

IBAC Technical Report Summary

Subject: NAT Operations and Air Traffic Management

Meeting: North Atlantic (NAT) Air Traffic Management Group 24th Meeting (ATMG/24)

IBAC File: ICAO PIRGs

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Summary: ATMG/24 was held in Gander, Newfoundland, 13 to 17 September, 2004. The Agenda covered: Item 1) Reports on activities since NAT ATMG/23 (i.e., NAT ATMG/23 Follow-Up action list, NAT IMG/24, NAT FIG/10, NAT SPG/40), Item 2) Reductions in separation minima, Item 3) Review of the NAT Regional Supplementary Procedures, Item 4) Defining the future ATM system to be implemented in the NAT Region taking into account the need to: review initial results of the FANS 1/A trials, including the use of CPDLC, review NAT Datalink Guidance Material, review initial work concerning a revised NAT Concept of Operations including updates to the NAT ANP, Item 5) Flight planning and ATC procedures, Item 6) Any other business.

The primary goal of the NAT ATMG/24 meeting was to agree on the Application of Separation Minima document. This task was accomplished and the document will be refined (e.g. Diagrams) and subsequently published by Canada when applicable. This was the last meeting for Roger Kiely who has accepted an ATC position in Des Moines. Also Mr. Olaf Naper has replaced Ole Petter Nordnes as the Norwegian representative to the ATMG.

The SATCOM Waypoint Position Report (WPR) trial, supported by volunteering IBAC members, was implemented on schedule and preliminary results were discussed at NAT SPG 40. The ATMG fully supports expansion of the SATCOM WPR trial however it is recognized that several institutional and technical issues, such as cost recovery and security, need to be resolved and agreed before further advancement is forthcoming. It is worthy of note that SATCOM is not intended to replace HF.

It was noted that the NAT SPG has agreed to use the following assumptions as the basis for planning for HF regression. That by 2010, the vast majority of the NAT Region movements will be conducted by aircraft that have data link capability, that data link will be the mandated communications medium for ATS purposes in portions of the NAT Region by 2015, that there will be a continued requirement for voice communications capability in some portions of the airspace, that voice communications will not be mandated for backup purposes, and that direct controller pilot voice communications will be required for emergencies and non-routine events.

The Irish and United Kingdom have agreed to the establishment of a Northern Oceanic Transition Area (NOTA) under Irish control, in a block of Oceanic airspace delineated as 57N015W; 54N015W; 54:34N010W; 57N010W; 57N015W. Air Traffic Services for aircraft flying at FL 55 and above in the NOTA airspace will be provided by the Irish Aviation Authority (IAA), in similar terms as in the Shannon Oceanic Transition Area (SOTA), using mainly Irish based radar and communications facilities. The NOTA will be implemented on a phased basis, commencing on January 20th 2005 and the final phase will be implemented no later than October 2006.

The ATMG noted with concern the number of gross navigation errors as well as the number of "ATC Interventions to Prevent GNES" that had occurred to date in the NAT in 2004. NAT

SPG/40 had agreed on recommendations for improving the observed standard of navigation performance by reminding aircrew who operate in the NAT region, of the need to use a plotting chart when flying over the ocean, of the need to use track and distance tables when entering a route change into the flight management system (FMS), and the need to make position reports directly from the FMS as opposed to reading the position from the navigation log. Similar concerns have been expressed with the number of Height Deviations within the NAT Region.

The IATA representative (Peter Lay) gave a brief presentation on the Northern European Routing System (NERS) similar in design and usage as the NARS in North America. The system will be implemented in steps, with Phase 1 for eastbound operations only, phase two will be developed for westbounds, and Phase 3 will require changes to the Eurocontrol IFPS and involve controller training and awareness programs. This was an initial information paper on something happening within a region adjacent to the NAT but will be of interest to the IBAC membership travelling to/from Europe.

The next meeting is proposed for April 4-8, 2005 in Brest.

Implication for Business Aviation: Expansion of the SATCOM WPR trial may not occur until several institutional and technical issues, such as cost recovery and transmission security, have been resolved and agreed. It should be noted that SATCOM is not intended to replace HF.

Business Aviation should assume that data link will be the mandated communications medium for ATS purposes in portions of the NAT Region by 2015.

The NOTA will be implemented on a phased basis, commencing on January 20th 2005 and the final phase will be implemented no later than October 2006.

Business Aviation should note well the recommendations for improving the observed standard of navigation performance in the NAT Region as well as being aware of the concern over the number of Height Deviations.

Information available for review during the ATMG indicates there were 73 ATC Interventions to Prevent Gross Navigation Errors in the first 8.5 months of 2004. 15 of these interventions involved International General Aviation (IGA). 20 % of the errors by 6 % of the population.

The Northern European Routing System (NERS) is being developed in Europe and will be used eventually for eastbound and westbound NAT traffic to/from 13 European destinations. Business aviation operators and dispatch organizations should be aware of their design and potential implications.

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

Also the Business Aviation community should be cognizant of the potential for errors within the NAT Region and the possible catastrophic consequences of the errors.

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