



International Civil Aviation Organization

**Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/14)**

Bangkok, Thailand, 28 June – 2 July 2004

Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region

**IMPLEMENTATION OF 30NM LATERAL AND 30NM LONGITUDINAL SEPARATION
IN THE SOUTH PACIFIC**

(Presented by New Zealand and Australia)

SUMMARY

This information paper provides information on the progress of introducing 30NM lateral and 30NM longitudinal separation in the South Pacific. The first implementation will be the Auckland Oceanic and Brisbane FIRs – target implementation date is 25 November 2004

1. Background

- 1.1 The 18th meeting of the Informal South Pacific Air Traffic Services Coordinating Group (ISPACG) meeting held in Fiji February 2004 established a working group tasked with implementing 30NM lateral and 30NM longitudinal separation (30/30 WG) in the ISPACG partners areas of responsibility, with a view of perhaps migrating the procedures to other regions.
- 1.2 The ISPACG meeting:
 - a) Decided to implement 30/30 progressively throughout the South Pacific region, commencing with the Auckland Oceanic and Brisbane FIRs.
 - b) Set an ambitious but achievable target implementation date for implementation of 30/30 - 25 November 2004

2. ISPACG Working Group for the Implementation of 30NM Lateral/30NM Longitudinal Separation (30/30/WG)

- 2.1 Terms of Reference for the Working Group for the Implementation of 30NM Lateral/30NM Longitudinal Separation (30/30/WG)
 - a) To develop benefits-driven implementation plans for the implementation of 30NM lateral/30NM longitudinal (30/30) separation within selected areas and airspace in the South Pacific;
 - b) To consider the need for guidance material on the implementation of 30/30, and if required, to develop such guidance material;

- c) To ensure the conduct of any required safety assessments based on an appropriate collision risk model (CRM); and
 - d) To address any other matters as appropriate and relevant to the implementation of 30/30 within the South Pacific airspace.
 - e) The working group will include participation from air traffic service providers, regulatory authorities and International Organizations represented at ISPACG
- 2.2 Airways New Zealand and Airservices Australia are the co-chairs of the 30/30 WG for the initial implementation.

3. First meeting in Auckland, New Zealand

- 3.1 The first meeting of the 30/30WG was held in Auckland New Zealand 19/20 April 2004. Airways New Zealand provided secretariat support.
- 3.2 The first meeting was attended by representatives from Airways New Zealand, Airservices Australia, Airports Fiji Ltd, Strategic Air Services Limited (Fiji), United Airlines, Air New Zealand, Civil Aviation Authority of New Zealand, International Federation of Air Line Pilots' Associations.
- 3.3 The Federal Aviation Administration (FAA) submitted papers to the WG which were gratefully received.
- 3.4 Other interested parties are included on the meeting report email list.

4. First meeting major outcomes

- 4.1 The following list the major outcomes of the first meeting
- a) Benefits of 30/30 were difficult to quantify however fuel burn profiles and loadings are all important. The introduction of 30/30 should happen with no increased costs and is a long term ISPACG objective.
 - b) Because ICAO has completed the collision risk modeling no further safety assessments were required except those that relate to software and ATSU developments.
 - c) RNP Certification Criteria Doc 9613 / FAA Order 8400.12A were reviewed and changes recommended
 - d) 30/30 operations will be introduced in a mixed RNP environment. RNP 4 exclusive airspace is not appropriate due to the un-acceptable penalties it will impose on non-compliant aircraft. It was noted that less than 25% of operations in the Auckland Oceanic FIR are expected to be RNP 4 certified.
 - e) The existing ICAO standard flight plan does not adequately handle a mixed RNP environment. It was agreed for 30/30 operations in the Auckland Oceanic and Brisbane FIRs the use of all the following designators in the ATC flight plan

Field 10 D J R
Field 18 DAT/SV NAV/RNP4

indicates:

Ops Spec approval is granted for 30/30 separation standard and RNP4.

Crew training for pilots and dispatchers is complete for both RNP4 and FANS 1/A.

Documentation of normal and abnormal procedures for pilots and dispatchers is complete and issued.

It is intended for these definitions to be published in the New Zealand and Australian AIPs.

- f) The meeting reviewed the FAA papers
“ATS Automation in a Mixed RNP Oceanic Environment – The ATOP Approach”
Concept for the Application of 50/50NM and 30/30NM Separation in a Mixed RNP
Environment” by Oakland ARTCC
- g) Next Meeting: 23 & 24 June, Brisbane, Australia

5. Recommendations

- 5.1 The meeting is invited to note the progress being made to implement 30NM lateral and 30NM longitudinal separation.

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