

**NAT TIG 09 REPORT**  
*(PARIS, FRANCE, 16-19 MARCH 2020)*

The Ninth Meeting of the ICAO NAT Technology and Interoperability Group (NAT TIG/9) was held via **teleconference** sessions (WebEx) from 16 to 19 March 2020. The Meeting was chaired by Mr. Bjarni Stefansson from Iceland. Mr. Abbas Niknejad from the ICAO EUR/NAT Office was the Secretary, supported by Ms. Catherine Daly.

### **Highlights of the NAT TIG 09**

Mr. Bjarni Stefansson reelected for four years as Chairman and Rapporteur of the NAT TIG group.

Due to COVID-19 impact, the NAT TIG/9 (WebEx) would address urgent papers/topics and postpone the remaining papers to the next meeting NAT TIG 10. Some of the papers would be referred to the NAT TIG analysts for processing in separate telecons.

### **NAT Data link Performance Update**

The 99,9% criteria were met for RSP 180 and RCP240 for the aggregate NAT and for the individual NAT FIRs.

It has to be noted that neither the 95% nor the 99.9% criteria for RSP180 ASP (actual surveillance performance) or RCP240 ACTP (actual communication technical performance), ACP (actual communication performance) were met for HF during this period.

At an aircraft type view, the following aircraft types fall below the 95% criteria in multiple categories for multiple NAT FIRs: ASTR, C5, C5M, B757, HA4T. Further analysis is needed on the respective operator(s) and routes being flown by these aircraft.

### **Report of the Network Outage Detection and Reporting Project Team (NODAR PT)**

The Group also noted two major questions that emerged from the discussions of the NODAR PT: a) whether one CSP advisory message would be acceptable for both ANSP and AOC customers, and b) if AOC systems cannot be easily and cost effectively modified to accept a new advisory format, will two unique formats of advisory be required? It was noted that the costs of making any necessary modifications to produce and deliver the advisory messages should be addressed.

Regarding the potential impacts on the AOC customers, it was noted that the member from **IFALDA** may be able to coordinate with the dispatch community and bring information to the group on how the CSP notifications are currently provided, whether they are considered useful in their current format, and whether any system modifications would be needed if the format were to change. IATA stated that any impacts that the changes proposed by the NODAR PT may have on the operators would need to be adequately factored into any decisions or implementation plans.

I've expressed by mail to the Chairman, the Secretary and to Ms Theresa BREWER-DOUGHERTY (FAA) the **IFALDA** position as following:

*“As Flight Dispatchers we expect to receive formal notifications such as Notam (short term) or AIC (longer term) from each ANSP validating the impact on the service levels offered by them.”*

NODAR PT activities have been extended to NAT TIG/10 (sept 2020).

### **Data Link Performance Improvement Options**

The Group recalled that the NAT OPS Bulletin 2019-003 Rev 1 (Data Link Performance Improvement Options) was issued on 30 January 2020. The NAT OPS Bulletin proposes the following solutions for the Problem/Issue “VHF to SATCOM Transitions”:

Solution a): Disable VHF datalink just prior to entering oceanic airspace  
Implement flight crew procedures to disable VHF datalink (usually by placing the VHF radio used for VHF datalink into voice mode) just prior to entering oceanic airspace or prior to leaving contiguous VHF coverage in order to proactively force SATCOM use. Conversely, enable VHF datalink when exiting oceanic airspace or entering contiguous VHF coverage.

Solution b): Implement more precise VHF region definitions  
In avionics that offer the capability to prefer specified subnetworks in defined geographic regions (including 777 DCMF and 787 CMF), implement more precise VHF region definitions that exclude areas of the world with only intermittent VHF subnetwork coverage in order to force SATCOM use in those areas. Such areas, in which the DLMA has observed consistent performance problems, include the North Pacific near the Aleutian Islands and the Kamchatka Peninsula, the South Pacific near New Caledonia and Vanuatu, and the North Atlantic near Bermuda and the Azores.

**IATA** informed the Group that, although the proposed mitigations seem appropriate, there remain significant safety issues if there is a loss of SATCOM while in oceanic airspace where VHF is available or will be available during an oceanic diversion. Accordingly, the Group agreed to the proposal made by IATA to add the following notes for the proposed solutions:

Solution a) Caution: In the event of an oceanic diversion, when SATCOM and HF data link (if installed) are lost or otherwise unavailable, flight crews will need to re-enable VHF data link to provide ACARS AOC communication with company.

Solution b) Caution: In the event of an oceanic diversion, when SATCOM and HF data link (if installed) are lost or otherwise unavailable flight crews will not have ACARS AOC communication with company.

## **Update by Inmarsat**

The Group was provided with an update by Inmarsat, including a summary of the developments on Classic Aero (network improvements), information related to SwiftBroadband Safety and update on the Iris Programme as well as **cybersecurity measures taken by Inmarsat**. The Group questioned whether there would be impacts related to the interfaces with the New Pan-European Network Service (NewPENS) and SITAONAIR replied that no problem was expected. It was noted that the **two I-6 satellites are being constructed and scheduled to launch in 2020**.

## **Next meetings**

The Group agreed that the next meeting will be held from **21 to 25 September 2020**, hosted by Portugal in **Santa Maria**. **NAT TIG/11** was planned to be held in the week of **1 to 5 March 2021** in **Paris, France**.

Francois Eraud  
President FRALDA