

## **IBAC Bulletin 16 - 04**

### **Subject: NAT Region Operations**

*Editorial note: This Bulletin provides excerpts from the IBAC Summary Report of the NAT Procedures and Operations Group Meeting held 12-16 September 2016. The excerpts summarize the impact of the outcome of the meeting on business aircraft operations. The complete IBAC report can be accessed at <http://ibac.org/wp-content/uploads/2010/08/NATPOG-2-TechReport.pdf>*

#### **1. Reduced Lateral Separation Minima**

##### **1.1 RLATSM Phase 2**

- 1) RLatSM will currently remain on the core tracks of eastbound and westbound NAT Tracks. A 2 month notification of RLatSM Phase 2 will take place. At this time all NAT Tracks will be able to be used of 25nm lateral separation. Aircraft hoping to fly these tracks between FL350-390 will require proper equipage.
- 2) Filing ½ degree waypoints on flights operating through Gander and Shanwick outside the published RlatSM OTS should be discouraged, as it will almost always result in a reroute, this increasing pilot workload.

##### **1.2 RLATSM Phase 3**

Outside of NAT Tracks, flights not totally equipped for RLatSM can continue to flight plan. The reduced lateral will be applied only to targets of opportunity.

#### **2. CONTINGENCY PROCEDURES**

Once accepted and published, these amendments in Contingency Procedures will need special emphasis to pilots through an education process

**(Editorial note: The reader is encouraged to study the additional information provided at pages 2, 3 & 4.)**

### **3. CPDLC ROUTE UPLINKS**

**Do not expect CPDLC Route Uplinks in Gander, Shanwick and Reykjavik Airspace. New York and Portugal will continue to do so in their airspace.**

### **4. ICELAND UM137 (Confirm Assigned Route)**

**Flights traversing Reykjavik airspace may expect UM137**

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