

Issued: 27 July 2015

Reduced Lateral Separation Trials in the North Atlantic Using Half Degree Tracks Requiring RNP 4 Approval

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All North Atlantic Operators holding a Minimum Navigation Performance (MNPS) airspace approval.
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 A number of significant ongoing changes are taking place in the ICAO NAT Region in Minimum Navigation Performance Specification (MNPS) Airspace.
- 1.2 In February 2015, the ongoing North Atlantic Data Link Mandate (DLM) implementation commenced Phase 2A. The DLM mandates the use of FANS 1/A Controller Pilot Data Link Communications (CPDLC) and the use of aircraft provided surveillance using Automatic Dependent Surveillance - Contract (ADS(C)) between FL 350 and FL 390 across the whole of the NAT Organised Track System (OTS).
- 1.3 In November 2015, Phase 1 of the Reduced Lateral Separation Minima (RLatSM) trials will commence. The trial builds on the DLM by introducing ½ degree tracks in the NAT OTS in order to give greater capacity. The introduction of ½ degree track spacing will require operators to have a Required Navigation Performance 4 (RNP4) navigation approval that supports 23 nm minimum separations.
- 1.4 In February 2016, what is currently called MNPS Airspace (MNPSA) will be renamed North Atlantic High Level Airspace (NAT HLA).
- 1.5 The purpose of this Information Notice is to advise North Atlantic operators if they wish to operate on OTS tracks in RLatSM they will need to obtain an RNP4 approval. In addition, operators need to consider "special emphasis items" published in a NAT Ops Bulletin for use

in their pilot training programs and any operations manuals preparation, prior to participation in the RLatSM operations. Only those operators/aircraft eligible for RLatSM operations will be allowed to operate on designated RLatSM tracks between FL 350-390 (inclusive).

- 1.6 During the RLatSM Phase 1 trial 25 NM separation minima will be implemented by applying ½ degree track spacing between a pair of core NAT OTS tracks initially. RLatSM tracks will be designated on the daily OTS Track Message.

2 Operator/Aircraft Eligibility for RLatSM Trials

- 2.1 **Required Navigation Performance 4 approval (RNP 4).** To be eligible to flight plan and fly RLatSM tracks, operators will require an RNP4 Approval, in addition to being FANS 1/A CPDLC and ADS(C) equipped. Operators requiring RNP4 approvals should submit a revised **Form CA4040** that includes RNP4 to CAA Shared Services Centre (see email address below). Eligibility for RNP 4 is based on recognition of **FAA Order 8400.33a RNP4 Authorisation**: Procedures for Obtaining Authorization for Required Navigation Performance 4 (RNP4) Oceanic and Remote Area Operations.

- 2.2 **NAT OPS Bulletin 2015_003 Special Emphasis Items (for RLatSM Operators).** A NAT OPS Bulletin 2015_003 was published on 1 June 2015 and considers “special emphasis items” for RLatSM operations that all operators need to be briefed on prior to participating in the RLatSM trial. The safety considerations may require confirmation of adequacy of existing operational contingency procedures or amendment. The NAT Ops Bulletin 2015_003 is available at [http://www.icao.int/eurnat/Pages/EURNAT Documents](http://www.icao.int/eurnat/Pages/EURNAT_Documents) then select NAT Ops Bulletins. The Special Emphasis Items contains information on:

- 2.2.1 Pilot Training on Map and Flight Management Computer (FMC) Displays of ½ degree and Whole Degree waypoints.
- 2.2.2 Loading of ½ degree Waypoints into the FMC using ARINC 424 identifiers and/or manual entry of full latitude and longitude coordinates.
- 2.2.3 Pilot procedures for verifying Waypoint Degrees and Minutes inserted into Aircraft Navigation Systems.
- 2.2.4 Pilot Track and Distance checks.
- 2.2.5 Pilot Action when notified by ATC of possible deviation from Cleared Track.
- 2.2.6 Policy for operation of Airborne Collision Avoidance System II version 7 (ACAS II).
- 2.2.7 Pilot In-flight contingency procedures and weather deviation procedures in reduced lateral separation.

- 2.3 **Flight Planning Requirements.** Operators who are not RLatSM eligible should not file for a ½ degree RLatSM track. Operators must file the correct ICAO Flight Plan 2012 annotations in Item 10 and 18 to indicate that Communications, Navigation and Surveillance (CNS) systems required for RLatSM operations are equipped, intend to be used and that they are trained in their use. Oceanic Control Centres will assume that operators filing for a RLatSM ½ degree route, and who have the correct Flight Plan annotations, will intend to LOGON to CPDLC and ADS-C. ATC will plan to apply reduced separation standards on that basis.

- 2.4 **MNPS Airspace and MNPS Navigation Specifications.** In February 2016, MNPS Airspace will be renamed to NAT High Level Airspace (NAT HLA). The vertical and horizontal boundaries of the NAT HLA airspace will remain the same as the existing MNPSA. The name change separates the airspace name from the navigation specification MNPS. The MNPS