International Civil Aviation Organization

The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/22)

Bangkok, Thailand, 25 – 29 June 2012

Agenda Item 4:   Review outcome of relevant meetings

INFORMAL SOUTH PACIFIC ATS COORDINATING GROUP OUTCOMES

(Presented by New Zealand)

SUMMARY

This information paper presents a summary of outcomes from the 26th Meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/26), which was hosted by Airports Fiji Limited in Nadi, Fiji from 1-2 March 2012.

This paper relates to:

Strategic Objectives:
   A: Safety – Enhance global civil aviation safety.
   C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment.
   D: Efficiency – Enhance the efficiency of aviation operations.

Global Aviation Safety Plan Initiatives:
All

1.   **INTRODUCTION**

1.1   The Twenty Sixth meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG/26) was hosted by Airports Fiji Limited and held at the Novotel Hotel, Nadi, Fiji from 1-2 March 2012. ISPACG/26 followed the twelfth meeting of the ISPACG Planning Team (ISPACG PT/12) on 27 February 2012 and the Nineteenth ISPACG Future Air Navigation System (FANS) Interoperability Team (FIT/19) that took place from 28-29 February 2012.

1.2   Karen Chiodini, Manager of Offshore and Oceanic of the Federal Aviation Authority (FAA) and Geoff Hounsell, Strategy and Development Manager of Airways New Zealand (Airways NZ) served as Co-chairs of the meeting.

1.3   The meeting was attended by participants representing 7 Air Navigation Service Providers (ANSP), regulatory authorities, airlines, International Federation of Air Line Pilots' Association (IFALPA), Air Traffic Control Association Japan (CRASA), aircraft and equipment manufacturers, and communications service providers.

2. DISCUSSION

2.1 The meeting received a report of activities from each State with particular focus on the increasing efficiencies through User Preferred Routes, DARP, Reduced Horizontal Separations, AIDC, ADS-C CDP, ADS-B ITP, etc noting that many of these efficiencies were already widely available or plans to support introduction were already well developed within the ISPACG area.

2.2 The meeting reviewed activities relevant to datalink operations (such as OPLINK/P and Datalink WG) and reaffirmed that all future work must be globally harmonised.

2.3 State preparations supporting ICAO 2012 FPL introduction was reviewed reiterating that early testing among neighbouring FIRs was necessary. Most ISPACG States were well advanced in their preparations and expecting to undertake external testing with neighbouring FIRs during 2Q 2012.

2.4 The meeting noted the activities of the Seamless ATM group and that activities to support seamless ATM within the ISPACG area were already well established. To provide increased focus, the Planning Team will develop a matrix of desired attributes against which each State would report and/ or develop plans where necessary.

2.5 The aforementioned information is simply a very condensed summary of ISPACG/26 meeting. Attendees can refer to http://www.airways.co.nz/ispacg/index.asp for all documentation relating to ISPACG/26, including the final report, supporting papers and presentations, and a complete attendees listing.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note:

a) the ongoing work of ISPACG/26, and

b) Airways New Zealand will host the 27th meeting of ISPACG in the February/ March 2013 time frame.

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