

## **IBAC Technical Report Summary**

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

**Meeting: North Atlantic (NAT) Air Traffic Management Group 32<sup>nd</sup> Meeting (ATMG/32)**

**IBAC File:**

**Reported by: Brian Bowers**

**Summary:** *ATMG/32 was held in Paris, France, 08-12 March 2008. Mr. Dave Rome chaired the meeting, Mrs Carole Green from the ICAO European and North Atlantic (EUR/NAT) Office, was the Secretary and was assisted by Mrs Nikki Goldschmid and Ms Patricia Caviston from the same office.*

*The principal objective of this meeting was to address the work programme established for it by the NAT IMG; discuss ways and means to reduce coordination errors; develop procedures for the use of Automatic Dependant Surveillance – Contract (ADS-C) for conformance monitoring; plan for reductions in longitudinal and lateral separation minima; discuss ways and means to optimize the use of High Frequency (HF) communications; develop procedures for the application of 5 minutes separation for climb/descent between GNSS aircraft; and update the NAT Region Contingency Plans.*

*The implementation of (ATS) Inter-Facility Data Communication (AIDC) has been given a high priority, because of its expected role in reducing coordination errors which could lead to Large Height Deviations (LHD).*

*The Data Link Steering Group has completed its work and has been disbanded. The steering group's proposed Data Link Harmonisation Strategy, has been included in the new edition of the NAT SPG Handbook.*

*In the event that reduced separation was being applied using data link, it might not be possible for ATC to establish another form of separation. It is unknown whether the existing HF voice infrastructure would be sufficient to cope with a reversion to voice communications without instituting Air Traffic Flow Management (ATFM) measures even if SATCOM voice were available. Contingency procedures will be developed for loss of data link in one or more NAT Oceanic Control Areas (OCA) and to examine the feasibility of reverting to voice procedures in the event of a data link failure. The development of such procedures has been added to the ATMG work programme, along with the development of procedures to ensure that flight crews are provided information related to Satellite Communication service outages.*

*The use of SATCOM voice for routine ATS communications has been endorsed. The current practices regarding the use of SATCOM voice can be continued. The provisions in the NAT SUPPs would seem to limit the use of SATCOM voice to emergency and non-routine situations. However, individual States are empowered to conduct their own assessments and approve the use of SATCOM voice for routine ATS in their areas of responsibility if they chose to do so.*

*The proposal to coordinate the development of an integrated data link guidance material has been supported. It will harmonize, to the extent possible, the guidance material provided regarding FANS 1/A data link operations in the NAT, Asian and Pacific Regions.*

*Version 18 of the NAT Data Link Guidance Material will be published during the first half of 2009.*

*The Phase IV CPDLC implementation is proceeding well and some Gulfstream aircraft have qualified to participate in NAT ADS-C WPR operations in accordance with success criteria detailed in the NAT Data Link GM.*

*The Group was reminded of the State action requested to collect information on wake vortex encounters.*

*The first meeting of the EUR Region Performance Based Implementation (PBN) Implementation Task Force will take place October 13 to 15 at the EUR/NAT Office of ICAO. A Symposium concerning the Structure and Working Methods of the NAT SPG will be held at the EUR/NAT Office of ICAO November 3 to 5. An ICAO/Eurocontrol Seminar on Meteorological (MET) support to Air Traffic Management (ATM) will take place at Eurocontrol Headquarters in Brussels, Belgium November 24 to 26 and a Volcanic Ash Exercises (VOLCEX) Steering Group has been formed and will have its next meeting in early 2009.*

*An addition has been agreed for the NAT Application of Separation Minima document to support the reduced longitudinal separation of 5 minutes for climb/descent between GNSS equipped aircraft. The planned publication date for an AIC is January 15, 2009.*

*Canada and the United Kingdom have agreed to draft an outline concept of operations for the conduct of an operational trial (December 2009) for the implementation of Reduced Longitudinal Separation Minimum (5 minutes) between ADS-C equipped aircraft in the NAT Region. The draft outline will be provided to the next meeting of the NAT IMG.*

*The ATMG has also begun discussing the tasks that will need to be carried out in order to formulate a more detailed plan for the implementation of reduced lateral separation (½ degree track spacing) in the NAT Region.*

*The NAT Data Link Guidance Material will be amended to include additional text providing a cautionary and more precise explanation of the intent of uplink message elements that contain the words "AT" or "BY". **Operational experience has shown that those message elements are most likely to be misunderstood by flight crews.** It is therefore of utmost importance that flight crews know the meaning of the words "AT" and "BY" in CPDLC communications. The representatives from IATA, IBAC and IFALPA agreed to provide guidance (as published in the ATMG/32 Report section 5.3) to their members.*

*The finalized draft document of the NAT Operational Contingency Plan will be presented to the NAT IMG for their approval. Following approval it will be maintained as an electronic document by the EUR/NAT Office of ICAO and be available on the ICAO*

*NAT PCO website.*

*Canada advised of their plans to implement surveillance services based upon ADS-B in the northern part of the Gander OCA in late 2009. It is not intended that the airspace be exclusionary, until there is sufficient equipage to justify the exclusion.*

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

Note. The contingency procedures being developed for loss of data link in one or more NAT Oceanic Control Areas (OCA), the feasibility of reverting to voice procedures in the event of a data link failure and the development of procedures to ensure that flight crews are provided information related to Satellite Communication service outages.

Note. The use of SATCOM voice for routine ATS communications has been endorsed. Individual States are empowered to conduct their own assessments and approve the use of SATCOM voice for routine ATS in their areas of responsibility if they chose to do so.

Note. That some Gulfstream aircraft have qualified to participate in NAT ADS-C WPR operations in accordance with the success criteria detailed in the NAT Data Link GM.

Note. The upcoming NAT meetings.

Note. The problems associated with the use of the terms “AT” or “BY”. A cautionary has been issued and a more precise explanation of the intent of uplink message elements that contain the words “AT” or “BY” will be expanded upon in a future IBAC advisory.

Note. The NAT Operational Contingency Plan will be maintained as an electronic document by the EUR/NAT Office of ICAO and be available on the ICAO NAT PCO website.

Note. Canada’s plans for implementing ADS-B in the northern part of the Gander OCA in late 2009.

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

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