

## IBAC Technical Report Summary

**Subject: NAT Operations and Air Traffic Management**

**Meeting: North Atlantic (NAT) Air Traffic Management Group 25<sup>th</sup> Meeting (ATMG/25)**

**IBAC File:**

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**Summary:** *ATMG/25 was held in Brest, France, 04 to 06 April, 2005. The Agenda included: 1) Reports on activities since NAT ATMG/24, 2) Updates to the Application of Separation Minima Document (ASM), 3) Status of amendment proposals to the NAT Supplementary Procedures, 4) Review and agree on a common Controller Pilot Data Link Communications (CPDLC) message set for application in the NAT Region, 5) Any other business.*

*It was proposed that Flight Levels 320 and 400 be made available for random traffic on the Organized Track System (OTS). The ATMG noted the proposal and agreed that the members would discuss this proposal within their ANSP administrations and request that the NAT Operations Managers examine this matter at their next meeting.*

*The latest draft of the ASM document was agreed and will be submitted for further endorsement by other groups and should eventually (late September, 2005??) be published on the NAT Programme Coordination Office (PCO) web site.*

*The proposal for amendment to the Nat Regional Supplementary Procedures (Doc 7030) concerning communications failure and the use of Satellite Communication (SATCOM) voice is being processed.*

*An amendment to Doc 4444 concerning turn back procedures has recently been approved and within that amendment are new provisions for turn back procedures, reducing the allowable deviation from track to accomplish the turn back manoeuvre to 15 nm **instead of the 20 NM proposed by the NAT SPG**. In the same context, studies carried out indicate that the **vertical** offset of 500 ft is the safest **for contingency manoeuvres**. Therefore, no changes are planned in the vertical offset.*

*The amount of use of the Strategic Lateral Offset Procedure (SLOP) remains very low and, in some instances is not being used correctly. The Strategic Lateral Offset Procedure (SLOP), allowing offsets of no more than 2 nm to the right of course, should be a **Standard Operating Procedure** for pilots and is instrumental in containing risk in the NAT Region.*

*The ATMG/25 was informed that, on 1 November 2004, Grimsvotn volcano in Iceland had erupted. Subsequently, there appeared to be a lack of common reaction to the volcanic ash cloud that was forecast to be within some areas within the NAT and EUR Regions. It was pointed out that, due to the lack of coordinated action, aircraft may have flown through the ash cloud therefore possibly sustaining damage to the aircraft or its engines.*

**Implication for Business Aviation:** Business Aviation should remain abreast of new requirements and availabilities within the NAT Region and adjoining interface airspaces.

Take note of the Doc 7030 amendment proposal re communications failure and the use of SATCOM voice and the Doc 4444 amendment re turn back procedures reducing the allowable deviation from track to accomplish the turn back manoeuvre to 15 nm.

Presently there are no published scientific thresholds for the quantity of ash present in the air to determine if an area is safe to fly through or not. An area with forecast ash should therefore be considered contaminated. If a volcanic ash cloud is forecast to be present within a given airspace, **operators should not plan to operate through the potentially contaminated airspace.**

**Decisions Required:** Consideration of the NAT topics will be necessary to keep abreast or ahead of requirements.

The Strategic Lateral Offset Procedure (SLOP), allowing offsets of no more than

Windows Explorer.scf 2 nm to the right of course, must be a Standard Operating Procedure for pilots.

Operators should not plan to operate through forecast volcanic ash contaminated airspace.

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