

IBAC Technical Report Summary

Subject: North Atlantic Procedures

Meeting: North Atlantic Special Planning Group

IBAC File:

Reported by: David Stohr

Summary:

The NAT SPG/36 meeting was held at the ICAO offices June 6-8, 2000. David Stohr, the IBAC IMG member, attended the meeting. The following items of discussion are of importance to business aviation:

- a) NAT implementation of ACAS II requirement tied to European implementation of ACAS II
- b) Monitoring for the implementation of RVSM in the whole of the North Atlantic Region.
- c) Development of a plan for the transition from high frequency (HF) services to data link applications
- d) Establishment of a NAT systems planning group Economic and Financial Group (EFG)
- e) Release of North Atlantic operational errors video
- f) Operations in RVSM airspace by non approved aircraft

A more detailed report is attached.

Implication for Business Aviation:

Aircraft operating in the entire North Atlantic Region will be required to be equipped with ACAS II from March 31, 2001 based on the same requirements now in place in Europe.

The contract with ARINC to manage the GPS Monitoring Unit (GMU), for RVSM monitoring of aircraft, currently does not cover monitoring of aircraft operating in the Western Atlantic Route Structure (WATRS). The service providers and IATA have agreed to expedite a change to the financial agreement that will allow operators who fly the WATRS to use the resources under the current contract. However, the contract with ARINC lapses on 31 December 2000 and will not be extended.

The NAT SPG has produced a video highlighting common errors made by crews leading to deviations from coordinated oceanic crossing clearances. The video will be released in the near future and made available to all users for incorporation into training programs.

Aircraft that are not RVSM approved continuing to request flight in RVSM airspace without prior approval that will be tracked by the Central Monitoring Agency which will identify operators who may be abusing the exemption procedure. Appropriate action is to be taken with regard to the identified operators.

Decisions Required:

No decisions required at this time.

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1. Conclusion: From 31 March 2001 aircraft operating in the North Atlantic Region (NAT) must be equipped with ACAS II. The equipage requirement mirrors what is in place in Europe. The implementation is tied to the final implementation date in Europe. If the European date slides the NAT date will slide with it. Operators who fly in the NAT must be made aware of this requirement.

2. Conclusion: The current contract in place with ARINC, for RVSM monitoring, can not be used by aircraft operating in the Western Atlantic Route Structure (WATRS) because of the financial agreement between ICAO and ARINC. The signatories of the agreement will expedite a change in the wording of the existing financial agreement to allow all operators in the WATRS airspace to use the existing services. The current contract expires on 31 December 2000 and will not be extended. A new method of providing RVSM monitoring to operators in the WATRS area will be established by the IMG.

Operators flying in the WATRS area must be made aware of the current services available for RVSM monitoring and be encouraged to complete their aircraft monitoring before the end of the year while there will be no cost to them.

3. Conclusion: The NAT is developing a plan for the transition from the use of High Frequency (HF) radios for air traffic control in the NAT to the use of data link. To this end an ad-hoc meeting between the service providers will be held to develop an initial HF transition policy. The NAT IMG will be responsible for finalizing the plan.

Business aircraft operators need to be cognizant of these developments and monitor them closely. They must also interface with avionics manufacturers so systems capable of operating in the future data link environment will be available as the transition to data link occurs.

4. Conclusion: The NAT SPG has produced a training video showing the common mistakes that crews make leading them to deviate from their oceanic crossing clearance.

Business operators should be made aware of the availability of the training video. The video should be incorporated into training programs as required.

5. Conclusion: The NAT SPG has established a new working group called the Economic and Financial Working Group (EFG). This new group will work closely with the IMG providing input on financial impact of existing and new programs.

Business operators will have a membership on this new group through IBAC.

6. Conclusion: There have been increased occurrences of non-RVSM approved aircraft requesting flight in RVSM airspace without prior coordination. To this end it was determined that the NAT Central Monitoring Agency (CMA) should track this situation. The CMA will identify operators who are abusing the exemption procedure so appropriate action can be taken with regard to the identified operators.

Business aircraft operators should be aware that it is only under specific circumstances and with prior approval only that non-RVSM approved aircraft are allowed to fly in RVSM airspace.