

Postponement of transition to Phase 2 of the North Atlantic (NAT) Implementation Plan for the trial application of RLatSM

The Reduced Lateral Separation of 25 Nautical Miles (RLatSM) Phase 2 start date has been delayed. It will not start on 10 November 2016 as previously planned. At least two months' notice will be given in advance of the new start date. RLatSM Phase 2 is still planned to be implemented in portions of the Gander, Shanwick and Reykjavik Oceanic Control Areas (OCA).

The amended NAT RLatSM Ops Bulletin 2015-003 [RLatSM Special Emphasis Items – Phase 2 update, Revision 3] can be found through the link below:

http://www2010.icao.int/EURNAT/EUR%20and%20NAT%20Documents/NAT%20Documents/NAT%20OPS%20Bulletins/NAT%20OPS%20Bulletin%202015_003%20Rev3.pdf

Experience with Phase 1 has identified the following problem(s):

There are data link issues that are impacting the start of the RLatSM Phase 2 which include the use of UPLINKED FMC routings and the CPDLC message CONFIRM ROUTE.

When receiving an UPLINKED or LOADABLE FMC route, a route change containing multiple waypoints may be displayed by some aircraft FMC systems in the following format:

CLEARED TO [SEPAL] VIA [route clearance]

In this example, the additional [route clearance] waypoints may NOT be displayed until (1) the clearance is printed from the FMC, (2) additional FMC message pages are reviewed or (3) the LOAD prompt is utilized to LOAD the FMC.

This is NOT a clearance to proceed DIRECT to SEPAL with no intermediate waypoints!

Air Traffic Control is using the CPDLC message CONFIRM ROUTE to verify the FMC routing being flown by the aircraft. The appropriate response to this request is by use of the pre-formatted ATC REQUESTED REPORT message – not with the FREE TEXT message format.

The increased use of data link within oceanic airspace requires all flight crews to review flight manual guidance material to ensure appropriate responses to ATC CPDLC messages.