



NAT OPS BULLETIN

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Subject: RLatSM Special Emphasis
Items

The purpose of North Atlantic Operations Bulletin **2015_003** is to provide guidance to North Atlantic (NAT) operators on material to be included in pilot and dispatcher training programs and operations manuals to prepare them for operations in the North Atlantic under Reduced Lateral Separation of 25 Nautical Miles (NAT RLatSM). This Bulletin may be updated, as necessary, as progress is made toward the start date for **Phase 1** of the RLatSM trial

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NAT OPERATIONS BULLETIN – RLATSM SPECIAL EMPHASIS ITEMS

1. Purpose of Bulletin. The purpose of this bulletin is to provide guidance to North Atlantic (NAT) operators on material to be included in pilot and dispatcher training programs and operations manuals to prepare them for operations in the North Atlantic under Reduced Lateral Separation of 25 Nautical Miles (NAT RLatSM operations).

1.1 This Bulletin may be updated, as necessary, as progress is made toward the start date for Phase 1 of the RLatSM trial. Any necessary updates will be distributed through industry organizations and posted on the ICAO EUR/NAT Website. (See section 6).

1.2 See **Attachment A** for a summary listing of RLatSM Special Emphasis Items contained in this bulletin.

1.3 The following is an explanation of the terms “should”, “must” and “shall” as used in this bulletin.

- a) “Should” is used to indicate a recommended practice or policy that is considered as desirable for the safety of operations.
- b) “Shall” and “must” are used to indicate a practice or policy that is considered as necessary for the safety of operations.

2. RLatSM Project Plan Overview. On or soon after 12 November 2015, Phase 1 of the NAT 25 NM Reduced Lateral Separation Minimum (RLatSM) trial is planned to commence in portions of the Gander and Shanwick oceanic control areas (OCA). During the RLatSM Phase 1 trial:

- a) The 25 NM lateral separation minimum will be implemented by applying ½ degree track spacing between three core NAT Organized Track System (OTS) tracks. 25 NM lateral separation will be applied between flight level (FL) 350-390 (inclusive).
- b) OTS tracks separated using the reduced lateral separation minimum will be established by publishing one track defined by ½ degree waypoints (e.g., 54 degrees-30 minutes NORTH latitude/50 degrees WEST longitude) between two adjacent tracks defined by whole degree waypoints (e.g. 54 degrees NORTH latitude/50 degrees WEST longitude, respectively).
- c) Only those operators/aircraft eligible for RLatSM operations will be allowed to operate on designated RLatSM tracks between FL 350-390 (inclusive). See section 3 (Operator/Aircraft Eligibility).
- d) Strategic Lateral Offset Procedures (SLOP) will continue to be used in accordance with NAT Doc 007, paragraph 8.5
- e) Enhanced ATC surveillance and communication will be provided via FANS 1/A (or equivalent) data link systems. Automatic Dependent Surveillance (ADS-C) will provide route conformance monitoring, periodic aircraft reporting and controller alerts for Lateral Deviation Events (LDE) and vertical deviation events (Level Range Deviation Events (LRDE)). Controller-Pilot Data Link Communications (CPDLC) will enhance ATC intervention and communication capabilities.

3. Operator/Aircraft Eligibility. Operators do not need to apply to NAT ANSPs to be part of the trial, however, operators should consult with the State authority responsible for their operation prior to starting RLatSM operations. Operators will be eligible to flight plan and fly RLatSM tracks provided the flights are:

- a) Authorized Required Navigation Performance 4 (RNP 4)
- b) ADS-C and CPDLC equipped and, where applicable, authorized; and,
- c) Operating required Communications, Navigation and Surveillance (CNS) systems

Note: Job Aids for RNP 4 and Data Link operations authorization are posted on the ICAO European and North Atlantic (EUR/NAT) Office website. See section 6 below – **Websites**.

4. Flight Planning Provisions

4.1 Only those operators/aircraft eligible for RLatSM operations will be allowed to operate on designated RLatSM tracks between FL 350-390 (inclusive). All RLatSM tracks and FLs will be uniquely identified in Remark 3 of the OTS Track Message as shown below:

Westbound NAT Track Message Example with RLatSM Tracks

*(**Underlined-bold** text highlights RLatSM tracks. It will not be bold in the actual OTS messages)*

FF CYZZWNAT
102151 EGGXZOZX
(NAT-1/3 TRACKS FLS 310/390 INCLUSIVE
FEB 11/1130Z TO FEB 11/1900Z
PART ONE OF THREE PARTS-
A PIKIL 57/20 58/30 59/40 58/50 DORYY
EAST LVLS NIL
WEST LVLS 310 320 330 340 350 360 370 380 390
EUR RTS WEST NIL
NAR NIL-
B RESNO 56/20 57/30 58/40 57/50 HOIST
EAST LVLS NIL
WEST LVLS 310 320 330 340 350 360 370 380 390
EUR RTS WEST NIL
NAR NIL-
C VENER 5530/20 5630/30 5730/40 5630/50 IRLOK
EAST LVLS NIL
WEST LVLS 350 360 370 380 390
EUR RTS WEST NIL
NAR NIL-
END OF PART ONE OF THREE PARTS)

FF CYZZWNAT
102151 EGGXZOZX
(NAT-2/3 TRACKS FLS 310/390 INCLUSIVE
FEB 11/1130Z TO FEB 11/1900Z
PART TWO OF THREE PARTS-
D DOGAL 55/20 56/30 57/40 56/50 JANJO
EAST LVLS NIL
WEST LVLS 310 320 330 340 350 360 370 380 390
EUR RTS WEST NIL
NAR NIL-

E MALOT 54/20 55/30 56/40 55/50 LOMSI
EAST LVLS NIL
WEST LVLS 310 320 330 340 350 360 370 380 390
EUR RTS WEST NIL
NAR NIL-
END OF PART TWO OF THREE PARTS)

FF CYZZWNAT
102152 EGGXZOZX
(NAT-3/3 TRACKS FLS 310/390 INCLUSIVE
FEB 11/1130Z TO FEB 11/1900Z
PART THREE OF THREE PARTS-
REMARKS.
1. TMI IS 042 AND OPERATORS ARE REMINDED
TO INCLUDE THE
TMI NUMBER AS PART OF THE OCEANIC
CLEARANCE READ BACK.
2. ADS-C AND CPDLC MANDATED OTS ARE AS
FOLLOWS
TRACK A 350 360 370 380 390
TRACK B 350 360 370 380 390
TRACK C 350 360 370 380 390
TRACK D 350 360 370 380 390
TRACK E 350 360 370 380 390
END OF ADS-C AND CPDLC MANDATED OTS
**3. RLATSM OTS TRACKS AND FLIGHT LEVELS
ARE AS FOLLOWS**
TRACK B 350 360 370 380 390
TRACK C 350 360 370 380 390
TRACK D 350 360 370 380 390
...

4.2 Operators must file the correct ICAO Flight Plan annotations in Items 10 and 18 to indicate that RLatSM required CNS systems are operational for the flight.

- a) Item 10a (Radio communication, navigation and approach aid equipment and capabilities).
 - Insert “J5” to indicate FANS 1/A (or equivalent) Inmarsat CPDLC SATCOM and/or “J7” to indicate FANS 1/A (or equivalent) CPDLC Iridium SATCOM data link equipage and operation;

- b) Item 10b (Surveillance equipment and capabilities)
 - Insert “D1” to indicate FANS 1/A (or equivalent) ADS-C equipage and operation
- c) Item 18 (Other information)
 - Insert the characters “PBN/” followed by “L1” to indicate RNP 4 authorization.

5. Special Emphasis Items for RLatSM Operators. The Special Emphasis Items (SEI) listed below should be incorporated into operator training programs and operations manuals with the intent of raising pilot and dispatcher awareness of the importance of following procedures in an environment where ½ degree waypoints and a lateral separation minimum of 25 NM are applied. Each SEI is followed by an explanation of the factors leading it to be identified as an RLatSM SEI.

5.1 Requirement to use the CNS equipment that is indicated in the ICAO flight plan:

ATC uses the Flight Plan annotations in Items 10 and 18 to apply the reduced separation between aircraft. Therefore, before entering the NAT, the pilot must ensure that:

1. the aircraft is logged on when data link capability (J5, J7, D1) has been filed in the FPL; and
2. RNP 4 is inserted into the FMC, when RNP4 capability (L1) has been filed in the FPL. This is to enable aircraft navigation system monitoring and alerting against the required RNP 4 Navigation Specification.

5.2 Pilot Training on Map and FMC Displays of ½ Degree and Whole Degree Waypoints:

To mitigate misinterpretation of waypoint coordinates, operator initial and re-current training programs and operations manuals must incorporate training and guidance to enable pilots to understand map and FMC displays of ½ degree and whole degree waypoints.

Explanation

5.2.1 Map displays and certain FMC pages generally do not display full waypoint degrees **and** minutes, e.g. when the full 13 latitude/longitude characters are used to insert ½ degree waypoints. See Figure 1, Figure 2, and Figure 3, in **Attachment B**.

5.3 Aircraft Navigation Database (NDB) Waypoint Identifiers:

It is strongly advocated that aircraft NDB vendors and flight planning services **not** provide operators with half-degree waypoint identifiers in the ARINC 424, paragraph 7.2.5 “N-prefix” format (e.g., *N5250 = 52°30’ NORTH 050°00’ WEST*).

NAT operators should use a full latitude/longitude (e.g., 13-character) input for waypoints containing both half-degree and whole degrees of latitude and whole degrees of longitude, when they are required to make a manual input of waypoints, unless they have the operational need discussed below.

NAT operators **with an operational need to populate the aircraft NDB** with a 5-character waypoint identifier should ensure that the aircraft NDB vendors and flight planning services use an alternate half-degree of latitude 5-character format such as Hxxyy, where xx = degrees and 30 minutes of NORTH latitude and yy = degrees of WEST longitude (e.g., *H5250 = 52°30’ NORTH 050°00’ WEST*). (It is recognized that, for whole degree waypoint inputs, such operators will likely continue using the ARINC 424, 7.2.5 “N-suffix” format (e.g., *5250N = 52° 00’ NORTH 050°00’ WEST*)).

It is recognized that such alternate formats may be available from NDB vendors beginning two Aeronautical Information Regulation and Control (AIRAC) cycles before the scheduled start of the

RLatSM trial. The scheduled start date is 12 November 2015 (AIRAC 1512), therefore, implementation of alternate formats could be as early as 17 September 2015 (AIRAC 1510).

Note. The NAT ANSPs are implementing CPDLC route clearance policies and capabilities that will mitigate the need for pilots to manually insert waypoint coordinates.

Explanation

5.3.1 Half-degree waypoint identifiers in the ARINC 424, paragraph 7.2.5 “N-prefix” format have led to a number of Gross Navigation Errors (GNEs) and Lateral Deviations. The guidance for waypoint insertion in paragraph 5.3 above is intended to remove the potential for such errors. They occur when a pilot intending to input a waypoint defined by a half-degree of latitude inadvertently loads a waypoint containing a whole-degree of latitude, or vice versa, because the “N” is not loaded in the correct pre-fix or suffix position.

5.4 Pilot Procedures for Verifying Waypoint Degrees and Minutes Inserted into Aircraft Navigation Systems:

Procedures must be used to display and verify the DEGREES and MINUTES loaded into the Flight Management Computer (FMC) for the “un-named” (Lat/Long) waypoints defining the route contained in the oceanic clearance. (The “Sample Oceanic Checklist” NAT OES Bulletin refers).

Regardless of FMC waypoint format and entry method, crew procedures should be designed to promote strong crew resource management techniques, to prevent opportunities for error occurring as a result of confirmation bias and to generally maintain an attitude of healthy suspicion. Accordingly, the waypoint verification procedures should be conducted as detailed below.

- During pre-flight LRNS programming, both pilots independently verify the full latitude and longitude coordinates of “un-named” (Lat/Long) waypoints defining the expected route of flight within oceanic airspace as entered in the FMC.
- Upon receipt of a revised oceanic clearance (i.e., one not conforming to the flight planned route), both pilots independently verify the full latitude and longitude coordinates of “un-named” (Lat/Long) waypoints defining the route contained in the revised oceanic clearance.
- Approaching an oceanic waypoint, one pilot should verify the full latitude and longitude coordinates of that waypoint in the FMC, the NEXT and NEXT +1 waypoints, while the other pilot crosschecks the latitude and longitude coordinates against the master flight plan/oceanic clearance.

Explanation

5.4.1 Due to the factors in the map and FMC display of ½ degree and whole degree waypoints, it is imperative that pilots follow the procedure in paragraph 5.4 above to avoid lateral errors caused by incorrect insertion of waypoints. Verification of the full DEGREES and MINUTES of oceanic waypoints loaded into the FMC is a critical step in ensuring a proper navigational load.

5.5 Pilot Track and Distance Check:

It is strongly recommended that pilot pre-flight and in-flight procedures call for the pilot to compare the track and distance between waypoints shown on the Computer Flight Plan (CFP) to those displayed by the FMC. (The NAT “Sample Oceanic Checklist” Bulletin refers).

Pilots should be aware that waypoint insertion errors of ½ degree of latitude may in some cases result in only small differences in track and distance, however, the track and distance check can help prevent waypoint insertion errors of one degree or more that have been observed in oceanic operations.

Note: the currency of magnetic variation tables loaded into aircraft navigation databases and the point at which the track is measured affect the track displayed on the FMC by as much as ± 3 degrees.

Explanation

5.5.1 This check remains valuable for RLatSM operations because waypoint insertion errors are **not** limited to $\frac{1}{2}$ degree errors and waypoint insertion errors of one degree or more have been observed in oceanic operations. Waypoint insertion errors of $\frac{1}{2}$ degree produce a small difference in leg segment track and distance, however, as noted above, waypoint insertion errors are not limited to $\frac{1}{2}$ degree.

5.6 Pilot Action When Notified By ATC of Possible Deviation from Cleared Track:

Flight crews are advised that, should they be notified that ATC systems indicate the aircraft is not flying the cleared route, they should immediately display the full degrees and minutes loaded into the FMC for the NEXT and NEXT + 1 waypoints, and verify against the cleared route before responding.

Voice message example: “SHANWICK CONFIRMS YOUR POSITION REPORT INDICATES INCORRECT ROUTING. CHECK FULL DEGREES AND MINUTES LOADED INTO FMC. YOUR CLEARED ROUTE IS [route]”

CPDLC message example:

YOUR POSITION REPORT INDICATES INCORRECT ROUTING. CHECK FULL DEGREES AND MINUTES LOADED INTO FMC. YOUR CLEARED ROUTE IS [route]

When ATC notifies the pilot that the aircraft has indicated it has already deviated from the cleared track (UM169f: *ADS-C INDICATES OFF ROUTE. ADVISE INTENTIONS*), the pilot shall immediately display the full DEGREES and MINUTES loaded into the FMC for the NEXT waypoint, and verify against the cleared route.

5.7 Policy for Operational Airborne Collision Avoidance System II (ACAS II):

Prior to departure for flight on an NAT OTS track at a flight level where RLatSM is applied, the ACAS II system shall be fully operational for the pilot flying (i.e., the TA and RA visual display and audio function will be operative for the pilot flying). If the ACAS II system is not fully operational for the pilot flying, the operator has the option of requesting clearance to operate on a track and/or at a FL where RLatSM is not applied. If the ACAS II system fails after departure, the aircraft may continue on the cleared route.

Note: The ACAS II (TCAS II) system must be a Version 7.0 or more recent version).

Explanation

5.7.1 ACAS II provides a valuable situational awareness tool and safety net for pilots operating in NAT airspace including those where aircraft separation standards have already been reduced in the vertical and longitudinal dimensions. The carriage and operation of ACAS II is emphasized here in the context of RLatSM trials for the following reasons:

- a) The introduction of $\frac{1}{2}$ degree OTS waypoints is an operational change that introduces the use of $\frac{1}{2}$ degree waypoints into NAT OTS operations. Although both pilot procedures and ADS-C conformance monitoring capabilities should mitigate the occurrence of lateral deviations related to $\frac{1}{2}$ degree waypoints, ACAS II provides an independent margin of safety should lateral deviations occur during the RLatSM trial period.
- b) ACAS II will provide a situational awareness tool that will enable pilots to be better prepared to safely execute weather deviation and contingency procedures necessitating lateral deviations

(e.g., diversions and turn-backs). In the RLatSM operational environment, such deviations will occur in airspace where the minimum lateral separation is to be 25 NM.

5.8 ***Pilot In-flight Contingency Procedures and Weather Deviation Procedures (Diversions, Turn-backs, etc.):***

In training and checking programs, operators shall place special emphasis on pilot knowledge of and preparation to execute the *Special Procedures for Inflight Contingencies in Oceanic Airspace* published in ICAO Doc 4444, paragraph 15.2 and *Weather deviation procedures* (paragraph 15.2.3).

Pilots must be aware that when crossing adjacent tracks without an ATC clearance, the potential vertical separation provided by the In-flight Contingency Procedure is 500 ft. Pilots must use all the steps called for in the Contingency Procedures to avoid conflict with other aircraft.

Pilots must also be aware that when unable to obtain an ATC clearance, Weather Deviation Procedures call for a climb or descent of 300 ft. based on direction of flight and direction of deviation, and, in addition, guidance to the pilot is to adjust the path of the aircraft, if necessary, to avoid aircraft at or near the same flight level.

Pilots must stringently follow all measures for avoiding conflict with other aircraft provided for in the Doc 4444 Contingency and Weather Deviation Procedures.

Explanation

5.8.1 The implementation of RLatSM (25 NM) separation and ½ degree track spacing significantly reduces the distance and time a diverting aircraft has to manoeuvre when executing a diversion, turn-back or weather deviation without an ATC clearance before approaching adjacent tracks. It also reduces the time that a pilot has to obtain an ATC clearance. (An aircraft deviating from track can be in the proximity of aircraft on an adjacent track within approximately 4 minutes, depending on the angle of deviation from cleared track). In addition, as discussed above, the margin for safety for aircraft crossing adjacent tracks is 150 m (500 ft.) of vertical separation when executing In-flight Contingency Procedures.

5.9 ***RLatSM Operational policies (aircraft CNS system failure, data link system failure, etc.):***

5.9.1 **Objective.** The guidance provided in section 5.9 is intended to apply during the RLatSM trials that are scheduled to start on 12 November 2015. It is intended to supplement the Global Operational Data Link Document (GOLD) guidance to controllers and flight crew on data link service failures and aircraft data link system failures (GOLD paragraphs 4.9.4 and 5.9.4 respectively).

5.9.2 **RLatSM Required CNS System Failure Prior to Departure.** If a flight experiences a failure of an RLatSM required CNS system **PRIOR TO DEPARTURE**, the flight should flight plan so as to remain clear of NAT RLatSM tracks between FL 350-390 (inclusive).

5.9.3 **RLatSM Required CNS System Failure After Departure But Prior to Entering On To RLatSM Tracks Between FL 350-390 (Inclusive).** If a flight experiences a failure of an RLatSM required CNS system **AFTER DEPARTURE BUT PRIOR TO ENTERING RLATSM AIRSPACE**, the flight should contact ATC and request a revised clearance that will keep it clear of NAT RLatSM tracks between FL 350- 390 (inclusive).

5.9.4 **RLatSM Required CNS System Failure After Entering On To RLatSM Tracks Between FL 350-390 (Inclusive).** If a flight experiences a failure of an RLatSM required CNS system **WHILE OPERATING IN RLATSM AIRSPACE**, ATC must be immediately advised. Such flights may be re-cleared to exit RLatSM airspace, but consideration will be given to allowing the flight to remain in the airspace, based on tactical considerations. (GOLD paragraph 4.9.4.8 refers).

5.9.5 **Continuous Climb or Descent of Aircraft Not RLatSM Eligible.** Any aircraft that is not RLatSM eligible may request continuous climb or descent without intermediate level off through the vertical extent of the NAT RLatSM airspace. Such requests will be considered on a tactical basis.

5.9.6 **Altitude Reservation (ALTRV) Requests.** ALTRV requests will be considered on a case by case basis (as is done today regarding NAT MNPS airspace), irrespective of the RLatSM eligibility status of the participating aircraft.

5.9.7 **Contingency Situations.** NAT RLatSM airspace restrictions are not applicable to aircraft experiencing a contingency situation.

5.10 **Domestic ATC Agency Contact:**

Pilots are reminded to ensure that they contact the appropriate **domestic** ATC agency BEFORE exiting oceanic airspace.

6. **Websites**

6.1 The ICAO EUR/NAT Office Website is at: www.icao.int/eurnat. Click on **EUR & NAT Documents** >> **NAT Documents** to obtain NAT Operations and NAT Region Update Bulletins and related project planning documents.

6.2 **Job Aid Templates.** Click on **EUR & NAT Documents** >> **NAT Documents** >> Job Aid Templates for:

- a) RNP 4 Job Aid Template (Application to conduct RNP 4 operations), and,
- b) Data Link Job Aid Template (Operator Application to Conduct Data Link Operations).

7. **Contacts**

7.1 The following individuals may be contacted for information or to provide feedback on RLatSM operations:

UK NATS
Jamie Hutchison
GM Prestwick Operations
E-mail: **Jamie.HUTCHISON@nats.co.uk**

NAV CANADA
Gander Area Control Centre
P.O. Box 328
Gander, NL A1V 1W7
Attn: Jeffrey Edison
Manager, ACC Operations
Direct line: +1 709-651-5223
E-mail: **edisonj@navcanada.ca**

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**ATTACHMENT A – SUMMARY OF RLATSM SPECIAL INTEREST ITEMS  
CONTAINED IN THIS NAT OPS BULLETIN**

**1. Operator/Aircraft Eligibility and Flight Planning Provisions:**

Only operators that are authorized RNP 4 and equipped with and operating CPDLC and ADS-C will be eligible for RLatSM operations. In addition, the ICAO Flight Plan must be correctly annotated to indicate that RLatSM required CNS systems are operational for the flight (section 4 refers).

**2. Requirement to use the CNS equipment that is indicated in the flight plan:**

The pilot must use that CNS systems indicated on the ICAO Flight Plan because ATC uses the Flight Plan annotations in Items 10 and 18 to apply the reduced separation between aircraft (paragraph 5.1 refers).

The pilot must also confirm that RNP4 is inserted into the FMC to enable aircraft navigation system monitoring and alerting against the required RNP4 Navigation Specification (paragraph 5.1 refers).

**3. Aircraft Navigation Database (NDB) Waypoint Identifiers:**

Aircraft NDB vendors and flight planning services should not provide operators with **half-degree** waypoint identifiers in the ARINC 424, paragraph 7.2.5 “N-prefix” format (e.g., *N5250 = 52°30' NORTH 050°00' WEST*).

NAT operators should use a full latitude/longitude (e.g., 13-character) input for waypoint coordinates. NAT operators **with an operational need to populate the aircraft NDB** with a 5-character waypoint identifier should ensure that the aircraft NDB vendors and flight planning services use an alternate half-degree of latitude 5-character format e.g., *H5250 = 52°30' NORTH 050°00' WEST* (paragraph 5.3 refers)

**4. Pilot Training on Map and FMC Displays of ½ Degree and Whole Degree Waypoints:**

Operator initial and re-current training programs and operations manuals must have incorporated training and guidance to enable pilots to understand map and FMC displays of ½ degree and whole degree waypoints (paragraph 5.2 and **Attachment B** Figure 1, Figure 2, and Figure 3 refer).

**5. Pilot Procedures for Verifying Waypoint Degrees and Minutes Inserted into Aircraft Navigation Systems:**

Pilot Pre-flight and In-flight procedures must call for each pilot to independently display and verify the DEGREES **and** MINUTES loaded into the Flight Management Computer (FMC) for each waypoint defining the cleared route of flight. Procedures must call for both pilots to independently verify the waypoint coordinates inserted and concur on their accuracy prior to route activation (paragraph 5.4 refers).

**6. Pilot Track and Distance Check:**

It is strongly recommended that pilot pre-flight and in-flight procedures call for the pilot to compare the track and distance between waypoints shown on the Computer Flight Plan (CFP) to those displayed by the FMC.

Pilots should be aware that waypoint insertion errors of ½ degree of latitude may in some cases result in only small differences in track and distance, however, the track and distance check can help prevent waypoint insertion errors of one degree or more that have been observed in oceanic operations.

Note: the currency of magnetic variation tables loaded into aircraft navigation databases and the point at which the track is measured affect the track displayed on the FMC by as much as +/- 3 degrees (paragraph 5.5 refers)

**7. Pilot Action When Notified By ATC of Possible Deviation From Cleared Track:**

When ATC notifies the pilot that ATC systems indicate that the aircraft is not flying the cleared track, the pilot shall immediately display the full DEGREES and MINUTES loaded into the FMC for the NEXT waypoint, and verify against the cleared route.

**8. Policy for Operational Airborne Collision Avoidance System II (ACAS II):**

Prior to departure for flight on in airspace where RLatSM is applied, the ACAS II system shall be fully operational for the pilot flying (i.e., the TA and RA visual display and audio function will be operative for the pilot flying). If the ACAS II system is not fully operational for the pilot flying, the operator has the option of requesting clearance to operate on a track and/or at a FL where RLatSM is not applied. If the ACAS II system fails after departure, the aircraft may continue on the cleared route.

*Note: The ACAS II (TCAS II) system must be a Version 7.0 or more recent version) (paragraph 5.7 refers)*

**9. Pilot In-flight Contingency Procedures and Weather Deviation Procedures (Diversions, Turn-backs, etc.):**

In training and checking programs, operators shall place special emphasis on pilot knowledge of and preparation to execute the *Special Procedures for Inflight Contingencies in Oceanic Airspace* published in ICAO Doc 4444, paragraph 15.2 and *Weather deviation procedures* (PANS-ATM, paragraph 15.2.3).

Pilots must be aware that when crossing adjacent tracks without an ATC clearance, the potential vertical separation provided by the In-flight Contingency Procedure is 500 ft. Pilots must use all the steps called for in the Contingency Procedures to avoid conflict with other aircraft.

Pilots must also be aware that when unable to obtain an ATC clearance, Weather Deviation Procedures call for a climb or descent of 300 ft. based on direction of flight and direction of deviation, and, in addition, guidance to the pilot is to adjust the path of the aircraft, if necessary, to avoid aircraft at or near the same flight level.

Pilots must stringently follow all measures for avoiding conflict with other aircraft provided for in the Doc 4444 contingency procedures (paragraph 5.8 refers).

**10. RLatSM Operational policies (aircraft CNS system failure, data link system failure, etc.):**

Operators must be aware of the RLatSM operational policies posted in paragraph 5.9 In particular, operators must be aware that all RLatSM required aircraft CNS systems must be operational PRIOR TO DEPARTURE and PRIOR TO ENTRY on to RLatSM tracks between FL 350-390 (inclusive). In addition, if RLatSM required aircraft systems fail WHILE OPERATING IN RLATSM AIRSPACE, ATC must be advised immediately so that an appropriate course of action can be determined (paragraph 5.9 refers).

**11. Domestic ATC Agency Contact:**

Pilots are reminded to ensure that they contact the appropriate **domestic** ATC agency BEFORE exiting oceanic airspace (paragraph 5.10 refers).

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ATTACHMENT B – EXAMPLE FMC AND MAP DISPLAYS (paragraph 5.2 refers)

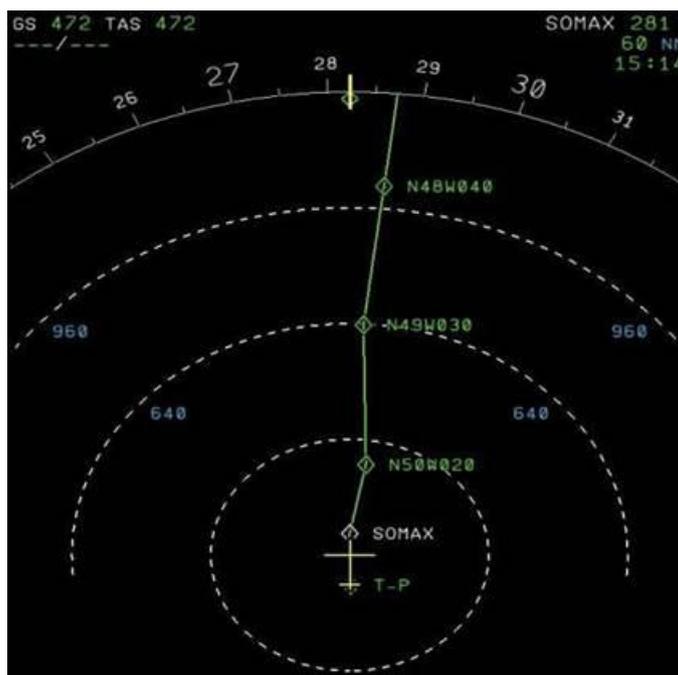
Note: Figure 1, Figure 2 and Figure 3 are intended to support paragraph 5.2 [Pilot Training on Map and FMC Displays of ½ Degree and Whole Degree Waypoints:].

Figure 1. Example FMC Display: Full Waypoint Latitude and Longitude (13-characters) inserted into FMC



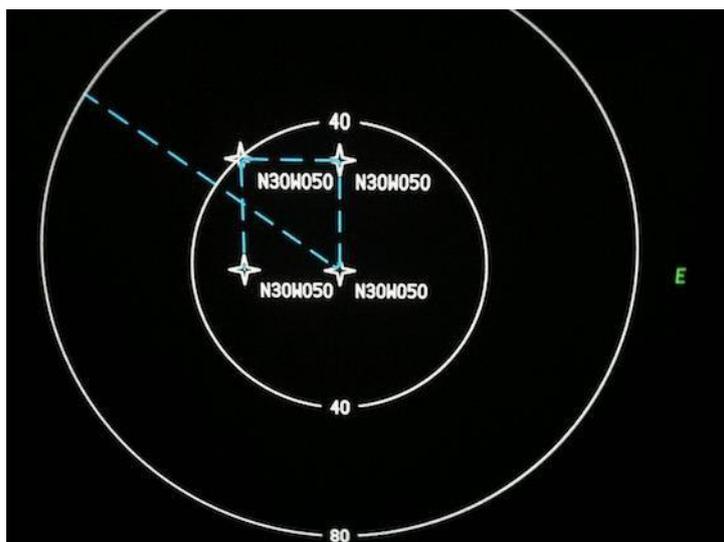
1. 50 degrees-30 minutes North latitude, 20 degrees West longitude inserted into the FMC using full latitude and longitude degrees, minutes and seconds (i.e., 13 characters)
2. The waypoint IDENT is truncated to 7 characters with no display of minutes of latitude.

Figure 2. Example Map Display: Full Waypoint Latitude and Longitude (13-characters) Inserted into FMC



1. 50 degrees-30 minutes North, 20 degrees West displayed is displayed in 7 characters.
2. Minutes of latitude are not displayed.
3. The Map display would be the same for 50 degrees North, 20 degrees West.

Figure 3. Example Map Display showing the potential for the same map display for different FMC inputs.



1. Top right FMC input: *N30°30.0'W050
2. Bottom right FMC input: *N30°W050°

* Significant NAT RLatSM waypoints are planned with whole and half degrees of latitude and whole degrees of longitude. The two asterisked inputs are example of waypoints that will be used in RLatSM operations. For a large number of aircraft FMS navigation displays, the waypoint input will result in the identical 7-character waypoint map display.

Note: the following half-degree of longitude waypoints are not used in NAT operations for the RLatSM Trial

3. Top left FMC input: N30°30.0'W050°30.0'
4. Bottom left FMC input: N30°W050°30.0'

— END —