

LETTER OF AGREEMENT

between the
FEDERAL AVIATION ADMINISTRATION
UNITED STATES OF AMERICA

and
AIRSERVICES AUSTRALIA

and
AIRWAYS NEW ZEALAND LTD

and
NIUSKY PACIFIC LIMITED

and
FIJI AIRPORTS

and
SERVICE D'ÉTAT DE L'AVIATION CIVILE POLYNÉSIE FRANÇAISE

and the
DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL
REPÚBLICA DE CHILE

relating to the
INFORMAL SOUTH PACIFIC AIR TRAFFIC SERVICES
COORDINATING GROUP
(ISPACG)

LETTER OF AGREEMENT
INFORMAL SOUTH PACIFIC
AIR TRAFFIC SERVICES COORDINATING GROUP (ISPACG)

1. SUPERSESSION

This Letter of Agreement (LOA) supersedes the Letter of Agreement signed on behalf of the United States Federal Aviation Administration, Airservices Australia, Airways New Zealand Ltd, Niusky Pacific Limited, Fiji Airports, Service d'État de l'Aviation Civile Polynésie Française, and Dirección General de Aeronáutica Civil República de Chile on multiple dates in June 2016, and any previous versions of this LOA.

2. PURPOSE OF THIS LETTER OF AGREEMENT

The purpose of this Letter of Agreement (LOA) is to define the amended arrangements for the continuation of the "INFORMAL SOUTH PACIFIC AIR TRAFFIC SERVICES COORDINATING GROUP (ISPACG)".

3. THE PARTIES TO THIS LETTER OF AGREEMENT

The Parties to this agreement are:

- a. The United States Federal Aviation Administration;
- b. Airservices Australia;
- c. Airways New Zealand Ltd;
- d. Niusky Pacific Limited;
- e. Fiji Airports;
- f. Service d'État de l'Aviation Civile Polynésie Française; and
- g. Dirección General de Aeronáutica Civil (DGAC) of the Republic of Chile.

4. PURPOSE OF ISPACG

The purpose of ISPACG is:

- a. to facilitate the optimum provision of air traffic services (ATS) in the South Pacific region, through the development and near term implementation of improvements to ATS operational procedures; and
- b. to implement technology developments available to ATS providers within the South Pacific region.

5. SCOPE OF WORK

ISPACG provides an informal forum for senior representatives of the Parties to this letter of agreement to consider various air traffic management strategies and to develop potential solutions to ATS problems in the South Pacific flight information regions (FIRs).

The Parties, in concert with airspace users, industry stakeholders, regulatory authorities, and international organizations, will focus on the alignment of South Pacific air traffic management plans and procedures from an operational perspective, and on the development of priorities and schedules for near and medium term changes. To this end, in addition to the representatives of the Parties, representatives of the principal airspace users, industry stakeholders, regulatory authorities, and international organizations will be invited to attend ISPACG meetings.

In addition, the Parties will identify and assign implementation tasks using resources from within the region, and act as a steering group for those tasks. The primary focus shall be on:

- a. exploring changes to ATS operational and air traffic flow management procedures in order to eliminate or minimize capacity or efficiency limitations of the South Pacific ATS system;
- b. sharing information on medium to long range plans for enhancing compatibility of air traffic operations and systems; and
- c. supporting the goals and objectives of the International Civil Aviation Organization (ICAO) Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).

6. ICAO AND ISPACG

The Parties agree that the work of ISPACG does not usurp the responsibilities of the ICAO Regional Office, nor the due process for changes to Standards and Recommended Practices. Rather, ISPACG is an informal gathering of service providers, airspace users, industry stakeholders, regulatory authorities, and representatives from international organizations, to support and expedite the goals and objectives of ICAO. To that end, the ICAO Asia-Pacific and South American Regional Directors will receive a standing invitation to attend, as an observer, all ISPACG meetings, or ISPACG sub-group, working group or task force meetings. ISPACG reports will be provided to the ICAO Asia Pacific Regional Office through the Air Traffic Management/Aeronautical Information Services/Search and Rescue Subgroup (ATM/AIS/SAR/SG), and may be used at their discretion.

7. MANAGEMENT OF MEETINGS

Hosting of Meetings

Hosting of the meetings shall rotate between the aforementioned Parties. The location of the next meeting(s) will be determined prior to the conclusion of each meeting. The host Party shall ensure that secretariat support is provided to the meeting. Meeting hosting shall rotate between the Parties as follows:

French Polynesia -> Chile -> Papua New Guinea -> Australia -> United States -> Fiji -> New Zealand

Chairing of Meetings

The Co-Chairs for the meeting will be Airways New Zealand, Ltd and the Federal Aviation Administration. The Co-Chairs will also provide secretarial support as requested by the host.

Preparation of Meeting Agenda

The Co-Chairs will be responsible for drafting an initial proposed agenda and for gaining approval of the other Parties. At least 45 days before each meeting, the Co-Chairs will transmit the agreed draft agenda to the ICAO Regional Directors, airspace users, industry stakeholders, regulatory authorities, and international organizations. The agenda may also be transmitted to the civil aviation authorities of other countries and to other organizations directly affected by items on the agenda.

Meeting Expenses

The incidental expenses involved in hosting a meeting (e.g., costs of meeting room rental, reproduction of papers, administrative support, etc.) shall be borne by the hosting Party. The hosting Party will not be responsible for the expenses of any ATS provider, airspace user, industry stakeholder, regulatory authority, or international organization activities; or any individual participant associated with meetings.

Meeting Records

Because these meetings are informal, the Co-Chairs shall keep only a very succinct set of summary minutes that record items discussed, actions agreed to, parties tasked, and time frames for completion. Before final publication, the summary minutes will be transmitted to the other Parties for review and approval. Copies of the summary minutes will be sent to all participants and others as may be determined by the Parties.

Liaison with ICAO

The Co-Chairs will maintain liaison with the ICAO Asia and Pacific (APAC) and South American (SAM) Regional Offices in planning meetings and formulating the meeting agenda. The Parties may request the ICAO Regional Directors to make recommendations on the most effective way to gain ICAO approval for actions agreed by ISPACG.

Internal Liaison

Each of the Parties agrees to complete the appropriate liaison within their own State.

Sub-groups, Working Groups, Planning Team

From time to time individual sub-groups or planning teams may be established within the ISPACG forum to assist with specific tasks. Arrangements relating to sub-groups, working groups and task forces will be agreed by the Parties when such groups are established. This will include the management arrangements, terms of reference, participation, reporting process, deliverables, meeting schedules, etc.

8. PARTICIPATION

The effectiveness of ISPACG is heavily dependent upon a free exchange between the Parties, and between the Parties and airspace users, industry stakeholders, regulatory authorities, and international organizations. To facilitate this, the number of representatives participating in ISPACG meetings shall be limited to the number of participants appropriate to the agenda of the meeting. Subject to State considerations, one of the representatives of each Party will be a person who is able to make decisions with respect to planning and implementation. The Parties will strive to achieve consistency of representation to facilitate the work of ISPACG.

The Parties will request that airspace users, industry stakeholders, regulatory authorities, and international organizations similarly limit the number of their participants. This will normally mean that those organizations invited to attend ISPACG meetings will limit the number of participants to those appropriate to the agenda of the meeting.

The following Parties will have standing invitations to participate in each meeting as an observer:

- The ICAO APAC Regional Director
- The ICAO SAM Regional Director
- AirNav Indonesia
- Civil Aviation Authority of Singapore
- Civil Aviation Authority of the Philippines
- Servicios a la Navegación en el Espacio Aéreo Mexicano (SENEAM) (Mazatlan)
- Japan Air Navigation Service.

9. PROCEDURES

In order to support the scope of work, the following procedures will be followed for ISPACG meetings:

Frequency of Meetings

The ISPACG shall meet annually, or as required, in conjunction with the South Pacific FANS Interoperability Team (FIT). Meeting duration will normally be not more than five days based upon the agreed agenda.

Sub groups, work groups and planning teams may meet more frequently depending upon the nature of the work and/or timeframes of the projects involved.

Meeting Format

Meetings will be structured primarily to provide an opportunity for South Pacific ATS providers and airspace users to informally discuss problems that directly affect ATS within the region. In the interest of expediency, agenda items will normally be handled through oral discussions based on informal information papers and working papers prepared by originators of the agenda item. Such papers should be prepared and distributed in advance of the meeting, in sufficient time to allow the representatives of the Parties and other invited organizations to be able to provide considered input and responses at the meeting. In keeping with the informal nature of the meetings, the precise amount of time allotted to each discussion will be kept

flexible.

Recommendations outside the authority of ISPACG shall be recorded and forwarded to the appropriate ATS providers having jurisdiction in the matters concerned. Issues that have the potential to impact upon several States shall be forwarded to the ICAO APAC and SAM Regional Directors.

10. EFFECTIVE DATE

This agreement will become effective on the 1st of December 2020 or as soon as all signatures are obtained.

11. DURATION

This agreement shall enter into force on the date of the last signature and shall remain in force until terminated or replaced through written agreement by all authorized Parties.

12. AUTHORIZATION

The Parties agree to the terms of this LOA as indicated by the signatures of their duty as authorized officers.

U.S. FEDERAL AVIATION ADMINISTRATION

BY: AHMAD USMANI

TITLE: MANAGER, ASIA-PACIFIC GROUP

DATE:

SIGNATURE: _____

AIRSERVICES AUSTRALIA

BY: AMY HUMPHREYS

TITLE: DIRECTOR OPERATIONS, LONG HAUL SERVICES NORTH

DATE:

SIGNATURE: _____

AIRWAYS NEW ZEALAND LTD

BY: JOHL BROWN

TITLE: HEAD OF SERVICE DELIVERY AIRSPACE, AIR TRAFFIC SERVICES

DATE:

SIGNATURE: _____

NIUSKY PACIFIC LIMITED

BY: MS DOKO IRU

TITLE: AUTHORIZED AIR TRAFFIC SERVICE EXAMINER (AREA CONTROL CENTRE)

DATE:

SIGNATURE: _____

FIJI AIRPORTS

BY: ISEI TUDREU

TITLE: GENERAL MANAGER, ATM

DATE:

SIGNATURE: 12. 3. 21.
I TUDREU

LE SERVICE D'ÉTAT DE L'AVIATION CIVILE EN POLYNÉSIE FRANÇAISE

BY: STEPHANE DURAND

TITLE: HEAD OF AIR NAVIGATION SERVICES

DATE:

SIGNATURE: 

DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL REPÚBLICA DE CHILE

BY: JUAN ROJAS PAVEZ

TITLE: CHIEF of AIR TRAFFIC SERVICES.

DATE:

SIGNATURE: _____