ISPACG/40 Plenary
Summary of Discussion and Action Items

Pullman Brisbane King George Square
Brisbane, Australia
5 May 2026

Opening Remarks:

The 40th meeting of the ISPACG Plenary was held on 5-7 May 2026 at the Pullman Brisbane King George Square hotel in Brisbane, Australia, with a Technical Tour of Airservices Australia's Brisbane Air Traffic Services Centre (ATSC) on 8 May. ISPACG Co-chairs, FAA Air Traffic Organization's (ATO) Asia Pacific Manager, Ahmad Usmani, and Airservices Australia's Check & Standardization Supervisor, Jeremy Elich, as well as Airservices' Deputy CEO, Pete Curran, welcomed the participants to the meeting. Pete mentioned the improvements that ISPACG has made over the years and encouraged everyone to contribute to that legacy this week. The informality of ISPACG allows us to have meaningful operational discussions without bureaucratic constraints. He emphasized the importance of relationships and networking in the current environment.

Airservices has been focusing on service performance. Western Sydney airport is opening in July 2026. It will have Australia's first digital tower (Canberra is next). They're looking to increase capacity by 35% over the next 5-7 years, primarily by adding runways. Regional upgrades are also underway, as well as modernization of their telecom infrastructure. OneSky is their joint civilian-military ATC system under development.

Historically, ATC modernization has happened when systems reach (or exceed) their end-of-life. The costs associated with these activities are often very "lumpy", so funding can be a challenge. Airservices is looking at different financing models to allow them to invest in their systems over a longer (50-year) time horizon. A five-year funding proposal is currently being considered.

The meeting was attended by 37 registered participants (see Attachment A). All papers presented at the meeting will be available on the ISPACG website under "Previous Meetings".

1. Air Navigation Service Provider and Facility Update

1.1 FAA Oakland Center (ZOA) [PP-01] – *Jeff Hubert* gave the FAA/ZOA facility update, starting with an overview of their oceanic airspace and adjacent facilities. Current staffing has been improving; the Pacific (PAC) South area is nearly fully staffed. Traffic has been increasing and is approaching 1,000 aircraft per day. Overall PBCS compatibility is 83%. ZOA is not currently using CDP; it conflicts with ATOP's processing of 20NM longitudinal separation; but it should be fixed in the next system upgrade. They are now using 23NM lateral and 20NM longitudinal separation for PBCS aircraft. The weather deviation tool works for PBCS aircraft only.

Todd Kendall (Airways): asked where the busiest traffic is. Jeff Hubert said it's still in the Central Eastern Pacific (CEP) between the continental United States (CONUS) and Hawaii. Traffic to the Far East is down, but passenger numbers are up due to larger aircraft.

Todd Kendall (Airways): asked about staffing. The PAC South area was short several years ago, but PAC North is shorter now. Both oceanic areas have radar sectors too, so developmental controllers must be certified on both radar and non-radar operations.

Jeremy Elich (Airservices): asked about training issues – workload, instructor availability, etc. Jeff responded that the Bay Area facilities have retention issues due to the high cost of living. Before COVID, ZOA was about 70% staffed; it is now approaching 80%.

Todd Kendall (Airways): we're looking at version 2 of our ATOP-based system. Where are you with ATOP upgrades?

Angelina Jacobson (FAA): responded – we're looking at a Common Automation Platform (CAP) to combine radar & non-radar operations. ATOP upgrades and sustainment are expected through 2037. ERAM (the FAA's domestic en route ATC system) was deployed in 2005, the same year as ATOP. They're looking at replacing ERAM not because of sustainment issues but because of technology improvements since then. ERAM is being installed at the Honolulu Control Facility (HCF) and Anchorage Center.

Gene Cameron (United): Is there an initiative to raise the retirement age for controllers?

Jeff Hubert (FAA): Due to a variety of factors, I don't foresee that happening.

Angelina Jacobson (FAA): There is a waiver program with a financial incentive to continue working, but not many people have signed up.

Jeff Hubert (FAA): The FAA is hiring 2,000 controllers a year and received over 8,500 applications in the most recent hiring surge. Last year was the first year in many years in which the FAA met its hiring goal. We expect to see overall staffing improve in the next 6-12 months as new controllers get certified.

1.2 Fiji Airports [PP-14] – *Kalusi Raloka* presented the update from Fiji Airports.
Fiji uses ADS-B only for surveillance (no ground-based radar). Airways New Zealand provided assistance to set up Fiji Airports' surveillance capability. They plan to transition to 24-hour surveillance by the fourth quarter of 2026. They are trialing a standalone Clearance Delivery operation at Nadi tower. Their Aurora system from Adacel is undergoing several upgrades. It should improve automatic coordination with Brisbane; the weather deviation tool is also operational. They are also upgrading their HF system. They don't have many

SELCAL32 aircraft in their airspace, but their system will be upgraded later this year to support them. AMHS is also being upgraded to support IWXXM messaging. GECI Espanola is their AMHS and IWXXM vendor. Japan's International Cooperation Agency (JICA) is training four officers in instrument flight procedure (IFP) design. They are phasing out their NDBs (two have been removed so far).

1.3 NSPL [PP-08] – *William Migle* presented. They expect to start using electronic flight strips (EFS) in 2027. Port Moresby tower hardware is being upgraded in 2027 to support EFS and new SIDs/STARs. They're also upgrading their flow control system. They've added four ADS-B sites and have space-based ADS-B FIR-wide to FL600. They have CRV connectivity with all neighboring FIRs. They're planning to evaluate space-based VHF in Sep/Oct 2026. *Mildred Waila* discussed the status of their LOAs and coordination. Like other ANSPs, controller retention is an issue. They have 20 controllers in training. They are expecting new towers to be built for Port Moresby and Garoka in 2027, and a digital tower in Nadzab in 2027.

1.4 Airservices Australia [PP-10] – *Zaheer Aleem* presented the update for Airservices Australia. A big difference from other ANSPs is that Airservices also provides aircraft rescue and firefighting (ARFF) services. They are government-owned but operate as a commercial business. They manage 11% of the world's airspace. They also manage the upper airspace in the Solomon Islands and Nauru. Traffic from the Middle East is down 75% since the start of the war. A flight from Dubai to Sydney is in Australian airspace for ten of its 14 hours. They've started a fuel conservation effort by minimizing airborne holding and other measures. Traffic to South America is up 66% (March 2025 to March 2026). Their busiest international boundary is with Indonesia (the Ujung Pandang FIR); the next busiest is with Auckland Oceanic. Airservices has started controller exchanges with ANSPs in the Pacific like Fiji. They've had programs with Indonesia and PNG for several years. *Jeremy Elich* took over and started by discussing UPRs, which are used extensively with Auckland and Fiji. They have UPR exclusion zones near busy airports at busy times; UPRs are allowed in other areas and at less busy times. They don't require data link when using UPRs, however, for non-data link aircraft, it is unlikely a requested change to UPR in flight would be facilitated due to the complexity of the change. *Zaheer Aleem* discussed Airservices' UPR work, including the Asia-Pacific UPR Trial, an initiative of ICAO's Asia-Pacific ANSP Committee (AAC). Feedback on this trial from the airlines has been very positive.

Ivan Fernandez (Chile): Do you have an FUA manual to improve the UPRs?

John Moore (IATA): responded – IATA has written a regional guidance document with lessons learned from both ANSPs and airlines.

Angelina Jacobson (FAA): Did you have any causal factors for why some city-pairs didn't benefit from UPRs?

John Moore (IATA): Constraints on altitudes and start/stop locations meant that they didn't work well on certain city-pairs – they didn't have enough flight time to benefit.

Dan Smith (Qantas): added – operating over Indonesia was beneficial, but operating to/from Indonesia (due to fixed SIDs/STARs) wasn't.

John Moore (IATA): ICAO (via the AAC) may publish additional guidance material.

1.5 Airways New Zealand [PP-11] – *Craig Smith* gave the Airways New Zealand update. They have many rocket launches and several new entrants. They're working on a domestic re-sectorization project. They'll have a new IP-based voice switch in August. They are looking at a new tower for Auckland in 2029/2030. They're in the discovery phase for a replacement of their oceanic system. They're looking at separation exemption options. *Yuri van den Bongard* presented Airways' software changes. They've implemented OCF-Skyline LAM processing. The late coordination issue with YBBB has been addressed. They will implement en route hold in the next 6-12 months. They're also doing a hardware tech refresh for their oceanic control system (OCS). In 12-18 months, they'll work on OCS hardening. They'll move to a cloud-based flight plan system. They're working to remove the middleware layer from their OCS and migrate to Linux. They'll also develop a web-based oceanic simulator.

Todd Kendall (Airways): we have a user who wants to fly a solar-powered vehicle for a month above FL600 to look for things like illegal fishing. We also have balloons similar to Google Loon.

1.6 DGAC Chile [PP-03] – Ivan Fernandez presented the update for DGAC Chile. They have five FIRs that cover 30 million square miles, with 16 controllers and 2 trainees. ICAO's Lima office recently agreed to buy a Network NODE and install it in New Zealand. They now have SELCAL32 capability and a Rohde & Schwarz HF system. They're looking to use SatVoice in the future. ICAO is having advanced conversations with several States to discuss the "No FIR" requirements. Oceanic operations have increased 60-70% in the last year. They're looking to use FF-ICE to replace the 2012 ICAO flight plan. Indra recently won a contract for a new system, but Thales has protested. They're using RNP to parallel runways and RNP-AR for arrivals and departures. They're working to implement space-based ADS-B. They currently use RNP10 in oceanic airspace so need 50 miles separation and are looking to improve this.

Adam Watkin (Airservices): Do you currently use ADS-B?

Ivan Fernandez (DGCA Chile): Yes, at one airport.

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1.7 SEAC/PF Tahiti [PP-12] – *Jean-Marc Gossot (Tahiti)* presented virtually.

1.8 No FIR Status – Airservices Australia [Discussion] – Zaheer Aleem *(Airservices)* presented. Coordination with States is still ongoing, and the formal process to allocate the portions of No FIR to adjacent flight information regions (i.e., the process for amendment to the relevant regional air navigation plans) has not been initiated to date. Recognising that Tahiti is not with us this week, I would encourage the relevant States that are represented to follow up with your respective State organisations that relate directly with ICAO, i.e., CAAs or similar.

2. Facility Roundtable

2.1 KZAK HF Tabletop – Oakland Center [PP-02] – *Jeff Hubert (FAA)* presented the ZOA tabletop exercise on rocket launches & space debris.

Kevin Coon (United): We have multiple events at the same time, for example, military training along with a commercial rocket launch. The go/no-go decision for the launch is made as late as possible, often several hours after we've started delaying aircraft.

Jeff Hubert (FAA): The best we can do is share the status information if a launch is scrubbed as soon as possible.

Greg Byus (United): discussed the FAA's collaborative decision-making (CDM) process and new Space CDM process. They're setting up a joint activity with both airline and space operators.

John Moore (IATA): mentioned an instance in which a space operator and the ANSP agreed on a hazard area, but an adjacent ANSP then added to the hazard area, which significantly increased the impact.

Dan Smith (Qantas): We get good information from SpaceX on when an airspace goes "cold", so we can start using the airspace again. We have to decide whether to delay on the ground, launch with additional fuel in case of rerouting, or both. We're looking for real-time information on launch status.

Megan Yin (United): The NOTAMs show the boundary of the hazard areas but don't indicate the launch operator's name. Maybe this is something that could be looked at? [**New Plenary ACTION 40-1**]

2.2 Power Outages – NSPL [WP-07] – *William Migile* presented the NSPL power outage paper as part of the facility roundtable. See highlights in the paper. The UPS batteries had been shipped the previous month but were delivered to the wrong location. Once the outage started, the batteries were shipped to Port Moresby the same day.

Mildred Waila (NSPL): added that they've created a manual for power outage procedures.

Dan Smith (Qantas): How did you call Brisbane?

NSPL: Via mobile phone.

Jeremy Elich (Airservices): There wasn't much impact at Brisbane. We were able to talk with Moresby via mobile phone and already had all the flight plans for the duration of the outage.

Shea Houlihan (Airservices): Were any arrivals/departures affected?

Willaim Migile (NSPL): Yes, five aircraft were affected. The controller had procedural experience so was equipped to handle the situation. They've introduced procedural training in case of future incidents.

Todd Kendall (Airways): Have they re-wired the system?

NSPL: Yes, the voice system now has separate power and they've replaced the UPS.

Jeff Hubert (FAA): We had a similar situation at SFO, where commercial power was lost to the ILS & ALS. The UPS batteries were supposed to last two hours but lasted only 45 minutes. We're looking at improved battery load testing procedures to better determine the condition of the batteries. Training for improbable outages and these types of incidents is costly, so it can be difficult to justify.

2.3 Launch Window [PP-16] – *Todd Kendall (Airways)* gave a briefing on Launch Window, a tool to provide information on launch status to ANSPs and airlines. They're getting data from SpaceX but are looking to expand to other operators. They're using FAA language to define the notification messages.

Gene Cameron (United): RocketLab does a good job of sending emails for information on their launches.

Greg Byus (United): mentioned the use of CADENA in the Caribbean to share information on rocket launches and other events. They set up a webinar in real time to discuss upcoming launches.

3. Industry Organization Updates

3.1 Qantas [PP-07] – *Dan Smith (Qantas)* presented and discussed new aircraft, airline priorities, and the eagerly-awaited Project Sunrise. They've replaced their B717s with A220s.

Jeremy Elich (Airservices): I believe QantasLink has finished replacing all of their B717s, and the new replacement mentioned by Dan was the A321XLR that will replace the B737 in the future.

3.2 American Airlines [PP-15] – *Bob Giangiulio (American)* presented. They've seen benefits from moving to FlightKeys.

3.3 IATA [PP-09] – *John Moore (IATA)* presented.

Dan Smith (Qantas): asked about ANSPs who'd seen traffic increases due to airspace closures for military activity. John mentioned a 75% increase in traffic in the Mumbai FIR due to last year's fighting between India and Pakistan.

3.4 Delta [WP-08] – *Carl Nordin and Chris Clisham* (Delta) presented. They're also moving to FlightKeys later this year.

New Plenary ACTION 40-2: Share DARP info for ISPACG ANSPs from Seamless Airspace chart to answer Delta's question on which ANSPs support DARP. Jeremy said that Airservices can accept DARPs that have been set up by another ANSP, such as Airways New Zealand, but can't initiate DARP. Colleen Kitson said that they haven't started looking at DARP in CMATS yet.

Zaheer Aleem (Airservices) will put Delta in contact with a POC from Sydney airport for their question.

4. Information and Working Papers

4.1 Space and Rocket Activity [IP-03] – *Daniel Smith (Qantas)* presented.

4.2 Military Aerodromes [IP-02] – *Gene Cameron (United)* presented.

Gene Cameron expressed appreciation for Airservices' Priority Holding program to minimize impacts to aircraft flying to Australia from North America, South America, and Europe.

Airservices will share United's request to add two military aerodromes as "technical" alternates with their customer engagement team.

4.3 GNSS RFI [WP-02] – *John Moore (IATA)* presented.

4.4 GNSS RFI [WP-04] – *Ritesh Kapoor and Jeremy Elich (Airservices)* presented.

Ivan (DGAC Chile): mentioned interference from a prison on one departure and one arrival.

Angelina Jacobson (FAA): In the North Atlantic (NAT) region, only 57% of users can navigate using NDBs.

Ritesh Kapoor (Airservices): We're looking at NDB capability to see if our Backup Navigation Network (BNN) composition needs to change.

4.5 Global Datalink Network Outages [WP-01 w/Appendices A-D] – *Angelina Jacobson (FAA)* presented.

Adam Watkin (Airservices): We started seeing many more outage notifications about six months ago.

Angelina Jacobson (FAA): Outage notifications go to our enterprise-level service center, then they determine how to filter the outage notifications. The CSPs are unwilling to do any filtering.

Colleen Kitson (Airservices): The next version of the PBCS manual will have more information on monitoring and reporting.

Yuri van den Bongard (Airways NZ): It would be nice if emails indicated something about the location of the outage.

4.6 ATOP Update [PP-13] – *Angelina Jacobson (FAA)* presented.

Todd Kendall (Airways NZ): Airways has a similar capability to ATOP's Present Position Reroute. They've had some confusion with pilots thinking they still have a weather deviation when they get a reroute.

Jeremy Elich (Airservices): For us, future reroutes cancel the weather deviation.

Todd Kendall (Airways NZ): We have the same rule, but we still see this situation.

Adam Watkin (Airservices): Paragraph 4.5.4.4 of the GOLD manual discusses the situation of reroutes with weather deviations.

Angelina Jacobson (FAA): Only datalink-equipped aircraft are eligible for ATOP's present position reroute.

4.7 Spectrum Resilience [WP-03] – *John Moore (IATA)* presented.

4.8 Turbulence Aware Capability [PP-06] – *John Moore (IATA)* presented.

Jeremy Elich (Airservices): How is this tool being used by Australia's MET Bureau?

John Moore (IATA): They're using it to validate other data.

Jeremy Elich (Airservices): Is there any ability for ANSPs to access this data? More and more SIGMETs seem to be released by BOM which don't seem to align with pilot reports.

Colleen Kitson (Airservices): The information displayed at controller workstations is regulated, so it has to be provided by an approved provider.

4.9 Improved Turbulence Predictions [PP-04] – *Ahmad Usmani (FAA)* presented.

4.10 Pacific Resource Guide [PP-05] – *Ahmad Usmani (FAA)* presented.

4.11 BNATCS [IP-01] – *Ahmad Usmani (FAA)* presented.

Greg Byus (United): The FAA has been briefing industry on BNATCS progress; they're looking to complete all work by Dec 2028.

4.12 AIDC Performance Monitoring [WP-05] – *Adam Watkin (Airservices)* presented.

4.13 Future Communications in the APAC Region [WP-06] – *Colleen Kitson (Airservices)* presented. ICAO guidance for space-based VHF has been de-prioritized for presentation to the Air Navigation Commission (ANC), so there's no timeframe for implementation.

4.14 Airservices Australia and Airways New Zealand Contingency [WP-09] – *Todd Kendall (Airways*) presented.

Dan Smith (Qantas): What's the shape of the service area based on?

Jeremy Elich (Airservices): It's the sector boundary but also reflects the split between different HF networks. It captures all the traffic that Auckland would know about; anything North of the shape wouldn't be known to Auckland.

Todd Kendall (Airways): Phase 2 will look at setting up contingency routes.

Host Organisation Presentation/Workshop – CMATS

OneSky Australia [PP-17] – *Genevieve Freeman (Airservices)* presented.

Action Item Review

The following action items were discussed and updated:

36-1	New Selective Calling (SELCAL) Code • Update by Fiji Airports – to support implementation in June 2026.
39-1	USTDA Engagement Request from PNG Management • Coordinate USTDA follow-up to assess support for PNG's digital tower, SB-VHF, and contingency planning. • POCs: *FAA with PNG* • Due: *May/June 2025* • **ISPACG/39.5 Update:** *The FAA and USTDA provided the necessary documentation to NiuSky Pacific to formally request support for a specific project.* • PNG? Propose closing if no issues at ISPACG/40 • **ISPACG/40 Update:** Change POC to PNG only; close at ISPACG/41 if no further action taken
39-2	CMATS-related Boundary Updates • Confirm FAA support for CMATS-related boundary updates with Australian and NZ FIRs - Propose closing if no issues at ISPACG/40 • **Closed** – CMATS team has contact info for the relevant POCs from the FAA's BNATCS program
39-3	Enhance UPR and PBCS reporting standardization to streamline updates • Recommend new practices for UPR and PBCS reporting and ensure no duplication of agenda items between Planning Team, FIT, and Plenary meetings, unless necessary. • POCs: FAA and Planning Team • Due: Check-in PT Meeting • **ISPACG 39.5 Update:** *1) Refocus the FIT subgroups of IPACG and ISPACG to re-invigorate engagement by appropriate operational experts, analysts, and engineers to bring data-driven analysis of current operational issues; and 2) Redirect technical/data discussions from the FIT subgroups of ISPACG to the ICAO APAC FIT-Asia.* • **Closed** based on changes to meeting agendas and reporting change to ICAO's APAC FIT-Asia group
39-4	Operational Disruptions Reporting • Mid-year feedback session on operational disruptions reporting, including GNSS RFIs and datalink outages • POCs*: Planning Team* • Due: Next virtual PT check-in meeting (**ISPACG/40.5**)
39-5	Strengthen the agenda development process for future ISPACG meetings • Streamline and enhance agenda development to ensure focused and productive meetings, and avoid duplication between Planning Team, FIT, and Plenary meetings.

	• POCs: *Planning Team* • Due: *Check-in PT Meeting* • **ISPACG 39.5 Update:** *Planning Team to coordinate a draft agenda by March 5, 2026, addressing the above concerns and distribute to members no later than two months before the next ISPACG meeting.* • **Closed** based on changes to meeting agendas
39.5-1	ISPACG Letter Of Agreement (LOA) • Obtain the necessary legal and organizational approvals to modify the LOA to designate the FAA as the permanent co-chair and rotate the second co-chair position among ISPACG members. • POCs: *Planning Team* • Due: *ASAP* • **ISPACG/40 Update:** The ISPACG LOA remains in the signature process. The ISPACG ANSPs will operate in accordance with the new LOA until it is signed.
40-1	NOTAMs show the boundary of the hazard areas but don't indicate the launch operator's name. • POCs: *Planning Team* • Due: ISPACG/41
40-2	Share DARP info for ISPACG ANSPs from Seamless Airspace chart to answer Delta's question on which ANSPs support DARP. Airservices will put Delta in contact with a POC from Sydney airport for their question. • POCs: *Ahmad Usmani & Zaheer Aleem* • Due: *ISPACG/40.5*

5. ISPACG/41

The Federal Aviation Administration will host the ISPACG/41 meeting tentatively in May-June 2027. The meeting date and location are to be confirmed.

6. Closing Remarks

The Co-Chairs thanked all participants for their active engagement, emphasizing the importance of advancing regional ATM coordination, contingency preparedness, and seamless airspace management.

Attachment A: Plenary/40 Meeting Participants

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