

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



NEED TO KNOW - WHERE TO FIND IT

MONDAY, MARCH 23, 2015 | 1330 – 1500

PRESENTED BY: AIR TRAINING INTERNATIONAL INC.

DAVE STOHR

International Operators Conference | San Antonio, TX | March 23 – 27, 2015

RULES REGULATIONS & PROCEDURES



Airspace Characteristics

Structure & Requiements

– Separation Standards

Normal operations

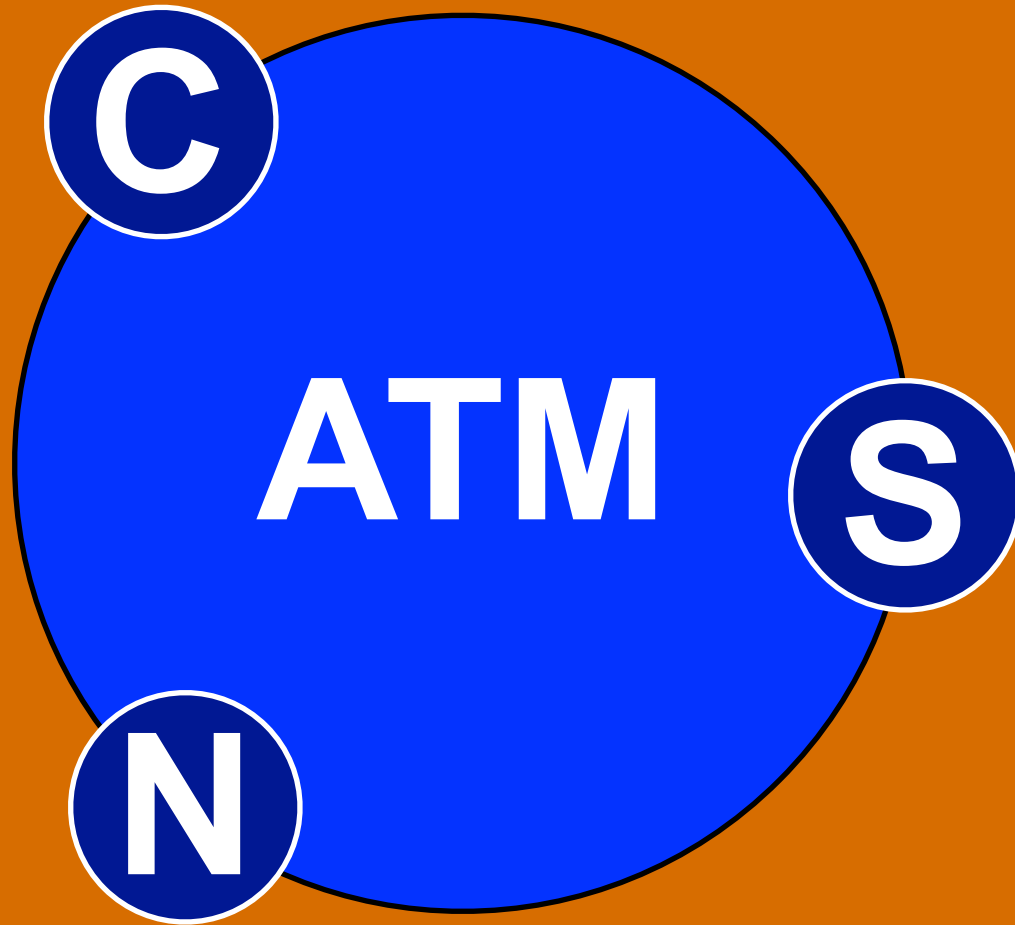
Contingencies

Communication

Navigation

Surveillance

Route Options



CPDLC
RCP 240

C

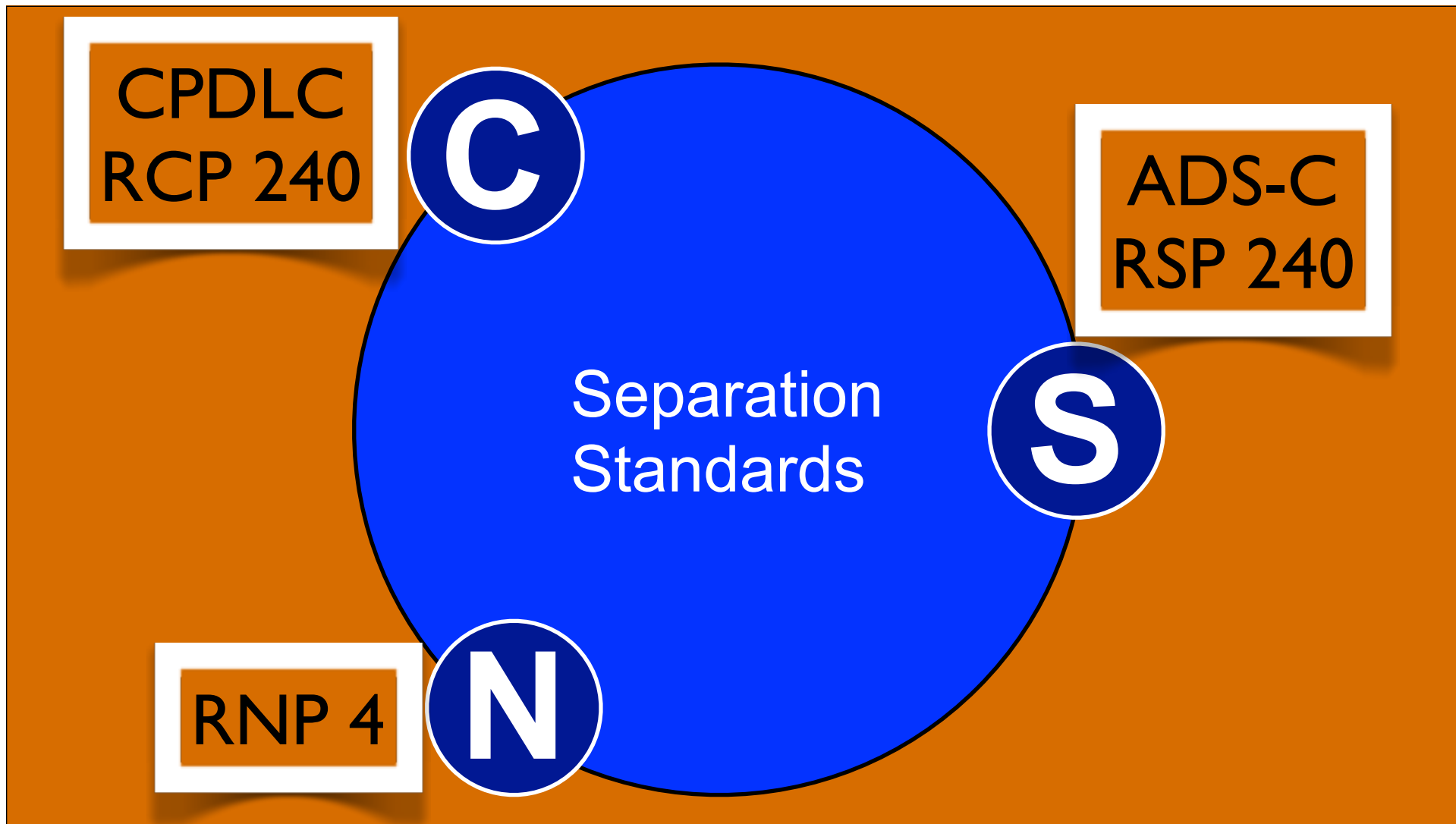
ADS-C
RSP 240

Separation
Standards

S

RNP 4

N



RULES REGULATIONS & PROCEDURES



Crew Qualification Requirements

Operator shall ensure employees know

- Must comply with laws, regulations and procedures of States where operations conducted

Operator shall ensure that all pilots are familiar with

- Laws, regulations and procedures pertinent to the performance of their duties
- The airports to be used
- The related air navigation facilities

Sources: FSIMS 8900.1

RULES REGULATIONS & PROCEDURES



Crew Qualification Requirements

Operator shall ensure other members of the flightcrew are familiar with:

- Laws, regulations and procedures pertinent to the performance of their duties

Operator shall ensure all pilots in command understand if a deviation in an emergency situation violates local rules and procedures the pilot in command shall

- Notify the appropriate local authorities without delay

Sources: FSIMS 8900.1

RULES REGULATIONS & PROCEDURES



96 Articles

Article 1

Article 5

Article 11

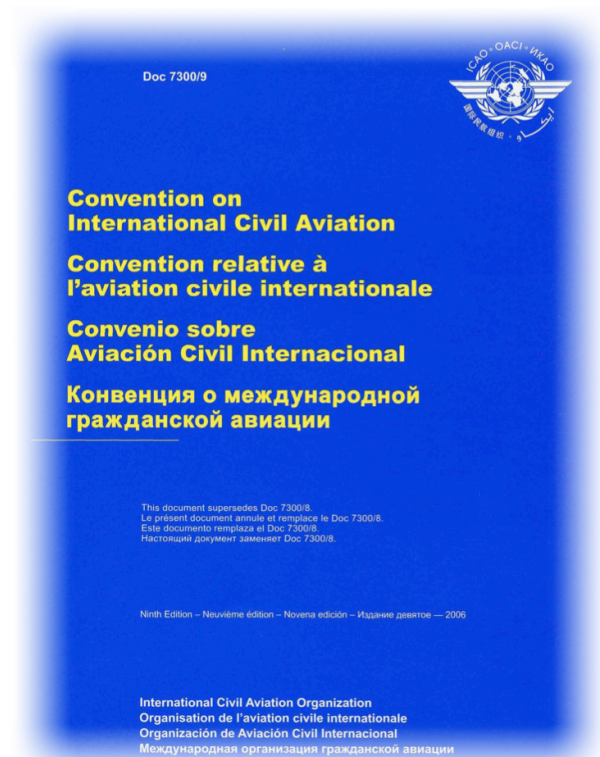
Article 12

Article 29

Article 34

Article 37

Article 38



Source: ICAO Document 7300

RULES, REGULATIONS & PROCEDURES



SARPS

Annex 1

Annex 19

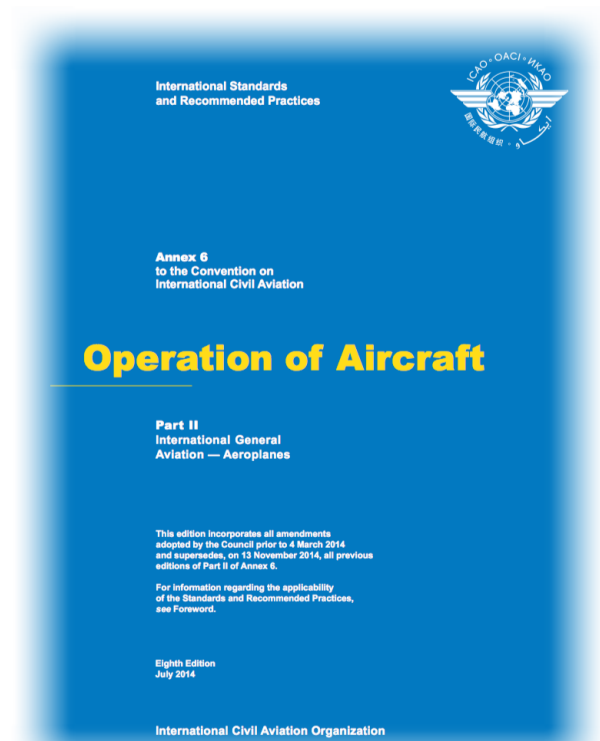
Annex 2

Annex 5

Annex 6

Annex 8

Annex 9



ICAO Annexes to the Chicago Convention

GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES

- 1 In CAA publications, where a term is used, which is defined by ICAO in a relevant Annex or PANS document, that definition will apply unless:
- (a) the contrary is indicated; or
 - (b) there is a different definition in the Air Navigation Order or European Union Regulations.
- 2 Differences to ICAO definitions and SARPS are identified in the tables below .

Annex 1 Personnel Licensing (10th Edition) (AMDT 168)			
Reference	S-Standard / R-Recommended Practice	Difference	Remarks (Reasons For Difference)
Chapter 2			
2.1.7	S	An Instrument Meteorology Conditions Rating (IMC Rating) is also issued for use within the UK airspace boundaries to allow flight in IMC outside controlled airspace and under IFR in Class D, E and F controlled airspace. The IMC Rating is not an instrument rating and has no equivalent in Annex 1.	
2.1.9.2	S	Licence holders may be fully credited with co-pilot flight time towards the total time required for a higher grade of pilot licence.	
2.2.3	S	Student pilots training for the Private Pilot's Licence (Balloons and Airships) shall hold a valid Medical Declaration based on UK Driver and Vehicle Licensing Agency standards.	
2.3.1.4	S	The minimum standard for a PPL for balloons and airships is a Medical Declaration based on UK Driver and Vehicle Licensing Agency standards.	
2.3.2.1	S	In certain circumstances a holder of a private pilot licence that includes a flight instructor rating valid for microlights, self launching motor gliders or helicopters may be paid for giving instruction or conducting flying tests in such aircraft when doing so as and with a member of the same flying club.	Preservation of privileges granted in the past.
2.3.5	S	Powered lift category yet to be introduced in the UK.	

Question





Doc 4444
ATM/501

Procedures for
Air Navigation Services

Air Traffic Management

This edition incorporates all amendments approved by the Council prior to 2 June 2007 and supersedes, on 22 November 2007, all previous editions of Doc 4444.

Fifteenth Edition — 2007

International Civil Aviation Organization



Doc 8168
OPS/611

Procedures for
Air Navigation Services

Aircraft Operations

Volume I
Flight Procedures

This edition incorporates all amendments approved by the Council prior to 3 October 2006 and supersedes, on 23 November 2006, all previous editions of Doc 8168, Volume I.

Fifth edition — 2006

International Civil Aviation Organization

Global Operational Data Link Document (GOLD)

This edition has been issued by the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), the North Atlantic Systems Planning Group (NAT SPG), the European Air Navigation Planning Group (EANPG) and the South Atlantic Systems Planning Group (SASPG).

Second Edition — 26 April 2013

International Civil Aviation Organization

Satellite Voice Guidance Material (SVGSM)

This edition has been approved by the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), the North Atlantic Systems Planning Group (NAT SPG) and the South Atlantic Systems Planning Group (SASPG).

First Edition — 24 July 2012

International Civil Aviation Organization

Doc 9613
AN/937



Performance-based Navigation (PBN) Manual

Approved by the Secretary General
and published under his authority

Fourth Edition — 2013

International Civil Aviation Organization

Doc 7030



Regional Supplementary Procedures

Approved by the Council
and published by authority of the Secretary General

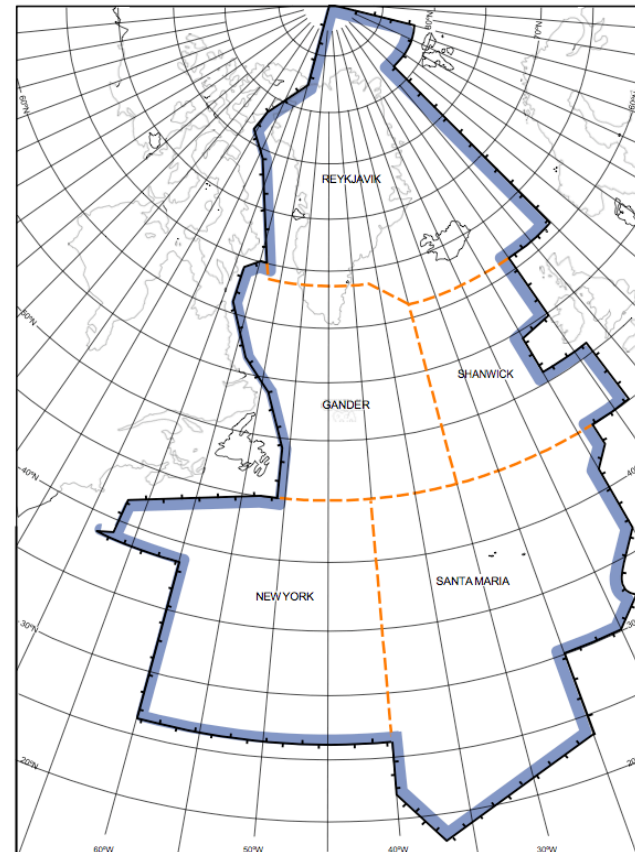
Fifth Edition — 2008

International Civil Aviation Organization

Air Training Intern

NAT Doc 007

NORTH ATLANTIC OPERATIONS AND AIRSPACE MANUAL Edition 2013



Published on behalf of the North Atlantic Systems Planning Group (NAT SPG)
by the European and North Atlantic Office of ICAO

Question



Sources:





3 APR 14

AERONAUTICAL INFORMATION CIRCULAR 15/14

IMPLEMENTATION PLANNING OF CONTROLLER PILOT DATA LINK COMMUNICATIONS SERVICES IN CANADIAN DOMESTIC AIRSPACE

(Replaces AIC 34/13)

Introduction

On 16 December 2011, NAV CANADA commenced the use of controller pilot data link communications (CPDLC) within the Canadian Domestic Airspace (CDA), with services offered in the Montreal, Edmonton, Vancouver, Winnipeg, Moncton, and Gander (Domestic airspace) flight information region (FIR). It is the intent of NAV CANADA to expand CPDLC service into the Toronto FIR in early part of 2014.

As with the services offered in the other FIRs implementation of CPDLC in the Toronto FIR will be via a phased approach, as detailed below.

Purpose of Circular

This circular advises operators of the service area coordinates and expected implementation timelines for the Toronto FIR. Specific start dates for each of the implementation phases will be announced via Notice to Airmen (NOTAM). A description of the implementation phases, flight crew procedures, and supported CPDLC messages are also detailed below.

Note: Cette information est aussi disponible dans l'autre langue officielle.

Page 1 of 9

CZQX GANDER CENTRE (ACC)

A9992/12 - CPDLC PHASE 3 FOR GANDER ACC DOMESTIC IMPLEMENTED AS PER AIC 38/12. THE FOLLOWING DOWNLINK MESSAGES WILL BE SUPPORTED BY GANDER

ACC DOMESTIC:

- DM0 - WILCO
- DM1 - UNABLE
- DM2 - STANDBY
- DM3 - ROGER
- DM4 - AFFIRM
- DM5 - NEGATIVE
- DM6 - REQUEST (ALT)
- DM7 - REQUEST BLOCK (ALT) TO (ALT)
- DM9 - REQUEST CLIMB TO (ALT)
- DM10 - REQUEST DESCENT TO (ALT)
- DM18 - REQUEST (SPEED)
- DM19 - REQUEST (SPEED) TO (SPEED)
- DM20 - REQUEST VOICE CONTACT
- DM22 - REQUEST DIRECT TO (POS)
- DM28 - LEAVING (ALT)
- DM29 - CLIMBING TO (ALT)
- DM30 - DESCENDING TO (ALT)
- DM31 - PASSING POSITION (POS)
- DM32 - PRESENT ALTITUDE (ALT)
- DM33 - PRESENT POSITION (POS)
- DM34 - PRESENT SPEED (SPEED)
- DM37 - LEVEL (ALT)
- DM42 - NEXT WAYPOINT (POS)
- DM43 - NEXT WAYPOINT ETA (TIME)
- DM44 - ENSUING WAYPOINT (POS)
- DM47 - SQUAWKING (BEACON CODE)
- DM55 - PAN PAN
- DM56 - MAYDAY MAYDAY MAYDAY
- DM57 - (FUEL) (FUEL2) FUEL REMAINING (SOULS) SOULS ON BOARD
- DM58 - CANCEL EMERGENCY
- DM61 - DESCENDING TO (ALT)
- DM62 - ERROR (ERROR INFORMATION)
- DM63 - NOT CURRENT DATA AUTHORITY
- DM65 - DUE TO WEATHER
- DM66 - DUE TO AIRCRAFT PERFORMANCE
- DM67 - FREE TEXT
- DM68 - FREE TEXT
- DM72 - REACHING (ALT)
- DM75 - AT PILOTS DISCRETION

ANY DOWNLINK MESSAGE OTHER THAN THE ABOVE WILL GENERATE A 'MESSAGE NOT SUPPORTED BY THIS FACILITY' RESPONSE FROM THE GROUND SYSTEM. 15 NOV 12:34



3 APR 14

AERONAUTICAL INFORMATION CIRCULAR 15/14

IMPLEMENTATION PLANNING OF CONTROLLER PILOT DATA LINK
COMMUNICATIONS SERVICES IN CANADIAN DOMESTIC AIRSPACE

(Replaces AIC 34/13)

CZQX GANDER CENTRE (ACC)

A9992/12 - CPDLC PHASE 3 FOR GANDER ACC DOMESTIC IMPLEMENTED AS PER AIC 38/12. THE FOLLOWING DOWNLINK MESSAGES WILL BE SUPPORTED BY GANDER

ACC DOMESTIC:

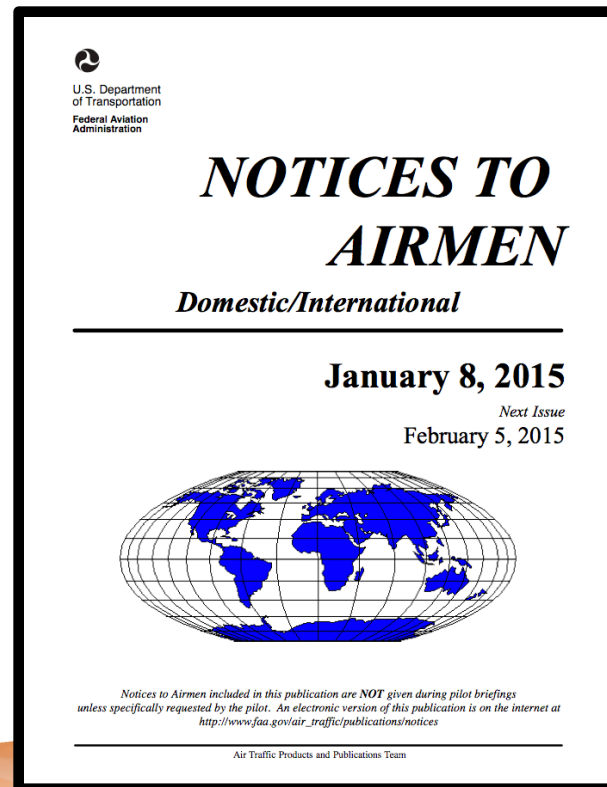
- DM0 - WILCO
- DM1 - UNABLE
- DM2 - STANDBY
- DM3 - ROGER
- DM4 - AFFIRM
- DM5 - NEGATIVE

A0448/15 - REROUTED WESTBOUND ACFT EXITING THE NAT AT FL290 AND ABV MUST NOT PROGRAM THE FMS WITH THE FILED OCEANIC EXIT POINT (OEP) TO RE-ESTABLISH ON THE FLT PLAN ROUTE. IF REROUTED ON ANOTHER OEP, PILOTS MUST PROGRAM THE FMS WITH THE NEXT SIGNIFICANT POINT ON THE ORIGINAL FLT PLAN BEYOND THE FILED OCEANIC EXIT POINT. IF FILED CUDDY HO BUT REROUTED AVUTI, INSERT HO AFTER AVUTI INSTEAD OF CUDDY. FMS REPORTS SUCH AS AVUTI CUDDY REQUIRE ATC INTERVENTION WHEREAS AVUTI HO OR AVUTI YBC DOES NOT. 17 JAN 00:00 2015 UNTIL 17 APR 00:00 2015 ESTIMATED. CREATED: 17 JAN 01:49 2015

- DM43 - NEXT WAYPOINT ETA (TIME)
- DM44 - ENSUING WAYPOINT (POS)
- DM47 - SQUAWKING (BEACON CODE)
- DM55 - PAN PAN
- DM56 - MAYDAY MAYDAY MAYDAY
- DM57 - (FUEL) (FUEL2) FUEL REMAINING (SOULS) SOULS ON BOARD
- DM58 - CANCEL EMERGENCY
- DM61 - DESCENDING TO (ALT)
- DM62 - ERROR (ERROR INFORMATION)
- DM63 - NOT CURRENT DATA AUTHORITY
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RULES REGULATIONS & PROCEDURES FAA



RULES REGULATIONS & PROCEDURES FAA




 **U.S. Department
of Transportation
Federal Aviation
Administration**

**Advisory
Circular**

Subject: Oceanic and International Operations **Date:** 8/12/10 **AC No:** 91-70A
Initiated by: AFS-400 **Change:**

FOREWORD

This advisory circular (AC) contains general information and guidance for operators planning oceanic flights, including authorizations needed for operations outside the continental United States. This includes Special Areas of Operation (SAO) such as North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS), Reduced Vertical Separation Minimum (RVSM), Area Navigation (RNAV), and Required Navigation Performance (RNP) airspace. The dynamics of oceanic operations are such that they are constantly evolving and it is incumbent on the operators to closely monitor any changes. The Federal Aviation Administration (FAA) revised this AC to point the reader to the most current sources of international material. In many cases, the references are to a Web site. The material, however, is still found at www.faa.gov or calling a Federal Aviation Administration (FAA) navigation specialist. This AC includes specific guidance for authorizations and other FAA policy issues. A detailed study of the FAA Web site is the best source for introduction information about oceanic, international, and remote operations.


John M. Allen
Director, Flight Standards Service

RULES REGULATIONS & PROCEDURES FAA



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

InFO 13009
DATE: 8/20/13

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Agreement (LOA) Paragraph A353, *Automatic Dependent Surveillance-Broadcast (ADS-B) Operations Outside of U.S. Designated Airspace*, Applicability Clarification.

Purpose: This InFO clarifies when Federal Aviation Administration (FAA) authorization per OpSpec/MSpec/LOA paragraph A353, *Automatic Dependent Surveillance-Broadcast (ADS-B) Operations Outside of U.S. Designated Airspace*, is required.

Discussion: Countries around the world are implementing ADS-B technology to enhance or extend the surveillance capability of their air traffic control (ATC) systems. A number of these countries have published new rules that will mandate ADS-B equipage on aircraft operating in certain classes of airspace. Other countries have chosen not to mandate ADS-B equipage, but have designated specific routes and airspace to benefit those who equip voluntarily. A certain subset of these countries further requires that foreign operators obtain operational approval from their State of Registry to access ADS-B airspace. U.S. operators, seeking access to foreign ADS-B airspace where State of Registry operational approval is required, are advised to follow the guidance contained in FAA [Advisory Circular \(AC\) 90-114 CHG 1](#), *Automatic Dependent Surveillance-Broadcast (ADS-B) Operations*, Appendix 1, and [AC 20-165A](#), *Airworthiness Approval of Automatic Dependent Surveillance - Broadcast (ADS-B) Out Systems* when requesting authorization per OpSpec/MSpec/LOA A353.

The following information identifies FAA approval requirements for U.S. aircraft operators in foreign ADS-B airspace:

Australia: *A353 not required.* Approved ADS-B avionics will be required on, and from, December 12, 2013, for all operations at or above flight level (FL) 290. Refer to Australian Civil Aviation Safety Authority [Advisory Circular \(AC\) 21-45\(1\)](#), *Airworthiness Approval of Airborne Automatic Dependent Surveillance Broadcast Equipment*, for guidance on approved ADS-B equipment used in Australia.

Canada: *A353 conditionally required.* Authorization, per A353, is required only when an operator seeks operational benefit from ADS-B Out equipage in the airspace defined in Nav Canada Aeronautical Information Circulars (AICs) [31/11](#), *Air Traffic Services Associated with Automatic Dependent Surveillance-Broadcast Out Surveillance*, and [44/11](#), *Automatic Dependent Surveillance-Broadcast Service in the Gander Oceanic Control Area*.

Distributed by: AFS-200

OPR: AFS-430

Air Training International

Sources:

RULES REGULATIONS & PROCEDURES



http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/nat.pdf

FAA NAT Resource Guide for U.S. Operators

Version 15.02
Reviewed Monthly

This resource document consolidates U.S. and International guidance for U.S. operators. Please direct questions regarding NAT operations to your Regional NextGen (AXX-220) Special Areas of Operation (SAO) Specialist. [Contact us](#) via email with your questions and comments pertaining to this PDF document.

- Emphasis Items
- Initiatives
- NAT Airspace
- References
- Com / Nav / Surveillance (CNS)
- Inspector Guidance

CLICK HERE
NEW!
North Atlantic Data Link Mandate Phase 2A

00:00 - 09:00 **How Busy is the NAT?**
[Click and See](#)

[Contact Us](#)
[Send Comments](#)
[Acronyms](#)

Presentation
CNS



RULES REGULATIONS & PROCEDURES



http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/pac.pdf

The cover page for the FAA Pacific Resource Guide features the FAA logo on the left and a central image of an airplane flying over a tropical beach. A table of contents is overlaid on the image, listing sections: Emphasis Item, Airspace, References, Com / Nav / Surveillance (CNS), and Inspector Guidance. To the right of the main image are three smaller images: a satellite, a group of people with flags, and a handshake. At the bottom, there is a disclaimer, version information, and several links for user guides, presentations, and contact information.

FAA Pacific Resource Guide
For U.S. Operators

Emphasis Item
Airspace
References
Com / Nav / Surveillance (CNS)
Inspector Guidance

This resource document consolidates U.S. and International guidance for U.S. operators. Please direct questions regarding Pacific oceanic operations to your Regional NextGen (AXX-220) Special Areas of Operation (SAO) Specialist. Contact us via email with your questions and comments pertaining to this PDF document.

Version 15.02 Reviewed Monthly

[Contact US](#)
[Send Comments](#)
[Acronyms](#)

[Track Advisory User Guide for Dispatchers](#)
[Pacific Operations Presentation](#)
[Info: ADS-B Operations Outside of U.S. Designated Airspace](#)
[GOLD 2nd Edition](#)

Presentation
CNS



RULES REGULATIONS & PROCEDURES



http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/NAS.pdf

**National Airspace System
RNP Resource Guide**

FAA Resource Guide for U.S. Operators using Required Navigation Performance Systems

Click on Section Link Below:

- ▶ Performance Based Flight Systems
- ▶ Emphasis Items
- ▶ Guidance and Regulations
- ▶ Pilot Resources

New!

- Modified Climb Via Phraseology
- Data Link Job Aid (Draft)

Version: 15.02
Reviewed Monthly

[Contact Us](#)
[Send Comments](#)
[Acronyms](#)

Federal Aviation Administration

Question



RULES REGULATIONS & PROCEDURES



Expectations

Flight crews are knowledgeable on all operating requirements and are current on all changes that may have occurred within an airspace

DEDICATED TO HELPING BUSINESS ACHIEVE ITS HIGHEST GOALS.



NEED TO KNOW - WHERE TO FIND IT

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DAVE STOHR

International Operators Conference | San Antonio, TX | March 23 – 27, 2015