



**Summary of the Twenty ninth Meeting of the
Informal South Pacific Air Traffic Services Coordinating Group
(ISPACG/29)**

No.	Action Item	Status Update	Action Officer(s)	Action Pending	Target Date
17-11	Air Traffic Service Inter-facility Data Communications (AIDC)	The Pan-Regional (NAT and APAC) Interface Control Document for ATS Interfacility Data Communications (PAN AIDC ICD) was finished in November 2014 and accepted by the APANPIRG in late 2014 and by the NAT SPG in early 2015. The Operational Datalink Panel (OPLINKP) has recommended that the PAN AIDC ICD be included in their future work toward creating global AIDC guidance material.	FAA		CLOSED
21-5	Sharing of Operational Data	Monitoring and collection of data for FANS1/A aircraft begun. ACNZ expressed the idea of sharing data like FAA command center data sharing for safety management. Item	ACNZ	Regional figures will be extracted for inclusion into ICAO Regional Plan.	CLOSED
25-1	RNP-4 Equipage	In May 2012, 51% of aircraft in the Oakland CTA were FANS-1A equipped, but only 30% of aircraft flight planned RNP 4 equipage. Some operators do not flight plan RNP 4 because of the extra cost associated with more frequent ADS-C reports. In July 2014 there were 6 operators in the Oakland FIR who used FANS-1A equipment but failed to flight plan RNP4. Oakland ARTCC conducted a study to place a value on the extra fuel burn that is caused by aircraft operating at altitudes below their optimum altitude due to lack of RNP 4 and FANS equipment. The FAA felt this analysis would help operators recognize the potential savings with RNP 4 and FANS equipage.	FAA IATA	Invite to recognize the benefits of RNP 4 and FANS equipment. Consider certifying FANS equipped aircraft as RNP 4; and consider equipping aircraft with satellite FANS and RNP 4 certification	ISPACG/30



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25-2	Speed Variation Concern	ANSPs discussed proposed a Speed Change NOTAM as follow: <i>“-In order to maintain ATC separation spacing, aircrews are required to use the following procedures in the KZAK FIR. A pilot must inform ATS each time the cruising mach number varies or is expected to vary by a value equal to or greater than 0.02 mach -The mach number at FIR entry, or -Any subsequent speed change notified to ATC in flight.”</i>	ANSPs/Operators All States	The group agreed to a 6 month test trial and will re-evaluate. ANSPs agreed to harmonize, and issue the NOTAM by 15 April, 2015 at midnight UTC	ISPACG/30
25-3	Central Reporting Agency (CRA) Website	Paul Radford reported on the CRA website and explained that the timeline for the update had been extended due to resourcing issues. He outlined the main objectives of the upgrade program and explained it was necessary to future-proof the website for all users. All ISPACG delegates are asked to encourage others in the region to register on the CRA website.	ACNZ All States	Encourage ANSPs and Operators within your region to register on the CRA www.	ISPACG/30



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27-1	SATCOM Voice Capability in Flight Plan	<p>In June 2013 APANPIRG Conclusion 24/35 adopted revised AMS strategy which expanded scope on use of SATVOICE. ICAO OPLINKP are on track to convert SVGM to ICAO document 4Q 2014. PARC CWG has established a "Tiger Team" to resolve Iridium Safety Voice service issues.</p> <p>SATVOICE Annex-PANS provisions and Doc SVOM are currently under review and coordination by the Secretariat. ANC is expected to approve action to distribute State letter for review and comment between April and August and Doc SVOM will be provided to the ANC and with the State letter as supporting material.</p>	<p>All States</p> <p>ACNZ</p>	<p>Advise PARC CWG of any issues so that they can be evaluated by the Tiger Team.</p> <p>Update meeting on SATVOICE automation project.</p>	<p>On going</p> <p>ISPACG/30</p>
27-2	SATCOM Voice Capabilities in AIP	<p>No change to concerns about guidance contained in AIPs and other documentation.</p>	<p>All States</p>	<p>Ensure capabilities and requirements are depicted in State documentation. Update status to ISPACG.</p>	<p>ISPACG/30</p>
27-3	New ICAO Flight Plan Format	<p>There is no progress or status update on flight plan format. Presently, we did not receive necessary guidance by ICAO on this issue. Karen Chiodini updated the meeting on the informal request to ICAO on this issue and suggested that States file a manual flight plan and also file the difference with ICAO. We will provide an update at the next ISPACG meeting.</p>	<p>IATA</p>		<p>ISPACG/30</p>



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28-1	ADS-B Flight Plan Clarification	Doc 4444, Appendix 2, has a number of perceived ambiguities around flight planning requirements concerning the flight planning of ADS-B capability. If agreement can be reached on wording ISPACG could move it forward through ICAO Regional Office.	AsA / ACNZ ADS-B FP Task Force AsA / ACNZ	Create Task Force ToR Co-ordinate, assess and report back with endorsed draft recommendations. Publish draft recommendations	CLOSED
28-2	Central Reporting Agency (CRA) Service	Karen Chiodini reported that the US FAA will provide funding for CRA by March 2015 and the service is for 5 years.	Boeing, FAA, ACNZ		CLOSED