



3 bis villa Emile Bergerat, 92522 Neuilly-sur-Seine Cedex, France

When replying please quote

Reference : EUR/NAT 11-0625.TEC (NAE/CUP)

11 October 2011

Subject : **Revised Proposal for Amendment of Regional Supplementary Procedures – Doc 7030/5**
(Serial No.: EUR/NAT-S 09/18-NAT 3-2)

Action required : Please reply not later than **25 October 2011**

Dear Sir/Madam,

1. I wish to communicate to you the attached proposal for amendment of Regional Supplementary Procedures (Serial No.: EUR/NAT-S 09/18-NAT 3-2), which has been originated by the United Kingdom. This amendment has been made in support of Strategic Objectives¹ A - *Safety* and C – *Environment protection and sustainable development of air transport*.
2. This revised version amends the original Proposal for Amendment, which was sent to you under cover of letter reference: EUR/NAT 10-0691.TEC (NAE/CUP) of 14 September 2010. This revision was proposed during the final consultations between the originator and the NAT SPG members in order to ensure a higher degree of flexibility in the implementation of the provisions stipulated in the proposal.
3. In accordance with the established procedure for the amendment of Regional Supplementary Procedures, I am to enquire whether your Administration has any objection to the proposal.
4. Since it is desirable to finalize action on this proposal with the minimum of delay, I shall be grateful if you will let me have your reply by the earliest practicable date, and, in any event, not later than **25 October 2011**.
5. In the event that the views of your Administration are not received by that date, it will be presumed that it has no objection to the proposed changes and the proposal will be processed accordingly.

Yours sincerely,

Luis Fonseca de Almeida
ICAO Regional Director
Europe and North Atlantic

Enclosure

¹ Strategic Objectives are available on www.paris.icao.int/welcome/pdf/strategic_objectives.pdf



ATTACHMENT

REVISED PROPOSAL FOR AMENDMENT OF THE REGIONAL SUPPLEMENTARY PROCEDURES, NAT REGION (Doc 7030/5)

(Serial No.: EUR/NAT-S 09/18 – NAT 3-2)

a) **Regional Supplementary Procedures:**

Doc 7030/5 – NAT

b) **Proposed by:**

The United Kingdom on behalf of the NAT SPG (NAT SPG Conclusion 46/2 refers)

c) **Proposed amendment:**

Editorial Note: Amendments are arranged to show deleted text using strikeout (~~text to be deleted~~), and added text with grey shading (text to be inserted).

1. *Insert* the following in NAT SUPPs, Chapter 3 – Communications, paragraph 3.3 - Controller Pilot Data Link Communications (CPDLC)

~~Nil.~~

Area of applicability

3.3.1 All aircraft intending to conduct flights in the airspace defined below shall be fitted with and shall operate controller-pilot data link communications (CPDLC) equipment:

- a) from 7 February 2013, on specified tracks and flight levels within the NAT organized track system (OTS); and
- b) from 5 February 2015, in specified portions of NAT minimum navigation specifications (MNPS) airspace.

Note 1.– The specified tracks and flight level band within the NAT OTS will be published by the States concerned in national AIPs and identified daily in the NAT track message.

Note 2.– The specified portions of NAT MNPS airspace and aircraft equipment performance requirements where applicable will be published by the States concerned in national AIPs.

Means of compliance

3.3.2 Operators intending to conduct flights within the airspace specified in 3.3.1 shall obtain CPDLC operational authorization, where applicable, either from the State of Registry or the State of the Operator. The State of Registry or the State of the Operator shall verify that the equipment has been certified in accordance with the requirements specified in RTCA DO-258/EUROCAE ED-100 or equivalent, capable of operating outside VHF data link coverage.

3.3.3 The services provided within the airspace specified in 3.3.1 shall comply with the Oceanic Safety and Performance Requirements as specified in RTCA DO306/EUROCAE ED122 or equivalent.

Note.— Additional guidance can be found in the ICAO Global Operational Data Link Document (GOLD).

2. Insert the following in NAT SUPPs, Chapter 5 – Surveillance, paragraph 5.4 – Automatic Dependent Surveillance – Contract (ADS-C)

~~Nil.~~

Area of applicability

5.4.1 All aircraft intending to conduct flights in the airspace defined below shall be fitted with and shall operate automatic dependent surveillance – contract (ADS-C) equipment:

- a) from 7 February 2013, on specified tracks and on specified flight levels within the NAT organized track system (OTS); and
- b) from 5 February 2015, in specified portions of NAT minimum navigation specifications (MNPS) airspace.

Note 1.— The specified tracks and flight level band within the NAT OTS will be published by the States concerned in national AIPs and identified daily in the NAT track message.

Note 2.— The specified portions of NAT MNPS airspace and aircraft equipment performance requirements where applicable will be published by the States concerned in national AIPs.

Means of compliance

5.4.2 Operators intending to conduct flights within the airspace specified in 5.4.1 shall obtain an ADS-C operational authorization, where applicable, either from the State of Registry or the State of the Operator. The State of Registry or the State of the Operator shall verify that the equipment has been certified in accordance with the requirements specified in RTCA DO-258/EUROCAE ED-100 or equivalent, capable of operating outside VHF data link coverage.

5.4.3 The data link services provided within the NAT airspace shall comply with the Oceanic Safety and Performance Requirements as specified in RTCA DO306/EUROCAE ED122 or equivalent. Conformance monitoring shall provide alerts to the controller when reports do not match the current flight plan and the following ADS contracts shall be used:

- a) ADS periodic contracts at an interval consistent with safety requirements and published by the States concerned in national AIPs; and
- b) ADS event contracts that include the following event types:
 - 1) lateral deviation event (LDE) with a lateral deviation threshold of 9.3 km (5 NM) or less;
 - 2) level range deviation event (LRDE) with a vertical deviation threshold of 90 m (300 ft) or less; and
 - 3) waypoint change event (WCE) at compulsory reporting points.

Note.— Additional guidance can be found in the ICAO Global Operational Data Link Document (GOLD).

d) **Date when proposal received:**

August 2010

e) **Proposer's reason for amendment:**

1. The CPDLC and ADS-C implementation based on RTCA DO-258A/EUROCAE ED-100A (or ED-100) avionics standards started in the ICAO NAT Region at the end of 1990. The provisions for data link services contained in RTCA DO306/EUROCAE ED122 apply and will provide the guidelines against which actual communication and surveillance performance are measured. Data link service enhances ATM surveillance and intervention capabilities and is seen as instrumental in allowing reduction of collision risk and meeting the NAT TLS. This is particularly vital for the reduction of collision risk in the vertical plane where the NAT TLS is currently not being met. The use of ADS-C for conformance monitoring of an aircraft position in vertical and horizontal plane will help towards resolving this significant safety issue. The use of ADS-C would also greatly facilitate search and rescue operations and location of an aircraft following an accident in oceanic airspace.

In order to achieve the foregoing safety objectives, it is important to increase the level of data link equipage in the NAT. The current level of data link usage in the NAT has reached 45-50% and continues to grow. Introducing mandatory data link equipment carriage requirement will increase the NAT data link equipage level and help in meeting the NAT TLS.

2. The European Commission (EC) adopted the Data Link Service Implementing Rule (DLS IR) in early 2009. This requires implementing CPDLC in designated areas within the EUR Region based on the requirements contained in RTCA DO-280B/EUROCAE ED-110B, Interoperability Requirements Standard for ATN Baseline 1 (INTEROP ATN B1). This implementation will not meet the NAT Region operational needs. However, the DLS IR exempts aircraft fitted with RTCA DO-258A/EUROCAE ED-100A (or ED-100) compliant data link equipment and with an individual certificate of airworthiness first issued before 1 January 2014 for the life of that particular airframe. Aircraft commissioned after this date and required to operate in the NAT would also need to equip with DLS IR compliant data link equipment in order to operate in the designated areas within the EUR Region.
3. For the purpose of application of paragraphs 3.3.1 a) and 5.4.1 a), the specified tracks within OTS would be typically the two central and most densely populated tracks between FL 360 and F 390, as published by the States concerned in their respective AIPs.

f) **Proposed implementation date of the amendment:**

Upon approval by the Council.

g) **Proposal circulated to the following States and international organizations:**

The proposal has been circulated to the following States and International Organizations:

Afghanistan	Bangladesh	Canada
Albania	Belarus	Cape Verde
Algeria	Belgium	Central African Republic
Andorra	Benin	Chad
Angola	Bhutan	Chile
Argentina	Bosnia and Herzegovina	China
Armenia	Botswana	Colombia
Australia	Brazil	Congo
Austria	Brunei Darussalam	Côte d'Ivoire
Azerbaijan	Bulgaria	Croatia
Bahamas	Burkina Faso	Cuba
Bahrain	Cameroon	Cyprus

Czech Republic	Luxembourg	Somalia
Democratic People's Rep. of Korea	Madagascar	South Africa
Democratic Republic of the Congo	Malaysia	Spain
Denmark	Maldives	Sri Lanka
Djibouti	Mali	Sudan
Dominican Republic	Malta	Suriname
Ecuador	Mauritania	Swaziland
Egypt	Mauritius	Sweden
Eritrea	Mexico	Switzerland
Estonia	Monaco	Syrian Arab Republic
Ethiopia	Mongolia	Tajikistan
Finland	Montenegro	Thailand
France	Morocco	The former Yugoslav Republic of Macedonia
Gabon	Mozambique	Togo
Gambia	Namibia	Trinidad and Tobago
Georgia	Nepal	Tunisia
Germany	Netherlands	Turkey
Ghana	New Zealand	Turkmenistan
Greece	Niger	Uganda
Guinea-Bissau	Nigeria	Ukraine
Haiti	Norway	United Arab Emirates
Hungary	Oman	United Kingdom
Iceland	Pakistan	United Republic of Tanzania
India	Paraguay	United States
Indonesia	Philippines	Uruguay
Iran (Islamic Republic of)	Poland	Uzbekistan
Iraq	Portugal	Venezuela
Ireland	Qatar	Viet Nam
Israel	Republic of Korea	Yemen
Italy	Republic of Moldova	Zambia
Jamaica	Romania	Zimbabwe
Japan	Russian Federation	
Jordan	San Marino	Eurocontrol
Kazakhstan	Saudi Arabia	IACA
Kenya	Senegal	IAOPA
Kuwait	Serbia	IATA
Kyrgyzstan	Seychelles	IBAC
Latvia	Sierra Leone	IFALPA
Lebanon	Singapore	
Libyan Arab Jamahiriya	Slovakia	
Lithuania	Slovenia	

h) Secretariat comments:

1. This proposal for amendment was first reviewed and agreed by the 46th Meeting of the NAT SPG (22-25 June 2010). Following the circulation of the proposal and in response to comments received from one State, changes were reviewed and agreed by the 47th Meeting of the NAT SPG (13-16 June 2011). Additional revisions were made to ensure a higher degree of flexibility in the implementation of the provisions stipulated in the amendment proposal after NAT SPG/47 in coordination between the originator and the NAT SPG members.
2. The flight planning provisions related to handling of data link equipped aircraft are being addressed as part of a separate proposal for amendment initiated by the NAT SPG in order to review the NAT SUPPs in view of Amendment 1 to Doc 4444. The foregoing proposal was approved by NAT SPG/47 and submitted to ICAO for global consultation in line with the formal Doc 7030 amendment procedure.