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ENGLISH

Introduction Of A 5- Minute In Trail Climb/Descent Procedure In The NAT Region

1 Introduction

The reliability and accuracy of Global Navigation Satellite System (GNSS) position progress reporting has enabled North Atlantic (NAT) service providers to utilize a 5 - minute same direction in trail climb/descent procedure that had previously been restricted to aircraft reporting over ground based navigation aids. Utilization of this procedure will enable air traffic control (ATC), under specific conditions, to allow aircraft to climb/descent through the altitude of another aircraft when separated longitudinally by 5 minutes where previously 10 minutes was required. While not available for same altitude longitudinal scenarios, this procedure will generate efficiencies for both ATC and operators by allowing access to altitudes that were previously unavailable due to traffic at an intermediate altitude.

2 Purpose of Circular

The circular is intended to advise operators of the introduction of this procedure within NAT airspace, associated aircraft equipage and flight planning requirements.

3 Flight Planning and In-flight Procedures

Eligible flights for the 5 - minute in trail climb/descent procedure must be equipped with a GPS receiver that is approved in accordance with the requirements specified in TSO C-129a or higher, and have filed the letter "G" in field 10 of their International Civil Aviation Organization (ICAO) flight plan.

Application of this specific procedure will be transparent to flights that have requested and/or received an altitude change clearance.

Pilots shall advise air traffic control (ATC) of any deterioration of navigation performance, including loss of GNSS integrity, as soon as practicable.

Application of the climb/descent procedure is based on the assumption that the last assigned Mach number will be maintained during step climbs or descents, and that in the event this is not feasible, ATC will be informed at the time of the climb/descent request or clearance.

This procedure will take effect 15 January 2009 at 0901 Coordinated Universal Time (UTC).

The appropriate aeronautical publications will be amended.

For any further information contact procedures@isavia.is

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