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PHASE 1 TRIAL IMPLEMENTATION OF REDUCED LATERAL SEPARATION MINIMUM IN THE SCOTTISH FIR (UIR)

1 Introduction and Background

- 1.1 Advancements in aircraft avionics and air traffic management flight data processing systems have driven analysis of whether the lateral separation standard in the current North Atlantic High Level Airspace (NAT HLA) can be reduced to increase the number of tracks available with the potential to increase capacity at optimum flight levels. The NAT Systems Planning Group (SPG) has determined that lateral separation can be reduced for aircraft operating at the flight levels associated with the ICAO NAT Region Data Link Mandate airspace, by establishing tracks which are spaced by $\frac{1}{2}$ degree of latitude, as opposed to today's operation where tracks are separated by a minimum of 1 degree of latitude. The main benefit of introducing Reduced Lateral Separation Minimum (RLatSM) is to increase the number of aircraft flying preferential routes, therefore increasing fuel efficiency, rather than to increase the capacity across the NAT. Following RLatSM implementation there will be no increase in the number of daily-published tracks.
- 1.2 This AIC is to notify aircraft operators of this Project, which is being run under joint collaboration with Nav Canada. RLatSM is expected to be delivered in three operational phases. At present, there is no performance objective set for each phase and these will be determined at a later date. Details of Phase 1 are as follows.

2 Operation and Participation

- 2.1 **Phase 1** is a Trial which commenced on **12th November 2015**, and will introduce a single, unidirectional track within the NAT Organised Track System (OTS), with $\frac{1}{2}$ degree (25-30 nm) separation between that track and the adjacent core tracks immediately to the north and south. This will be applied in the current NAT HLA airspace between flight-planned tracks of aircraft authorized for Required Navigation Performance 4 (RNP 4) operations and having Automatic Dependent Surveillance – Contract (ADS-C) and Controller-Pilot Data Link Communications (CPDLC) capability
- 2.2 This track will only be available between FL 350 and FL 390. It should be noted as well that aircraft wishing to fly the adjacent core tracks to the RLAT track between FL 350 and FL 390 will also need to meet the RNP4 specification and have ADS-C and CPDLC capability to flight plan these routes.
- 2.3 All other OTS tracks and random flights will require 1 degree of lateral separation. Phase 1 is scheduled to last between six months and one year, the end date has not yet been finalised. Phase 1 will also permanently introduce a 10 minute intersecting track separation as well. This is an existing separation standard, but the implementation is new for Nav Canada and Shanwick.

3 Structure and Coordination

- 3.1 There are no structural airspace changes other than the addition of the RLatSM options introduced in the Scottish FIR. The introduction of the new Oceanic Entry Point at LUSEN at 6030N 01000W, has resulted in a reduction in area to the Delegated ATS to Reykjavik ACC, referred to as the **RATSU Triangle** (see chart overleaf), which has been approved by the Icelandic ANSP and Transport Authority. The new OEPs and associated landfall points are required to help maintain lateral separation of tracks leaving Oceanic airspace from North America, joining the UK domestic airspace structure.
- 3.2 The RLatSM project has been coordinated with the relevant stakeholders and satisfactory consultation has been supported and approval provided.

4 Implementation

- 4.1 AIC Y023/2016 provides full details of the Trial, including operator eligibility and participation, and details on contingency and strategic lateral offset procedures
- 4.2 Details of RLatSM Phase 2 will be promulgated at a later date.
- 4.3 The following chart provides detail of the RLat Phase 1 airspace and the new OEPs and Landfall Points, which were implemented on **12th November 2015**.

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