

IBAC Technical Report Summary

Subject: NAT Operations and Air Traffic Management

Meeting: North Atlantic (NAT) Air Traffic Management Group 27th Meeting (ATMG/27)

IBAC File:

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Summary: *ATMG/27 was held in Paris, France, 27 to 31 March, 2006. Ms Carole Stewart chaired the meeting and Mr. Jacques Vanier from the Paris ICAO EUR/NAT office provided secretarial support. The adopted Agenda was as follows: 1) Report on activities since NAT ATMG/26, 2) Reductions in separation minima, 3) Review the NAT Supplementary Procedures, 4) Define the future ATM system to be implemented in the NAT Region, 5) Any other business.*

The principal objective of this meeting was to address the work programme established for it by the NAT IMG and to focus on initiating work on reductions in horizontal separation minima using Required Navigation Performance (RNP); agreeing on phraseology to be used for Oceanic Clearance Delivery (OCD); and reviewing the status of the NAT Regional Supplementary Procedures (SUPPS) (Doc 7030) amendment proposals, including outstanding proposals for amendment.

The NAT IMG/27 has removed the task of implementing Automatic Dependent Surveillance-Broadcast (ADS-B) in-trail procedures for oceanic climbs and descents from the NAT ATMG work programme.

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 NAT Operations Managers had met in January 2006 and they agreed to implement a trial using routes that are entirely within the Gander and/or Shanwick Oceanic Control Area (OCA).

It will be recommended to the NAT IMG that the new NAT Document Management Office (DMO) undertake to update the NAT Flight Plan (FPL) Guidance Material. The document will bring together all sources of FPL guidance into one document and then this document should be posted on the NAT web site to be used by all concerned.

The NAT FIG is requested to undertake an analysis of the freetext messages being exchanged in the NAT Region and to report to NAT ATMG/28.

It is expected the new RNAV-2 specification would support lateral route spacing of approximately 20 NM. The time keeping within designated RNAV-2 airspace will be from a common source and could also meet the navigation requirements for the eventual application of 30NM longitudinal separation. ATMG/27 recommends that the SARSIG analyze the time-keeping capabilities of RNAV-2 certifiable aircraft. There are ADS and CPDLC requirements associated with the implementation of RNP distance-based longitudinal minima and some reductions in longitudinal separation may be

possible between FANS 1/A equipped aircraft.

A review was carried out of the NAT SUPPs and a significant amount of material was removed such as all references to SST operations, the references to contingency or weather deviation procedures, and some consequential changes and editorial changes to facilitate the use of the document.

The proposal for amendment to the NAT SUPPS concerning communications failure and the use of Satellite Communication (SATCOM) voice is still under discussion and will be reworked and resubmitted.

The Northern Oceanic Transition Area (NOTA) airspace block has been established. Phase one operations commenced on 20 January 2005 and phase two operations are scheduled to commence on 26 October 2006. The oceanic boundary will shift to 015°W, meaning that Eastbound oceanic clearances will terminate at 15°W and that Westbound oceanic clearances will commence at 15° W. In addition a new route structure will be published. All traffic within the NOTA will be controlled from Shannon ACC.

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

RNAV-2 certifiable aircraft will benefit from reduced separation minima and possible reduced communication fees in the future, if so equipped.

Note the changes to the NOTA scheduled for implementation commencing on 26 October 2006.

Decisions Required: In-depth consideration of the NAT areas under discussion will be necessary to keep equal with or ahead of requirements.

Operators, flight training institutions, flight planning agencies and other service providers must keep aware of ICAO Document amendments, and future airspace/navigation requirements.

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