

## **IBAC Technical Report Summary**

**Subject:** GNEs and Height Deviations, North Atlantic

**Meeting:** SMCG Paris April 2007

**IBAC File:**

**Reported by:** Brian Young Shell Aircraft

### **Summary:**

Attendees from NATs, FAA, Nav Canada, IFALPA, Eurocontrol and IBAC

#### **Main Points**

Discussions on OESB and Oceanic Checklist. Contents of checklist revised .Due for publication in summary and expanded form on NAT website in week of 23 April 07.

Extensive review of GNEs and height deviations for period Oct 06 to Mar 07. Comments echoed those made at GNE task force meetings.

On going concern re errors when re-clearance issued and over number of occasions when performance of aircraft marginal re temp and height. Some discussion on performance characteristics of business aircraft, and pressure on crews.

Discussion on SLOP. Few crews applying SLOP. Discussion on "spreading the word"

Discussion on automation on business aircraft re pressurisation failure following GV incident in Shanwick airspace in March 07.

Short presentation by myself on IBAC and business aviation. Also the "GNE Questionnaire" initiative. OACC representatives supportive of initiative.

Concern over information overload/confusion re documentation. So much from so many sources sometimes difficult to see "the wood from the trees". Feeling was that information should be available from one main source i.e. NAT web site.

### **Implication for Business Aviation:**

Requirement to finalise GNE questionnaire and to circulate as soon as possible

Requirement to circulate/publish Oceanic checklist when available. Strongly suggest that if we are comfortable with the SMCG checklist that we adopt this checklist rather than publish our own. Information re OESB and checklist should then be circulated through professional associations such as NBAA and EBAA.

Requirement to "spread the word" re SLOP".

Next meeting late October probably in Canada

### **Decisions Required:**

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