

FINAL REPORT

of the

SEVENTEENTH MEETING

of the

INFORMAL SOUTH PACIFIC ATS
CO-ORDINATING GROUP
(ISPACG/17)

Auckland, New Zealand
12-14 March 2003

INFORMAL SOUTH PACIFIC AIR TRAFFIC SERVICES CO-ORDINATING GROUP (ISPACG)

PURPOSE

To promote a cost effective South Pacific Air Traffic Services (ATS) aviation environment that is responsive to change, meets the needs of the aviation industry, is economically sustainable, and maintains or enhances present levels of safety.

PRINCIPLES

In the conduct of the activities of the ISPACG, the forum will apply the following principles:

1. Promote an ATS system that is responsive to and meets the needs of our customers.
2. Ensure that the introduction of new technology and procedures maintains or enhances the present levels of safety.
3. Harmonize ATS practices and procedures consistent with regional and global activity.
4. Undertake activities and provide outputs that are cost effective and efficient for both customers and service providers.
5. Promote advantages in new technology where benefits can be derived.
6. Achieve a cooperative customer/service provider environment.

PRIMARY OBJECTIVE

To implement an Air Traffic Management (ATM) concept of operations that includes an evolutionary development of individual user/airline defined optimum routes with the ability to perform multiple user defined reroutes anywhere in the region.

TABLE OF CONTENTS

	Page No.
ISPACG Principles	2
Table of Contents	3
Background of the Meeting	4
Accomplishments of the Meeting	5
Participant List	6
Summary of the Meeting	9
Meeting Documentation	13
Appendix A – Open Action Items	
Appendix B – Capacity Enhancements Table	
Appendix C – Loss Of Communication Procedures	
Appendix D – APARMO Traffic Sample	

BACKGROUND OF THE MEETING

1. PLACE AND DURATION

- 1.1 The seventeenth meeting of the Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG) was hosted by Airways New Zealand and held at the Duxton Hotel, Auckland, New Zealand, from 12-14 March 2003.

2. ATTENDANCE

- 2.1 The meeting was attended by participants representing South Pacific air traffic service providers (ATSP) and regulatory authorities, airlines, the International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA), International Federation of Air Traffic Controllers' Associations (IFATCA), international aviation organisations, representatives from communications service providers, and airline/equipment manufacturers. A list of participants is included as part of this report.

3. OFFICERS AND SECRETARIAT

- 3.1 Mark Goodall of Airways New Zealand chaired the meeting, with Leslie McCormick of the United States Federal Aviation Administration (FAA), and Ron Rigney of Airservices Australia serving as co-chairs.
- 3.2 Joanne Kendall of Airways New Zealand provided secretariat support services to the meeting.

ACCOMPLISHMENTS OF THE MEETING

- Agreed to a DARP trial Auckland - Los Angeles – Auckland.
- Adopted the Pacific Operations Manual (POM).
- Agreed to loss of communications procedures.
- Agreed to seek ways to implement the “Rule of 11” in oceanic airspace.
- Continued to progress air traffic management (ATM) contingency plans between ATSP and agreed that review of ATM contingency plans be a standing open action item.
- Updated the Capacity Enhancements Table.
- Agreed that the current weather deviation procedures were acceptable in the 30/30 environment.
- Agreed to data configuration management procedures and included these in the POM.

Summary of the Seventeenth Meeting of the
Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG/17)

PARTICIPANT LIST

NAME	TITLE	COMPANY	ADDRESS	CONTACTS
Adam Watkin	Air Traffic Control Team Leader	Airservices Australia	Locked Bag 747 Eagle Farm Queensland 4009 Australia	Tel: 61 7 3866-3421 Fax: 61 7 3866 3257 Email: adam.watkin@airservicesaustralia.com
Alan Roberts	Aeronautical Services Officer - ATS	NZ Civil Aviation Authority	PO Box 31441 Lower Hutt New Zealand	Tel: 04 560-9568 Fax: 04 569-2024 Email: robertsa@caa.govt.nz
Allan London	Oceanic Standards Specialist	Airways New Zealand	Fred Ladd Way Auckland International Airport Auckland New Zealand	Tel: 64 9 256-8022 Fax: 64 9 275-3106 Email: londona@airways.co.nz
Antoine Martin	ATC Operational Requirements Specialist	SCTA (French Air Traffic Control Service)	BP 155 94541 ORLY Aerogare Cedex France	Tel: 33 1 6957 7227 Fax: 33 1 6957 7363 Email: antoine.martin@aviation-civile.gouv.fr
Apenisa Nagatalevu	Manager Aviation Academy	Airports Fiji Limited	Private Mail Bag Nadi Airport Nadi Fiji	Tel: 679 672 5777 Fax: 679 672-5181 Email: apenisan@afl.com.fj
Bob Hansen	ATC Automated Specialist	Federal Aviation Administration, Oakland ARTCC	5125 Central Ave Fremont California USA	Tel: 510 745 3835 Fax: 510 745 3826 Email: Bob.Hansen@faa.gov
Brad Cornell	Engineer	Boeing ATM, Boeing Commercial Airplanes	PO Box 3707-MS-OR-HR Seattle WA 98124 USA	Tel: 1 425 294-0540 Fax: 1 425 294-3558 Email: bradley.d.cornell@boeing.com
Capt. David Oliver	General Manager Flight Technical	QANTAS	QCC/3, 203 Coward Street Mascot Sydney NSW 2020 Australia	Tel: 612 9691 1158 Fax: 612 9691 1615 Email: doliver@qantas.com.au
Carl Minkner	Manager, Flight Technical Services	Honeywell	33540 North 70th Way Scottsdale, AZ 85262 USA	Tel: 602 436-6534 Fax: 602 436-3165 Email: carl.minkner@honeywell.com
Christopher Metts	Sr FAA Representative	Federal Aviation Administration	US Embassy - Tokyo 1-10-5 Akasaka, Minato-ku Tokyo 107-8420 Japan	Tel: 81 3 3224-5511 Fax: 81 3 3582-5974 Email: chris.metts@faa.gov
Craig Roberts		Boeing ATM	Sterling Plaza II 3545 Factoria Blvd SE Bellevue, WA 98006 USA	Tel: 425 373 2685 Fax: Email: craig.j.roberts@boeing.com
David Maynard	Support Manager, International Airspace & Procedures	Federal Aviation Administration, Oakland	5125 Central Ave Fremont California 94536 USA	Tel: 510-745-3543 Fax: 510-745-3628 Email: david.maynard@faa.gov
Dennis Hoskin	Navigation Development Manager	Airways New Zealand	PO Box 294 Wellington New Zealand	Tel: 04 471 1888 Fax: 04 471 5698 Email: hoskind@airways.co.nz
Dharmendra Swami	ATC Supervisor	Airports Fiji Limited	Private Mail Bag Nadi Airport Fiji	Tel: 679 672 5777 Fax: 679 672-5417 Email: dharmendrasami@afl.com.fj
Duncan Kennedy	Technical Representative	IFATCA	165 Sahara Road Glasshouse Mountains Queensland Australia	Tel: 61 7 54930147 Fax: Email: donuts@austarnet.com.au
Gene Cameron	Manager Global Support - Flight Despatch	United Airlines	PO Box 576 Applegate California 95703 USA	Tel: 530 878-8791 Fax: 530 878-8791 Email: Gene.Cameron@ual.com
Geoff deBazin	Operations Manager, Oceanic	Airways New Zealand	PO Box 53-093 Auckland International Airport Auckland New Zealand	Tel: 09 256 8072 Fax: 09 275 3106 Email: debazing@airways.co.nz

Summary of the Seventeenth Meeting of the
Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG/17)

NAME	TITLE	COMPANY	ADDRESS	CONTACTS
Graham Secker	Systems Development Specialist	Airways New Zealand	PO Box 53-093 Auckland International Airport Auckland New Zealand	Tel: 09 275-3109 Fax: 09 275-3106 Email: seckerg@airways.co.nz
Greg Dunstone	Project Manager ADS-B	Airservices Australia	25 Constitution Avenue Canberra ACT 2601 Australia	Tel: 61 2 6268-4286 Fax: 61 2 6268 5709 Email: greg.dunstone@airservicesaustralia.com
Ian Varcoe	Chief Technical Captain	Air New Zealand	Private Bag 92007 Auckland New Zealand	Tel: 09 256 3328 Fax: 09 256 3935 Email: ian.varcoe@airnz.co.nz
James N Kraft	Flight Test	Boeing	PO Box 3707 MS 14-HA Seattle, WA 98124 USA	Tel: 206-655-2425 Fax: 206-655-3694 Email: James.n.kraft@boeing.com
Jean Pierre Carle	CNS-ATM Manager	SEAC Tahiti	BP6011 FAA'A Airport 98702 Faa'a French Polynesia	Tel: 689 861-148 Fax: 689 861-049 Email: CARLE.Jean-pierre@seac.pf
Jean-Francois Bousquie	Flight Test Engineer	AIRBUS	1, Rond Point Maurice Bellonte 31707 Blagnac Cedex France	Tel: 33-5-61-93-4704 Fax: 33-5-61-93-2934 Email: jean-francois.bousquie@airbus.com
Jim Krogh	Command Airspace Manager	HQ AMC/DOAA (USAF)	402 Scott Drive, Unit 3A1 Scott AFB IL 62225-5302 USA	Tel: 618 229 4496 Fax: 618 256 2019 Email: jimmy.krogh@scott.af.mil
John McCarron	ATOP Product Team Leader	Federal Aviation Administration	400 7 th Street, SW Suite PL-200 Washington DC 20590 USA	Tel: 1 202 366-5797 Fax: 1 202 366-7565 Email: john.mccarron@faa.gov
Karen Stephenson	Business Manager Air Traffic Services	SITA	Level 11 Underwood House 37 Pitt Street Sydney NSW 2000 Australia	Tel: 612 9240 1427 Fax: 612 9247 9330 Email: karen.stephenson@sitaaero.com
Kathleen Kearns	Manager, AIRCOM Service Development, North America	SITA	PMB 210 8094 Rolling Road Springfield, Virginia 22153 USA	Tel: 703 339 8965 Fax: 703 339 8966 Email: Kathleen.Kearns@sitaint.com
Kelly Lovatt	Systems Development Specialist	Airways New Zealand	Fred Ladd Way Auckland International Airport Auckland New Zealand	Tel: 256-8077 Fax: 275-3106 Email: kelly.lovatt@airways.co.nz
Kevin Broome	Technical Representative	IFATCA	36A Colemans Road Springlands Blenheim New Zealand	Tel: 03 578-8096 Fax: 03 578 8096 Email: kbroome@ihug.co.nz
Kevin Lorigan	Business Development Manager – Asia/Pacific	ARINC	PO Box 60-519 Auckland New Zealand	Tel: 09 817-8906 Fax: 09 817-8906 Email: klorigan@arinc.com
Len Wicks	Aeronautical Services (ATS)	NZ Civil Aviation Authority	PO Box 31441 Lower Hutt New Zealand	Tel: 04 560-9454 Fax: 04 560 9481 Email: wicksl@caa.govt.nz
Mark Goodall	Manager Oceanic Business	Airways New Zealand	PO Box 53-093 Auckland International Airport Auckland New Zealand	Tel: 09 256-8717 Fax: 09 275 3106 Email: goodallm@airways.co.nz
Mark Shepherd	First Officer B747-400	Air New Zealand	Private Bag 92007 Auckland New Zealand	Tel: 09 256 3328 Fax: 09 256 3935 Email: mark.shepherd@airnz.co.nz
Momo Seeto	Technical Specialist (Telecom Maintenance)	Airports Fiji Limited	Private Mail Bag Nadi Airport Nadi Fiji	Tel: 679 672 5777 Fax: 679 672-2492 Email: seetomj@afl.com.fj
Leslie McCormick	Acting Deputy Manager, ATS International Staff	Federal Aviation Administration	800 Independence Avenue SW Attn: AAT-30 Washington DC 20591 USA	Tel: 202-267-7646 Fax: 208-246-6014 Email: Leslie.McCormick@faa.gov

Summary of the Seventeenth Meeting of the
Informal South Pacific Air Traffic Services Co-ordinating Group (ISPACG/17)

NAME	TITLE	COMPANY	ADDRESS	CONTACTS
Suzie Ness	FANS Program Manager	Boeing Commercial Airplane	P O Box 3707 MS 02-RP Seattle WA 98124-2207 USA	Tel: 425 342 6803 Fax: 425 294 1076 Email: Suzie.ness@boeing.com
Neil F Jonasson	Assistant Director - Safety, Operations & Infrastructure - Asia/Pacific	International Air Transport Association	77 Robinson Road #05-00 SIA Building Singapore 068896 Singapore	Tel: 65 6239-7262 Fax: 65 6536-6267 Email: jonassonn@iata.org
Peni Verebasaga	Manager Operations	Strategic Air Service Ltd	PO Box 9230 Nadi Airport Fiji	Tel: 679 672-5110 Fax: 679 672-4525 Email: sasl@is.com.fj
Reed Sladen	Special Assistant - Pacific, AUA-600	FAA Oceanic & Offshore IPT	5125 Central Avenue Fremont California 94536 USA	Tel: 510-745-3328 Fax: 510-745-3826 Email: reed.b.sladen@faa.gov
Robert L Miller Jr.	Director, Airspace Analysis & Modeling	FAA/CSSI Inc.	400 Virginia Avenue, SW Suite 210 Washington DC 20024 USA	Tel: 1 202 484-3359 Fax: 1 202 863 2398 Email: rmiller@cssiinc.com
Robert Tegeder	Aviation Safety Inspector	Federal Aviation Administration	800 Independence Avenue AFS-430 Flight Standards Washington DC 20591 USA	Tel: 202-385-4581 Fax: 202-385-4653 Email: robert.m.tegeder@faa.gov
Roger Kiely	Oceanic Procedures	FAA	800 Independence Avenue SW Washington DC 20591 USA	Tel: 202 493-4448 Fax: 202 267-5110 Email: roger.kiely@faa.gov
Ron Rigney	Operations Manager (International Activities)	Airservices Australia	Locked Bag 747 Eagle Farm QLD 4009 Australia	Tel: 61 7 3866-3487 Fax: 61 7 3866-3599 Email: ron.rigney@airservicesaustralia.com
Steve Kelly	Navigation Services Manager	Air New Zealand	AKL47 Private Bag 92007 Auckland New Zealand	Tel: 256-3438 Fax: 255-8626 Email: steve.kelly@airnz.co.nz
Sylvain Laviolette	Customer Support Account Manager	SITA	770 Sherbrooke St W Montreal Quebec H3A 1G1 Canada	Tel: 1 514 982 3524 Fax: 1 514 982 3597 Email: sylvain.laviolette@sita.aero
Thomas McMahon	Sr Director, Air Traffic Services & Communications	ARINC Inc.	2551 Riva Road Annapolis Maryland 21401-7465 USA	Tel: 410 266 4099 Fax: 410 266 4729 Email: Thomas.McMahon@arinc.com
Toby Gursansky	RVP South Pacific	IFALPA	34 Peronne Avenue Clontarf NSW 2093 Australia	Tel: 61 2 994 87 532 Fax: Email: gursansky@bigpond.com
Tom Kraft	Chief Advisor for Aeronautical Communications	FAA - Regulation & Certification	1601 Lind Ave SW Renton, WA 98055-4056 USA	Tel: 1 425 917-6580 Fax: 1 425 917 6590 Email: Tom.kraft@faa.gov
Tommy E Barclay	Air Traffic Manager	FAA-Oakland Air Route Traffic Control Centre	5125 Central Avenue Fremont CA 94536 USA	Tel: 510 745 3301 Fax: 510 745 3538 Email: tom.barclay@faa.gov
Yoshiki Imawaka	Special Assistant to the Director, Office of Aeronautical Satellite Systems	Civil Aviation Bureau, Japan (JCAB)	2-1-3, Kasumigaseki, Chiyoda-ku Tokyo, 100-8918 Japan	Tel: 81 3 5253 8743 Fax: 81 3 5253 1663 Email: imawaka-y2ys@mlit.go.jp

SUMMARY OF THE MEETING

1.0 ADMINISTRATION

- 1.1 The seventeenth meeting of ISPACG was opened by Mark Goodall, Manager Oceanic Business, Airways New Zealand (Airways), who welcomed the participants and discussed the administrative arrangements for the meeting. Following his opening remarks, he introduced the co-chairs, Leslie McCormick of the United States Federal Aviation Administration (FAA) and Ron Rigney of Airservices Australia.
- 1.2 The meeting noted that the ICAO Asia Pacific Regional Office was unable to send a representative to this meeting. ISPACG assists the Regional Office in addressing relevant air traffic management (ATM) matters for the major traffic flow between North America and the South Pacific, and it is hoped that an ICAO representative will be available to participate in future ISPACG meetings.

2.0 WORK PROGRAM

- 2.1 The meeting reviewed the Open Action Items and updated the Action List. See **Appendix A**.
- 2.2 **Adam Watkin, Airservices Australia**, presented a paper describing the implementation of required navigation performance (RNP) airspace throughout Australian administered airspace. Operators of aircraft approved for RNP4 and RNP10 operations must notify their RNP approval by inserting the letter 'R' in item 10a of the flight notification. In addition, operators of these aircraft must insert the letter 'Z' in item 10a and specify in item 18 of the flight notification; 'NAV/RNP4' or 'NAV/RNP10' as appropriate. This flight planning requirement is due to limitations in the ICAO flight plan, which does not permit the differentiation between varying RNP approvals.
- 2.3 **Adam Watkin, Airservices Australia**, presented a paper describing user preferred routes (UPRs) that have been trialled in the South Pacific for certain flights between specified airport pairs for a number of years. This paper described the work being conducted between Airservices Australia, Airways and various airlines to make UPRs available in the Tasman Sea airspace. It is anticipated that this will be implemented in the latter part of 2003.
- 2.4 **Airservices Australia** then presented a paper updating ATS interfacility data communications (AIDC) messaging between Brisbane and Auckland Oceanic. ISPACG members, especially airlines, were requested to note the work being conducted to facilitate dynamic re-routing.
- 2.5 **David Maynard, Oakland Air Route Traffic Control Center (ARTCC)**, provided information on the generation of RNP tracks south of 30N. Effective 3 October 2002, all Pacific Organized Track System (PACOTS) tracks are being generated as close as 50NM for aircraft approved to operate as RNP10. Aircraft on those tracks are required to be RNP10 approved unless approved on a case-by-case basis.

- 2.6 **David Maynard, Oakland ARTCC**, reported on the partial AIDC interface between Oakland ARTCC and Auckland Area Control Center (ACC) required for the implementation of airborne reroutes across the common flight information region (FIR) boundary. This test will continue indefinitely with no procedural changes. Once it is agreed that all procedural issues and technical anomalies have been resolved, the test status of this partial AIDC interface will be terminated, and the procedures will be considered operational.
- 2.7 **John McCarron, FAA**, presented an update on the current status of the FAA's Advanced Technologies and Oceanic Procedures (ATOP) programme. ATOP system hardware has been installed and integrated into refurbished laboratory space at the FAA Technical Center and into the refurbished "M1" room at Oakland ARTCC. Though FAA requirements have been stable since contract award, significant amounts of unanticipated new software development and legacy code modification were discovered through the design and development of ATOP Build 1. The increased software development effort has resulted in significantly longer than anticipated time to complete software integration and factory acceptance test activities. The FAA and Lockheed Martin are working intensively together to resolve these integration and test issues.
- 2.8 **Roger Kiely, FAA**, described the FAA application of the Mach number technique "Rule of 11" as prescribed in ICAO Doc 4444 (PANS/ATM) and FAA Order 7110.65. **Mark Goodall, Airways**, presented a paper outlining Airways' intention to implement Rule of 11 in oceanic airspace; however, to date, the safety case has been hindered by time keeping inaccuracies associated with the new trans-Tasman route structure.
- 2.9 **Leslie McCormick, FAA**, presented a paper on the status of regional development of Asia Pacific airspace safety advisory services on behalf of Jeff Bollard, chairperson of the Asia Pacific Airspace Safety Monitoring Task Force (APASM/TF). The APASM/TF will report the outcome of their work to the 14th meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/14) in August 2003.
- 2.10 **Adam Watkin, Airservices Australia**, reported on plans to deploy 20 automatic dependency surveillance – broadcast (ADS-B) ground stations to support "radar like" services in airspace typically above flight level 300 over the entire Australian continent which is consistent with the Australian Air Traffic Management Strategic Plan (AATMSP).
- 2.11 **Ron Rigney, Airservices Australia**, presented a paper on behalf of Greg Hood, chairman of the Reduced Vertical Separation Minimum (RVSM) Task Force Air Traffic Control (ATC) working group, highlighting the progress of RVSM implementation in the Bay of Bengal which will overlay the ATS Route Structure - Asia to/from Europe/Middle East, South of the Himalayas (EMARSSH) resulting in significant efficiencies and capacity enhancements. The target date for implementation is 27 November 2003.
- 2.12 **Roger Kiely, FAA**, presented the meeting with a revision to the FAA's proposed lost communication procedures which had been developed by a subgroup of ISPACG/17. The meeting agreed that these changes should be presented in a working paper to IPACG in April 2003. The procedures are shown at **Appendix C**.

3.0 FUTURE WORK

- 3.1 **Ron Rigney, Airservices Australia**, presented a paper on covert and overt unlawful interference operational communication protocols. This paper was developed as a result of heightened security awareness within the operating environment and called for a review of procedures relating to the use of controller-pilot data link communication (CPDLC) and ADS outside of a radar environment. **Adam Watkin, Airservices Australia**, then described the current Australian procedures and highlighted the lack of standardisation of unlawful interference procedures within the region.
- 3.2 **Leslie McCormick, FAA**, requested on behalf of the Asia Pacific Approvals Registry and Monitoring Organisation (APARMO) that an RVSM traffic movement sample be collected between 1-30 April 2003. This sample should be provided in the format shown in **Appendix D**. A spreadsheet providing a recommended format is available for download from the APARMO web page at http://www.tc.faa.gov/act500/rvsm/aparmo_intro.html. Each Pacific ATSP is requested to send its traffic movement sample to the APARMO by e-mail to aparmo@faa.gov no later than 21 May 2003.
- 3.3 **Tom Barclay, FAA**, presented the meeting with a report on FAA high frequency broadcasts during times of emergency.
- 3.4 **Tom Kraft, FAA**, provided an update of RTCA Special Committee (SC)-189/EUROCAE Working Group (WG)-53 activities, including identification of available standards and work in progress. He invited the meeting to consider use of the RTCA/EUROCAE publications in its work programme to meet appropriate ICAO and State regulatory requirements. **Greg Dunstone, Airservices Australia**, commented on the mismatch between RTCA/EUROCAE and the South Pacific region.
- 3.5 **Greg Dunstone, Airservices Australia**, gave a comprehensive presentation to the meeting on ADS-B implementation plans for Australian airspace and invited the group to:
- consider the safety, operational and financial benefits.
 - review possible deployment options and quantify benefits in the South Pacific region.
- Data was presented to the meeting indicating that a substantial proportion of incidents may not have occurred had ADS-B surveillance been available.
- 3.6 **Ian Varcoe, Air New Zealand**, expressed the need for streamlined terminal control procedures to ensure the benefits gained en-route in oceanic airspace were not subsequently lost. **Craig Roberts, Boeing ATM**, updated the meeting on the progress of constant descent trials they are conducting. As the previous focus of ISPACG has been limited to oceanic airspace issues, it was agreed that additional expertise would be needed to address terminal control procedures. It was agreed that the chairpersons would take this for further consideration.

4.0 FIT REPORT

- 4.1 **Brad Cornell, Boeing ATM**, presented the report of the meeting of the FANS Interoperability Team (FIT), which was held immediately preceding the meeting, on 10-11 March 2003. Overall system performance has been good; however, detailed analysis of ADS data still needs work. **Dynamic airborne re-route program (DARP)** trials are due to begin in mid April for the northbound route from Auckland to Los Angeles. Remaining issues include CPDLC position reporting, data link handoffs, the use of HF data link and routing of ATS messages, and new regions implementing FANS data link.
- 4.2 Future planning includes DARP and UPR trials for all South Pacific routes after ATOP is implemented, AIDC capacity to support DARP region-wide, providing support for the introduction of 30/30, in particular the collection of data, and system monitoring.
- 4.3 FIT is looking at the accommodation of aeronautical telecommunications network (ATN) in oceanic airspace.
- 4.4 The FIT also adopted the POM that replaces the South Pacific Operations Manual.

5.0 CAPACITY ENHANCEMENTS TABLE

- 5.1 The Capacity Enhancements Table was updated by the meeting. Refer **Appendix B**.

6.0 CLOSING

- 6.1 Closing remarks were made by each of the co-chairs, noting the work of the group and the outcomes that had been reached during the meeting. Particular thanks were expressed to Airways for hosting the meeting.
- 6.2 Venue and dates for the next meeting (ISPACG/18) will be advised in due course.

MEETING DOCUMENTATION

PAPER	TITLE	PRESENTED BY
WP/01	Proposed Agenda	Co-Chairs
WP/02	Open Action Items – ISPACG/16	Co-Chairs
WP/03	Lost Communications Procedures	FAA
WP/03A	Final Addendum – Lost Communication Procedures	Working Group
WP/04	Application of “Rule of 11”	Airways
WP/05	Introduction of RNP Designated Airspace in Australian Administered Airspace	Australia
WP/06	User Preferred Routes in the Tasman	Australia
WP/07	Update on AIDC Messaging Between Brisbane and Auckland Oceanic	Australia
WP/08	Covert and Overt Unlawful Interference Operational Communications Protocols	Australia
WP/09	United States Update to Planned Capacity Enhancements	FAA
WP/10	Update Capacity Enhancements Table	Co-Chairs
WP/11	ADS-B Potential for the South Pacific	Australia
WP/12	APARMO Traffic Sample	FAA
WP/13	Use of RTCA/EUROCAE Publications	FAA
WP/13A	Schedule for SC-189/WG-53	FAA
PAPER	TITLE	PRESENTED BY
IP/01	Proposed Timetable	Co-Chairs
IP/02	Develop ATM Contingency Plans	Airways
IP/03	Strategic Lateral Offset	FAA
IP/04	Elimination of Tracks 20, 21, W and X	FAA
IP/05	Data Management	Airways
IP/06	Clarification of “Report Reaching” versus “Report Level”	Airways
IP/07	Generation of RNP Tracks South of 30N	Oakland
IP/08	Partial AIDC Interface Between Oakland ARTCC & Auckland ACC	Oakland
IP/09	ATOP Update	FAA
IP/10	Application of the Mach Number Technique	FAA
IP/11	Asia Pacific Airspace Safety Advisory Services	Australia
IP/12	Emergency Broadcasts by the FAA	Oakland
IP/13	Update Capacity Enhancements Table	Airways
IP/14	RSVM Update – Asia Pacific Region	Australia