

AIRWAYS

NZZO operations update

Todd Kendall
ISPACG 39 - PNG
April 2025

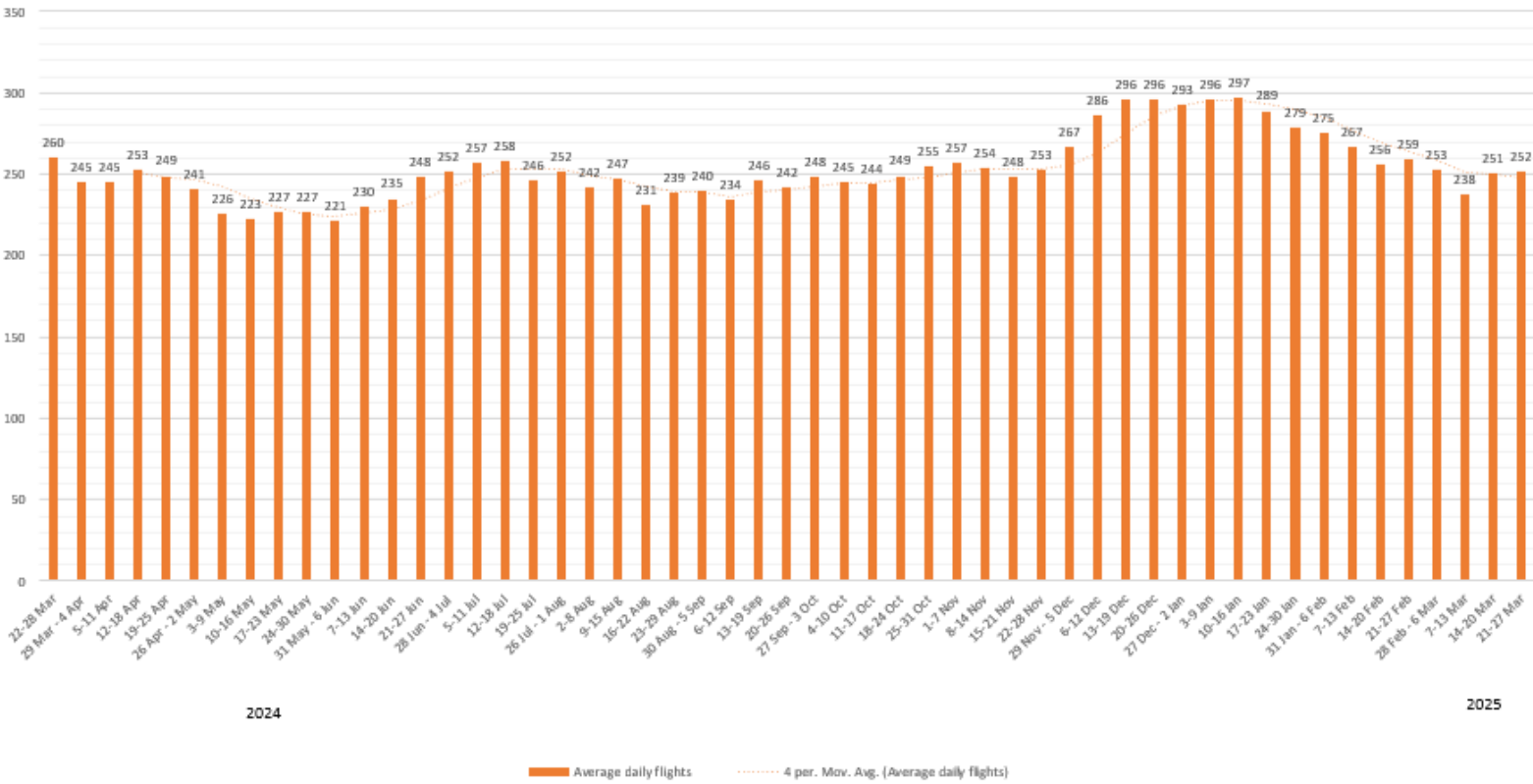


Traffic trends

- Air NZ continue to have engine issues. This is impacting aircraft availability and service on some routes.
- Jetstar and Qantas have increased flights across the Tasman
- During Xmas period saw another record in flight numbers
- More rocket launches and UAV operations

Traffic numbers - NZZO

Average Daily Flights per Week Auckland OCA



In the pipeline

- Domestic re-sectorisation project
- Recruitment and training
- Airways International focus
- Move to a new Voice Switch



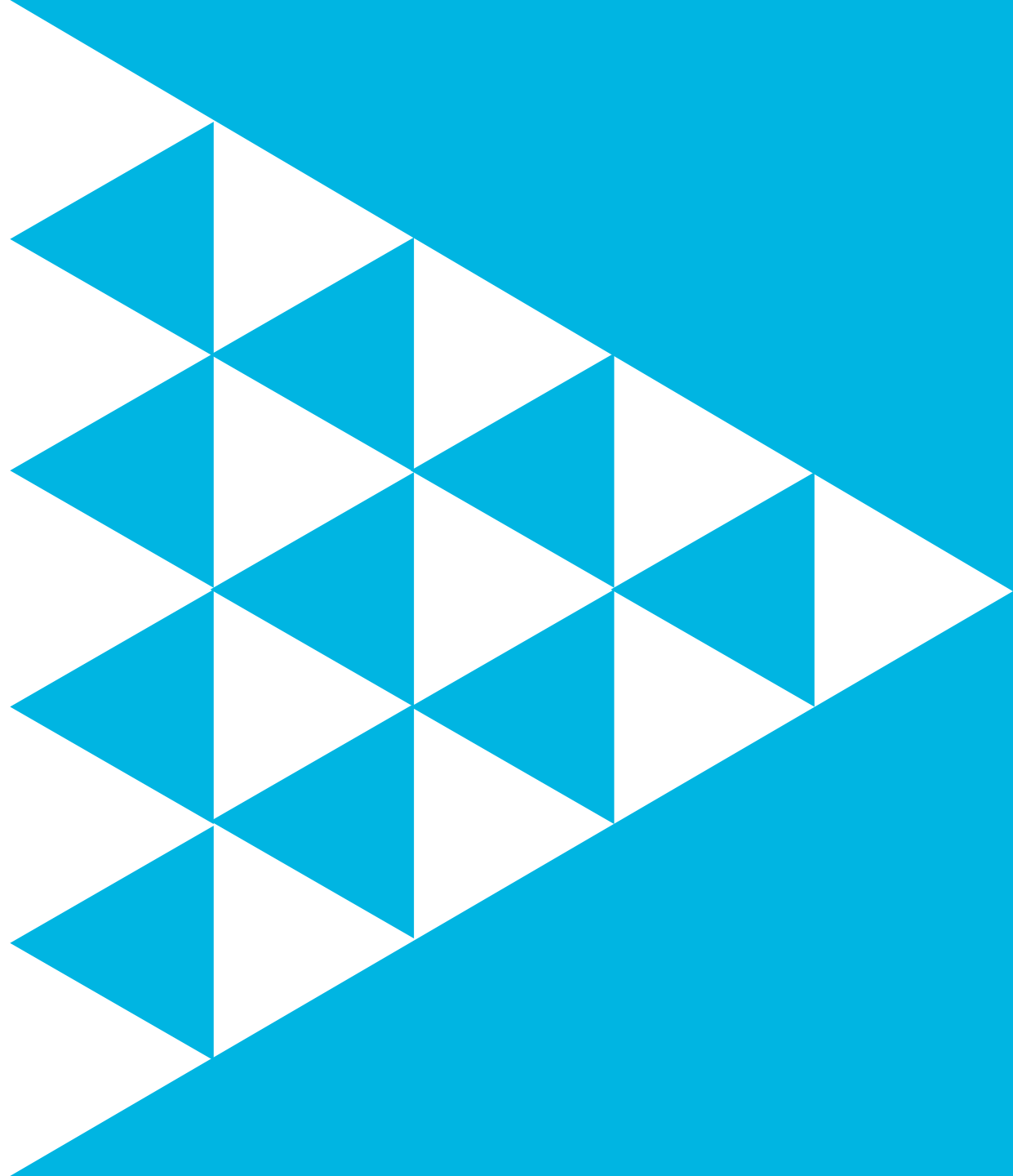
Plans for the next 12 months

- Ongoing training of new staff
- Roster review on Auckland Radio – looking to extend dual coverage hours
- Contingency testing from other buildings/locations
- Review of contingency options
- Review of separation exemption options with a view to expand these
- Ongoing LOA updates (will include D20)

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Airways Software Update

ISPACG 39 FIT
Ken Henderson
08/04/2025 - 11/04/2025



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Software
Changes –
Last 12 Months



D20 Longitudinal Separation standard

- ▶ This was released on the 19th February 2025, First in the world to implement 20NM longitudinal separation standard!
- ▶ The 30NM longitudinal separation standard has been applied by Airways since 2007. The second meeting of the Separation and Airspace Safety Panel (SASP/2) determined that a 20 NM performance based longitudinal standard was achievable using a maximum ADS-C periodic reporting interval of 192 seconds (3.20 min).
- ▶ The 20 NM standard has been added to supplement the existing 50 NM and 30 NM separation standards. The November 2020 amendment to Doc 4444 specifies that the 20 NM standard is applicable to aircraft that are RNP 2 or 4 equipped, meet RCP 240 and RSP 180, and have a maximum ADS-C periodic interval of 192 seconds.
- ▶ A new separation flag “2” has been added to the electronic strip that will be used to activate the 20NM longitudinal separation standard (D20) and its associated 23NM lateral standard.

OCS changes becoming live on Wednesday 19th February 2025:

Current Display:

400					
0216	B789		MADEP	OLREL	AKALU
ANZ103	MRD3	400			
AC CTR	M085 G		2131	2228	2316
Clearance : MAINTAIN M085 OR GREATER.					
0216	2 B789		MADEP	OLREL	AKALU
ANZ104	MRD3	400			
AC CTR	M085		2131	2228	2316

New Display:

380					
B789	MR	532	379	MEMOR	NISET
ANZ952		380			
AC CRD	M084		2059	2130	2138
2 B789	MR	532			
ANZ953		380			
AC CTR	M084 G		2059	2118	2130
Clearance : MAINTAIN M084 OR GREATER.					

Change from "D" to "5" flag.

New 2 flag to check if aircraft is eligible for the D20 longitudinal and 23NM lateral standard.

Change of font colour of the "5 3 2" separation flags from black to grey when not yet ADS-C connected with NZZO.

Summary of changes:

- Removal of the 4-digit SSR Squawk code.
- Aircraft type is now in the top left.
- The Separations flags are now in the top right.
- The "D" Flag has changed to "5".
- Introduction of the "2" Flag that will be used to activate the 20 NM longitudinal separation standard (D20) and its associated 23NM lateral standard.
- The font colour of the "5 3 2" Flags have been changed.
 - When a flight is ADS-C connected with NZZO = Black
 - When a flight is not yet connected with NZZO = Grey
- Flight strip options menu refresh, please see next page.

List of other minor Software Changes

- ▶ Stability fixes for CPAR issues for individual aircraft
- ▶ Creation of a new Airspace reservation (Space Debris). These new airspaces allow aircraft to fly right up to the boundary extremity specified in the NOTAM
- ▶ Added Automation for PARMO SAR recording data (RVSM)
- ▶ Work to reduce the number of AIDC coordination failures between NZ domestic airspace and OCS

AIRWAYS

Software
Changes –
Next 12 Months



List of Upcoming Software Changes

- ▶ Datalink in Reserve – work continues, some progress but more testing required
- ▶ NFFF expanded Boundary - TBA
- ▶ Update of the language used for DATALINK messaging in OCS from BATAP to MATIP. This will allow us to replace the aging router in Christchurch which connects to Collins, our service provider.
- ▶ Introduction of “T” flag to permit T10RNP separations for RNP10 compliant aircraft – current design shares the same separation flag for both T10 RNP and Mach Number Technique. There are more RNP10 turbo probs flying – C30J now, this prompted the change

List of Upcoming Software Changes continued

- ▶ Implement enroute hold
- ▶ OCS Hardware Refresh – Initial IBM P10 series servers received. Progress has been made towards building them to suit our needs. Development lab to be set up in the next few months and then testing can start.
- ▶ Change voice switch Frequentis to Rohde and Schwarz – est July 2025
- ▶ SWIM LAB and Phase 1 Development

A wide-angle landscape photograph taken at dawn. In the foreground, a dark asphalt racetrack runs diagonally across the frame. Beyond the track is a large, flat, brownish field. A line of trees and a fence separate the field from a valley filled with thick, white fog. In the background, a range of blue mountains stretches across the horizon under a clear, light blue sky. A small white building is visible on the right side of the field.

▶ Any Questions

Questions?

