



International Civil Aviation Organisation

**THIRTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP
(APANPIRG/13)**

Bangkok, Thailand, 9 to 13 September 2002

Agenda Item 2: ASIA/PAC Air Navigation System and Related Activities

**ASIA/PAC AIR NAVIGATION PLAN (DOC 9673)
AMENDMENT APAC 98/8-ATS/COM/MET/SAR/AIS**

**REALIGNMENT OF THE COMMON NADI/AUCKLAND OCEANIC FIR BOUNDARY
- OPERATIONAL AND TECHNICAL MATTERS ARISING FROM THE
IMPLEMENTATION**

(Presented by New Zealand)

SUMMARY

On 27 November 2001 the ICAO Council approved a proposal (APAC 98/8-ATS/COM/MET/SAR) for amendment of the ICAO ASIA/PAC Regional Air Navigation Plan. On 8 August 2002 a realignment of the common Nadi/Auckland Oceanic FIR boundary was implemented. This paper reviews the operational and technical matters arising from the implementation.

1. Introduction

1.1 Annex 11 to the Convention on International Civil Aviation, specifies that those portions of the airspace over the high seas where air traffic services will be provided must be determined on the basis of regional air navigation agreements. Annex 11 also provides for delegation by one State to another State the responsibility for the provision of air traffic services over its territory.

1.2 In the ICAO Air Navigation Plan–Asia and Pacific Region (Doc 9673) the airspace over the territories of Samoa and Tonga was included within the Nadi FIR, with Fiji providing air traffic services in the upper airspace.

1.3 In July 1998, Samoa and Tonga jointly approached ICAO with a formal proposal to realign the Nadi/Auckland Oceanic FIR common boundary to the west of their territories to bring their Sovereign airspace within the Auckland Oceanic FIR. Samoa and Tonga also considered it desirable to delegate to New Zealand responsibility for the provision of air traffic services in the upper airspace over their territories.

1.4 The ICAO Council, during its fifth meeting of the 164th Session, held on 27 November 2001 approved the proposal for amendment of the ICAO ASIA/PAC Air Navigation Plan (Serial No. APAC 98/8 – ATS/COM/MET/SAR/AIS). Working groups comprising representatives from the ICAO Regional Office, Fiji, Tonga, Samoa, United States, American

Samoa and New Zealand meet four times at various locations and developed the procedures and protocols to enable the FIR boundary change to be implemented on the mutually agreed date of 8 August 2002.

2. Proposed Amendment – ATS

Amend the Auckland Oceanic FIR as follows:

S 25 00 00 E 171 25 00

S 25 00 00 180 00 00

S 15 32 45.1 W 175 40 31.2

S 05 00 00 W 171 00 00

S 05 00 00 W 157 00 00

3. ATS Implementation

3.1 The States agreed that responsibility for the provision of ATS would be as follows (Refer Figure 1):

- Auckland Oceanic Control would provide services in the airspace above FL245
- Samoa would provide services in a Samoa sector below FL245
- Tonga would provide services in a Tonga sector below FL245
- Pago Pago would continue to provide services in the Pago Pago TMA for an interim period (See paragraph 3.5)

ATS is now being provided in accordance with the above arrangement.

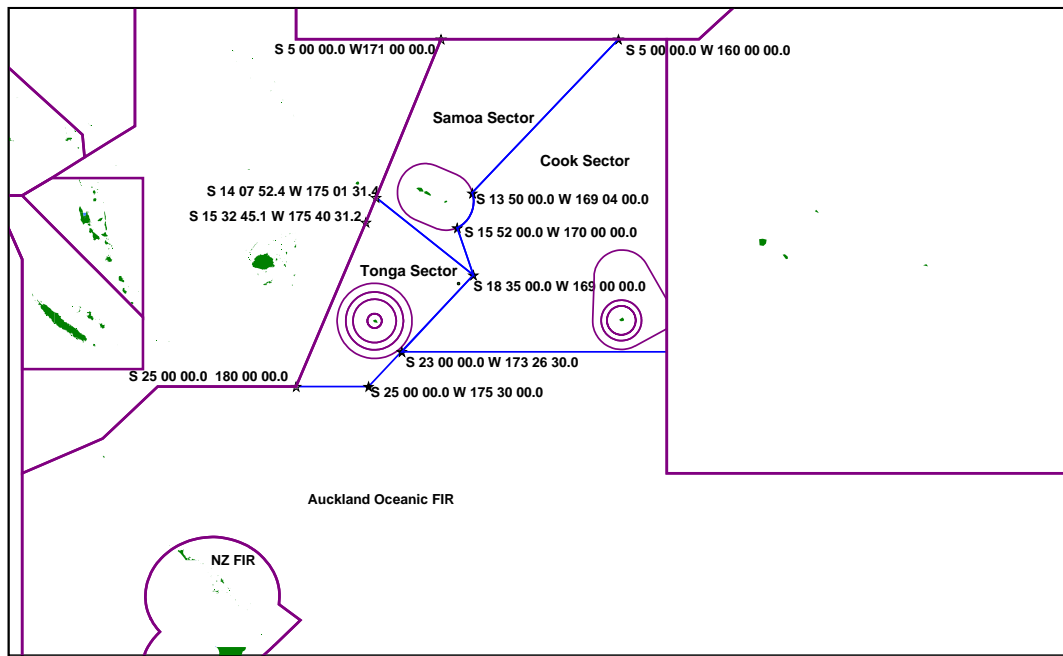


Figure 1: Samoa and Tonga Sectors

3.2 Letters of Agreement between Samoa, Kingdom of Tonga, Fiji, USA (Pago Pago), Cook Islands and New Zealand were developed, agreed and signed. These LoA covered operational and SAR procedures, and communications between the ATS Units involved.

3.3 Transition and contingency procedures were agreed by Nadi and Auckland Area Control Centres.

3.4 The transition to the realigned airspace occurred on 8 August 2002 without incident thanks to the cooperation and goodwill of all parties involved.

3.5 Configuration of Pago Pago TMA.

3.5.1 Samoa and USA (Pago Pago) agreed to reconfigure the Pago Pago TMA to recognize Samoa's desire to provide ATS in airspace over its land territory.

3.5.2 At a meeting held in Auckland, New Zealand the parties deferred changing the configuration of the Pago Pago TMA until after the implementation of the realigned Nadi/Auckland Oceanic FIR.

3.5.3 Samoa and the USA agreed to a changed configuration of the Pago Pago TMA which effectively will see it split into the two TMAs one managed by Pago Pago and the other by Faleolo (Samoa). The configuration of the TMA minimizes coordination (Refer Figure 2).

3.5.4 Implementation of the Faleolo and revised Pago Pago TMA is planned for the AIRAC cycle date of 23 January 2003.

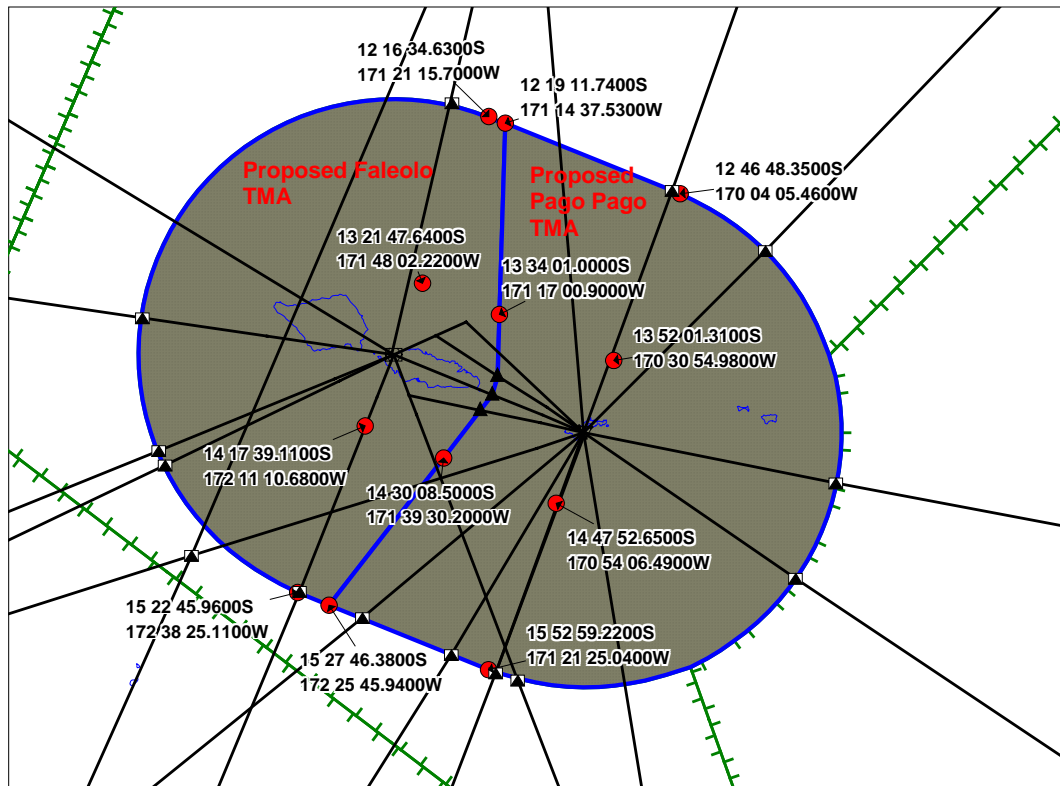


Figure 2: Proposed Faleolo and Pago Pago TMAs

4. Proposed Amendment – COM

Add the requirement for the following ATS Direct Speech Circuits:

- Apia – Faleolo/Tongatapu
- Apia – Faleolo/Auckland
- Tongatapu/Auckland

5. COM Implementation

5.1 Prior to implementation voice communications were tested and confirmed compliance with Table COM 1B of the Air Navigation Plan – Asia and Pacific Region.

5.2 Prior to implementation air-ground HF communications were tested and confirmed satisfactory.

5.3 ATS voice and air-ground HF communications have proven satisfactory since the implementation.

5.4 HF communications above FL245 are now being provided by Auckland Radio. HF communications below FL245 are being provided by Faleolo and Fua'amotu towers for the Samoa and Tonga sectors respectively.

6. Proposed Amendment – MET

Amend the requirement for the meteorological office responsible for provision of meteorological service at Pago Pago, Faleolo, Fua'amotu and Vava'u aerodromes by replacing "Nadi (NFFN)" with "Wellington (NZWN)".

7. MET Implementation

7.1 Considerable correspondence and discussion was entered into by the Civil Aviation Authority of New Zealand (CAA) (as the Meteorological Authority responsible for meteorological services in the Auckland Oceanic FIR) with Fiji Meteorological Service and the CAA's meteorological service contractor, Meteorological Service of New Zealand Limited (MetService). It was agreed that the Fiji Meteorological Service would continue to provide, on a temporary basis, the TAFs for Faleolo, Fua'amotu, Alofi and Vava'u aerodromes in the amended FIR and that MetService would be responsible for the provision of SIGMET for the whole of the amended FIR. MetService will also ensure the collection and dissemination of AIREP information for the whole of the amended FIR. The TAFs for Pago Pago will continue to be provided by the US National Weather Service out of Honolulu.

7.2 It is the intention of the CAA, once the Fiji Meteorological Service indicates that it is ready, to tender the provision of meteorological services for international air navigation in the amended portion of the FIR. The responsibility for the provision of the requisite services will continue to rest with the CAA and letters of agreement between the CAA and its contracted or agreed meteorological suppliers will be completed within a year.

8. Proposed Amendment – SAR

Amend the requirement for search and rescue services by extending the boundary of the Auckland SRR to coincide with the FIR boundary.

9. SAR Implementation

SAR workshops were held in Tonga and Samoa 20-30 July and 1-2 August 2002 respectively. Operational procedures were developed and have been activated on two subsequent occasions with Samoa and American Samoa. Formal SAR Agreements between these three States and New Zealand are being developed and are expected to be completed by the end of 2002.

10. Proposed Amendment – AIS

Amend the Area of Responsibility of International NOTAM Offices by amending the common boundary of Auckland Oceanic and Nadi FIRs.

11. AIS Implementation

11.1 AIP Supplements were issued giving operators the required 56 days notice. These supplements detailed the FIR boundary and ATS fixed routes waypoint changes.

11.2 The changes will be incorporated into aeronautical charts as part of the regular routine issues.

11.3 The Christchurch NOTAM Office is now providing NOTAM and flight briefing services.

12. Regulatory – Civil Aviation Rules

12.1 Civil Aviation Rule Part 71 (Airspace Designation and Classification) prescribes the boundaries of the Auckland Oceanic FIR and the New Zealand FIR and it also prescribes rules for the designation and classification of airspace within these FIRs.

12.2 Rule Part 71 needed to be amended to change the coordinates of the Auckland Oceanic FIR to reflect the proposed new boundary, and to clarify the Director's responsibilities in regard to consultation with other States when designating a control area or control zone for which that State is providing the air traffic control service.

12.3 Civil Aviation Rule Part 172 (Air Traffic Service Organisations - Certification) required amending to clarify that the Rule Part is not applicable to the provision of an air traffic service when a State, other than New Zealand, is providing an air traffic service in a portion of the Auckland Oceanic FIR that lies within the Sovereign territory of that State.

12.4 Amendment 1 to Civil Aviation Rule Part 171 and Amendment 3 to Civil Aviation Rule Part 172 were signed by the Minister of Transport on 25 June 2002 with an effective date of 8 August 2002.

END