

IBAC Technical Report

Subject: North Atlantic Procedures

Meeting: North Atlantic Implementation Management Group (NAT IMG/40)

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The NAT IMG/40 meeting was held at the Paris ICAO NAT/European office 7-10 May 2012. The following items are of importance to Business Aviation.

- At NAT IMG/39 it was reported that the United Kingdom and Ireland plan to implement a single transition altitude at 18,000 feet/FL180 during November 2013. Progress for the change is on target to meet the implementation date as planned.
- The development of the new ICAO flight form is progressing on schedule to meet the implementation date of 0000 UTC on 15 November 2012. Flight plan originators are reminded that the new form will not be accepted more than three days prior to the effective transition date, the old form will not be accepted after the transition date. For states served by Eurocontrol, the transition date will be honored.
- During February 2012 the ICAO EUR/NAT office issued a NAT Region Update bulletin regarding recent updates to operating procedures in the NAT Region. 1) Changes to the weather reporting requirements associated with routine position reports and 2) changes to the In-Flight contingency procedures. Both changes are included in the current version of NAT DOC 007. Operators are reminded to update applicable NAT operating procedures manuals and comply with these changes.

- During the period of April – December 2011 the Shanwick oceanic control area (OCA) evaluated 1411 pairs of aircraft using Reduced Longitudinal Separation Minimum (RLongSM) with appropriately equipped aircraft. There were no safety events observed during this period attributed to RLongSM.
- Gander reported similar results in their OCA. RLongSM continues to be applied in both the Shanwick and Gander OCA's on a tactical basis for CPDLC and ADS-C equipped aircraft.
- Reduced Lateral Separation (RLatSM) will be introduced in the NAT Region in coordination with the implementation of the Data Link Mandate (DLM) and the transition from MNPS Navigation approvals to RNP 4 approvals. Phase 1 application of the ½ degree separation standard will be used on the two core tracks of the OTS beginning in the 2014/2015 time period. Only aircraft with the appropriate RNP approval, ADS-C and CPDLC will be permitted to operate on the ½ degree spaced tracks. Phase 2 and 3 implementation dates and effected airspace have not been determined.
- The NAT IMG endorsed the Data Link Mandate Implementation Plans for Phase 1 (February 2013) and Phase 2 (February 2015). The Data Link Mandate (DLM) implementation of Phase 1 will be applied to Specified Tracks and FL's within the NAT OTS effective 7 February 2013. Phase 2 of the DLM will expand the effected airspace within the NAT MNPS airspace to be applied beginning 5 February 2015. A policy for the accommodation of aircraft not Data Link equipped after Phase 2 implementation is in development and will be published June 2014.

- The planned schedule to transition Navigation Requirements within the NAT MNPS airspace to Performance Base Navigation (PBN) based on the RNAV10 (RNP) or RNP 4 approvals as reported after the NAT IMG/39 meeting is still valid and progressing in accordance with the planned schedule.

- As a reminder operators are reminded develop policies and procedures to apply the Strategic Lateral Offset Procedures (SLOP) within the MNPS airspace.

This report is provided for information to operators. No immediate action is necessary, however it should be noted that aircraft equipage plans should be reviewed in preparation of the additional requirements during the next few years.