



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)

INFORMAL SOUTH PACIFIC ATS COORDINATING GROUP OUTCOMES

(Presented on behalf of ISPACG)

SUMMARY

This paper presents a summary of the 27th Meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/27)

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*
- D: *Efficiency – Enhance the efficiency of aviation operations*

Global Plan Initiatives:

All

1. INTRODUCTION

1.1 The purpose of ISPACG is to promote a cost effective Air Traffic Services aviation environment that is responsive to change, meets the needs of the aviation industry, is economically sustainable and maintains or enhances present levels of safety. ISPACG supports and expedites the goals and objectives of ICAO including the objectives of the APAC Regional Office.

1.2 The Twenty Seventh meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/27) was hosted by Airways New Zealand at the Heritage Hotel, Auckland from 27 February – 1 March 2013.

1.3 ISPACG/27 followed the Fourteenth meeting of the ISPACG Planning Team (ISPACG PT/14) on 25 February 2013 and the Twentieth ISPACG Future Air Navigation System (FANS) Interoperability Team (FIT/20) that took place 26-27 February 2013.

1.4 Karen Chiodini, Manager, Oceanic and Offshore Operations Group of the Federal Aviation Administration (FAA) and Geoff Hounsell, Manager Oceanic, Airways New Zealand (ACNZ) served as Co-chairs of the meeting.

1.5 In the interest of furthering the relationships among co-operative States, invitations were extended to Indonesia, Philippines and Singapore to join ISPACG/27.

1.6 The meeting was attended by participants representing 9 Air Navigation Service Providers (ANSP), regulatory authorities, airlines, International Federation of Airline Pilots Association (IFALPA), aircraft and equipment manufacturers and communication service providers.

2. DISCUSSION

2.1 The meeting received a report of activities from each State with particular focus on continuing to increase the operational efficiencies available throughout the ISPACG area.

2.2 Operations such as User Preferred Routes (UPRs), Dynamic Airborne Reroute Procedures (DARP), ADS-C/CPDLC, RNP 4 30/30 and ATC Inter-facility Data Communications (AIDC) were already widely available and individual States were either trialing or developing plans for the introduction of future efficiencies such as RNP 2, ADS-C Climb Descent Procedures (CDP), ADS-B In Trail Procedures (ITP), Network Optimisation (A-CDM, ODP, OCP, etc) and AIDC v3.

2.3 The development of a Seamless Airspace Chart (as attached) has provided increased oversight of capabilities towards the objectives of Seamless ATM. Not only does this provide a clear indication of desirable attributes but it also provides a mechanism by which States implementation plans can be tracked (through supplementary tabs).

2.4 In recognition that Seamless ATM is based on end to end support of traffic flows, ISPACG has also included data from other FIRs with the goal of presenting a Pacific wide representation. Please note that the information should be viewed as representative but ISPACG will strive to ensure that the information is as accurate as possible and asks other States to support its activities through the provision of updates.

FPL 2012

2.5 During the last 12 months, activities included the relatively seamless introduction of ICAO FPL 2012. All ISPACG States had now introduced the capability including AIDC connectivity with few operational issues arising.

2.6 While ISPACG was generally satisfied with the FPL transition, they had on-going concerns with 2 particular aspects of the new FPL format as follows:

- the varied use of J as a wake turbulence indicator for Super Heavy types between both airlines and ANSPs
- the need to ensure that new specifications are accommodated in a timely manner.

2.7 ISPACG recognises that system adaptations take time however are of the firm opinion that we should not return to the old ways of accommodating changes using RMK/ in field 18 and that changes must be globally adopted to maximise the benefits.

2.8 While ATM systems should be designed with the ability to extract the necessary information for operational purposes, this is perhaps secondary to the need for systems to be able to accept and process messages to enable seamless global exchanges. Changes in the ICAO world rarely occur overnight and sufficient lead time normally exists to enable States to modify their systems to at least accept FPL and ATM messages provided they are standardised. ISPACG states believe that ICAO should continue to demonstrate leadership in this respect by encouraging compliance to a single standard.

En-route Speed Variation Concerns

2.9 The meeting reviewed issues relating to on-going concerns about en-route speed variations where the discussion between operators and providers demonstrated the widespread implications of any changes. Furthermore it has become increasingly apparent that there is significant variation in how different systems (both airborne and ground), extract, use and present the information. Recognising that the solution needs to serve the purpose of all stakeholders, a “Tiger team” including ANSPs and operators has been formed to look at possible solutions. Further updates will be provided as the work develops.

2.10 ISPACG continues to be a forum where participants can learn, engage and deliver improvements to aviation operations within the region. ISPACG looks forward to continuing to support ICAO principles in striving to deliver efficiencies to the wider community.

2.11 ISPACG/28 will be hosted by Service d’Etat de l’Aviation Civile en Polynésie Française (SEAC-PF) in Tahiti in February/March 2014.

2.12 Further details of the ISPACG forum can be found at <http://www.airways.co.nz/ispacg/>.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper

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