

## **IBAC Technical Report Summary**

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

**Meeting: North Atlantic (NAT) Air Traffic Management Group 29<sup>th</sup> Meeting (ATMG/29)**

**IBAC File:**

**Reported by: Brian Bowers**

*Summary: ATMG/29 was held in Washington, United States, 19 –23 March 2007. Ms Carole Stewart chaired the meeting. Mr Jacques Vanier, from the ICAO European and North Atlantic (EUR/NAT) Office, was the Secretary; he was assisted by Ms Leslie Cary from the ICAO Caribbean and North American (CAR/NAM) Office in Mexico City. The Agenda adopted was as follows: 1) Report on activities since NAT ATMG/28, 2) Reductions in separation minima, 3) Review the NAT Regional Supplementary Procedures, 4) Define the future ATM system to be implemented in the NAT Region, 5) Update the NAT Region Contingency Plan; 6) Initiate a civil/military coordination forum; 7) Any other business.*

*The principal objective of this meeting was to address the work programme established for it by the NAT IMG; develop procedures for the use of 5 minute in trail climb and descent separation by utilizing Global Navigation Satellite Systems (GNSS); initiate work on reductions in distance-based horizontal separation minima using Required Navigation Performance (RNP/4); plan for the implementation of Required Navigation Performance 10 (RNP) in the West Atlantic Route System (WATRS) area; review the status of the NAT Regional Supplementary Procedures (SUPPS) (Doc 7030) Amendment proposals; update the NAT Region Flight Plan (FPL) Guidance Material and the NAT Minimum Navigation Performance Specifications (MNPS) Operations Manual; initiate a maintenance programme for the NAT Region Contingency Plan; and initiate a civil/military coordination forum.*

*The ATMG is investigating, in coordination with the FIG, the possibility of using the (Eurocontrol) Central Flow Management Unit (CFMU) ATC Flight Plan Change (ACH) message. The message could provide a possible solution to the long standing problem of route discontinuities.*

*The ATMG noted the FIG had initiated development of a NAT Region communications strategy, which should take account of the communication services to be provided in the near, medium and long term future in order to support the requirements of Air Traffic Management (ATM). The group carried out a review of the NAT Region communications strategy and proposed several changes.*

*Some HF VOLMET stations are coming to the end of their technical and economic life span. With this in mind the Group felt that the requirement for HF VOLMET should be re-stated by the operators prior to proceeding with expensive replacement programmes.*

*The ATMG started addressing issues related to the implementation of RNP4 30X30 NM separation minima. Canada is in the process of arranging for an analysis to determine the RNP standard that will be needed to sustain reductions in horizontal separation minima and that will ensure that the Target Level of Safety (TLS) is being met.*

*The meeting was presented with information concerning the plans to implement changes to the WATRS area. The NAT ATMG endorsed the proposed plan and policies to implement the WATRS Plus Route Structure Redesign incorporating 50 NM lateral separation between operators/aircraft operating between FL290 and FL410 and authorized RNP 10, RNP 4, or equivalent by the State of the Operator or the State of Registry, as appropriate.*

*It was agreed that the NAT Contingency Plan needed to be reviewed and updated by all of the ANSPs to bring the document up to date. Once the Plan is revised and current, and, if agreeable to all ANSPs, the information may be made available on the publicly accessible portion of the NAT-PCO website.*

*The meeting was informed that radar services had been provided in the Azores TMA since 25 October 2006, for civil aircraft, using a single Secondary Surveillance Radar (SSR) radar station installed on Santa Maria Island. The benefits of using this tool have allowed the extension of the radar service beyond the Azores TMA to 230 nautical miles from the radar station within the oceanic sector.*

*The ICAO EUR/NAT office will send a State Letter to all NAT and EUR provider States, as well as to all international organizations concerned, inviting participation in a volcanic ash exercise to be conducted in Reykjavik 9-10 May, 2007.*

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

The Business Aviation community needs to state its requirements (if any) for HF VOLMET before ANSPs proceed with expensive HF VOLMET replacement programmes.

The United States of America's plans to implement new routes in the "WATRS +" area which would enable the application of planned RNP separation between FL290 and FL410. This will result in requirements for operators/aircraft to obtain authorization by the State of the Operator or the State of Registry, as appropriate to operate at RNP 10, RNP 4, or equivalent standards.

Note the radar services being provided in the Azores TMA.

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

Business Aviation must decide on the level of HF VOLMET service required by Business Aviation within the NAT and provide the information to its representatives for presentation to the appropriate forum for the information of the NAT ANSPs.

Consider the need to attend the volcanic ash exercise to be conducted in Reykjavik.

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