

IBAC Technical Report Summary

Subject: NAT Operations and Air Traffic Management

Meeting: *North Atlantic (NAT) Systems Planning Group 44th Meeting (NAT SPG/44)*

IBAC File:

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Summary: NAT SPG/44 was held in Paris, France, 17 to 20 June, 2008. Mr. Asgeir Pálsson chaired the meeting and Mr. Karsten Theil, Regional Director, EUR/NAT Office of ICAO assisted by Mr. Jacques Vanier, Mrs. Carole Green, Mrs. Nikki Goldschmid and Mr. Eikhan Nahmadov from the same Office and Mr. Chris Dalton from the ICAO Headquarters provided assistance and secretarial support. The adopted Agenda was as follows: 1) Developments, 2) Planning and implementation, 3) Air navigation system review, 4) Documentation update, 5) Any other business.

New member of the NAT SPG are; Mr Larry Lachance as the member for Canada, Mr Per Harald Pedersen as the member for Norway and Mr Matthew Temple-Smith as the member for the United Kingdom.

The NAT SPG was provided with highlights of ICAO's 36th Assembly. The ICAO Council will provide guidelines to States on the development of implementation plans concerning English language proficiency requirements, which came into effect on 5 March 2008.

A new Group has been created on International Aviation and Climate Change with a mandate to recommend an aggressive ICAO Programme of Action on International Aviation and Climate Change that Contracting States of ICAO could use to achieve emissions reductions.

The Assembly decided on various issues in terms of performance based navigation (PBN) implementation, including the need for familiarization seminars and training in all ICAO regions, the establishment of task forces under the Planning and Implementation Regional Groups (PIRG) framework, the development of tools to assist States with implementation of PBN and the development of ICAO provisions and guidance material.

Amendment 1 has been approved to the Procedures for Air Navigation Services Air Traffic Management (PANS ATM) (Doc 4444) with applicability date 15 November 2012. The Amendment could lead to a significant change to flight plan provisions and the flight plan form itself.

ICAO is examining a proposal to amend the PANS ATM in order to relocate the Strategic Lateral Offset Procedures (SLOP) from "Chapter 15 – Contingencies" to "Chapter 16 – Miscellaneous Procedures". This should help reduce some of the confusion regarding the status of the SLOP. The expected applicability date is 19 November 2009.

All Contracting States, as well as the international organizations, are urged to attend a Special Africa-Indian Ocean Regional Air Navigation Meeting (2008), convened by ICAO, to be held in Durban South Africa from 24 to 29 November 2008. The meeting will offer an opportunity to strengthen region wide commitments to resolving deficiencies and addressing critical safety issues. It will serve as a checkpoint for assessing progress of the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* in the AFI Region.

Work is progressing to implement Automatic Dependent Surveillance-Broadcast (ADS-B) and Very High Frequency (VHF) Direct Controller-Pilot Communications (DCPC) in the Hudson Bay area of Northern Canada (November 2008). Exclusionary airspace will be established in the Hudson Bay area between FL350 and FL400 inclusive effective mid 2009 depending on the percentage of aircraft equipped.

The Meeting was also informed about the progress of the Single European Sky interoperability implementing rule on Data Link Services (DLS). The implementing rule specifies the mandatory features for the provision and use of data link services. Formal adoption of the implementing rule is expected later this year by the EC. The Final Report envisions two milestones in datalink implementation: 7 February 2013 for all IFR flight above FL285 in the core European area and from 5 February 2015 within the remaining airspace of the EC member States above FL285.

The NAT Fans Central Monitoring Agency (FCMA) has been coordinating with International General Aviation (IGA) users to allow them to utilise the NAT ADS-C Waypoint Position Reporting (WPR) system. A draft set of Success Criteria for ADS-C WPR has been issued to the NAT Air Traffic Services Units and the IGA companies. The Gulfstream aircraft using the GULFSTREAM Software build designated as Certification Delta (or a later approved version) on the Honeywell Primus Epic platform operated by NJIINC (NetJets)/Gulfstream Aerospace Corp will be accepted into the NAT FANS service. As other manufacturers are equipped, the FCMA will assist them in entering the NAT FANS service as well.

CPDLC Phase IV has been successfully implemented in most NAT Flight Information Regions (FIR) except for Norway who has indicated that they are examining issues related to the implementation of CPDLC in Bodø Oceanic FIR.

The NAT Traffic Forecast Group (NAT TFG) anticipate International General Aviation flights to increase from 28,200 in 2007 to 47,600 in 2020, an average annual growth rate of 4.1%.

Santa Maria, São Miguel and Flores NDB's will be taken out of operation as of the AIRAC date of August, 28th, 2008.

The work of the NAT SMCG benefited from the participation of pilots at its Autumn 2007 meeting as a result of Representatives being provided by IBAC and IFALPA. Unfortunately, due to conflicting commitments, no such participation had occurred at the Spring 2008 meeting. The **user community** was strongly encouraged to ensure consistent pilot support for this important safety management activity within the SMCG.

The Tenth Edition of the NAT MNPS Airspace Operations Manual will be published electronically on the ICAO NAT Programme Coordination Office (PCO) website on

AIRAC date 28 August 2008. In the future, in the event of interim amendments being made to the NAT MNPS Airspace Operations Manual, an alert will be posted on the ICAO NAT PCO website and in the remarks section of the NAT Organized Track System Message.

A Symposium will be convened, from 3 to 5 November 2008 in the ICAO EUR/NAT Office to review the structure and working methods of the NAT SPG. It will develop a recommendation for a NAT SPG Safety Policy to describe how safety is managed in the NAT Region taking account of the GASP; to show the inter-relationship between the NAT SPG contributory groups with regard to safety management activities and to show how safety management information is to be exchanged between the NAT SPG contributory groups.

The NAT SPG/45 will be held at the ICAO EUR/NAT office 23 to 26 June 2009.

Implication for Business Aviation: Amendment 1 to the PANS ATM (Doc 4444) with applicability date 15 November 2012 could lead to a significant change to flight plan provisions and the flight plan form itself.

The proposal to amend the PANS ATM in order to relocate the Strategic Lateral Offset Procedures (SLOP) from “Chapter 15 – Contingencies” to “Chapter 16 – Miscellaneous Procedures” should help reduce some of the confusion regarding the status of the SLOP. Expected applicability date is 19 November 2009.

Note: implementation of ADS-B in the Hudson Bay area of Northern Canada (November 2008) with exclusionary airspace to be established between FL350 and FL400 inclusive effective mid 2009 depending on the percentage of aircraft equipped.

Note: the two milestones in European datalink implementation: 7 February 2013 for all IFR flight above FL285 in the core European area and 5 February 2015 within the remaining airspace of the EC member States above FL285.

Gulfstream aircraft using the GULFSTREAM Software build designated as Certification Delta (or a later approved version) on the Honeywell Primus Epic platform operated by NJIINC (Netjets)/Gulfstream Aerospace Corp will be accepted into the NAT FANS service. A draft set of Success Criteria for ADS-C WPR has been issued to the NAT Air Traffic Services Units and IGA companies. As other manufacturers are equipped, the FCMA will assist them in entering the NAT FANS service as well.

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Decisions Required: *Operators, flight training institutions, flight planning agencies and other service providers must keep aware of ICAO Document amendments, and future airspace/navigation requirements.*

To consider providing representation to the Special RAN Meeting to be held in Durban South Africa 24 to 29 November 2008 which will offer an opportunity to strengthen region wide commitments to resolving deficiencies and addressing critical safety issues.

To consider providing representation to the Symposium to be convened, from 3 to 5 November 2008 in the ICAO EUR/NAT Office to review the structure and working methods of the NAT SPG.

To ensure consistent IBAC pilot support for safety management activity within the SMCG Group.

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