

IBAC Technical Report Summary

Subject: North Atlantic Air Navigation and Flight Operations

Meeting: North Atlantic Systems Planning Group (NAT SPG/38) 11-13 June 2002

IBAC File: ICAO Planning and Implementation Regional Groups (PIRGS)

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Summary: The SPG continues to address a number of matters pertinent to bizav operations and operators. These include: Gross Navigation Errors (GNEs), monitoring of RVSM operations, the use of lateral offsets, use of SATCOM voice, introduction of CNS/ATM and the associated planning for HF transition i.e. regression, the latter items being closely to studies in progress related to economic and financial issues.

GNEs – based on flights per GNE, the overall performance for 2001 was superior to that for 2000 but significantly worse for both general aviation and military aircraft.

RVSM – noted that aircraft with single altimetry system proposed to be approved by the USA for DRVSM would not be compliant with requirements viz dual altimetry systems for international RVSM operations.

Lateral offsets – IBAC recorded its reservation regarding the decision to permit the PIC to assume responsibility for a lateral offset to the left of track (i.e. contrary to the prescribed procedure which permits only offsets to the right of track) to avoid wake turbulence.

RVSM – the USA was requested to take account of this issue in its ongoing planning and ensure that DRVSM database records and ATC procedures will be such as to ensure that aircraft not compliant with international RVSM requirements do not operate in international RVSM airspace.

SATCOM voice – encouraging progress reported by Iceland and Portugal regarding availability of SATCOM voice. Utilization of the service has been limited to date. Work now commencing regarding ground-initiated calls...costs and billing arrangements are among several outstanding issues.

Differentiation of International Communications Charges – an issue raised by IBAC, attracted considerable interest, will be subject of further study within SPG and also by ICAO Air Navigation Services Economics Panel.

Implication for Business Aviation:

Renewed emphasis required on strict adherence to sound navigation practices for MNPS operations. Opportunity exists to improve significantly on genav GNE performance.

Information regarding lateral offset procedures and avoidance of wake turbulence by bizav aircraft types should be include in flight crew training programmes and company operations manuals.

Decisions Required: IBAC POC to:

1. Explore new initiatives to reduce incidence of bizav GNEs
2. Encourage bizav operators to use of SATCOM voice for routine position reporting in the NAT Region.
3. Note the outcome of SPG action regarding procedure for lateral offsets

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