**Thirty-First Meeting of the**

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

**(ISPACG/31)**

**Hawaii, USA**

**6 to 7 March 2016**

**Agenda Item 3.3: Review relevant work conducted since ISPACG/30**

**FIT Meeting – Report to ISPACG**

**1. Introduction**

* 1. The FIT 24 meeting was held on Tuesday 7 March Ala Moana Hotel Honolulu Hawaii chaired by Bradley Cornell from Boeing.
  2. Three working papers (WP), two information papers (IP), four presentations, and one flimsy were presented at the workshop which was moderated by Mr Bradley Cornell, Chairman of the ISPACG FIT. The list of presentations and papers are available on the ISPACG website under the FIT 24 section.

**2. Outcomes of FIT 24**

* 1. Feedback from the operators noted continuing benefits from DARP with the usual issues of managing the increase in workload for ground staff.
  2. Feedback from the ANSPs in attendance noted that there had been an increase of traffic and several new FANS operators in most FIRs since the last meeting. Some ANSPs will be transitioning to new ground automation systems in the next two to three years.
  3. A total of 226 PRs were received since FIT/23 (Feb 1, 2016 – Feb 14, 2017). Last year reported 308 PRs received since FIT/22 (Feb 12, 2015 – Jan 31, 2016). And 31 PRs have been received in 2017 as of 1 March 2017. Annual PR totals plateaued in 2015 and decreased in 2016 and the trend continued into 2017.
  4. The CRA is experiencing increasing resistance from Communication Service Providers (CSPs) and operators to approving requests for data link logs for problem report investigations. Without access to the requested log data the CRA has no recourse but to close the PR without investigation and provide feedback to the originator.
  5. There has been a noticeable increase of weather deviation requests over the last year, which are causing operational issues with some ANSPs. This could be a result of new operators and new crews transitioning onto South Pacific operations. All ISPACG operators were reminded to review weather deviation procedures documented in the GOLD. ANSPs experiencing issues with weather deviation requests will contact operators directly.
  6. ANSPs reminded operators of the well documented procedure to send a CPDLC position report at the boundary when a new connection is established. This procedure enables the ANSP to confirm they have an active CPDLC connection with the aircraft. One ANSP noted they has sent ~8000 request position report messages last year.
  7. ANSPs noted there has been an increase in the number of operators using HFDL. HF DL continues to show high latency times which can increase controller workload. Operators are reminded of the GOLD procedure to inform the controller when SATCOM fails and CPDLC operations are reverting to HFDL.
  8. ANSPs also noticed a noticeable increase in operators that are not loading winds into the FMC which is causing erroneous ADS-C estimates. It was also noted that some operators are loading “Trip Winds” or an average wind for the entire flight plan which can cause erroneous ADS-C estimates. ISPACG may want to consider an update to the GOLD or another way to communicate the importance of loading accurate winds into the FMC to support accurate ADS-C estimates.
  9. Iridium provided an update to the meeting on the status of the constellation replenishment program. The presentation is available on the FIT 24 website. It was noted that the current goal is to have the constellation fully populated with new Iridium Next satellites by third quarter 2018. It was welcome news to the meeting that Iridium is taking an active role in investigating specific aircraft demonstrating message latency issues by working with the FAA PARC Communication Working Group.

**3. ACTION BY THE MEETING**

3.1The meeting is invited to:

1. Note the information in this paper.