorrow and he will take your feedback and share this with Dennis (working with SASP).

Fiji Airports is requesting assistance from ACNZ or AsA on separation standards to be applied with the Google Balloons and if information can be provided to assist with the formalization of a LoA with Project Loon.

**ACTION – all: provide feedback to Dustin on SASP papers emailed.**

#### 4.9 Airways NZ Auckland Oceanic, Mat Fraser / Information update only

We are encountering increasing issues with flights between South America and Melbourne (Lan Chile and Qantas) that transit the McMurdo Sector while McMurdo Centre is on watch. (Mat showed image of McMurdo sector controlled by the U.S during the 'ice season'). The long haul flights to Melbourne often transit the lower latitudes, which is controlled at various times by the US controllers in Antarctica. They don't have CPDLC or ADS capability in that sector, whereas ACNZ does. LATAM and Qantas have stated a preference that CPDLC and ADS-C monitoring should be maintained regardless of controlling authority. The issue is compounded as Santiago have no transparent awareness when McMurdo sector is activated, so responsibility for control and coordination becomes an issue. At the moment whilst we are trying to work with McMurdo to establish a formal procedure, however responsibility still rests primarily with Santiago along the 131 west boundary to coordinate flights entering the McMurdo Sector. The McMurdo LoA is currently outstanding and in need of update. We may need to enlist help to formalize a documented procedure.

NZ airspace is bound by CAA rule parts for the provision of ATC services in that sector, however when released to 'sub-contractors' they may not necessarily be working to same rule parts. When the ice runway is not activated ACNZ provides control for transiting flights. The problems above only become an issue when the ice runway/McMurdo Sector is active.

**ACTION: Dustin to investigate potential contacts for McMurdo.**

#### 4.10 AIDC Oakland Centre, Julia FAA / Presentation

There is a known issue with the coordination of flights that originate out of Honolulu or Guam. Field 15 Speed and Level change data is added to Field 18 as part of RMK. On occasion incomplete Field 10a/10b data is sent to AIDC Coordination messages for flight originating out of HCF or Guam.

*Recent examples were highlighted on page 2 of presentation (in red font).*

There is a planned system update including new data in format that will be able to process flight plan file. Correction on page 3 of slide is the date is 2019 only as an estimate. May be earlier release of filter speed data. Next ISPACG34 we can hopefully report this is no longer an issue.

AIDC Messaging LAM Timeouts – spoke to graph. Couple of spikes – Allan confirmed the spikes could be related to a time out on the router. Julia agreed that would explain the spikes.

#### 4.11 Port Moresby AIDC Update – Phil Irvine / Information update only

We are commencing AIDC trials end of this month. Going through testing process before we go live. I believe there are some issues with messages between us and Brisbane, just because of particularities between two systems. Dustin asked when you are ready to commence testing can you coordinate it with Julia first? She will put you in touch with who that person is. Ready to do that commencing early June 2019.

**ACTION – Phil: Advise Julia Fuller, FAA, when you are ready to commence testing.**

#### 4.12 SBS ASEPS Status Update – Braks Etta, FAA / Presentation

Braks provided a status update on the current SBS ASEPS program strategy. There are 3 stages; near-term (1-3 years, mid-term 3-5 years and long term 5+ years).

Strategy overview was discussed (*refer page 4*) and what future concepts look like. Note that ATOP Reduce Separation; 23/20 outcome does not have anything to do with when using space. This briefing is more about what is happening to the entire program.

Presentation included recommendations for the Strategy Implementation Plan (*refer page 14*)

Jean-Francois asked if this is pertaining to the Pacific or the Caribbean. Dustin advise that the FAA's position is the Caribbean only right now. A lot of areas on the map are using push to talk comms, which is why we chose that area.

Anthony asked if the surveillance is satellite based or ground based. Dustin advised that when we initially spoke about ATOP in the Pacific, a different indicator gave you what source was being used for that target – a visual indicator on the tag of the aircraft.

**ACTION: present update again in ISAPCG34 – ongoing.**

## 5. Working Papers

### **WP-001 - NZI Doc 7030 Amendment Proposal / Paul Radford**

The paper proposes amendments to Doc7030 and these need to be discussed/approved by ICAO. All separation standards in use over the high seas were required to be documented in the Doc7030 Regional Supplementary Procedures and consequential amendments need to be filed.

Paul has drafted two amendments for all to review (*WP-001 appendices – one for Lateral and one for Longitudinal*). ISPACG cannot propose this change to regional office, because we are not a formal ICAO group. The proposal of amendment must come from your individual states (same way as we changed the PBCS standards).

Planning team Co-chair, Mat Fraser, agrees with Paul's recommendations and therefore the Planning Team will ask the group to incorporate proposal for amendment that your States will follow his recommendations to amend the Doc7030.

**Action – all group: 1) agree with the format, and 2) recommendation for the Planning Team to suggest individual States agree to this Doc730 amendment. If you send this in now we can plan to have this amendment in end of next year.**

## 6. Information Paper

### **IP-001 – Common aeronautical VPN (CRV) / Braks Etta, FAA on behalf of Airservices Australia**

CRV is a cross-border, cost effective and dedicated IP enabled communications network for States provided by a common network service provide. Proof of Concept Testing (POC) was carried out successfully over period 7/1/2019 – 18/1/2019. On 1 March 2019 USA and Fiji successfully migrated ground-ground voice to the CRV.

Installation is complete in Oakland (voice), Salt Lake City and Atlanta (AHMS) and is actively transitioning ground-ground voice to the CRV, this will be followed by AFTN/AMHS.

The local point of contact for the CRV is Hoang Tran, FAA.

The hope is for countries that haven't signed up will sign up for CRV and that way we can establish the need.

A brief will be given to Plenary Meeting this week.

**Meeting closed: 2.20pm**