

IBAC Technical Report Summary

Subject: NAT Operations and Air Traffic Management

Meeting: North Atlantic (NAT) Air Traffic Management Group 31st Meeting (ATMG/31)

IBAC File:

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Summary: ATMG/31 was held in Limerick, Ireland, 10-14 March 2008. Mr. Dave Rome chaired the meeting, Mrs Carole Green from the ICAO European and North Atlantic (EUR/NAT) Office, was the Secretary. The Agenda adopted was as follows: 1) Report on activities since NAT ATMG/30, 2) Reductions in separation minima, 3) Review the NAT Regional Supplementary Procedures, 4) Update procedures and requirements, 5) Update the NAT Region Contingency Plan; 6) Safety Management, 7) Any other business.

The principal objective of this meeting was to address the work programme established for it by the NAT IMG; develop ways and means to reduce operational errors; plan for reductions in longitudinal and lateral separation minima; determine the communications requirements to sustain reductions in horizontal separation minima; review the status of the NAT Regional Supplementary Procedures (SUPPS) (Doc 7030) proposals for Amendment; update the NAT Region Contingency Plan; update the North Atlantic MNPS Airspace Operations Manual (MNPSA Operations Manual).

The NAT Aeronautical Communications Group has stated that, if traffic continues to increase with no relief on the HF infrastructure, network congestion problems will occur from 2009 and beyond. It has been determined that institutional issues related to ownership and control of the infrastructure necessary for safe and efficient ATS operations in a commercialized environment will be addressed at the upcoming Conference on the Economics of Airports and Air Navigation Services – CEANS – to be held in the ICAO Headquarters 15 to 20 September 2008. A working paper will be presented to the CEANS by the NAT SPG, highlighting the problems resulting from the demonstrated level of reliability of data link communication and proposing a way forward to ensure availability of the necessary infrastructure to provide safe and efficient air navigation services.

The ATMG was advised that the Strategic Lateral Offset Procedures have been implemented, with identical procedures, in all oceanic airspace where service is provided by the United States.

The Group noted the OPS/AIR sub-group is considering matters related to technical and certification issues for ADS-C aircraft.

There are some outstanding issues still to be finalized, concerning what security measures should be implemented, but a recommendation from the SATCOM Voice Task Force regarding the use of SATCOM voice in the NAT Region will be presented to

NAT SPG/44. The ATMG also noted that the 2007 Special Meeting of the NAT SPG had also concluded that the NAT IMG should determine the feasibility of using SATCOM voice to back up data link in the NAT Region.

The ATMG was advised that proposed phraseology and operating methods, for the application of 5 minutes longitudinal separation between GNSS equipped aircraft climbing or descending, was being developed for its consideration by the NAT SARSIG. The NAT SARSIG has clarified that direct controller pilot communications (DCPC) is not a requirement to apply this minimum, but noted that acceptance by the user community would determine whether or not the implementation should go forward. IFALPA is developing a position paper regarding whether it will be acceptable to apply this minimum without using DCPC. IFALPA will provide an update to NAT ATMG/32.

The Group was provided with an update on the development of the operating concept for a reduced longitudinal separation minimum between ADS-C aircraft (RLongSM). The application will be used to climb aircraft through the altitude(s) of other aircraft and also to establish aircraft in trail at the same altitude. The ATMG agreed that there will be significant safety benefits from having periodic reports (in addition to the waypoint position reports) from all ADS-C aircraft, rather than only those between whom the RLongSM is being applied. The ATMG noted that any such implementation will need to be supported by an appropriate safety case which includes the communications, navigation and surveillance requirements.

Iceland will be implementing oceanic clearance delivery via data link service in the Spring of 2009.

The Group was notified of a Forum on Integration and Harmonization of NextGen and SESAR into the Global ATM Framework to be held in Montreal, 8 to 10 September 2008.

The ICAO Headquarters is in development of a Geographic Information Site (GIS) where information pertinent to various regions is gathered together. The Group agreed this was a positive move to address the consistent message from airspace users for a single source of information for operations within a region. The link to the ICAO GIS Portal is <http://192.206.28.84/eganp/Home/tabid/36/Default.aspx>.

The Group was informed that Canada's plans for implementing ADS-B, from 20 November 2008, in parts of its northern airspace are continuing. The implementation will result in exclusionary airspace being established over the area of Hudson Bay. The extent of the airspace and the details of aircraft certification and qualification to participate in the service are still in discussion. The details, once finalized, will be promulgated via an Aeronautical Information Circular.

The ATMG was provided a briefing on the progress towards the 8 June 2008 implementation of new routes and reduced separation based upon Required Navigation Performance (RNP) in portions of the New York Oceanic Control Area (OCA). The information will be available in all areas of the ICAO NAT PCO Members' site.

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

The Strategic Lateral Offset Procedures (SLOP) have been implemented, with identical procedures, in all oceanic airspace where service is provided by the United States.

A Forum on Integration and Harmonization of NextGen and SESAR into the Global ATM Framework to be held in Montreal, 8 to 10 September 2008.

Note the development of the ICAO Geographic Information Site (GIS) where information pertinent to various regions is available to provide a single source of information for operations within a region. The link to the ICAO GIS Portal is <http://192.206.28.84/eganp/Home/tabid/36/Default.aspx> .

Canada is implementing ADS-B, from 20 November 2008, in parts of its northern airspace. This will result in exclusionary airspace being established over the area of Hudson Bay.

The June 8, 2008 implementation of new routes and reduced separation based upon Required Navigation Performance (RNP) in portions of the New York Oceanic Control Area (OCA) is moving forward.

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

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