

NZZO Update



ISPACG 37
Tahiti
April 2023



NZZO Traffic trends



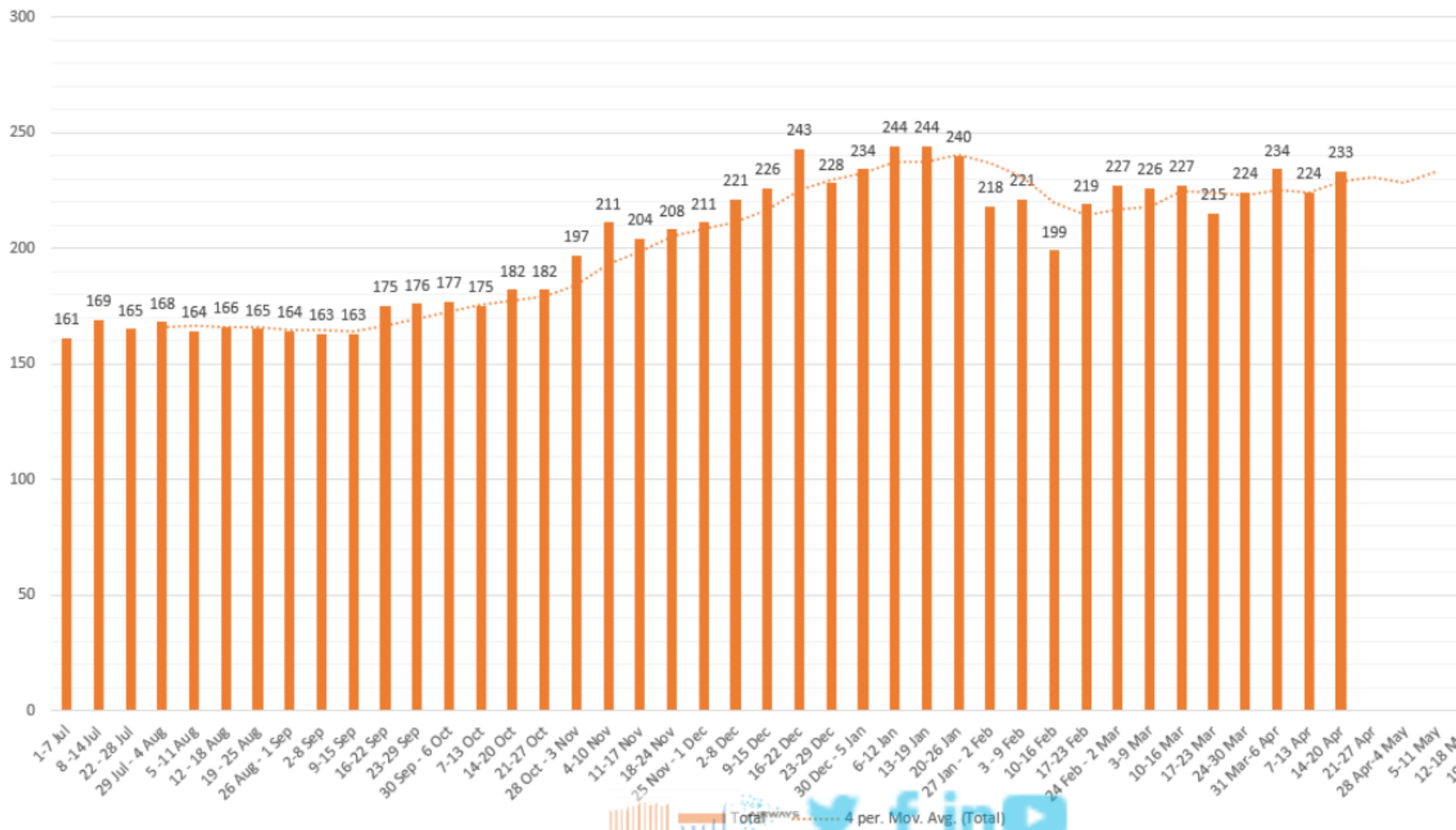
NZZO traffic

- We are now observing overall daily traffic at approx. 90% of pre-Covid levels.
- The traffic mix has changed with increased complexity experienced with Pacific Island flights the impact of recent weather events
- July this year is forecast to be busy than pre-Covid due to the FIFA Women's Cup, the Netball World Cup and Northern Hemisphere summer holidays.
- Seeing an increase in traffic to/from North America. Qantas to start direct flights between Auckland and New York (June), Delta between Auckland and Los Angeles (October) and United between Christchurch and San Francisco (December).



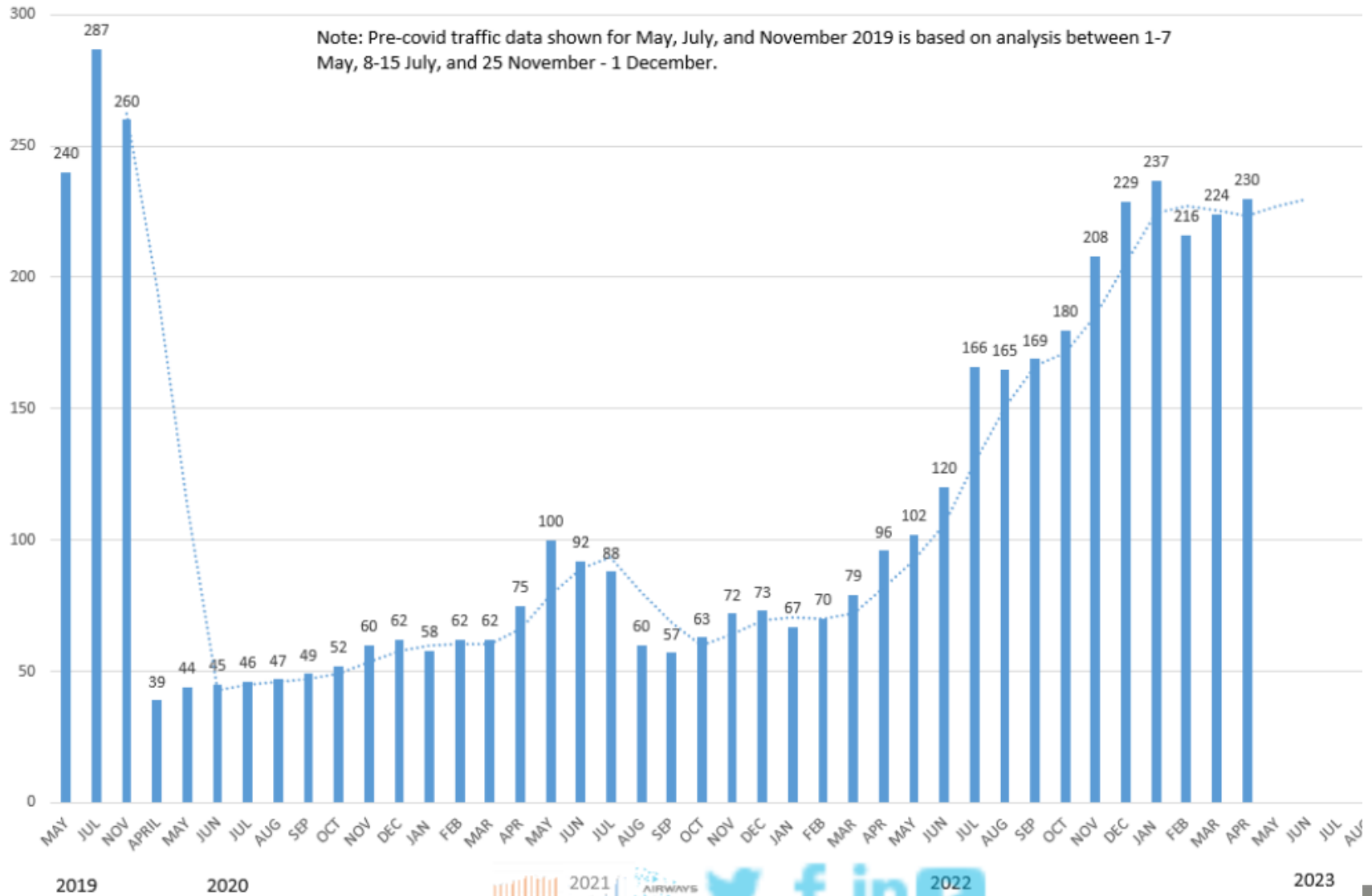
Traffic trends July 2022 – current

Average Daily Flights per Week Auckland OCA



Traffic trends - recovery

Average Daily Oceanic Flights per month Auckland OCA



Sky-X ATM and transition to new ATC centre



Latest update

- Ongoing delays due to issues with VCS
- Skyline – X transition date TBD
- AAATC – move July 2023 (on existing equipment)
- Training – appointment of six new controllers. Staged training over next 12 months. More appointments likely.



Auckland ATC Centre - AAATC



In the pipeline

- Review of the OCS system and decision on future development
- Domestic re-sectorisation project
- Spaced-based ADS-B (SkyKraft) and future opportunities



Auckland Oceanic Software update



Over the pass year

WTC A388 aircraft

- 1) January 2023 Auckland Oceanic began using WTC “J” for A388 aircraft.
- 2) Oceanic control system checks in bound AIDC messages, and auto amends A388 WTC to J.
- 3) For outbound AIDC messages, OCS has set parameters that can be varied for each of our adjacent ANSP’s and send the applicable WTC. Currently all outbound AIDC messages for A388 aircraft will be “H”.
- 4) If anyone wants Auckland to send “J” please advise and we can simply change our system.



Testing systems in the new Ops centre.

- 1) Late 2022 we began soak testing the OCS system, Main and Reserve and sync server platforms in the new building.
- 2) After the move, the current operations centre will be re-configure for an enhanced contingency centre. The contingency configuration will consist of 3 Main CWS's, 2 Reserve CWS's and sync servers.
- 3) OCS development office will be re-located to the new Ops centre.
- 4) OCS sim will be re located to the contingency centre, as part of this project.
- 5) As can be seen, there is a large amount of work associated with the Operational move of OCS, the re-configuration for contingency, the move OCS development office and OCS simulator. Therefore our work plan for the first half of this year has mostly been, the move and testing of all components of the OCS system in the new building.



Datalink in Reserve

- 1) It has been a long time coming, but we are in the final stages of enabling datalink in the Reserve platform.
- 2) Testing is also complete, some controller training is required.
- 3) This enhancement is necessary for the move to the new ops centre.
- 4) We have developed an evacuation message, in an event that causes the centre to be evacuated and automatic message will be sent to all CPDLC connected aircraft, advising of the situation. Also a resume operations message will be sent when ATC has resumed from the contingency centre.



Plans for the next 12 months

New separations. 20 longitudinal / 23 lateral

- 1) Currently in the approval phase 20 longitudinal/ 23 lateral separation.
- 2) These two separations will be introduced together.
- 3) The 20 NM longitudinal separation will be implemented using RNP4, PBCS RCP240/RSP180 navigation standard.
- 4) It will be for same and opposite direction tracks, climbing, cruising, or descending with an ADS- C contract established at a 192 seconds periodic rate, and an ADS-C lateral deviation event at 5NM.
- 5) 23 NM Lateral separation will be implemented using RNP4, PBCS RCP240/RSP180 aircraft, and an ADS-C lateral deviation event at 5NM.
- 6) Software is almost ready for final development testing to begin. Test scenarios are scripted and test plans are ready and waiting.
- 7) Due to the work involved with move to the new ops center, implementation of these new separations will be after the move to the new center, late 2023/early 2024.



Plans for the next 12 months

Hardware and operating system upgrade.

Late 2023/early 2024 plans for a major hardware upgrade for OCS.
Included , DAE upgrade, new screens, boxes and moving to a linux platform.

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Thank you

