



Atlantic Oceanic: Change to Contingency Procedures and Space-Based ADS-B Trials

In-flight contingency procedures are changing for the entire **North Atlantic (NAT) Region** and **New York Ocean West (WATRS)** effective on 28 March 2019. These areas include the following Oceanic Control Areas (OCAs): Gander (CZQX), Shanwick (EGGX), Santa Maria (LPPO), NY Ocean East and NY Ocean West (KZWY), Bodø (ENOB), Reykjavik (BIRD), and Nuuk (BGGL).

These changes include a **reduction in the offset distance from 15 to 5 NM** and **reduced turn angle requirements** from a minimum of 45° to a minimum of 30°. A descent below FL290 prior to crossing adjacent tracks or a turnback is also recommended.

Uncleared weather deviation distance where altitude offset is needed are reduced from 10 to 5 NM.

A summary diagram of these procedures is included below.

This contingency procedure applies to the NAT and NY WATRS regions only, until a revision of ICAO global standards is published. Other OCAs will still use the prior contingency procedures until otherwise NOTAM'ed or via other publication change.

In addition to the change in contingency procedures, on or about 28 March 2019, the Shanwick, Gander, and Santa Maria OCAs (only) will commence a trial of Advanced Surveillance-Enhanced Procedural Separation (ASEPS), based on satellite reception of Automatic Dependent Surveillance - Broadcast Out (ADS-B Out) from aircraft. If your aircraft is appropriately equipped with Communication, Navigation, and Surveillance equipment and filed appropriately, Air Traffic Control may apply the following separations from other aircraft while on tracks:

- 17 NM longitudinal (nose-to-tail) separation of aircraft when operating on the same track **OR** when on intersecting tracks with less than 90 degrees relative angle
- 14 NM longitudinal separation of aircraft on intersecting tracks with less than 45 degrees relative angle
- Opposite-direction aircraft on reciprocal tracks may be cleared to climb or descend through flight levels occupied by another aircraft once ADS-B reports passing by 5 NM or more.

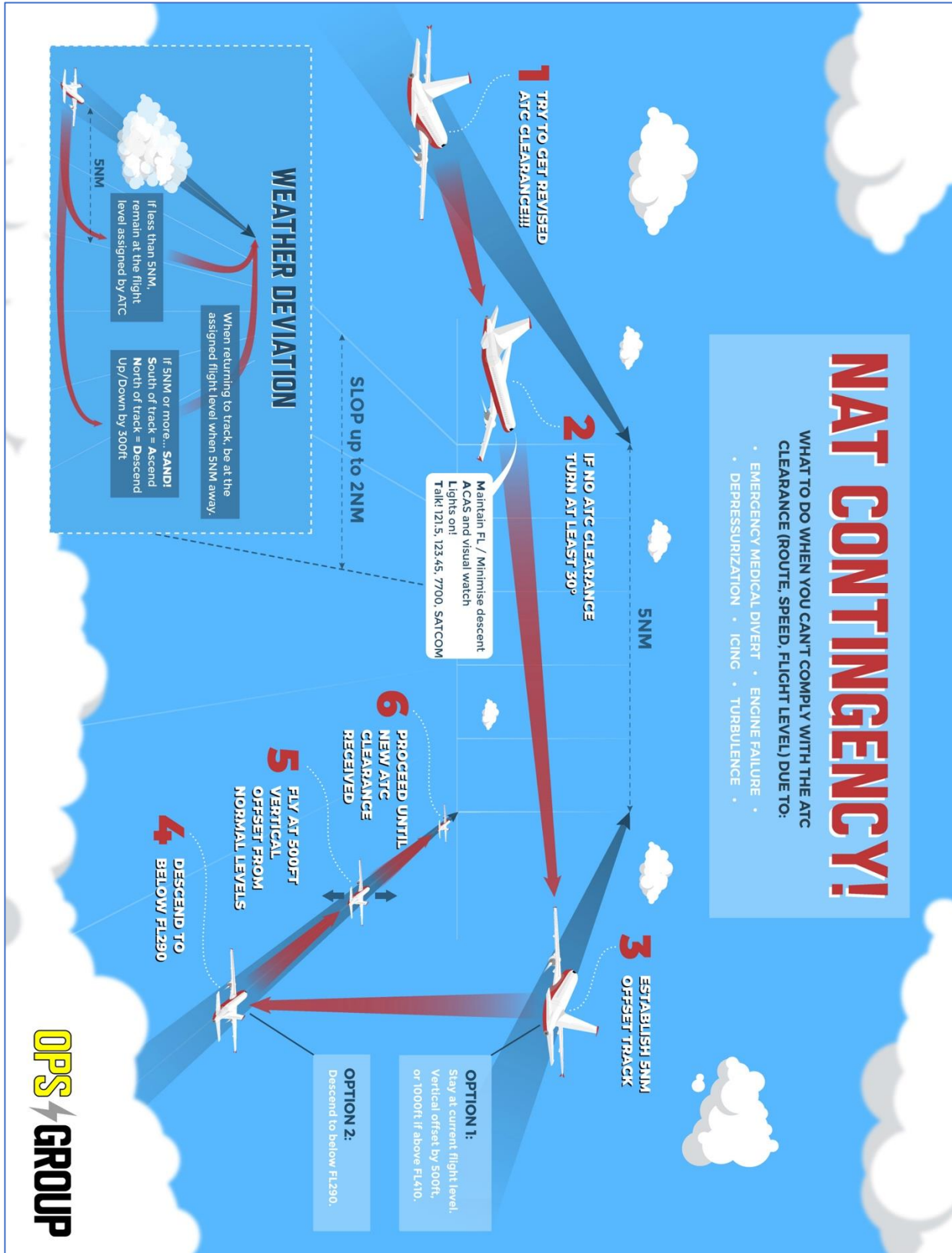
There may be reduced lateral (wingtip-to-wingtip) separation trials starting no sooner than 6 months from the start of the longitudinal trials. A further bulletin will be published prior to this next phase.

ALPA has created a website [www.alpa.org/nat] with additional background including links to the ICAO references for this change.

ALPA members are advised to be vigilant to the difference in contingency procedure for the NAT, to promptly report any Communications, Navigation, or Surveillance capability failures to ATC when flying in this airspace, and to follow company procedures, guidance, and training for these changes to NAT / NY WATRS region operations.

The ALPA Air Safety Organization and Engineering & Air Safety staff will monitor the changes to North Atlantic operations and provide updates. Please contact ALPA EAS at eas@alpa.org or 1.800.424.2470 if you have any questions.

Revised in-flight contingency procedure for North Atlantic (NAT) and NY West Ocean (WATRS) regions only, effective 28 March 2019. Graphic is courtesy of the Ops Group. A full size electronic image can be found at: <https://ops.group/blog/new-nat-contingency-procedures-for-2019/>



See <http://www.alpa.org/nat> for additional details.