

## **IBAC Technical Report Summary**

**Subject: North Atlantic Operations, Airspace & Infrastructure Planning**

**Meeting: North Atlantic Systems Planning Group, 35th Meeting**

**IBAC File: 7. ICAO Planning and Implementation Groups**

### **7.8 NAT SPG/35**

**Reported by: Peter R. Ingleton**

Summary: Detailed report covers range of issues including; VHF 8.33 kHz Channel Spacing, expansion of RVSM, ACAS implementation, adherence to navigation cross-checking procedures, availability/sources of NAT operational documentation, Y2K Contingency planning, determination by IBAC of busav aircraft GPS fitment & auto-throttle equipage, IBAC priorities & resourcing for NAT SPG/IMG/ATMG.

Implications for Business Aviation:

1. Eff 7 Oct 99, non-8.33 kHz equipped aircraft will encounter operational constraints in NAT Oceanic/EUR transition airspace, as well as restrictions in EUR airspace.
2. Impact, incl timing, of RVSM Phase 3 implementation on non-RVSM approved busav aircraft operating at FL410.
3. Impact of implementation of RVSM in WATRS airspace.
4. Lead time, cost & training issues of foreshadowed mandatory carriage of ACAS.
5. In longer term, advent of RHSM if exclusionary will precipitate 'access' related issues.

Decisions Required:

IBAC P.O.C. to;

1. Review priorities/ resourcing for SPG/IMG/ATMG.

Recommend SPG & IMG take precedence.

2. Endorse survey on GPS & auto-throttle equipage.

Request cooperation of Affiliates.

3. Endorse continuation of annual analysis of IGA aircraft movements.

Recommend D.G. allocate USD 2,000.00 p.a. for contractor.

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## IBAC Report

Subject: North Atlantic Systems Planning Group, 35th Meeting (NAT SPG/35).

Date: 14-17 June 1999

IBAC Representatives: Ron Chafe & Peter Ingleton.

## Agenda

The Agenda included the following Items:

- Developments

- Planning and implementation

- Air navigation system review

- Documentation update.

## IBAC Submission

IBAC presented a Working Paper (NAT SPG/35-WP/9) prepared by Ron Chafe "IGA Statistical Data and a Status Report on IGA RVSM". This paper provided IGA aircraft movement data for 1996, 1997 and 1998, a comparison of IGA movements at various FL's with total movements, an analysis of IGA movements at and above FL390 and a summary of RVSM approvals.

## Highlights and Actions arising

NAT Implementation Management Group (IMG).

IBAC was accepted as Member of the IMG. The NAT SPG decision to admit IBAC to IMG will be reviewed in three years. Thus, in the meantime, IBAC will be expected to actively contribute to the work of IMG in a positive and constructive manner.

Action: IBAC Planning and Operations Committee to review priorities and resourcing in support of the declared commitment to NAT activities.

ACAS (aka TCAS-2).

The implementation date for ACAS in the NAT Region is 1 January 2000.

In the EUR Region, it has been determined that it will not be possible to meet the 1 January 2000 date for mandatory carriage of ACAS – Version 7.0. It is therefore intended to grant exemptions up to March 2001. The NAT IMG has therefore been tasked to determine an ACAS implementation strategy for the NAT Region taking account of on-going activities in the EUR Region.

## RVSM

Previous deliberations relating to the timing for implementation of NAT RVSM Phase 3

(i.e. above FL 390 and below FL310) indicated that this would take place in conjunction with the implementation of RVSM in the EUR Region, 24 January 2002. Subsequently,

and in response to IATA pressure, studies have recently been initiated to ascertain whether it would be possible to implement RVSM in some parts of the EUR Region prior to this date, possibly as early as March 2001. The IMG was therefore tasked to review the evolving plans for the implementation of RVSM in the EUR Region in order to determine when RVSM Phase 3 for the NAT Region should be implemented.

IATA foreshadowed its intention to submit a proposal regarding the timing of NAT RVSM Phase 3 for consideration by the IMG/16 Meeting, 1-5 November 1999. IATA's

immediate interest is believed to be downward extension to FL 290. However, should the proposal also involve upward extension i. e. to FL410 IBAC will need to be prepared to defend its interests.

On the basis of proposals from Norway (Bodo OCA), Portugal (Santa Maria OAC FIR) and the USA (WATRS) to implement RVSM in the NAT Region outside of MNPS airspace, the meeting agreed that RVSM be implemented in the entire NAT Region outside the lateral dimensions of MNPS airspace.

As regards WATRS, it was further agreed that the USA in co-ordination with the ICAO EUR/NAT Office will develop an appropriate proposal to amend ICAO Doc 7030, to be submitted on behalf of the NAT SPG. The USA will also take into consideration concerns expressed by IFALPA regarding convective activity in this airspace.

EUR Region Implementation of VHF 8.33 kHz Channel spacing 7 October 1999

The Group stressed that there was no requirement for 8.33 kHz Channel spacing in the NAT Region and to carry out the transition within NAT Region airspace would have a serious effect on NAT users. It was noted that France was in the process of developing, in conjunction with the UK and Ireland, appropriate ATC procedures to handle the transition.

Cross-checking procedures

Operators were, again, requested to inform flight crews of the need to adhere to published cross-checking procedures – as published in the Minimum Navigation Performance Specifications (MNPS) Operations Manual – when inserting way points and ,in particular, to display the full readout of the waypoint name on the FMS to avoid errors caused by corruption of the Navigation Database.

Action: IBAC Affiliates to convey to their Members.

Note: This point also needs to be included in Flight Crew Training programmes.

NAT Y2K Contingency Plan

The NAT Y2K Contingency Plan was endorsed and will be published on the NAT Programme Co-ordination Office web site.

Access to NAT Documentation

Documentation relating to Operations in the NAT Region can be obtained on the NAT Programme Co-ordination Office web site: <http://www.nat-pco.org>

Action: IBAC Affiliates to so advise their Members.

## MNPS OPS Manual

The recently published Eighth Edition of the MNPS OPS Manual has now been published on the NAT PCO web site.

Action: IBAC Affiliates to so advise their Members.

## Information on General Aviation Movements

IBAC was requested to provide the NAT Traffic Forecasting Group with the results of their studies with a view to clarifying the basis for and projections of the growth of IGA movements. Iceland and the UK were requested to provide information to IBAC to facilitate future analysis of IGA traffic.

Action: IBAC P.O.C. to note regarding resources implications.

## Core Navigation Study

The effect of the carriage of GPS navigation equipment on the probability of lateral overlap for aircraft on the same track and the possible affect on the vertical and longitudinal collision risk has given rise to a need to more accurately characterize the core navigation performance, which is currently a matter of speculation based on limited evidence. The co-operation of airspace users and operators, including IBAC, has been requested and will be necessary to determine the navigational equipment fit of aircraft fleets.

Action: IBAC, with support/cooperation of Affiliates. Target date Oct 99.

## Reduced Horizontal Separation Minima (RHSM).

In the context of ongoing RHSM studies by the IMG, IBAC has received a further request to obtain definitive information on the extent of equipage with auto-throttles of business aircraft engaged in NAT operations.

Action: IBAC, with support/cooperation of Affiliates. Target date Oct 99.

## Meeting Documentation

Copies of the Working Papers and the ICAO Report of the Meeting are on file at the IBAC Office in Montreal. Copies can be made available to IBAC Member Associations on request. ( info @ibac.org or tel ( 514) 954-8054 ).