



Summary of the Twenty Fourth Meeting of the  
Informal South Pacific Air Traffic Services Co-ordinating Group  
(ISPACG/24)

No.	Action Item	Status Update	Action Officer(s)	Action Pending	Target Date
16-2	Capacity Enhancements Table	The table of CNS/ATM technologies and enhancements has been reviewed and updated.	All ANSPs	Standing Action Item	Ongoing
16-4	ATM Contingency Plans	Airways NZ and Fiji have contingency plans using adjacent buildings in place. Airways NZ also has a contingency platform in Christchurch.	All ANSPs	ATM Contingency Plans to be kept up to date and reviewed periodically.	Ongoing
16-6	Regional Implementation of 2NM Strategic Lateral Offset Procedures (SLOP)	ISPACG, with guidance from ICAO, are to standardise operating procedures relating to the regional implementation of 2NM Strategic Lateral Offset Procedures. Fiji & Tahiti – already implemented.	ISPACG/PT	PNG Airservices Ltd – hopeful to implement in April 2010.	Apr 2010
16-8	Implementation of 30/30	FAA advised that operational trials are ongoing. More details shall be able to be presented at ISAPCG/25	FAA	Continue application and operational trials and report back to ISPACG/25	March 2011
17-1a	Implementation of 50NM Lateral Separation in RNP Airspace	Safety case for ADSC is currently ongoing. Results will reduce separations as much as possible.	SEAC-PF	Report progress to ISPACG/25	March 2011
17-1b	Implementation of 50nm Longitudinal Separation in RNP Airspace	Following the 2009 implementation of TIARE SEAC-PF is now technically in a position to provide 50NM separation in the future. Further updates indicate that this is currently programmed to occur in 2011.  Unreliable voice communication link issues still need to be resolved.	SEAC-PF  PNG ASL	Report progress to ISPACG/25.  Implementation of 50/50 when communication improvements can be implemented.	March 2011  Ongoing



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17-2	UPRs	Results of trial presented. Use of UPRs is expanding and are more efficient. Further trials for UPR Narita/Australia have begun. An additional North Pacific Operational trial is targeted to begin April 8, 2010.	FAA	Report back to ISPACG/25.	March 2011
		IATA have requested an in-depth review of each ANSP on the constraints for planning UPRs and provide a current and future status of military restricted airspace and warning areas that currently affect UPR operations within the FIRs.	ISPACG/PT	Refer to ISPACG/PT9	Oct 2010
		Jenny Birdsall presented new ALOFT procedure with implementation scheduled for May 2010.	ASA	Feedback to be obtained from the industry at ISPACG/25.	March 2011
17-5	ADS-B Implementation	FAA presented report on operational evaluation of ADS-B ITP and complete final rule schedule. Domestic separation scheduled by May 2010. Mandate for all aircraft to be ADS-B equipped by 2020.	FAA	Report back at ISPACG/25	March 2011
		ASA have introduced ADS-B coverage above FL 300 Australia wide.	ASA	Report progress to ISPACG/25	March 2011
17-11	AIDC	FAA advised that this was discussed during the Planning Team. ANSPs to come up with means for dealing with duplicate waypoints. Continue monitoring truncation issues.	All ANSPs	Report progress to ISPACG/25	March 2011



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7-12	Terminal Procedures	FAA tabled results of Tailored Arrivals report based on trials in 2009.	FAA	Report progress to ISPACG/25	March 2011
		Airways NZ updated the meeting on Vision 2015 ongoing development.	Airways NZ	Report progress to ISPACG/25	March 2011
		CDA (Continuous Descent Arrivals) Trial operation report at Kansai international airport presented.	JCAB	Continue trials and feedback welcome from delegates at ISPACG/25	March 2011
19-1	Flight Plan Issues	Planning Team will review each ANSPs implementation plans.	ISPACG/PT9	Report back at ISPACG/25.	March 2011
		ISPACG Co-Chairs to write to ICAO Regional Headquarters regarding the use of "J" and other flight plan issues.	ISPACG Co-Chair	Letter to be sent to ICAO to address issues	Nov 2010
19-3	Letter of Agreement	LOA actioned and signed by all parties.		ITEM CLOSED	
20-1	Civil Military Co-ordination	Co-ordination of space re-entry remains an issue which affects all States - some more than others. There appears to be no set global procedure for this line of communication.	All ANSPs	Standing Action Item	Ongoing
20-2	Review of ATS Routes	Planning of establishment and operation of RNAV5 route between OK/ONC and APITO.	All ANSPs	Continue to review ATS Routes and report back to ISPACG/25	March 2011
20-5	Address Problems with SATCOM	Standardised phraseology agreed upon.	Airways NZ	Allan London to disseminate agreed procedure to ISPACG Members. ITEM CLOSED	
21-1	10 Minute Longitudinal Separation Without Mandatory MNT	ASA found no benefit with using MNT and Airways NZ do not intend to progress this matter any further.	FAA	Report back to ISPACG/25.	March 2011
21-2	ADS-C In Trail Procedure	Progress of trial presented. Current procedures are not changing in Ocean 21. A check-list has been developed and will be used in trials, automation of checklist will occur if a benefit is demonstrated. CENPAC sector will most likely be used for trial.	ISPACG/PT	PT will evaluate disseminating an explanatory NOTAM prior to any operational trials being conducted.	Oct 2010
			FAA	Report back to ISPACG/25	March 2011



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21-3	DARP Expansion	FAA starting research on Oceanic Trajectory Based Operations – to be done in 3 phases: <ul style="list-style-type: none"> <li>• ADS-C - Climb</li> <li>• OTM4D – Pre-departure optimization</li> <li>• OTM4D – In-flight optimization.</li> </ul>	FAA	Report back to ISPACG/25 with results of trial	March 2011
21-4	User Feedback	IATA have created a new form and sent to members for review. IATA has identified the existing process as a suitable means to identify problems rather than the introduction of a new form. IATA to look at establishing savings data to present to industry before trials, new forms etc.		Work to continue under ASPIRE framework. ITEM CLOSED	
21-5	Sharing of Operational Data	ASPIRE – Shared Performance Metrics for Fuel and Emissions tabled. FAA continue to work on issue and report progress. Currently only one carrier committed to participation in the base-lining effort.	FAA	Report back to ISPACG/25	March 2011
		JCAB – Using CPDLC to Exchange Turbulence Information. Operational trial commenced in Fukuoka FIR Feb 2010.	JCAB	Collection and analysis of data in progress. Report back to ISPACG/25	March 2011
		FAA wanting to include data from the trial in the GOLD.	Tom Kraft/GOLD WG	After the results of the trial have concluded, evaluate including as an amendment to the GOLD. Report back to ISPACG/25.	Ongoing



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21-6	Wind and Trajectory Modeling	<p>ICAO will be soliciting State comments in relation to elimination of Voice Met reporting (Annex 3 and PANS/ATM). Based on current information the PT recommends ISPACG not support this and urges all ANSPs to conduct a full review of the letter when it is received.</p> <p>FAA reported that a SatWinds product is not yet commercially available. The PT will update periodically on any availability changes.</p> <p>Analysis was conducted by US Naval Research Laboratory on wind forecasting and satellite wind error statistics. As a result inclusion of satellite wind updates into the FAA's oceanic wind model is currently under consideration.</p>	<p>All ANSPs</p> <p>ISPACG/PT</p> <p>ISPACG/PT</p>	<p>Conduct full review of ICAO State Letter upon receipt</p> <p>ITEM CLOSED</p> <p>ITEM CLOSED</p>	Ongoing
24-1	Extracts from GOLD	A number of delegates have asked Tom Kraft (FAA) to pursue having extracts from the GOLD published in Jeppesen. General agreement for contact to be made with the appropriate documentation companies.	<p>Doug Michael, UAE</p> <p>David Olliver Qantas</p>	<p>Contact Lufthansa documentation service</p> <p>Contact Jeppesen</p>	ISPACG/25
24-2	Inadvertent Activation of ADS-C Emergency	The standardisation of ADS-C Emergency Procedures based on the procedures outlined in the GOLD document.	All ANSPs	Implementation of the procedures outlined in the GOLD	3 June 2010