

ISPACG/38 Plenary
Summary of Discussion and Action Items
National Aeronautical and Space Museum, Santiago, Chile
5-6 June 2024

1. Opening Remarks

The 38th meeting of the ISPACG Plenary was held on 5-6 June 2024 at the National Aeronautical and Space Museum of Chile in Santiago, Chile. ISPACG Co-chairs, Asia Pacific Manager, Air Traffic Organization (ATO) International, Ahmad Usmani, and Airway New Zealand's Oceanic Operations Team Leader, Todd Kendall, welcomed the participants and thanked General Directorate of Civil Aeronautics (DGAC) of Chile for hosting this year's meeting in person. The meeting was attended by 30 registered participants (see Attachment A).

All papers presented to the meeting will be available on the ISPACG website under the ISPACG/38 tab.



2. Facility Updates from ANSPs

2.1 Airways New Zealand – Todd Kendall and Ken Henderson
Refer to presentation slides posted on the ISPACG website.

2.2 NiuSky Pacific – William Migile and Freesia Wavine
Refer to presentation slides posted on the ISPACG website.

2.3 FAA Oakland Center (ZOA) – Greg Kalla
Refer to presentation slides posted on the ISPACG website.

ACTION: 38-1: ZOA to share Weather Deviation Tool information with Airways NZ.

2.4 Airservices Australia – Zaheer Aleem & Jeremy Elich
Refer to presentation slides posted on the ISPACG website.

2.5 SEAC-PF – Jean-Marc Gossot & Didier Yvetot
Refer to presentation slides posted on the ISPACG website.

2.6 Fiji Airports – Ivan Wong
Refer to presentation slides posted on the ISPACG website.

2.7 DGAC Chile – Gustavo Caceres
Refer to presentation slides posted on the ISPACG website.

3. Industry Updates

3.1 IATA
No presentations / not in attendance.

3.2 Operators

3.2.1 American Airlines – Steve Smith and Wayne Snyder

- In December 2023, American Airlines has completely implemented Flightkeys (new flight planning system) for all international operations, including Alaska and Hawaii. This new system is a huge change for the Dispatchers on how they do their jobs, thus some change management is likely to take a bit longer.
- The system fully supports UPRs and eventually DARP. It also provides greater flexibility when planning around weather. ANSPS are requested and encouraged to send routing anomalies or other technical issues related to flight planning messaging to AAL.
- Schedule updates as follows: LAX-SYD continues daily, year-round with a B777-300. Seasonal DFW-AKL and LAX-AKL service will resume in Late October with B787-9s. New seasonal DFW-BNE service will also begin in Late October with a B787-9 equipment.
- AAL expects final approval for B787 240-Minute ETOPS operations by the time they resume/start their seasonal South Pacific operations in Fall.
- AAL proposed to provide Pilots' updates on the next ISPACG meeting.

3.2.2 United Airlines – Gen Schnee

- United experienced a historic 40% increase in flights in the South Pacific during the IATA winter season since 2019. Going into 2025, due to aircraft allocation issues and delays in new aircraft deliveries, there is an anticipated trimming of the schedule slightly compared to last year.
- United continues to be a major operator between the United States and the South Pacific, serving three cities in Australia (SYD, MEL, and BNE), two in New Zealand (AKL and CHC), and Tahiti. Ever since COVID, United



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has continued to experience growth. There has been unprecedented hiring of pilots, dispatchers, and other employees.

- ISPACG has been an eye-opening experience from technical SMEs, providing a high level of awareness on the region-specific items that can be incorporated into training and standardization as they have new pilots flying in the area with limited experience in the region. A notable topic that United was challenged with operationally were the ATC staffing issues in Australia, which have impacted their operation. They would like to be better informed on such issues to minimize their impact.
- United expressed their appreciation to DGAC for being a gracious host of ISPACG/38.

3.2.3 Qantas – Dan Smith

- Qantas is a growing airline with regional and long-haul flights operating in the South Pacific. Focus has not changed on their South Pacific route but, as they have some new Europe flights in the coming months, their focus has is also on Europe. A few months ago, Qantas' focus was very much on the No FIR, now it is more on their Europe flights.
- Next Pacific focus will be their long-range operations, known as Project Sunrise, which are the flights between Sydney and New York. Optimization is key for Project Sunrise on the 12 A350-1000's that they have on order, due for delivery in mid-2026.
- Qantas will be seeking the support of all ISPACG ANSPs to support route optimization to ensure the success of the SYD-JFK services, in particular, LR-ATFM and resolution of the No FIR region.
- Qantas faces the same ATC challenges that other Operators are facing, such as competing priorities, staffing, etc.
- Qantas appreciate and are supportive of Airservices' change programs but also see timeline risks associated with having such a broad and aggressive program.
- Qantas is also interested in development of space-based VHF and ADS-B. These would assist their operations in the Pacific and also in regional/remote Australia for their short sector flying where coverage is currently limited.

3.3 IFALPA

No presentation / not in attendance.

3.4 IFATCA



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No presentation / not in attendance.

4. Working / Informational Papers

4.1 UPRs Expansion – Airservices Australia / Jeremy Elich

Refer to IP-001 posted on the ISPACG website.

4.2 Satellite Service Provider (SSP) and Communication Service Provider (CSP) – FAA / Angelina Jacobson

Refer to WP-001 posted on the ISPACG website.

4.3 Weather Deviation – Airways NZ / Todd Kendall

Refer to IP-002 posted on the ISPACG website.

5. Any Other Business

5.1 Planning Team Meeting Updates – ISPACG Co-Chairs

- Ahmad gave a brief update on what was discussed during the PT meeting. There were two IPs shared by Airways NZ, the team also updated open Action Items and spent time on updating the new version of the Seamless Airspace Chart.

5.2 Unassigned Airspace Update – FAA / Ahmad Usmani

Refer to the presentation slides posted on the ISPACG website.

5.3 NOPAC Redesign – FAA/ Ahmad Usmani

Refer to the presentation slides posted on the ISPACG website.

- Operators would like the PBCS requirements to be front and center for emphasis and communicated officially via AIP updates.

5.4 Space Based ADS-B – FAA / Ahmad Usmani

Refer to the presentation slides posted on the ISPACG website.

5.5 Technical Tour – DGAC

The team was divided into two groups and went on a technical tour of DGAC's National Aerospace Museum.

5.6 PBCS ANSP Updates – Lisa Bee

Lisa reminded ANSP members to include PBCS report as part of their facility updates during the Plenary meeting.

6. Action Item Review

The following action item was discussed and updated as follows:

36 – 1	<p>New Selective Calling (SELCAL) Code In Progress</p> <ul style="list-style-type: none"> • Airways NZ – can support the new code; they integrated it in July 2022 • ZOA – can support • Tahiti – can support • AsA – can support • Chile – current system does not support • NiuSky – can support • Fiji – still working, planned for June 2025
37 – 1	<p>Iridium Interference Analysis Report Closed</p> <ul style="list-style-type: none"> • <u>Not for public posting</u>, contact the Planning Team POC for a copy.
37 – 2	<p>Operators’ feedback to the SCM/1WP [Re: No FIR] Closed</p> <ul style="list-style-type: none"> • Feedback received and forwarded to IATA. The team decided that updates on No FIR will be added as a Recurring Topic on the agenda.

7. ISPACG/38

The next ISPACG meeting will be held tentatively in late March or early April 2025 in Papua New Guinea.

8. Closing Remarks

Todd and Ahmad thanked the participants for an open communication and robust discussion. The co-chairs also acknowledged everyone’s effort and contributions to the success of meeting.

Attachment A: Plenary/38 Meeting Participants

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