

## IBAC Technical Report Summary

**Subject:** North Atlantic Procedures

**Meeting:** North Atlantic Implementation Management Group

**IBAC File:**

**Reported by:** David Stohr

### **Summary:**

The NAT IMG/22<sup>nd</sup> meeting was held in Shannon Ireland from May 6<sup>th</sup> through May 9<sup>th</sup> 2003. David Stohr, the IBAC IMG member, attended the meeting. The following items of discussion are of importance to business aviation:

- a.) The IMG reaffirmed that the end product of data link systems to be used in the North Atlantic Region (NAT) be SARPs compliant digital avionics.
- b.) The IMG recommended that the NAT Supplements be amended to show that Mach Number Technique is predicated on True (corrected) Mach.
- c.) The IMG recommended that the NAT Supplements be amended to provide for Non-RVSM aircraft be allowed to operate in RVSM airspace under certain conditions
- d.) It was reported that the work associated with the use of SATCOM for non-routine use had been completed and that consideration would now be given to routine use of SATCOM.
- e.) It was reported that the Volcanic Ash Contingency Plan for the NAT was complete.

A more detailed report is attached.

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

Aircraft operators must be reminded that when operating under Mach Number Technique, they are required to maintain True (corrected) Mach. If that means applying a correction factor, then that must be accomplished.

### **Decisions Required:**

None at this time.

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a.) The IMG reaffirmed its commitment to an air traffic control system in the NAT based on the SARPs compliant digital avionics of the Aeronautical Telecommunications Network. In years past it was agreed to support FANS1/A aircraft until the ATN was fully established. The next step involved the acceptance of the use of CPDLC and finally the use of Flight Management Computer Waypoint Reporting (FMCWPR). FANS1/A is in operational status with 35 % to 38% of position reports in the Gander and Shanwick OCAs reported automatically. Currently about 30% of all aircraft in the NAT are FANS capable, but it was reported that as many as 70% could be FANS capable with only a software change. The New York OCA implemented full CPDLC operations in March with Gander and Shanwick to enter phase 3 of their operational test in the September – October time frame. FMC WPR which relies on Aircraft Operational Control to allow for position reporting is to begin trials this year which would allow many more airplanes to do position reporting via data link. However, one of the concerns with FMC WPR was that operators who are FANS capable might opt for FMC WPR because it is more cost effective. In fact one airline indicated that was what they intended to do which was of concern to the group and led to the formulation of a conclusion to be approved at NAT SPG 39 that the digital ATN is still the desired outcome and that FANS should be the primary means of position reporting in the medium term with other means supported on as available basis.

b.) It was pointed out that information regarding Mach Number Technique (MNT) had been added to the new PANS-ATM (Document 4444) and therefore that same information was no longer required in the NAT Regional Supplementary Procedures (NAT Supps). A question was asked to clarify whether MNT was based on True Mach (cockpit indication corrected by an air data computer) or Indicated Mach (uncorrected). The group as a whole did not have an answer and indicated that there was no difference between true and indicated Mach. It was also stated that there is a mix of aircraft operating in the NAT and not all of them provide True Mach on the cockpit read out. It was therefore agreed that a single standard (True Mach) should be used and that the NAT Supps should be amended to clarify MNT being based on True Mach and operators should take whatever action necessary to maintain the assigned True Mach when operating in the NAT.

c.) It was pointed out that the NAT Supps did not contain the procedures required for a non-RVSM aircraft to operate in RVSM airspace. The information is contained in other documentation but not in the Supps. It was therefore agreed to propose an amendment to be added stipulating the procedures.

d.) It was reported that the work associated with the implementation of Satellite Communications (SATCOM) for non-routine use had been completed. It was pointed out that SATCOM was to be used only in emergency/contingency, HF black out, or total loss of radio communication situations. Short codes are provided for accessing the oceanic control agencies. For emergency/contingency operations the operator should contact the controller directly. For HF blackout or lost communications the radio relay stations should be contacted.

e.) It was reported that the Volcanic Ash Contingency plan had been complete. It was decided that Reykjavik and Shanwick should publish Aeronautical Information Circulars to make the information available to the users.