**Thirty Second Meeting of the**

**Informal South Pacific ATS Co-ordinating Group**

**(ISPACG/32)**

**Nadi, Fiji**

**9 – 12 April 2018**

**Agenda Item 7 – Information Papers**

**Agreed Reroute Procedure**

**Presented by** DGAC CHILE

**SUMMARY**

This paper provides information referred to procedure set in order to allow reroute for airborne aircrafts flying between Auckland AOC and Santiago AOC.

1. **INTRODUCTION**
   1. While Santiago Oceanic does not yet support full AIDC message exchange, testing has shown the following procedure to be safe and error tolerant, and facilitates airborne reroute requests within the confines stated below.
2. **DISCUSSION**
   1. DARP requirements contained in the GOLD Manual 6.1 shall be followed (the exception being ANSP AIDC compliance).
   2. Eastbound reroute may be requested within NZZO airspace in accordance with GOLD procedures.
   3. Following crew acceptance of the DARP clearance, Auckland Oceanic will verbally coordinate with Santiago Oceanic stating that the flight (LAN/ANZ/QFA) has reroute. Auckland Oceanic will then send a copy of the resultant flight plan, which will contain the new route data. An ABI will be sent from the Auckland Oceanic Control System (OCS), which also reflects the new route data, however this may be disregarded.
   4. Westbound reroute are not currently supported in Santiago Oceanic airspace. However, following successful CPDLC logon with Auckland Oceanic/NZZO, crews may choose to request a DARP which will take effect at or beyond 131W. Normal ANSP back coordination requirements will apply in such cases.
3. **ACTION BY THE MEETING**
   1. The meeting is invited to note the information.