

**Fortieth Meeting of the
Informal South Pacific ATS Coordinating Group
(ISPACG/40)**

**Brisbane, Australia
5-7 May 2026**

Agenda Item 3: Industry Organization Updates

Presented by: Carl Nordin (*Delta Air Lines*)

SUMMARY

Delta Air Lines operates transoceanic flights to Sydney, Melbourne, Brisbane, and Auckland in the South Pacific. In the eastern South Pacific, Delta operates daily service to Lima and Santiago. This paper highlights concerns and issues from both a Flight Operations and Flight Control perspective.

1. Introduction

1.1 Planned Delta Air Lines service for Summer 2026 is depicted below. In addition, Delta flies to Brisbane seasonally.



1.2 Delta utilizes the A350-900 for all transoceanic south Pacific flying with additional range provided by the A350-1000 upon initial delivery in early 2027.

1.3 Service to Santiago is flown by the A350-900 while Lima is served by the A330-300.

1.4 With 20 A350-1000 deliveries on order, continued growth in the South Pacific region is expected through the next decade.

2. Discussion

Concerns/Issues/Feedback

2.1 Flight Control

- Will SEMAP (Seasonal Management Action Plan) return? Operational volume for SYD is notably increasing.
- Do we expect holding for each SYD arrival to be 2+ turns? Or with Delta's early arrival time, 0640L, just one or two turns holding?
- We would like to be more proactive in the use of Dynamic Airborne Reroute Procedure (DARP) in the region. Can all of the South Pacific FIRs accommodate DARP?

2.2 Flight Operations

- Weather Deviations:
 - Confusion of maximum lateral allowance and subsequent ANSP queries regarding aircraft deviation.
 - What is the maximum distance (in nm) that Auckland (NZZO) will approve a weather deviation?
 - Delta advocates use of the AIP Enroute 7.3, Oceanic Operations, Section 4, Weather Deviations, when required.
 - For large deviations, does NZZO prefer direct to a LAT/LONG that will avoid weather, then back on route?
- Does SYD approach control have a preferred approach (ILS vs GLS)?
- Pilot observation: "Many times we are assigned the short runway for arrival in SYD (34R/16L; under 8000' total). After an aggressive effort to stop on this short runway, we taxi to and hold short of 34L/16R (12,999'), and then observe an ATR regional prop airplane landing on the long runway. Given that we are a heavy category, long-range international flight, is there a way to ensure the majority (if not all) Delta arrivals be sequenced/assigned to the long runway?"

3. Conclusion

- 3.1 Delta Air Lines is excited to be re-engaged in the ISPACG and pledge to be an active supporter of this meeting.

4. Action by the Meeting

- 4.1 The meeting is invited to:

- a) Note information provided.
- b) Provide feedback regarding section 2, Concerns/Issues/Feedback.

-- END --