



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

SEPARATION STANDARDS PLANNED FOR AUCKLAND OCEANIC FIR

(Presented by Airways New Zealand)

SUMMARY

This paper presents further separation standard reductions planned by Airways New Zealand in the Auckland Oceanic FIR.

1. INTRODUCTION

1.1 Airways New Zealand implemented the performance based 30NM longitudinal and 30NM lateral separation standards in 2007. PANS-ATM Doc 4444 has published separation standards that enable further separation reduction in the oceanic procedural environment.

2. DISCUSSION

ADS-C CDP

2.1 Airways New Zealand is developing software on the Oceanic ATM system to enable the application of the ADS-C Climb and Descend Procedure (ADS-C CDP) that was published in the 2016 amendment to PANS-ATM.

2.2 The ADS-C CDP specified in PANS-ATM paragraph 5.4.2.8 allows longitudinal separation reduction to 15NM under certain conditions. The software to enable this separation standard is currently under test and will be available for use on the Oceanic ATM platform by November 2018.

20NM Lateral Separation

2.3 PANS-ATM paragraph 5.4.1.2.1.6 allows for a 20NM lateral separation standard for an RNP2 or GNSS equipped aircraft on parallel or non-intersecting tracks that climbs descends through the level of another aircraft. This standard does not require FANS1/A CPDLC and aircraft with HF voice qualify. Airways can see efficiency gains with the use of this separation and software is in development to implement this standard by Mid-2019.

Other Separation Reductions

2.4 We understand that a 12NM lateral climb through standard for PBCS qualified aircraft (RCP240/RSP180) meeting RNP4 or RNP2 may be available in the 2018 PANS-ATM amendment. If this becomes available Airways will have the software modifications available by Mid-2019 to implement the standard.

2.5 A new 20NM RNP2 ADS-C performance based longitudinal standard has been developed by the Separations and Standards Panel (SASP) and is expected in the 2020 PANS-ATM amendment. Airways plan on implementing that standard as soon as published in conjunction with the current RNP2/GNSS lateral standard for intersecting tracks specified in PANS-ATM paragraph 5.4.1.2.1.7 b).

2.6 An ADS-B In-Trail Procedure allowing longitudinal separation down to 15NM has been in PANS-ATM for some years. Airways stopped development of the software that would enable this procedure in 2016 because no aircraft operating in the South Pacific were equipped with the required ADS-B IN capability. With the introduction of some B787 and A350 fleets operating in NZZO with this capability this decision is under review. However, the software capability is unlikely to be developed before 2021.

Doc 7030 Regional Supplementary Procedures

2.7 Amendments to the Doc 7030 Regional Supplementary Procedures are required to incorporate these separation standards.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

.....