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**THE THIRTY-FIFTH MEETING OF THE**

**INFORMAL SOUTH PACIFIC ATS CO-ORDINATING GROUP**

**(ISPACG/35)**

28 July 2021

Virtual

Record of Meeting – Plenary

1. **Opening Remarks**

Tim Halpin and Ahmad Usmani, the ISPACG Co-Chairs, welcomed and thanked the participants for attending the 35th ISPACG Plenary meeting. A quick roll call was held followed by a review of agenda and meeting logistics.

The following participants attended the ISPACG/35 Plenary meeting:

**ANSPs:**

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| Airservices Australia | Jeremy Elich, Shelvin Chandra |
| Airways New Zealand | Tim Halpin, Paul Radford, Trevor Land |
| DGAC Chile | Francisco Uzieda |
| FAA | Ahmad Usmani, Michael Watkins, Marie Manalo, Dennis Addison, Alexandra Costanza, Holly King, Cristalle Stokes, Christine Falk, Julia Fuller, Theresa Brewer, Dustin Byerly, Laura Zabriskie, Stephanie Beritsky |
| Fiji Airports | Amit Singh, Ivan Alfred Wong, Ilimeleki Navula |
| NiuSky Pacific | Freesia Wavine |

**Observers:**

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| ICAO SAM | Francisco Almeida |
| AirNav Indonesia | Didik Agus Suryono |
| JCAB | Atsushi Sano, Hiroyuki Wada, Yukio Imada, Miho Itou, Yasuhiro Marutsuka |

**Industry:**

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| IATA | Blair Cowles |
| Airbus | Clement Selles, Guillaume Molinier |
| Boeing | Suzy Hawkins |
| Inmarsat | Lisa Bee |
| Iridium | Michael Hooper |
| NAVBlue | Craig McFarlane |
| Air Canada | Mark Hebert |
| American Airlines | Steve Smith, Paul Amen, Wayne Snyder |
| Delta Airlines | Greg Ginrich |
| Hawaiian Airlines | Jonathan Gormon, Chelsea Saito |
| United Airlines | Gene Cameron |
| QANTAS | Daniel Smith |
| Atlas | Brett Jones |
| FedEx | Justine Lonie |
| UPS | Adam Davis |

1. **Status Briefings from ANSPs**
* DGAC Chile – Francisco Uzieda

The COVID-19 vaccination program in Chile is doing well and has immunized more than 70% of the population to date. The contagious rate has dropped from last month’s ten percent to now two percent. The number of new cases has also dropped from 5000 people per day to 700 per day. Their borders remain closed, and traveling in and out of Chile is still restricted with some exceptions. As the numbers improve, their national COVID-19 plan changes constantly. They are expecting to hear some good news soon about opening their borders.

Air traffic is still very low with international flights down to 4% of their regular schedule. Revenue for their organization has dropped significantly, as their annual budget primarily comes from aeronautical fees. As a result, all of their new investment projects have been put on hold. The upgrade project of their ATM system with the incorporation of AIDC is still ongoing; they are waiting for Thales installation engineers to come to Chile to put the new system into operation.

Currently, several meetings related to the interconnection of the CRV and REDDIG II networks have been held in alignment with the ICAO Global ATN initiative. Since the last ISPACG meeting, the ICAO SAM Region implementation group has reached a conclusion regarding possible ways to achieve such interconnection, and has organized several meetings with the participation of PAC, SAM and NAC Region States (ANSPs), FAA, as well as the communication service providers (PCCW Global and LUMEN) to advance the initiative.

* Airways New Zealand – Tim Halpin and Trevor Land / Presentation

Tim Halpin thanked everyone for attending the meeting. He introduced his team and spoke to the presentation, which is available on the ISPACG website. Please refer to the ISPACG website for the presentation slides.

**Question** – Wayne Snyder of American Airlines asked if controllers have any indication that an aircraft has the 300 second latency monitor already established?

**Answer** – Trevor replied no, they don’t see any indication in their system, they just receive the aircraft response from their Latency Monitor uplink message.

* NiuSky Pacific – Freesia Wavine/ Presentation

Freesia Wavine spoke to the presentation, which is available on the ISPACG website. Please refer to the ISPACG website for the presentation slides.

**Question 1:**  Ahmad Usmani from FAA – When is NiuSky Pacific scheduled to start using Space-based (SB) ADS-B for separation?

**Answer** – They are currently awaiting commissioning, and have been preparing their simulator to undergo training for all sectors prior to going live. They are expecting to use it probably in a month. Freesia added that they are the first in the world to have space-based ADS-B through CRV for the entire FIR. Currently it is restricted to FL200 up to FL600.

**Question 2**: Mark Hebert from Air Canada – Will the UPR changes be published in an airspace NOTAM or in an AIP?

**Answer** – It will be in the AIP. Freesia added that she will confirm this information.

**Question 3:** Amit Singh from Fiji Airports – What is the update rate for the SB ADS-B currently in use?

**Answer** – Freesia replied via chat that the SB ADS-B update rate is 4/5 seconds and can peak up to 9 seconds; Latency is 5-600 milliseconds.

**Question 4:** Wayne Snyder of American Airlines – Does DARP coordination between ANSPs fall under this workgroup?

**Answer** – Freesia was unable to confirm but Ahmad noted that he believes it is under this workgroup; adding that in the NOPAC, they discuss DARP with JCAB through IPACG. Tim agreed, stating that in the Seamless Airspace Chart, there is a column that covers DARP.

* FAA/ZOA – Holly King / Presentation

Holly King spoke to the presentation, which is available on the ISPACG website. Please refer to the ISPACG website for the presentation slides.

*Additional update not noted on the slide*: Due to recent increase in COVID-19 infections in Oakland area, ZOA’s training has been restricted as of July 27. They anticipate that more restrictions are coming but hope that they will not stay very long.

Commercial space launch activity has not slowed down for Oakland Center. Oakland has three pending LOAs in progress: Sierra Space, ABL Space Systems, and Artemis.

Holly shared contact information for Oakland Center, adding that she is currently on a detail with API (Office of International Affairs) until December 2021.

* Airservices Australia **–** Jeremy Elich

Jeremy shared the following updates for Airservices Australia.

COVID traffic update - International traffic is still significantly down. It had been slowly increasing with the travel bubble between Australia and New Zealand; however, with the closing of the travel bubble in July, it has returned to very low levels. Domestic traffic had returned to pre-COVID levels until several states began locking down again in June, causing traffic to reduce again.

Some projects have been delayed due to COVID, including PBCS, which currently does not have an implementation date. Domestic projects are continuing including Ballina SFIS, which is a program to provide an ATC traffic service to busy regional aerodromes that are not serviced by towers.

Lord Howe Island ADS-B upgrade - they are working with LHI council to address environmental challenges to enable repeaters to be installed. This will eliminate existing small gaps in surveillance coverage between LHI ADS-B and mainland radar sites.

AIDC update - A software update in September will reintroduce the capability for Airservices to utilize two-way CDNs. They will be contacting neighboring ANSPs in the coming months to update their LOAs accordingly. The September system update will also introduce CPDLC latency monitoring to their live control platform.

Airservices Australia has utilized the reduced traffic to expand UPR airspace and reduce restrictions in existing airspace. These improvements are expected to remain in place even when traffic returns.

* SEAC-PF – Nicolas Hinchliffe (not in attendance)

Nicolas Hinchliffe was not able to attend due to schedule conflict/workload. They are busy setting up the NASA flights and preparing for the visit of the French President. Ahmad Usmani shared the following updates on behalf of Tahiti.

Air traffic update is up and down depending on which border is open, similar to what other ANSPs have already shared. Tahiti has implemented RNP4 and is looking to implement ground infrastructure for ADS-B. So far, they have not been able to make a business case for space-based ADS-B. They are implementing a new ADS-B receiver in the archipelago of Les Marquise in early 2022. The program to dismantle costly secondary radar will start in 2022 and will be synced with the increased use of ADS-B as a primary means of surveillance.

Tim added that Tahiti is also experiencing a constraint in reduced revenue and are implementing cost-cutting in their operation, similar to other ANSPs. A NASA B747 will also operate in Tahiti for the next two months.

* Fiji Airports – Amit Singh

Fiji is experiencing approximately 1000 new cases a day of the Delta Variant. Their vaccination program is progressing well, with the general population having achieved approximately 70% of the first dose, and 20% of the second dose. Fiji expects to achieve full vaccination for 80% of their population by November 2021. Amit thanked Australia, New Zealand, the USA, and India for the tremendous help in providing the COVID-19 vaccines.

On the ATM operations, traffic levels in the FIR are about 25-30% of the pre-COVID-19 traffic level, which translates to a reduction in the revenue that they are receiving. Domestic airspace only has the odd cargo and medevac flights. There are no passenger flight operations due to COVID restrictions.

ATM and Technical Teams are operating on separate shift bubbles that rotate every two weeks. Facemasks, sanitization, and physical distancing are being practiced.

Fiji is connected to the CRV network. The new ATM System was commissioned in April 2021. This system combines Tower, FIS, TMA, Area, and Oceanic Control in a single ATM system with electronic flight strips. The Reserve Platform, which is their backup and training platform, is located separately and is identical to the main system with full functionality.

Fiji Airports has deferred the implementation of the new RNP4 separation (23 lat/20 long) as is the case for all other projects due to the cost implications of COVID-19. The ADS-B ground station replacement project is also delayed due to travel restrictions relating to COVID-19. They are hoping that travel will resume in December 2021. This will allow implementation of 5 NM surveillance in the Domestic Airspace which is also currently on hold.

1. **Updates from Participants**
* IATA – Blair Cowles

Blair Cowles provided a brief and high-level update for IATA, which reflects everything that has been presented by other ANSPs. Asia-Pacific continues to be the worst performing region in terms of rebound in air traffic, particularly in the international domain. They are currently down 95% when compared to the same months in 2019. They have seen some subsequent rebound, but that has gone down again due to the latest effects of the Delta Variant. China, in terms of domestic traffic, continues to track ahead of 2019 levels, and is slightly above 100% of the pre-COVID-19 traffic levels. Air cargo is up nearly 10% this June compared to June 2019.

Utilizing the technical meetings that Holly mentioned earlier, the FAA and airlines are looking at every efficiency possible in various airspaces. They are having discussions with their respective government agencies to highlight funding mechanisms, and organizational structures may need to be looked at in the future.

* American Airlines – Steve Smith, Paul Amen and Wayne Snyder / Presentation

Please refer to the ISPACG website for American Airlines’ updates.

*Additional topic not noted in the presentation:* Australia is currently limiting the number of passengers that can arrive per flight. Paul added that one of the reasons for their Australia flight suspension is that once they received the passenger allocation from Australia, pretty much every other flight is limited to zero-passengers, which then becomes unworkable from a revenue standpoint.

**Question** – Ahmad asked what fleet replaced the Boeing 757 for the Hawaii route.

**Answer** – They were replaced with A321 NEOs for Los Angeles and Phoenix flights, and with B777s for Charlotte and Chicago flights.

* Air Canada – Mark Hebert / Presentation

Please refer to the ISPACG website for Air Canada’s updates.

* Iridium – Michael Hooper / Presentation

Please refer to the ISPACG website for Iridium’s presentation on Certus for AMS(R)S.

**Question** – Paul Radford asked for the timeline on the single-stage dialing.

**Answer** – Currently planning by the end of this year.

* Inmarsat – Lisa Bee / Presentation

Please refer to the ISPACG website for the Inmarsat Safety Service Update presentation.

**Question** – Wayne Snyder asked if there is any consideration for Inmarsat polar coverage.

**Answer** – Currently not in their business case.

* Planning Team Update – Ahmad Usmani

Ahmad shared the following updates from the ISPACG/35 Planning Team meeting:

* NDB Decommissioning – discussion to decommission most of NDBs in all US airspace, not just in the Pacific, by 2030.
* Christine Falk and Theresa Brewer gave a PARMO update on the monitoring activities in the South Pacific. Theresa added that an action was taken to add a section on the ISPACG website for PARMO and AAMA.
* Another action that the group took was to compile a list of LOAs between the ISPACG ANSPs, indicating which LOAs include contingency procedures.
* Tim Halpin added that the group would like to put more pressure on ICAO in order to get ICAO Doc 7030 pushed through and published.
1. **Other Business, Questions, Comments**
* Unassigned Airspace – Ahmad Usmani and Francisco Almeida of ICAO SAM / Presentation

Ahmad Usmani briefly covered the Unassigned High Seas Airspace. Please refer to the ISPACG website for the presentation.

Francisco Almeida noted that he did not have much to add on this information as this process is ongoing. ICAO HQ is leading the effort with support from other ICAO regions, including the SAM.

Blair Cowles added that they have had some recent discussions with ICAO HQ on this effort, and they are happy with the progress. Some of the information that they were provided is confidential at the moment. They will provide updates to interested airlines and will be working in conjunction with ICAO HQ once they have completed the various pieces that are needed to be done.

1. **Working Papers/Informational Papers**
* FOTO35 – Stephanie Beritsky / Presentation

Please refer to the ISPACG website for the FOTO35 presentation and Informational Papers.

* OPDLWG – Theresa Brewer / Presentation

Please refer to the ISPACG website for the OPDLWG presentation. Due to time constraint, the group agreed to move this presentation to the FIT meeting, and will ensure that the presentation material will be available on the ISPACG website.

* Joint Workshop w/ICAO APAC MET/S WG on Conflicting Volcanic Ash Information / Ahmad Usmani / Presentation

Please refer to the ISPACG website for the presentation.

* Space-Based ADS-B Implementation – Ahmad Usmani / Presentation

Please refer to the ISPACG website for the presentation.

* SBAHF – Dennis Addison / Presentation

Please refer to the ISPACG website for the SBAHF presentation and Working Paper.

**Question:**  Tim Halpin asked if there is an optimum time for the return from clearance to wilco as a KPI.

**Answer:** Currently not looking for a target delivery time. We want to gather data to see what global HF clearance delivery times are. The global HF clearance delivery times will inform the CRM to develop the minima.

1. **Review Open Action Items (ISPACG/33)**

All the open action items are assigned to ANSPs; as such, they will be reviewed during the Planning Team Wrap-Up meeting the following day/night.

1. **Closing Remarks**

Tim Halpin thanked everyone for their time and noted that it is amazing to be part of a mutual meeting with so much knowledge and experience all in one call. Ahmad Usmani echoed the same message, and noted that the team will update everyone once all presentation materials have been uploaded to the website. Meeting adjourned.