

## **IBAC Technical Report Summary**

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

**Meeting: North Atlantic (NAT) Air Traffic Management Group 33<sup>rd</sup> Meeting (ATMG/33)**

**IBAC File:**

**Reported by: Brian Bowers**

**Summary:** *ATMG/33 was held in Glasgow, Scotland, March 16-20, 2009. Mr. Dave Rose chaired the meeting and Mrs Carole Green from the ICAO European and North Atlantic (EUR/NAT) Office, was the Secretary.*

*The principal objective of this meeting was to address the work programme established for it by the NAT IMG; discuss ways and means to reduce coordination errors; develop procedures for the use of Automatic Dependant Surveillance – Contract (ADS-C) for conformance monitoring; plan for reductions in longitudinal and lateral separation minima; discuss ways and means to optimize the use of High Frequency (HF) communications; develop procedures for the application of 5 minutes separation for climb/descent between GNSS aircraft; develop a concept of operations for an operational trial of the application of 5 minutes reduced longitudinal separation between ADS-C aircraft and update the NAT Region Contingency Plans.*

*The Group again discussed the information regarding the correct interpretation of CPDLC uplink message elements containing the words “AT” and “BY” which had been developed for inclusion in the Guidance Material for ATS Data Link Services in NAT Airspace (NAT Data Link GM). This information has been noted in the ATMG32 Final Report and the ATMG32 Technical report which have posted on the IBAC website and the CNS/ATM AG SharePoint site. It is important to take all reasonable steps to promulgate the correct understanding of these messages. This information will also be included in a State Letter to be drafted for the purpose of increasing awareness of certain flight crew procedures documented in the NAT Data Link GM.*

*The clarification provided by the NAT IMG that RCP 240 is to be used as a planning tool with regards to the planned operational trial to reduce longitudinal separation between ADS-C aircraft was noted. During the trial, actual performance of the communications system will be measured against RCP 240 and will be assessed to determine whether it is sufficient to safely and efficiently support the new application. It was noted that the performance of the current communications system is already being assessed against RCP240 and the ATMG expressed concern as to how this information could be used to determine whether it is appropriate to begin an operational trial. The group will seek further clarification from the NAT IMG.*

*The Group will review at its next meeting, the use of conditional clearances with a view to standardizing the phraseology and data link messages. Guidance material will then be developed so as to document these messages and provide explanations for their use. The material will also be proposed for inclusion in the NAT MNPS Airspace Operations Manual and NAT Doc 001. IATA and IBAC will promulgate the resulting guidance information once it was developed.*

*Flight crews must avoid flying the flight plan instead of their clearance!*

*Initial assessment indicates RNP4 may support reduced lateral separation of 25nm. The Group agreed to ask for further information from the NAT SARSIG and Headquarters ICAO to clarify*

*the PBN Manual in relation to RNP4 and GNSS equipage.*

*The Group noted the value of forums such as the NAT Airspace Users Conference where airspace users and ANSPs can exchange information regarding current operational practices and requirements. The United States will be developing a draft agenda/programme for a NAT Airspace Users Forum and IBAC and IATA agreed to assist in determining whether such a forum would be considered useful and be supported by the user community. An update will be provided to NAT ATMG/34*

*Progress has been made by Canada and Iceland with their ADS-B implementation programme which will create a surveillance area in a significant portion of the NAT Region as early as 2010.*

*Canada, Iceland and Portugal have implemented the application of 5 minutes for climb/descent between GNSS equipped aircraft on 15 January 2009. The Group was advised that extra workload was required to apply the minimum because many flights are not including an indication of GNSS equipage in their flight plan. It was agreed to add text to the draft flight crew guidance material explaining this requirement and its importance with regard to enabling a more timely application of the standard.*

*The Group noted that, on 3 May 2009, Iceland would begin using GNSS for the application of the traditional DME longitudinal separation in accordance with the revisions to Doc 4444, 5.4.2.3 which had been approved in November 2007.*

*The liberalization of flight planning rules within the Lisbon FIR/UIR effective May 7, 2009 will allow flights operating above FL245 to flight plan direct routes from entry points, through the Lisbon FIR/UIR to exit points*

*The ATMG has recommended to the NAT IMG that a NAT Region data link mandate ( to require the use of CPDLC and ADS-C) be implemented by 2012 on the Core Tracks between FL350 and FL400 inclusive; by 2013 for aircraft operating on laterally expanded Core Tracks between FL350 and FL400 inclusive; and by 2015 for aircraft operating in MNPS airspace between FL350 and FL400 inclusive. In all phases, the mandatory areas will not include airspace where ATS surveillance services are being provided.*

*The NAT Region Contingency Plans will be formatted and posted on the ICAO NAT PCO website as soon as practicable. The mass turn back procedures will be included in the plan once their development has been completed by the NAT OPS/AIR subgroup.*

*It has been recommended that the 34<sup>th</sup> meeting of NAT ATMG take place in Santa Maria, Portugal, from 7 to 11 September 2009.*

**Implication for Business Aviation:** Business Aviation should remain abreast of new requirements and availabilities within the NAT Region and adjoining interface airspaces.

**Note.** The problems associated with the use of the terms “AT” or “BY”. A cautionary has been issued and a more precise explanation of the intent of uplink message elements that contain the words “AT” or “BY” will be expanded upon **in a future IBAC advisory.**

**Note.** The use of RCP 240 as a planning tool with regards to the planned operational trial to reduce longitudinal separation between ADS-C aircraft.

**Note.** The review of the use of conditional clearances with a view to standardizing the phraseology and data link messages. Guidance material will be developed so as to document these messages and provide explanations for their use and **IBAC will promulgate** the resulting guidance information once it is developed.

**Note.** The United States will be developing a draft agenda/programme for a NAT Airspace Users Forum and **IBAC will be polling** the membership to determine whether such a forum is valuable and would be supported by the business aviation community.

**Note.** Canada and Iceland using ADS-B will create a surveillance area in a significant portion of the northern NAT Region as early as 2010.

**Note.** Canada, Iceland and Portugal have implemented the application of 5 minutes for climb/descent between GNSS equipped aircraft on 15 January 2009.

**Note.** Iceland on 3 May 2009 will begin using GNSS for the application of the traditional DME longitudinal separation.

**Note.** Effective May 7, 2009 NAT flights operating above FL245 may flight plan direct routes from entry points, through the Lisbon FIR/UIR to exit points

**Note.** The recommended NAT Region data link mandate to require the use of CPDLC and ADS-C is to be implemented in phases.

**Note.** The NAT Region Contingency Plans will be formatted and posted on the ICAO NAT PCO website as soon as practicable. The mass turn back procedures will be included in the plan once their development has been completed.

**Decisions Required:** In-depth consideration of the NAT areas under discussion are necessary to keep on a par with or ahead of requirements.

To determine whether a NAT Airspace Users Forum would be valuable and would be supported by the business aviation community.

To determine the timely acquisition of equipment, degree of training and certification required to meet the requirements to efficiently continue accessing NAT airspace.

Flight crews must avoid flying the flight plan instead of their clearance.

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