International Civil Aviation Organization

Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-group (ATM/AIS/SAR/SG/15)

Bangkok, Thailand, 25 – 29 July 2005

Agenda Item 3: Review and progress the tasks assigned to the ATM/AIS/SAR/SG by APANPIRG

IMPLEMENTATION OF 30NM LATERAL AND 30NM LONGITUDINAL SEPARATION IN US-CONTROLLED FLIGHT INFORMATION REGIONS

(Presented by the United States of America)

SUMMARY

This paper provides information about the status of Federal Aviation Administration (FAA) preparation to implement 30nm lateral and 30nm longitudinal in oceanic Flight Information Regions (FIRs) where the US provides air traffic services (ATS).

1.0 Discussion

1.1 The Federal Aviation Administration (FAA) plans to implement 30nm lateral/30nm longitudinal separation (30/30) throughout oceanic airspace where the US provides air traffic services (ATS), beginning with operational trials in portions of Oakland's oceanic airspace, then expanding, as appropriate, throughout the US-controlled Pacific and North Atlantic FIRs.

1.2 To implement 30/30 in US controlled oceanic airspace, a task force has been formed and a task list, similar to that used for implementation of reduced vertical separation minimum (RVSM), has been developed. Steps on the task list include completion of a required navigation performance (RNP-4) operational approval process, completion of an appropriate safety assessment, and notification to ICAO of the outcome of the safety analysis for application in a specific airspace.

1.3 Implementation will begin with operational trials in the Oakland Air Route Traffic Control Center (ARTCC) oceanic sector 3 (OC3) which spans that airspace roughly between California and Australia/New Zealand/Fiji/Tahiti (see attachment). Though the following Pacific Organized Track System (PACOTS) tracks in sector 3 are no longer routinely published, they are available on request.

Routes	*Track Designators*
California to Australia/New Zealand	W & X
Australia/New Zealand to California	20 & 21

1.4 Application of 30/30 in oceanic airspace other than Oakland sector OC3 is beyond the scope of the initial operational trials and will not be authorized until further safety assessments are completed. The 30/30 Task Force will continue to work on expanding the implementation of reduced horizontal separation in other airspace as appropriate.

1.5 Aircraft approved to operate with needed communications capabilities, 14 minute automatic dependence surveillance contract (ADS-C) reporting, and an RNP value of RNP-4 will immediately benefit from this reduction to current horizontal separation criteria. The FAA's new oceanic automation system, Ocean21, will be able to verify which aircraft are equipped for various separation minima so that Oakland ARTCC will be able to apply 30/30 separation between RNP-4 approved aircraft. Throughout the operational trials and full implementation, Oakland ARTCC will also accommodate aircraft that are not approved for RNP-4 operations throughout its FIR, to include sector OC3. By improving the efficiency for some (e.g. RNP-4 approved) airspace users, other airspace users should benefit from the increased availability of efficient altitudes/routes/trajectories.

2.0 **Recommendation**

2.1 The meeting is invited to note the information provided in this paper.

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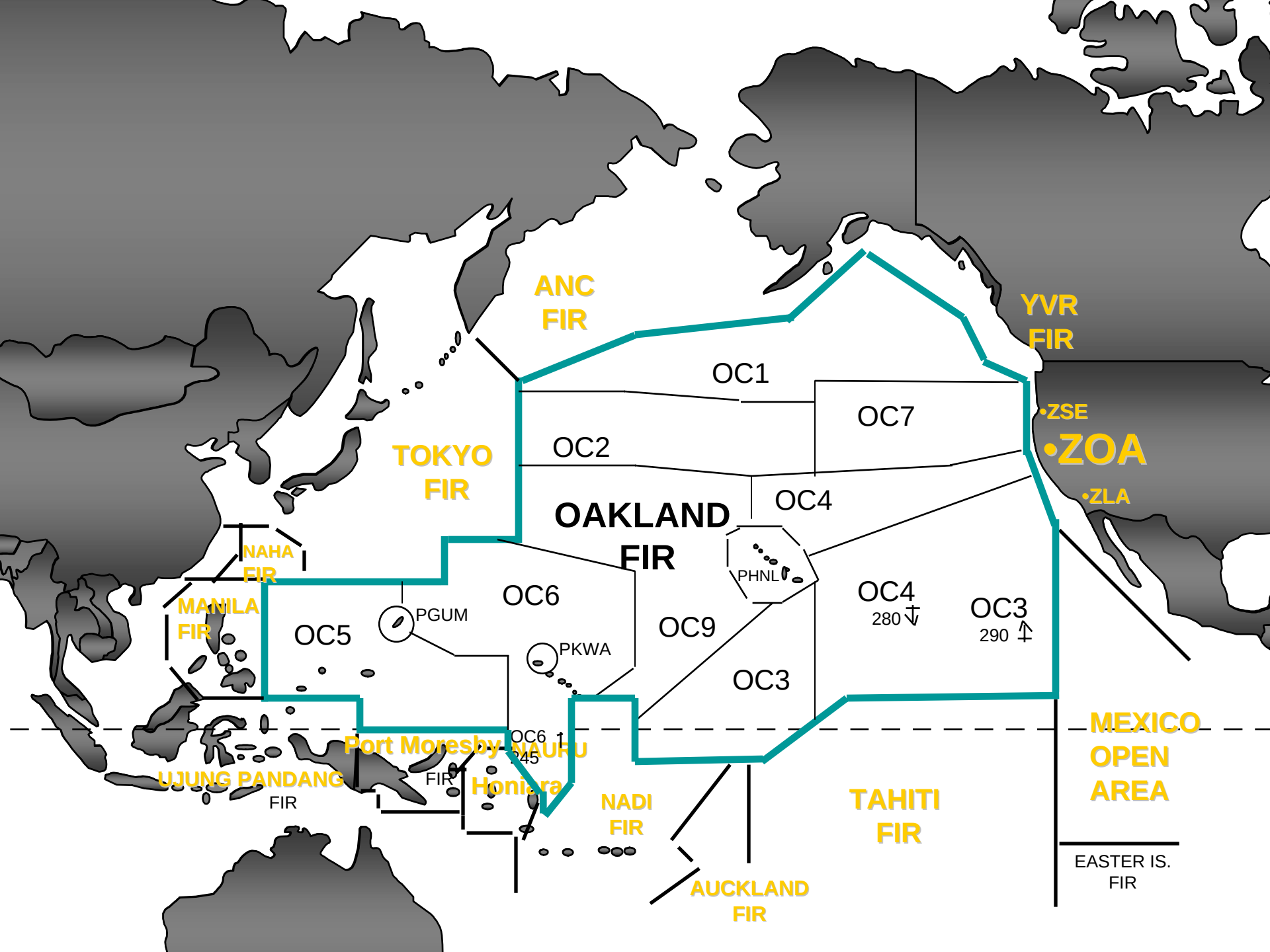
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