

## **IBAC Technical Report Summary**

**Subject: NAT Operations and Air Traffic Management**

**Meeting: North Atlantic (NAT) Procedures and Operations Group 1<sup>st</sup> Meeting**

**Reported by: Tom Young**

POG1 took place at in Bodo, Norway; 14 to 18 of March 2016. In attendance were ANSP representatives for Canada, USA, Portugal, Ireland, Iceland, United Kingdom, France, and Norway. The users were represented by IBAC and IATA. Regulatory representation from Canada was also in attendance. Invited but not attending were Denmark, Spain and IFALPA.

### **GENERAL REPORT**

#### **IMPROVEMENTS IN ICELANDIC AIRSPACE;**

- Iceland is joining Gander and Shanwick in the providing RLatSM and RlongSM in their area this coming November.
- Reykjavik will also introduce the use of UM137 (Confirm Assigned Route)
- Reykjavik will reroute aircraft onto a ½ degree RLatSM track using UM79 (Reroute Message)  
\*this is currently not available in Gander or Shanwick areas.

**IMPACT ON GA** – improved service in Icelandic Airspace and more options for FANS equipped aircraft

#### **UPDATE ON REDUCED LATERAL SEPARATION MINIMA (RLATSM);**

- It appears that aircraft have been slow to avail of the RLatSM tracks but it is slowly increasing. Shanwick and Gander are confident that although the ½ degree track is not being used as much as expected, the full degree RLatSM tracks are gaining popularity. IATA said that flight planning systems will pick the best track based on all information received. One interesting point is that the weather used by Gander and Shanwick to develop the OTS is outdated and replaced by new weather by the time a lot of flight plans are filed.
- The goal of the RLatSM Phase 1 trial is to provide confidence for all stakeholders to decide whether the trial should proceed to Phase 2 (all OTS) as detailed in the RLatSM Implementation Plan. Shanwick and Gander operational procedures and safety management systems have been put in place to continually monitor the trial status on a daily basis.
- It was noted offline that General Aviation Aircraft are performing very well in the RLatSM environment.

**IMPACT ON GA** – availability of more random routing airspace as footprint for NAT Tracks reduces in phase 2 of RLatSM. For equipped aircraft flying NAT Tracks, possibility of being in prime winds increases

## **UPDATE ON ADS-C Reporting Interval Task Force**

We received an update on the work of the APAC/NAT ADS-C Reporting Interval Task Force which is a to determine the technically feasible minimum ADS-C periodic reporting interval to maximize benefits that can be derived from the system in terms of reduced separation. A request for suggestions for testing was issued.

IBAC Suggestions as listed below were noted and became a part of final

- a) Testing scenarios should include areas with good VHF and SATCOM coverage, areas with sparse VHF coverage, and areas where satellite spot beam and satellite switching occurs;
- b) Testing should include all aircraft types with operational ADS-C data link;
- c) Testing is recommended over a full calendar year to account for seasonal variations;
- d) Testing on an individual aircraft can be accomplished by an ANSP by switching between ADS-C periodic contracts with nominal periodic rates and new contracts with higher rates;
- e) When testing multiple ADS-C contracts with multiple ANSPs, it should be noted that ARINC 618 requires that the aircraft receive an acknowledgement of an ADS-C downlink before the next downlink can be sent. Network delays can result in delays in delivery of ADS-C messages to the next ANSP;
- f) Suggested deliverables would include ANSP ADS-C Performance analyses in accordance with the GOLD.

POG highlighted the importance of continuing this work within the framework described by the ToR of the task force and avoiding project creeping. .

## **FAA ADS-B ITP**

- Questions to FAA on the issuing of an ADS-B ITP with turn resulted in wording to ensure that the minimum required separation between all flights was maintained.

## **INFORMATION PAPER FROM SEPARATION AND AIRSPACE PANEL**

- The SASP informed POG they have undertaken to access contingency and weather deviation events and procedures as they relate to operations in a reduced horizontal separation environment enabled by enhanced surveillance.
- Their biggest concern is the reduced airspace in which to manoeuvre during contingencies and weather deviations, as a result of reduced lateral standards being introduced, as low as 23 miles lateral and 5 minutes longitudinally.

## **NO SELCAL TRIAL;**

- Ongoing efforts to eliminate the mandatory SELCAL checks on the NAT championed by IATA. This has gone from meeting to meeting without any sort of recommendation or resolution.
- The matter has been taken to a PROJECT TEAM that has a 6 month time period to report back to the POG at September meeting.

**IMPACT ON GA** – If the trial eventually takes place, it will require less HF reporting on oceanic flights

## **VOLCANIC ASH CONTINGENCY PLAN**

- Iceland has decided to amend the plan for their airspace.
- They will provide ATC services in a normal manner, including the issuing of reroutes, flight level and speed change clearances to aircraft operating or planning to operate inside areas contaminated with volcanic ash and when required due to traffic.
- They are shifting the responsibility of the pilot in command and/or their company to determine whether they will allow their aircraft into these areas. ATC will not police this. ATC will continue on normal operations and make it up to the operator to educate themselves and determine whether to fly into the area or not

**IMPACT ON GA** – Pilots will have to be extremely aware during any period of volcanic ash contamination. It will be their ultimate responsibility to make decisions on flying through or avoiding such airspace.

## **NAT DATA LINK MANDATE**

- Operators should only file FANS Data Link Capabilities in the ICAO Flight plan when it is operational.
- Any non DLM flight may request to climb or descend through NAT DLM airspace. These request will be considered on a tactical basis.
- If an aircraft is experiencing a contingency situation, this does not apply.
- If a flight plan route is contained within ATS surveillance and VHF coverage, the flight is not required to have DLM.

**IMPACT ON GA** – It is import to remember that in the northern portion of the NAT under ADS-B and Radar surveillance DLM is not required. Also remember that climb or descent through DLM required airspace is permitted.

## **NAT RADIO COMMUNICATIONS FAILURE PROCEDURES**

- The group agreed that these need review but no firm action was taken.

## **REMOVAL OF NAT OPS BULLETINS**

- State letters will be issued when bulletins are removed or changed. It is going to NAT IMG to determine what is appropriate NAT Ops Bulletin Material.

## **INCREASE IN RVSM RANGE**

- Discussions between interested parties was begun off line to seek an increase in the maximum altitude of RVSM. People even suggested up to FL500. This would increase the available flight level ranges./ The current generation of aircraft are routinely flying at FL410 and above and with improvements in avionics occurring more higher flight levels would be helpful.

**IMPACT ON GA** – More flight levels, especially good for random routing for aircraft that are RVSM. Downside is for aircraft that currently must fly above FL410 because of RVSM issues, it would force them to fly either extremely high above RVSM or at FL280 and below.

## **SCHEDULE**

**POG2 – Paris September 12 – 16, 2016**

**POG3 – Dublin March 20 - 24**