



International Civil Aviation Organization

The Twentieth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/20)

Singapore, 5 – 9 July 2010

Agenda Item 6: Review of ATS coordination group meetings

**24th MEETING OF THE INFORMAL SOUTH PACIFIC ATS COORDINATING GROUP
(ISPACG/24)**

(Presented by the United States of America)

SUMMARY

This information paper presents a summary of outcomes from the 24th Meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/24), which was hosted by Airservices Australia in Brisbane, Australia from 11-12 March 2010.

This paper relates to:

Strategic Objectives:

- A: Safety – Enhance global civil aviation safety.
- C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment.
- D: Efficiency – Enhance the efficiency of aviation operations.

Global Aviation Safety Plan Initiatives:

All

1. Introduction

1.1 The twenty fourth meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/24) was hosted by Airservices Australia (ASA) and held at the Stamford Plaza, Brisbane, Australia from 11-12 March 2010. ISPACG/24 followed the eighth meeting of the ISPACG Planning Team (ISPACG PT/8) on 8 March 2010 and the Seventeenth ISPACG Future Air Navigation System (FANS) Interoperability Team (FIT/17) that took place from 9-10 March 2010.

1.2 Steven Stooksberry, Manager of Offshore and Oceanic of the Federal Aviation Authority (FAA) and Blair Cowles, Operations Manager Oceanic of Airways New Zealand (Airways NZ) served as Co-chairs of the meeting.

1.3 The meeting was attended by participants representing South Pacific Air Navigation Service Providers (ANSP), International Federation of Air Line Pilots' Association (IFALPA), Air Traffic Control Association Japan (CRASA), regulatory authorities, airlines, airline and equipment manufacturers, US Air Force (USAF), and communications service providers.

2. Discussion

2.1 During the meeting, the following updates and discussions on topics relevant to the work of the ATM/AIS/SAR/SG were addressed:

2.1.1 Airservices Australia (AsA) reported that ADS-B coverage has been implemented since December 2009 and that the Lord Howe Island ADS-B station and VHF have been scheduled for implementation in March 2010. Airservices also provided an update on the UPR (User Preferred Routes) in the region, reported that TAAATS v.12 has finally been loaded successfully, and noted that CPDLC Editor is one (1) month from introduction. AsA has initiated FMC waypoint reporting for Air New Zealand A320 aircraft NZAA-YMML-NZAA routes. Finally, AsA noted that ADS-B has been mandated for implementation in Australian Airspace by December 2013.

2.1.2 Service d'Etat de l'Aviation Civile en Polynesie Francaise (SEAC/PF) reported that Tahiti's secondary surveillance radar is fully operational and advised that testing is in progress for the Safety Analysis of ADS-C. ADS-B testing and experimentation has commenced and full coverage is expected within the next 5 years.

2.1.3 The Federal Aviation Administration (FAA) updated the meeting on several initiatives. The CEP route structure efficiencies have been improved since the last meeting. FAA provided updates on operations affected by the Southern California Warning Areas, Dynamic Airborne Reroutes (DARPs), Trajectory Based Operations (TBO), and merging of Track C/D PACOTS that was scheduled for implementation in the Spring 2010. FAA also noted that a NOPAC efficiency study has been commissioned. San Francisco (KSFO) Oceanic Tailored arrivals and Los Angeles (KLAX) Tailored based separation efforts continue with success. Also, the HAL (Hawaiian Airline) HFDL (High Frequency Data Line) Trial is ongoing and the FANS over Iridium (FOI) trial is working well with encouraging results. In summary due to all of the oceanic efficiency projects being managed today, over 26.02 million kg fuel savings and 82.2 million kg CO2 emissions have been realized.

2.1.4 PNG Air Services Limited (ASL PNG) presented details regarding the company background, explaining further its company governance. Highlights were given as to the enhanced efficiencies that have been implemented to date, in addition to details on the current activities of safety and security. Details were provided on the current capacity building and investment in infrastructure being undertaken, highlighting the major route structure. An overview of their current services and strategic direction was discussed with new ATM systems looking at being implemented by 2015. An update was also provided on search and rescue co-ordination, aeronautical information services and current and future projects. Strategic alliances and regional relationships were highlighted.

2.1.5 Airways New Zealand (Airways NZ) advised that User Preferred Route (UPR) continue to operate and be used, and that there has been no change to the extensions currently implemented on Pacific routes with Air New Zealand to/from Japan and South American routes to/from Santiago, Chile and Buenos Aires, Argentina. Delta and V-Australia airlines have started regular FANS 1/A operations in NZZO over the past 12 months. Airways NZ reported that AIDC v3 has been implemented in Tahiti and that ASPIRE trails have been conducted. ADS-B testing is currently in progress with operation looking at

being implemented by August/September 2010. The OCS upgrade planned for June 2009 has been implemented with a hardware update still scheduled for 2011. Lastly, there have been some system enhancements since ISPACG/23 with ADS-C automation now operational.

2.1.6 Additional presentations and discussions were held on the following topics. Details of the discussions, issues raised, conclusions and actions can be found in the full and detailed meeting report located on the ISPACG website referenced at the end of this paper.

- Report of ISPACG Planning Team 7 activities in Brisbane, Australia from 16-17 November 2009; and Planning Team 8 activities in Brisbane, Australia on 8 March 2010
- DARP Expansion and Utilization
- UPR Expansion
- ICAO Flight Plan Modifications
- Global Operational Datalink Manual (GOLD)
- Global ICD for Aeronautical Interfacility Data Communications (AIDC)
- ICAO Performance Based Navigation (PBN) Manual
- ADS-B – In Trail Procedures (ITP) trial update status
- HF Working Group
- ICAO SASP/15 Meeting Outcomes
- Pacific Project (IATA initiative)
- Variations in Airspeed in Controlled Airspace
- Shared Performance Metrics For Fuel And Emissions
- SSR Code Allocation
- User Feedback on ANSP Enhancements
- Report on FIT/17, Brisbane, Australia, 9-10 March 2010
- Update On The Asia And South Pacific Initiative To Reduce Emissions (ASPIRE)
- RVSM Monitoring

2.2 The aforementioned information is simply a very condensed summary of ISPACG/24 meeting. The full and detailed meeting report, including attendees listing, action item tracking, capacity enhancement tables, and report of the Seventeenth FANS Interoperability Team (FIT/17) Meeting are available on the Airways New Zealand web site.

2.3 Attendees are to refer to <http://www.airways.co.nz/ispacg/index.asp> for all documentation relating to ISPACG/24, including the final report, supporting papers and presentations, and a complete attendees listing.

3. Conclusion

3.1 The meeting is invited to note:

- a) the work accomplished by ISPACG/24, and
- b) the U.S. Federal Aviation Administration (FAA) will host the 25th meeting of ISPACG at a “to be determined” location in the March 2011 time frame.

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