

## **IBAC Technical Report Summary**

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

**Meeting: *North Atlantic (NAT) Air Traffic Management Group 26<sup>th</sup> Meeting (ATMG/26)***

**IBAC File:**

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**Summary:** ATMG/26 was held in Ronkonkoma, Long Island, NY, USA, 19 to 23 September, 2005. The Agenda included: 1) Reports on activities since NAT ATMG/25, 2) Reductions in separation minima, 3) Status of amendment proposals to the NAT Supplementary Procedures, 4) Define the future ATM system to be implemented in the NAT Region taking into account current trials, operational requirements, NAT datalink guidance material and the NAT revised Concept of Operations, 5) Any other business, including dropsondes and updates to the NAT Region Flight Plan Guidance Material.

Ms Carole Stewart replaced Mr Don Harris as the new ATMG Rapporteur. Mr Michael Pumphrey provided a tour of the New York ARTCC where ATOP has been operational as Ocean21 since June 2005. Mr Ken Jones and Mr Tom Graff, from the National Aeronautics and Space Administration (NASA) presented the results of their work regarding the use of in-trail climbs using Automatic Dependent Surveillance - Broadcast (ADS - B).

It was proposed at ATMG/25 that Flight Levels 320 and 400 be made available for random traffic on the Organized Track System (OTS). The ATMG/25 had 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. However, the NAT Operations Managers meeting had not yet taken place, so no input was received by ATMG/26 regarding determining the availability of the flight levels within the NAT Organized Track System (OTS).

The ATMG/26 was advised of the recent IMG/26 change in planning emphasis for future separation reductions from time-based to distance-based standards.

An amendment to Doc 4444 concerning turn back procedures has recently been approved and is **effective on 24 November 2005**. Within that amendment are new provisions for turn back procedures. The ATMG/26 was concerned about potential lack of awareness by operators and ANSPs of the significant change in the lateral distance for the **contingency turn back** procedure from today's offset track distance of 30nm to the new offset track distance of **15 NM for the contingency turn back procedure**. (N.B. This is the authentic report of the

**meeting, however the date referenced has been overtaken by subsequent developments which indicate that the NAT implementation date will be 16 February 2006...OPERATORS ARE ADVISED TO WATCH FOR RELATED NOTAMs**

The proposal for amendment to the Nat Regional Supplementary Procedures (Doc 7030) concerning communications failure and the use of Satellite Communication (SATCOM) voice is delayed due to objections concerning the communications failure procedures. The amendment proposal will be reworked and resubmitted.

The Group agreed that established procedures for the handling, of research flights that release dropsondes in NAT airspace, as moving and stationary airspace reservations could apply where required and NOTAM action would be taken whenever dropsonde activities were planned.

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

Take particular note of the Doc 4444 amendment re turn back procedures reducing the allowable deviation from track to accomplish the turn back manoeuvre to **15 nm**.

Take note of the delay in the Doc 7030 amendment concerning the use of SATCOM voice and the dropping of the proposal for the near future concerning revised communications failure procedures.

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

Operators, flight training institutions, flight planning agencies and other service providers must become aware of ICAO Document 4444 (PANS-ATM) amendments coming into effect on 24 November 2005 and should monitor NOTAMS regarding the NAT implementation date for the Contingency Turn Back Procedure .....expected to be 16 February 2006.

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