

## **NAT Region Updates**

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Serial Number: 2012-001

Issued: 13 February 2012

The purpose of this NAT Region Updates bulletin is to advise operators of recent changes which may affect their conduct and planning of operations in the ICAO North Atlantic (NAT) Region.

Questions or comments regarding this bulletin may be directed to: The European and North Atlantic Office of ICAO: [icaoeurnat@paris.icao.int](mailto:icaoeurnat@paris.icao.int)

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## 1. Routine Meteorological Voice Reports

Amendment 75 to the International Standards and Recommended Practices - Meteorological Service for International Air Navigation (Annex 3 to the Convention on International Civil Aviation) became applicable on 18 November 2010. One of the changes introduced with this amendment was the elimination of a requirement for routine voice meteorological voice reports to be provided by flight crews. As a result, it is no longer expected that meteorological conditions should be reported routinely in the ICAO NAT Region. It is important to note that special and non-routine aircraft observations during flight should continue to be reported by voice communications.

## 2. In-flight contingencies in oceanic airspace

Amendment 2 to the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444), 15th Edition became applicable on 19 November 2009. Included in this amendment were in-flight contingency procedures applicable for all oceanic areas. Operators are strongly encouraged to ensure their own procedures have been updated to take account of these changes. For ease of reference, the procedures applicable to the ICAO NAT Region oceanic airspace are detailed in Guidance Concerning Air Navigation In and Above the North Atlantic MNPS Airspace (NAT Doc 007) in the Chapter titled “Special Procedures for In-flight Contingencies”. NAT Doc 007 is available on the ICAO EUR/NAT website ([www.paris.icao.int](http://www.paris.icao.int)) via the link to “EUR & NAT Documents” and then “NAT Documents”.

It should be noted there was at least one significant procedural change introduced with the amendment, which affected the previous contingency procedures applicable in the ICAO NAT Region. For aircraft unable to maintain the assigned flight level, the procedure now requires that the 500 foot climb or descent be initiated once the aircraft has deviated 10 nautical miles (NM) from the assigned track centreline, enroute to the 15 NM offset.

## 3. Updated version of Guidance Concerning Air Navigation In and Above the North Atlantic MNPS Airspace (NAT Doc 007)

NAT Doc 007 was recently updated by the NAT Systems Planning Group. The latest edition, updated on 17 October 2011, is available on the ICAO EUR/NAT website ([www.paris.icao.int](http://www.paris.icao.int)) via the link to “EUR & NAT Documents” and then “NAT Documents”.

#### 4. Updated NAT OESB and Sample Oceanic Checklists

The NAT Safety Oversight Group has approved updated versions of the Oceanic Errors Safety Bulletin (OESB) and the associated Sample Oceanic Checklists. These two documents have been issued as NAT OPS Bulletin 2012-025 and NAT OPS Bulletin 2012-024 respectively.

The OESB is based on input from contributory bodies to the NAT Systems Planning Group composed of industry, air traffic management and State regulatory experts. Through its own safety management mechanisms, the NAT Systems Planning Group has noted repetitive oceanic errors. These include Gross Navigation Errors (25 NM or more), Large Height Deviations (300 feet or more) and Erosion of Longitudinal Separation. The safety of the NAT airspace is constantly monitored and its performance is reviewed. Thus, repeated errors present a recurring hazard and pose a threat not only to overall flight safety but also to planned reductions in separation. The OESB discusses in detail some of these recurring errors and provides information and advice to assist operators in developing strategies to avoid making these types of errors, as part of their own Safety Management System (SMS) activities.

The Sample Oceanic Checklists are provided for reference purposes only, and are not intended to replace operators' oceanic checklists. Operators without an oceanic checklist are encouraged to use these samples and tailor them to their specific needs and approvals. The Sample Oceanic Checklist focuses on an orderly flow and ways to reduce the oceanic errors discussed in the OESB and is accompanied by a Sample Expanded Oceanic Checklist with more detail.

NAT OPS Bulletins are available on the ICAO EUR/NAT website ([www.paris.icao.int](http://www.paris.icao.int)) via the link to

“EUR & NAT Documents” and then “NAT Documents”.

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27 February 2012