



ICAO

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WORKING PAPER

ANI/WG/3 — WP/18
4/03/16

Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)
Mexico City, Mexico, 4 to 6 April 2016

- Agenda Item 4: Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets**
- 4.1 Progress Reports of the Task Forces and the ANI/WG**

REDUCTION AND HARMONIZATION OF LONGITUDINAL SEPARATION MINIMA

(Presented by United States)

EXECUTIVE SUMMARY	
This Working paper presents an update on efforts by United States to reduce longitudinal separation in continental airspace across common Flight Information Region (FIR) boundaries with adjacent States.	
Action:	Take note of the progress carried out in implementing reduced longitudinal separation and Suggested actions in Section 3.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
References:	<ul style="list-style-type: none">• ICAO PANS/ATM — <i>Air Traffic Management</i>. (Doc 4444)• Final report of the Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2), Puntarenas, Costa Rica, 1 - 4 June 2015• ANI/WG/2 - WP/27

1. Introduction

1.1 Studies conducted by the International Air Transport Association (IATA) for the Caribbean (CAR) indicate that the increase in air traffic expected for the North American, Caribbean, and South American (NAM/CAR/SAM) Regions in the coming years is significant enough to cause a ripple effect in decreasing capacity if the current longitudinal separation of 10 minutes, which is equivalent to approximately 80 Nautical Miles (NM), continues to be applied. This would inevitably result in meaningful delays and financial adversity to operators, and would increase the overall workload by air traffic control units. The objective of United States is to seek opportunities where this separation standard can be reduced in order to stay ahead of increasing demand.

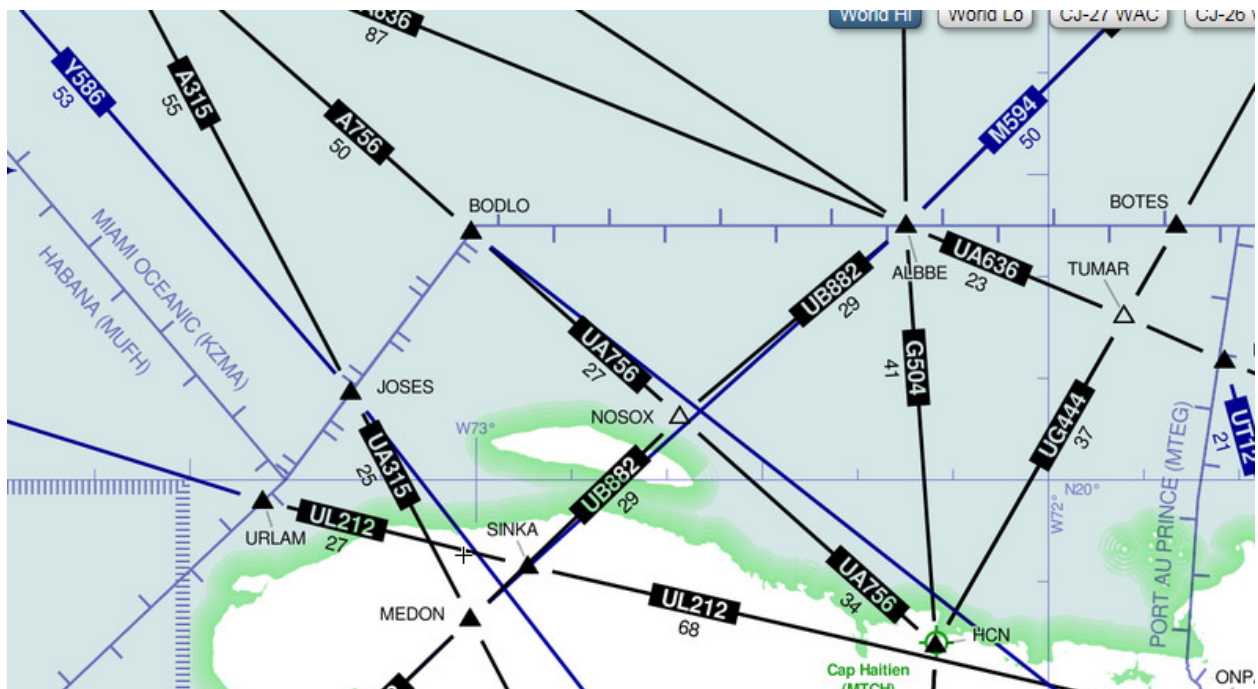
2. Discussion

2.1 As stated in ANI/WG/2 Final Report, Paragraph 4.1.2.17:

The Meeting agreed that this matter deserves high priority and that under ICAO Doc 4444, paragraph 5.4.2.3.3.1, longitudinal separation of 20 NM may be applicable under the specified condition. The meeting recommended that the issue can be dealt through bilateral discussions under the guidance of the Air Traffic Management (ATM) Regional Officer of the ICAO NACC Regional Office.

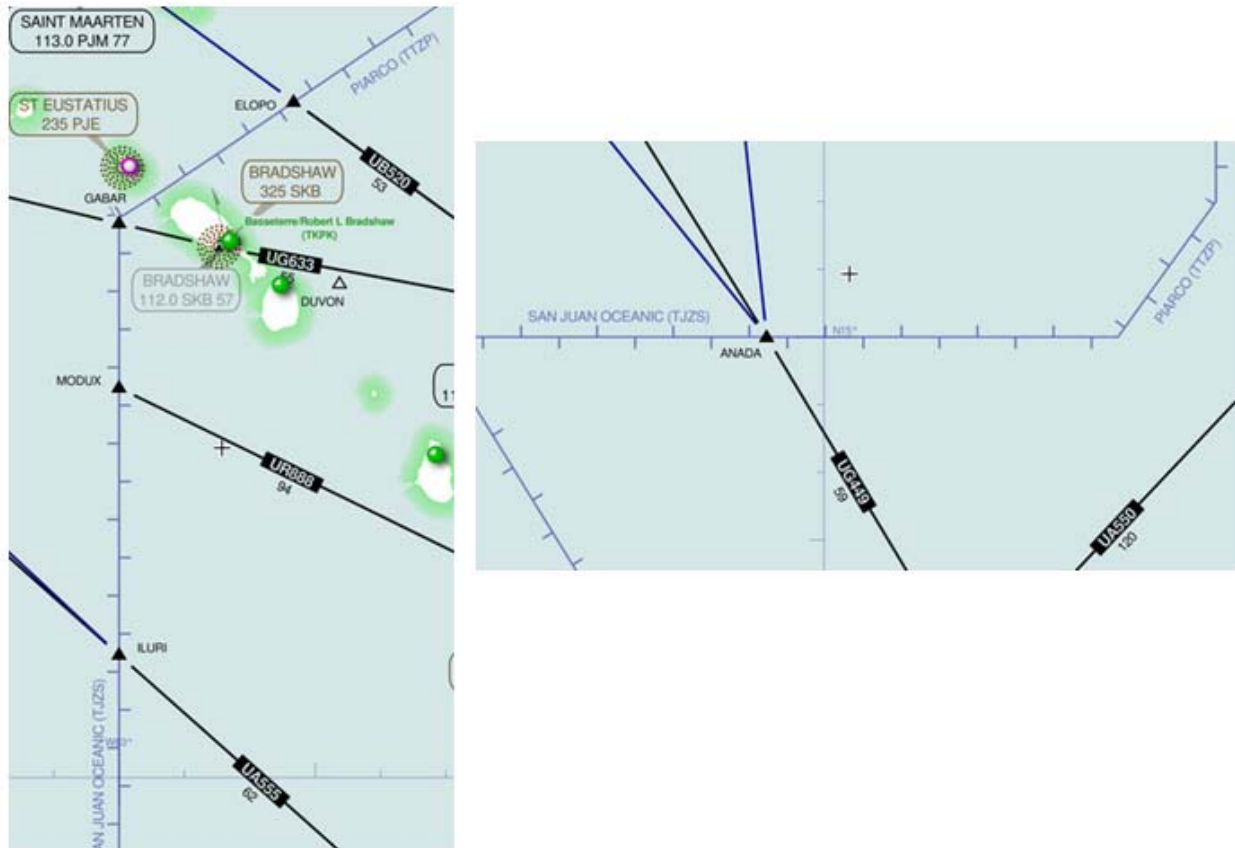
2.2 The Federal Aviation Administration (FAA) has sought opportunities to implement cross-boundary reduced longitudinal separation, and has taken a proactive approach in collaborating with NACC States that share boundaries with United States Air Navigation Service Providers (ANSPs) in order to implement bilaterally. Currently, two opportunities are being considered; Miami Air Route Traffic Control Center (KZMA) with Port-au-Prince Area Control Center (MTEG); and San Juan Combined Center Radar Approach Control (KZSU) with Piarco Area Control Center (TTZP).

2.3 In the KZMA-MTEG cross-boundary operation, the reduction of separation would benefit operators southeast bound navigating on A315, A756, or A636 landing MTPP (Port au Prince) or MTCH (Cap Haitien) airports and/or overflying MTEG airspace to South destinations. The same gain can be obtained by MTEG in providing reduced longitudinal separation for departure and overflight traffic exiting their FIR to the North.



2.4 The FAA has reached out the Office National de l'Aviation Civile (OFNAC) in Haiti to initiate discussions on reducing the longitudinal separation. The OFNAC team is deliberating on this concept and has indicated their willingness to hold bilateral discussions in the future to scrutinize further.

2.5 In the KZSU-TTZP cross-boundary operation, the reduction of separation would benefit operators that navigate on UG449, UL555, UB520, and UG633.



2.6 Currently, TTZP and KZSU are willing to implement reduced longitudinal separation but due to KZSU airspace along the common FIR boundary being defined as oceanic airspace, the application of this separation standard is not approved. The FAA is in the process of reviewing options for implementing the standard by the use of waivers, or the possibility of amending the definition of the airspace volume where there two-way pilot/controller Very High Frequency (VHF) communication exists. This issue was discussed during recent FAA-Trinidad and Tobago Civil Aviation Authority (TTCAA) meetings. The FAA has agreed to continue the dialogue with TTCAA, and to keep them apprised of any developments.

2.7 The FAA has provided the IATA CAR office an update on the efforts to implement reduced longitudinal separation with OFNAC as well as TTCAA and the roadblock to implementing it in KZSU-TTZP operations. IATA CAR has indicated that there are other scenarios that are similar to the predicament that KZSU has in regards to airspace defined as oceanic in which VHF capabilities exist. They indicated that they are working with ICAO NACC Regional Office to ascertain what constitutes the definition of oceanic and continental airspace and where it is referenced. IATA has agreed to keep the FAA informed of any development on this matter.

3. Suggested actions

3.1 The Meeting is invited to:

- a) Note the information provided in this working paper;
- b) engage in deliberating on what defines oceanic and continental airspace; and
- c) comment and recommend mitigations to implementing reduced longitudinal separation in accordance with PANS ATM Doc 4444 paragraph 5.4.2.3.3.1 in oceanic airspace.

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