

IBAC Technical Report Summary

Subject: NAT Operations and Air Traffic Management

Meeting: North Atlantic (NAT) Air Traffic Management Group 23rd Meeting (ATMG/23)

IBAC File:

Reported by: Brian Bowers

Summary: *ATMG/23 was held in Paris, 29 March to 02 April, 2004. The Agenda covered: Item 1) Reports on activities since NAT ATMG/22, Item 2) Reductions in separation minima, Item 3) Review of the NAT Supplementary Procedures and Flight Planning, Item 4) Defining the future ATM system to be implemented in the NAT Region taking into account the need to: review other available information, Item 5) Flight planning and ATC procedures, Item 6) Automation, Item 7) Air Traffic Flow Management (ATFM), Item 8) Any other business.*

The SATCOM Waypoint Position Report (WPR) trial, supported by volunteering IBAC members, was given the green light for implementation effective 12 April 2004. A significant portion of discussion ensued on the expansion of the trial to possibly include other organizations (e.g. IATA) and other ground/air communications than WPRs. The ATMG supports expansion of the SATCOM WPR trial and it should be reflected in the final report to the NAT IMG.

Changes to the NAT contingency turn back procedures, reducing the allowable deviation from track to accomplish the turn back manoeuvre to 20 nm from 30 nm, will be submitted to NAT SPG/40 for their approval.

The Strategic Lateral Offset Procedure (SLOP), allowing offsets of no more than 2 nm to the right of course, will become effective 10 July 2004 and States will be publishing procedures in their AICs.

Links to the new Flight Planning Guidance Material will be included on the NAT-PCO and NAV CANADA websites.

Implication for Business Aviation: Business Aviation should remain abreast of new requirements and availabilities within the NAT and adjoining interface airspaces. Automated Controller Pilot Data Link Communications (CPDLC) is available and will be utilized more and more as time goes by. Business Aviation should be equipping, if cost effective and not already equipped, and be prepared to embrace the technology if an advantage can be gained. Questions are emerging now on the topics of cost recovery. Who is going to pay for SATCOM? Ground/air initiated calls are for whose benefit and how is the cost of SAT Calls recovered? Mostly institutional issues, but the arguments/agreements need to be considered.

Decisions Required: No immediate decisions required but consideration of the NAT topics will be necessary to keep abreast or ahead of requirements.

This report contains material for the sole information of IBAC Members and no guarantee or undertakings are given, or should be assumed, as to their accuracy. The content is under the copyright of the author and IBAC, and may not be distributed to third parties without specific agreement of the IBAC Director General.