



**THE FORTY-FIFTH MEETING OF THE
INFORMAL PACIFIC ATC CO-ORDINATING GROUP
(IPACG/45)**

(Tokyo, Japan, 11 & 12 December 2019)

Agenda Item 7: ATM Issues

Update on the variable Mach project in the North Atlantic Region

(Presented by the Federal Aviation Administration)

SUMMARY

This paper provides updates on the work in the North Atlantic regarding use of variable mach.

1. Introduction

1.1. As introduced in IP/10 to the IPACG/44 meeting, the Operations Without Assigned Fixed Speed Project Team (OWAFS PT) was created by the North Atlantic Procedures and Operations Group (NAT POG) in March 2017. The objective of the OWAFS PT was to “facilitate coordinated implementation of clearances in NAT airspace without an assigned fixed speed.”

1.2. The IPACG was informed of the trial being conducted by the OWAFS PT using the CPDLC uplink message, RESUME NORMAL SPEED, to indicate to pilots that they could fly using variable Mach (ECON), and some concerns that had been expressed over the use of this message per the concept of operations (CONOPS). The concerns included whether the intended use would introduce new meaning to a CPDLC message element that was used globally, and whether it would impact interpretation of Annex 2 requirements related to notifying air traffic control (ATC) upon speed changes after RESUME NORMAL SPEED was issued.

2. Discussion

2.1. Information on the OWAFS work was subsequently brought to the seventh meeting of the Operational Data Link Working Group (OPDLWG/7). During the meeting, the secretary was able to coordinate with the Flight Operations Panel and the Air Traffic Management Operations Panel to obtain more comprehensive input. Between the three groups, there was not support for the use of RESUME NORMAL SPEED that was described in the OWAFS CONOPS.

2.2. After further discussion within the OWAFS PT and through the relevant NAT groups, the language in the OWAFS CONOPS and the NAT OPS Bulletin was revised to ensure alignment with the ICAO language and meaning concerning *RESUME NORMAL SPEED*. All NAT ANSPs agreed to implement according to the approved CONOPS by first quarter 2020. The relevant excerpt from the NAT Systems Planning Group (SPG)/55 Summary of Discussions is provided below.

2.9.4 The NAT SPG agreed that the OWAFS procedure, which was in accordance with the

provisions of the PANS-ATM (Doc 4444), be adopted in the NAT. It was noted that OWAFS would provide efficiencies, with no significant impact on normal NAT operations, and represented a safe and sustainable procedure for NAT ANSPs to provide operators with flight operations without an assigned speed unless specially required for application of separation.

2.9.5 The NAT SPG noted that the implementation dates for the NAT ANSPs were included in the Task list with the NAT-wide implementation planned to be completed in the first quarter of 2020.

3. Conclusion

- 3.1 The meeting is invited to note the information provided.