



International Civil Aviation Organization

ICAO

**Eleventh Meeting of the Air Traffic Management Sub-Group
(ATM/SG/11) of APANPIRG**

Singapore, 2 – 6 October 2023

Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)

20-NM PERFORMANCE BASED LONGITUDINAL SEPARATION (PBLs)

(Presented by United States of America)

SUMMARY

The following paper provides information on the Federal Aviation Administration's plans for implementation of 20-NM PBLs in the U.S. delegated oceanic control areas of New York East, New York West, Oakland and Anchorage air traffic facilities.

1. INTRODUCTION

1.1 To align with the International Civil Aviation Organization's (ICAO) Annex 6, Annex 11, and Procedures for Air Navigation and Air Traffic Management (PANS-ATM) (Doc 4444), and to harmonize with neighboring air navigation service providers, the FAA is implementing a 20 NM PBLs standard in the oceanic areas of New York, Oakland, and Anchorage Flight Information Regions (FIRs).

1.2 The specific change to Doc 4444 is the addition of para 5.4.2.9 and the associated separation table in that section. This change is included in Amendment 16 published in November of 2020. Guidance to States on the implementation of PBLs will be published in 2024 in Document 10120. The draft material was finalized in November of 2020, however due to COVID-19 impacts, publication was delayed. Final draft material is available through ICAO.

1.3 This change adds a new 20 NM PBLs standard for properly equipped aircraft operating in portions of FAA-controlled oceanic airspace. The FAA will continue to support the 30 NM longitudinal standard.

1.4 20 NM PBLs will be applicable between Performance-based Communication and Surveillance (PBCS) aircraft meeting Required Navigation Performance (RNP) 4, Required Communication Performance (RCP) 240, and Required Surveillance Performance (RSP) 180, and reporting via Automatic Dependent Surveillance – Contract (ADS-C) at least every 192 seconds.

2. DISCUSSION

2.1 The FAA's oceanic automation system, Advanced Technology and Oceanic Procedures (ATOP), will be modified to update the ADS-C periodic rate to 192 seconds when applying the 20 NM PBLs standard.

2.2 The FAA considered a number of different ways to implement 20 NM longitudinal separation within U.S.-delegated airspace. Based upon language in Doc 4444, and from an operational

and safety viewpoint, the most likely implementation will be through confirmation (acknowledgement) that both aircraft in the pair have established ADS-C periodic reporting intervals of 192 seconds prior to application of the separation standard. This will be performed manually or with automation software and controller management. The initial implementation will be between specific aircraft pairs versus utilization of a 192-second reporting interval for all eligible aircraft.

2.3 A safety risk management assessment was performed by the FAA for the implementation of 20-NM longitudinal separation in U.S. delegated airspace. A panel of experts conducted this activity during the last week of October 2022. Further information will be available when the results of this activity have been thoroughly reviewed and the report is complete.

2.4 The FAA also recently completed the pre-implementation safety assessment in accordance with ICAO Doc 9689 (Manual on Airspace Planning Methodology for the Determination of Separation Minima). The results of that study indicate that the target level of safety (TLS) will be met for the U.S. oceanic airspaces examined. This assessment is also under final review and further information can be provided upon completion.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

.....