

Operations in NAT MNPS Airspace

1. Flight crew guidance for the application of 5 minutes separation for climb/descent between GNSS equipped aircraft

IBAC has been requested by the ICAO Paris Office to bring this subject to the attention of operators.

Please refer to the guidance provided by ICAO per the [attachment hereto](#).

2. Correct validity times of the NAT Organized Track System

IBAC has been requested by the ICAO NAT Air Traffic Management Group (ATMG) to bring this subject to the attention of operators.

Some operators are not aware of the correct validity times of the NAT Organized Track System. This information is included in the NAT Track Message, however it had been found to be incorrect in the operations manuals of some operators. Documentation should be in accordance with the information published in the NAT MNPS Airspace Operations Manual (Section 2.3 – NAT Track Message).

3. Adherence to Strategic Lateral Offset Procedure (SLOP)¹

IBAC has been requested by the ICAO NAT Air Traffic Management Group (ATMG) to bring this subject to the attention of operators.

There is a NAT SUPPs proposal for amendment being circulated for State comment regarding the application of SLOP. The purpose of this amendment is to re-introduce NAT Region provisions regarding the SLOP and encourage flight crews to adopt SLOP so as to maximize its risk reduction potential in the NAT Region. The ATMG has become aware that some operators have not included information regarding SLOP in their flight operations manuals and/or do not properly inform flight crews regarding the procedure. SLOP is to be routinely applied and adhered to in the NAT Region.

¹ Excerpt from ICAO Document 4444 PANS ATM

15.2.4.1.1 The decision to apply a strategic lateral offset shall be the responsibility of the flight crew. The flight crew shall only apply strategic lateral offsets in airspace where such offsets have been authorized by the appropriate ATS authority and when the aircraft is equipped with automatic offset tracking capability.

15.2.4.1.2 The strategic lateral offset shall be established at a distance of 1.85 km (1 NM) or 3.7 km (2 NM) to the right of the centre line relative to the direction of flight.

Note 1.— Pilots may contact other aircraft on the inter-pilot air-to-air frequency 123.45 MHz to coordinate offsets.

Note 2.— The strategic lateral offset procedure has been designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. If wake turbulence needs to be avoided, one of the three available options (centre line,

1.85 km (1 NM) or 3.7 km (2 NM) right offset) may be used.

Note 3.— Pilots are not required to inform ATC that a strategic lateral offset is being applied.

Flight crew familiarization –the application of 5 minutes for climb/descent between GNSS equipped aircraft in parts of the North Atlantic (NAT) Region

September 2009

NOTE: This bulletin represents provisional guidance for flight crews, pending incorporation into the appropriate NAT Region documentation.

You are invited to assist in updating this document by providing suggestions, comments, and/or corrections to the European and North Atlantic Office of ICAO via email at icaoearnat@paris.icao.int

Introduction On 15 January 2009, a new separation minimum was introduced in the following North Atlantic (NAT) oceanic control areas (OCA): Gander, Reykjavik and Santa Maria. The information in this bulletin has been prepared to explain the separation minimum, explain how it will be applied, explain how to comply with the associated air traffic control instructions and explain possible issues that may arise from the implementation.

Flight planning The new minimum is applied only between Global Navigation Satellite Systems (GNSS) equipped aircraft. In accordance with the procedures for completing the ICAO flight plan (FPL), GNSS equipage may be indicated by inserting the letter “G” in Item 10. In order for ATC to quickly and efficiently apply the new minimum in NAT airspace, it is important that GNSS equipage be indicated in the FPL. Otherwise, flight crews must be queried regarding their equipage and the time taken for this task may make it impossible to subsequently grant the climb or descent.

The minimum This “5 minutes GNSS” minimum is a variation of a standard that is applied in domestic airspace, outside areas of radar coverage. In domestic airspace, position reports are used to determine the time interval between a pair of aircraft passing over the same location, usually a NAVAID.

Safety studies have confirmed that the accuracy of GNSS navigation and reporting is sufficient to safely use the position reports made by GNSS equipped flights in the NAT Region to apply this standard in oceanic airspace.

To apply the standard, air traffic controllers must:

- a) Verify that the time interval between flights is at least 5 minutes and will be at least 5 minutes during the time when vertical separation does not exist; and
- b) Ensure that the climbing or descending aircraft will commence its vertical manoeuvre no later than 10 minutes after the second aircraft in the pair has passed the common reporting point.

This minimum is essentially a special case which allows air traffic controllers to temporarily reduce the usual longitudinal spacing between aircraft to allow one aircraft to climb or descend through the altitude of another.

Application In the NAT Region, it is recognized that the use of 3rd party HF communications and Controller Pilot Data Link Communications (CPDLC) could make it difficult for air traffic controllers to ensure that the altitude change will commence within the required 10 minute time frame. As a result, it was determined that restrictions would be included with the clearance if it was issued by a third party or via CPDLC. There are two possible restrictions:

1. an instruction for the flight to leave its current flight level no later than a specified time; or

2. an instruction for the flight to reach its new flight level no later than a specified time.

In the case of the Reykjavik and Santa Maria OCAs, it has been determined that option 2 will be used, because the same restriction can be issued via voice or using standard CPDLC message elements; for example DESCEND TO REACH [altitude] BY [time] or CLIMB TO REACH [altitude] BY [time]. This type of restriction is commonly used in the NAT Region.

In some cases, air traffic controllers will not be permitted to apply this minimum unless the altitude difference between the flights concerned is 4,000 feet or less.

How to comply As explained above, it is very likely that flight crews will receive a conditional clearance (also known as a restricted clearance) when air traffic controllers are applying this minimum. A significant number of the vertical errors that occur each year in the NAT Region involve incorrect execution of conditional clearances. It is extremely important that flight crews ensure they understand and comply with every condition or restriction contained in the clearance.

Restriction	What is expected
<p>Voice CLIMB TO REACH FLIGHT LEVEL 390 AT OR BEFORE 1325</p> <p>CPDLC CLIMB TO REACH F390 BY 1325</p>	<p>Arrange the climb so that the aircraft is at FL390 no later than 1325 UTC.</p> <p>If it will not be possible to be level at FL390 at or before 1325 UTC: VOICE: Do not commence climb and advise ATC of the situation. CPDLC: Do not ACCEPT the clearance; reply UNABLE and do not climb.</p>
<p>Voice DESCEND TO REACH FLIGHT LEVEL 320 AT OR BEFORE 1403</p> <p>CPDLC DESCEND TO REACH F320 BY 1403</p>	<p>Arrange the descent so that the aircraft is at FL320 no later than 1403 UTC.</p> <p>If it will not be possible to be level at FL320 at or before 1403 UTC: VOICE: Do not commence descent and advise ATC of the situation. CPDLC: Do not ACCEPT the clearance; reply UNABLE and do not descend.</p>
<p>Voice LEAVE FLIGHT LEVEL 350 AT OR BEFORE 1502</p> <p>CPDLC The following NAT Preformatted Freetext CPDLC Message will be used: LEAVE [flight level] AT OR BEFORE [time]</p>	<p>Begin the climb or descent no later than 1502 UTC.</p> <p>If it will not be possible to leave FL350 at or before 1502 UTC: VOICE: Do not commence climb or descent and advise ATC of the situation. CPDLC: Do not ACCEPT the clearance; reply UNABLE and do not climb or descend.</p>

Possible issues There are some possible issues for flight crews that may arise from the application of this minimum.

Traffic Alert and Collision Avoidance System (TCAS) – This minimum allows air traffic controllers to temporarily reduce the longitudinal spacing significantly. This means that it is possible that flights will detect other flights climbing or descending through their altitude, because the distance could reduce to approximately 40NM. If there is any concern regarding the proximity of another aircraft, flight crews must not hesitate to clarify the situation and take appropriate action to ensure safety of flight.

Differences in application – Different ATC units will apply this minimum differently. This means that it is not possible to provide every potential clearance or restriction that may be used. As well, other operational circumstances may dictate that additional instructions be included with the clearance, making it even less possible to explain every possible clearance or instruction that may be issued. If there is any doubt about the intent of a clearance or a restriction, it is critical to contact ATC, via voice or CPDLC, to confirm the intent.

Examples of clearances

VOICE	CPDLC
REYKJAVIK OAC CLEARS AIRLINER 186, CLIMB TO REACH FLIGHT LEVEL 340 AT OR BEFORE 1715. REPORT REACHING	[UM26] CLIMB TO REACH F340 BY 1715 [UM129] REPORT LEVEL F340
AIRLINER 128, AMENDED LEVEL CLEARANCE. SANTA MARIA CLEARS AIRLINER 128 DESCEND TO REACH FLIGHT LEVEL 360 AT OR BEFORE 1245. REPORT REACHING.	[UM28] DESCEND TO REACH F360 BY 1245 [UM129] REPORT LEVEL F360
AIRLINER 47, AMENDED LEVEL CLEARANCE. GANDER CLEARS AIRLINER 47, CLIMB TO AND MAINTAIN FLIGHT LEVEL 380. REPORT REACHING. LEAVE FLIGHT LEVEL 360 AT OR BEFORE 1828.	[UM20] CLIMB TO AND MAINTAIN F380 [UM129] REPORT LEVEL F380 [freetext] LEAVE F360 AT OR BEFORE 1828

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