

**FANS Interoperability Team Meeting
(FIT/33)
6 May 2026**

ISPACG FIT/33 Meeting Report

Opening Remarks:

The ISPACG FIT/33 meeting was held on 6 May 2026 in Brisbane, Australia.

Lisa Bee (ViaSat) deferred chairing of the meeting to Jeremy Elich (Airservices) and Ahmad Usmani (FAA), the ISPACG co-chairs. Lisa attended the meeting virtually.

Jeremy and Ahmad welcomed the participants. See the participant list in Attachment A.

All papers presented at the meeting are available on the ISPACG website (www.faa.gov/ispacg) under Previous Meetings – ISPACG/40.

1. Agenda Item 1 – Organization Updates

- 1.1 ViaSat – Presentation [PP-07] – *Lisa Bee (ViaSat)* presented virtually. ViaSat announced an agreement with Space42 to provide 5G services.

The OPDLWG is working on v3 of the PBCS manual this week. They may also consider dual, independent SatVoice as the sole means of long-range communications.

- 1.2 Iridium – Presentation [PP-06] – *Mike Hooper (Iridium)* presented virtually.

FIT Action 38-4: Mike will work to add the path identifiers to either v3 or v4 of the PBCS manual.

- 1.3 Collins – SatVoice Trial Results [PP-01] – *Jumper Leggio (Collins)* presented.

- 1.4 Boeing – Presentation [PP-04] – *Chris Jirucha (Boeing)* presented.

- 1.5 SkyKraft – Presentation [PP-05] – *Iwan Morris (SkyKraft)* presented. They plan to go operational in December 2028 for VHF and ADS-B between -65 and +65 degrees latitude. SkyKraft is discussing providing service over the North Pole earlier than planned due to Qantas's planned Project Sunrise flights.

2. Agenda Item 2 – ISPACG Regional Reports

- 2.2 ICAO – Transition to FIT-Asia [WP-01] w/Attachments A-C] – *Shea Houlihan (Airservices)* presented on behalf of ICAO's Asia-Pacific office.

2.3 AAMA/PARMO – Proposed Process Related to Feedback Applicable to Safety Occurrence Reporting [PP-03] – *Shea Houlihan (Airservices/AAMA)* presented.

Carl Nordin (Delta): Were the 800 minutes of large height deviations (LHD) due to one event?

Shea Houlihan (Airservices): 240 minutes were due to one event. In 2024, two aircraft operating in the same traffic flow with the same callsign caused a long-duration LHD (240 minutes) in Oakland Oceanic airspace.

Ahmad Usmani (FAA): Was this event related to the duplicate callsigns?

Shea Houlihan (Airservices): Yes.

Angelina Jacobson (FAA): ATOP displays a message for a duplicate callsign, but many of these are treated as nuisance messages due to a flight using the same callsign on two different segments.

2.4 AAMA/PARMO – South Pacific RMA Update [WP-02] – *Shea Houlihan (Airservices/AAMA)* presented. From PARMO's report, the number & duration of large height deviations (LHDs) went up from the previous year; the category with the most errors was ATC-to-ATC coordination (category E). Category E also had the highest number of LHDs in AAMA's report. A new LHD category related to GNSS RFI issues has been added and will be reported in the future.

3. Agenda Item 3 – CRA Problem Report Briefings

3.1 Boeing – Presentation [PP-04] – *Mike Matyas & Chris Jirucha (Boeing)* presented.

3.2 Airbus – Airbus Amber/PRs [PP02] – *Guillaume Molinier (Airbus)* presented virtually.

4. Agenda Item 4 – Working Papers and Information Papers

4.1 Airbus - Wake Energy Retrieval [IP-01] – *Guillaume Molinier (Airbus)* presented virtually.

Fello Fly formation flights require 1.5NM separation (much less than typical 20NM oceanic separation).

Greg Byus (United): How close do the aircraft have to be? Was the ride affected?

Guillame Molinier (Airbus): Around 1.3-1.5NM; the ride was acceptable.

Carl Nordin (Delta): Is WER a hardware or software function?

Guillame Molinier (Airbus): Avionics equipment (FMS and surveillance equipment) is used to maintain required separation.

Shea Houlihan (Airservices): How long does the follower need to be in the wake to achieve benefits?

Guillame Molinier (Airbus): Not sure, but the longer you stay in this position, the higher the benefit.

- 4.2 Airbus - Airbus ATS B2 Update [IP-02] – *Guillaume Molinier (Airbus)* presented virtually.
ED-228B has replaced ED-228A.

Review of Action Items

	ACTION	ACTIONEE	DUE	STATUS	NOTES
36-1	FIT ANSP Members to discuss a strategy to provide appropriate guidance for feedback to ANSPs that file reports of noncompliance with PARMO.	P. Radford, T. Brewer	ISPACG FIT/30	Closed	
37-1	FIT recommends: ATSPs coordinate with airlines operating B777 as to timing for the implementation of BP18 and the new RAT1 ACARS protocol on individual airframes; monitor performance, particularly in the VHF-satcom transition areas before and after the implementation to assess affect of RAT1 timers on performance; report analysis results to FIT.	ANSP members	ISPACG FIT/31	Closed	RAT1 timers are now available on avionics for a number of Boeing and Airbus aircraft.
37-2	ISPACG Members to support FAA PARC CWG Iridium Certus evaluation with collection and reporting of PBCS data for applicable aircraft	ANSP members	30 July		ISPACG ANSP Member point-of-contact details will be provided to Iridium
37-3	ISPACG FIT recognizes the need to support the Iridium CLI solution to prevent blocked calls resulting from Stir/Shaken changes to PSTN pending direct coordination from Iridium.	Iridium Operators		Ongoing Awareness Item	Iridium has implemented prefix 8816 to prevent blocked calls. This creates a 13 digit CLI. Some PSTN have set the CLI limit at 12 digits despite published telecom standards that state maximum digits over 20. Such PSTN limits have resulted in Iridium A2G calls being blocked. Iridium requests aircraft operators to raise problem reports for Iridium to coordinate updates with PSTN.
38-1	FIT ANSP Members to submit quarterly updates to PARMO on the status of non-compliance	ANSP members	Quarterly	Ongoing	
38-2	ISPACG will coordinate with IATA to solicit information from operators on airframes that are fitted with RAT1 timers and request that they provide the information to the CRA and all regional FITs.	ISPACG FIT Chair	ISPACG FIT/32		ISPACG/40 FIT/33: Mike Matyas & Chris Jirucha (Boeing) advised that the BPV18 software for 777 had just been released, so operators can install it now.
38-3	The CRA will assist with comparing performance, particularly in the VHF-satcom transition areas, before and after the implementation to assess the effect of RAT1 timers on performance.	CRA	ISPACG FIT/32		ISPACG/40 FIT/33: Boeing advised that the BPV18 software update for 787 is planned for the third quarter of 2026.
38-4	Iridium Certus path identifiers	Iridium	30 July 2024	Open	Iridium to ensure that Certus path identifiers are inserted into the Noria handbook and the update to the PBCS Manual. SITA - IGW4 for Certus ARINC - IG2 for Certus

					ISPACG/40 FIT/33: Mike Hooper will work to add the path identifiers to either v3 or v4 of the PBCS manual.
38-5	Re-establish ANSP PBCS Performance Updates	ANSP members	ISPACG FIT/32	Open	Planned redirection of ISPACG/ISPACG FIT agenda, i.e., PBCS performance reporting to FIT-Asia, not ISPACG. ANSP PBCS updates should address Implementation Status and Datalink Issues. ISPACG/40 FIT/33: Per WP01, each ISPACG ANSP should submit its annual PBCS performance report directly to the ICAO Secretariat.

Attachment A: FIT/33 Meeting Participants

Organization	Name	Email
ATSU		
Airservices Australia	Jeremy Elich (ISPACG Co-chair)	jeremy.elich@airservices.australia.com
	Zaheer Aleem	zaheer.aleem@airservices.australia.com
	Colleen Kitson	colleen.kitson@airservicesaustralia.com
	Shea Houlihan	shea.houlihan@airservicesaustralia.com
	Genevieve Freeman	genevieve.freeman@airservicesaustralia.com
	Adam Watkin	adam.watkin@airservicesaustralia.com
	Ritesh Kapoor	ritesh.kapoor@airservicesaustralia.com
Airways New Zealand	Todd Kendall	todd.kendall@airways.co.nz
	Bert Hans Feiko van den Bongard	yuri.vandenbongard@airways.co.nz
	Craig Smith	craig.smith@airways.co.nz
NiuSky Pacific	Mildred Waila	mwaila@niuskypacific.com.pg
	William Migile	wmigile@niuskypacific.com.pg
SEAC-PF	Jean-Marc Gossot (<i>Virtual</i>)	jean-marc.gossot@aviation-civile.gouv.fr
DGAC Chile	Ivan Fernandez	ifernandez@dgac.gob.cl
Fiji	Kalusi Raloka	kalusik@fijiairports.com.fj
United States of America – FAA	Ahmad Usmani (ISPACG Co-chair)	ahmad.usmani@faa.gov
	Angelina Jacobson	angelina.jacobson@faa.gov
	Jeff Hubert	jeff.b.hubert@faa.gov
OPERATORS		
Air New Zealand	Mark Shepherd	mark.shepherd@airnz.co.nz
Qantas	Dan Smith	danielsmith@qantas.com.au

American Airlines	Robert Giangiulio	robert.giangiulio@aa.com
Delta Airlines	Carl Nordin	carl.nordin@dps.delta.com
	Chris Clisham	christofer.clisham@delta.com
United Airlines	Gene Cameron	gene.cameron@united.com
	Greg Byus	gregory.byus@united.com
	Megan Yin	yuanmegan.yin@united.com
	Kevin Coon	kevin.coon@united.com
OEMs		
Airbus	Guillame Molinier (<i>Virtual</i>)	guillaume.molinier@airbus.com
Boeing	Chris Jirucha	christopher.j.jirucha@boeing.com
	Mike Matyas	michael.matyas@boeing.com
CSP/SSP		
Collins	Jumper Leggio	jumper.leggio@collins.com
ViaSat	Lisa Bee (ISPACG FIT Chair) (<i>Virtual</i>)	lisa.bee@inmarsat.com
Iridium	Michael Hooper (<i>Virtual</i>)	michael.hooper@iridium.com
SkyKraft	Iwan Morris	iwan.morris@skykraft.com.au
International Organizations		
IATA	John Moore	moorej@iata.org