

## IBAC Technical Report Summary

**Subject:** North Atlantic Procedures

**Meeting:** North Atlantic Implementation Management Group

**IBAC File:**

**Reported by:** David Stohr

### **Summary:**

The NAT IMG/30 meeting was held in Reykjavik Iceland from April 24 through April 27 2007. David Stohr, the IBAC IMG member, attended the meeting. The following items of discussion are of importance to business aviation:

- a.) The IMG reaffirmed its IMG 29 decision for the NAT FIG to establish and maintain a methodology to assess and update the rate of aircraft equipage with ADS/CPDLC capability. The IATA member agreed to act as the focal point to provide this information in coordination with IBAC and IACA.
- b.) The IMG endorsed the draft proposal for amending the NAT Regional Supplementary Procedures implementing the changes in the Western Atlantic Route System that will become known as WATRS Plus Route Structure Redesign and Lateral Separation Reduction.
- c.) The IMG updated the NAT Services Development Roadmap.
- d.) The user groups agreed to provide NAT SPG 43 with an update as to their requirements for continued HF VOLMET service.
- e.) The IMG asked the user groups to emphasize to the pilot population through the particular training establishments, of the correct implementation of Strategic Lateral Offset Procedures and the necessity of utilizing SLOP.
- f.) It was determined that there were many changes to the NAT Supplementary Procedures that must be processed. While these procedures have been developed, it was recommended that the OPS/AIR sub-group examine them before they are submitted for processing.
- g.) It was noted the MNPS Airspace Operations Manual was in need of updating.

A more detailed report is attached.

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

Aircraft operators need to be reminded of the purpose of Strategic Lateral Offset Procedures and the implementation as published in Procedures for Air Navigation Services Air Traffic Management (ICAO Document 4444). All training vendors should be contacted and asked to emphasize the proper procedure execution and the need

for utilization in their training programs.

Aircraft operators should be made aware of the impending implementation of the WATRS Plus airspace in June of 2008. The need for RNP 10 approval and the structure within the airspace redesign should be emphasized.

### **Decisions Required:**

The work in the NAT on progressing to a fully operational ADS/CPDLC system continues and should be finalized soon. The NAT Services Development Roadmap currently reflects a limited implementation of RNP based 25 NM lateral separation between FANS equipped aircraft (FL 285 - FL 415) in 2009. It also reflects for RNP to support 25 NM lateral separation (FL 285 - FL415) to be mandated in 2012.

IBAC should be naming a representative for the NAT FANS Implementation Group (FIG) during this important time of change.

The NAT/OPSAIR group is responsible for the development of pilot procedures in the North Atlantic region. IBAC should take action as necessary to insure that Business Aviation is represented at the meeting which is to take place this summer. David Maloy of the FAA is the rapporteur.

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- a.) The IMG has been attempting for some time to determine the rate of equipage with Global Navigation Satellite System (GNSS) and Future Air Navigation Systems (FANS 1/A or equivalent) in determining the implementation time tables in the North Atlantic Region (NAT). In an attempt to track this information the IATA representative agreed to act as a focal point to develop a methodology for establishing and maintaining for updating the rate at which aircraft will be updated, in coordination with all of the user groups. The IATA representative is to present a draft proposal at the NAT FIG/16 meeting.

- b.) The member from The United States provided the information with regards to the FAA implementation of changes within the Western Atlantic Route System (WATRS). The implementation is scheduled for June of 2008. The existing WATRS airspace will be combined with the San Juan FIR and the Miami Oceanic airspace and be re-designated as WATRS Plus. The airspace will be designated as RNP 10 airspace and the numbers of routes within the airspace will almost double what is currently available. Since this combines airspace out of the NAT and the Caribbean Region (CAR), the proposal for amendment must be circulated within both regions with the NAM/CAR office being the focal point for processing. However, since it includes airspace within the NAT it must be approved by the NAT Systems Planning Group (SPG) when it meets Paris from June 12 - 15, 2007. The IMG recommended that the proposed amendment be approved by the NAT SPG. More information on the implementation is available at: [http://www.faa.gov/ats/ato/WATRS\\_Plus.htm](http://www.faa.gov/ats/ato/WATRS_Plus.htm).
- c.) There was considerable discussion on the maintenance and use of the Services Development Roadmap. Other working groups within the region had made recommendations on timelines and uses of the information. The roadmap was updated and provides an estimate of when certain implementations will take place within the NAT. It was decided that the roadmap be presented with two levels of detail. One for decision making and one for working group activities. The roadmap will reside on the ICAO EUR/NAT web site. It is the best information available as to when changes will occur and when certain equipages within the NAT would become mandatory.
- d.) NAT SPG Conclusion 42/18 called for the user groups to provide NAT/SPG 43 with information relative to the use of HF VOLMET services. This information is needed to allow for decision making with regards to the necessity of maintaining the HF VOLMET services.
- e.) SLOP was implemented to mitigate the possibility of lateral overlap of aircraft operating in oceanic and remote airspaces. The common misconception is that SLOP was developed as a contingency for use relative to wake turbulence encounters. The number of aircraft utilizing SLOP is a small percentage of the overall population of aircraft operating in oceanic airspace. The IMG asked the user groups to emphasize the reasoning for the implementation of SLOP and to ask that all training programs emphasize proper execution of SLOP and the importance of participating.
- f.) Over the past two years many changes have occurred with procedures published in the NAT Regional Supplementary Procedures (SUPPs) and PANS ATM (ICAO Document 4444). Because of the number of changes it was decided to divide them into separate packages to include:

- Material that was inadvertently removed from the NAT SUPPs which should be reinserted;
- The introduction of turn back contingency to cater for RNP 10 and RNP 4 applications;
- The need to develop procedures to sustain mass turn backs; and
- The inclusion of the SLOP in PANS ATM.

It was noted that it was the Secretariat's intention to present this material to the Air Navigation Conference in October 2007. To meet this deadline the NAT/SPG consultation process would need to be completed by September 1<sup>st</sup>. Since these procedures are pilot procedures it was decided that the OPS/Air Group would need to review the recommendations as well and would need to be completed by August 1<sup>st</sup> 2007.

- g.) The MNPS Airspace Operations Manual has not been updated since 2005. Since that time there have been many changes within the North Atlantic region. The group determined that the document was in urgent need of update and the Chairman agreed to inform the NAT Document Maintenance Office (DMO) of this urgent need.