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Subject

Operational



TRIAL IMPLEMENTATION OF REDUCED LATERAL SEPARATION MINIMUM IN THE ICAO NORTH ATLANTIC REGION

1 Introduction

- 1.1 Advancements in aircraft avionics and air traffic management flight data processing systems have driven an initiative to analyse whether the lateral separation standard in the current North Atlantic (NAT) minimum navigation performance specification (MNPS) airspace can be reduced to increase the number of tracks available and therefore increase capacity at optimum flight levels.
- 1.2 On or soon after 12 November 2015, Shanwick, Gander, and Reykjavik Area Control Centres (ACCs) will commence participation in the trial of a 25 nautical mile (NM) reduced lateral separation minimum (RLatSM) in portions of the Shanwick, Gander, and Reykjavik Oceanic Control Areas (OCA).

2 Background

- 2.1 Track spacing for MNPS-approved aircraft is currently one degree of latitude, which equates nominally to 60 NM. The proposed change will reduce lateral separation for aircraft operating at the flight levels and tracks associated with the NAT Region Data Link Mandate (NAT SPG Conclusion 46/2 refers) airspace, which can be practically achieved by establishing tracks that are spaced by ½-degree of latitude. This track spacing initiative will be referred to as RLatSM.
- 2.2 RLatSM will be implemented using a phased approach, the first of which will introduce ½-degree spacing between the two core tracks of the NAT- Organized Track Structure (OTS) from Flight Level (FL) 350 to FL 390 inclusive. At yet to be determined dates, Phase 2 will expand the implementation throughout the entire NAT OTS and Phase 3 will encompass the entire ICAO NAT region, including for converging and intersecting track situations.

3 Operator Eligibility and Participation

- 3.1 Operators do not need to apply to be part of the trial and will be eligible to flight plan RLatSM tracks provided the flights are:
 - (a) MNPS approved;
 - (b) RNP4 approved; and
 - (c) Automated Dependent Surveillance–Contract (ADS-C) and controller-pilot data link communications (CPDLC) equipped and, where applicable, authorized.

The required CNS systems must be operational and flight crews must report any failure or malfunction of Global Positioning System (GPS), ADS-C, or CPDLC equipment to Air Traffic Control (ATC) as soon as it becomes apparent.

4 Flight Planning

- 4.1 Air Traffic Services (ATS) systems use Field 10 (Equipment) and Field 18 (Other Information) of the standard ICAO flight plan to identify an aircraft's data link and navigation capabilities. The operator should insert the following items into the ICAO flight plan for FANS 1/A or equivalent aircraft:
 - (a) Air Traffic Services (ATS) systems use Field 10 (Equipment) and Field 18 (Other Information) of the standard ICAO flight plan to identify an aircraft's data link and navigation capabilities. The operator should insert the following items into the ICAO flight plan for FANS 1/A or equivalent aircraft:
 - insert "J5" to indicate CPDLC FANS1/A SATCOM (Inmarsat) and/or "J7" to indicate CPDLC FANS1/A SATCOM (Iridium) data link equipment; and
 - insert "X" to indicate MNPS operational approval;
 - (b) Field 10b (Surveillance equipment and capabilities);
 - insert "D1" to indicate ADS with FANS 1/A capabilities;

(c) Field 18 (Other Information);

– insert the characters “PBN/” followed by “L1” for RNP4.

5 Current Version

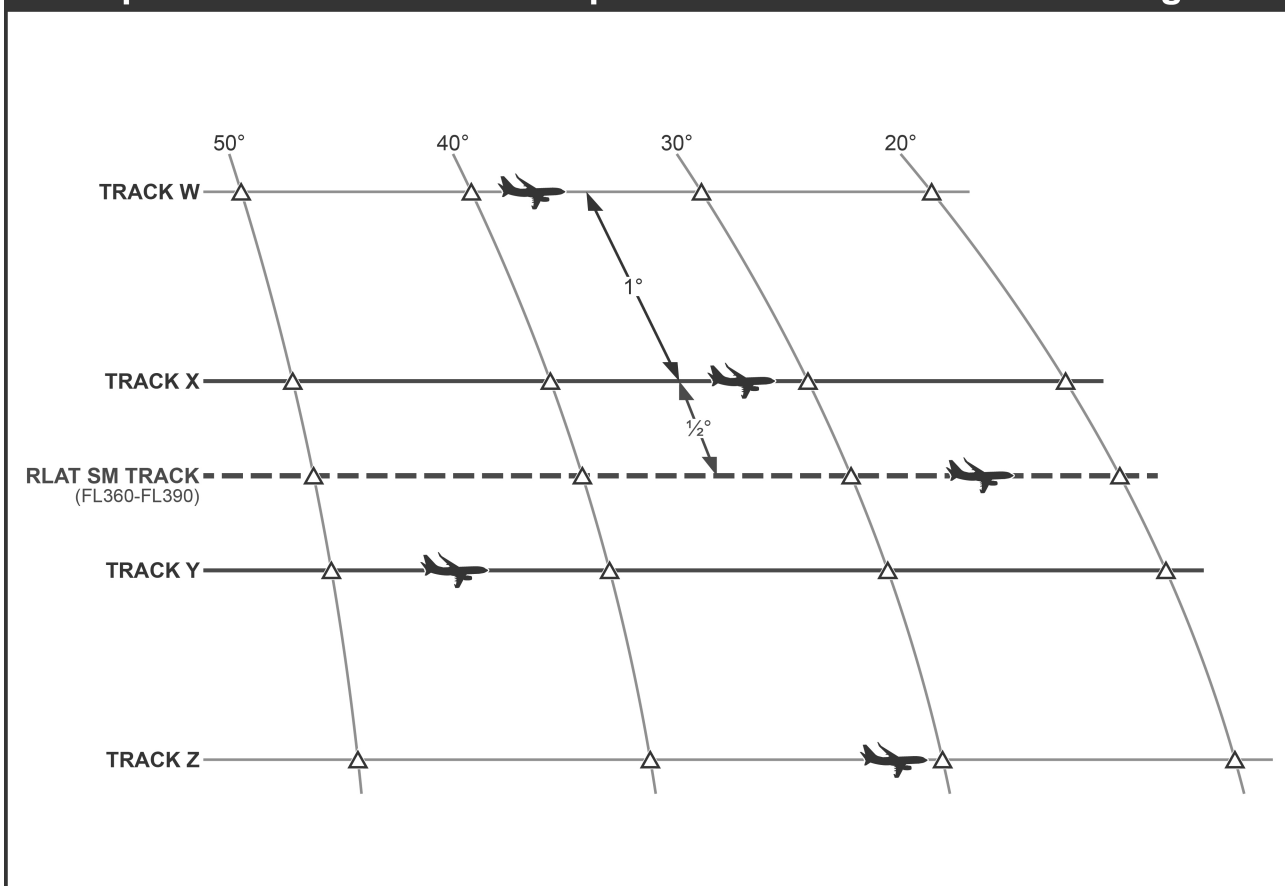
- 5.1 The current and updated versions of the draft NAT RLatSM plan and associated documents are provided on the ICAO European and North Atlantic Office website: <www.paris.icao.int>:
EUR & NAT Documents
NAT Documents
Planning documents supporting separation reductions and other initiatives.

6 Further Information

- 6.1 For further Information, please contact:

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Proposed Reduced Lateral Separation in the North Atlantic Region



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