



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

INFORMATION PAPER

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**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)**

Ottawa, Canada, 24 to 28 March 2014

**Agenda Item 3: Follow-up on the NAM/CAR Regional Performance-Based Air Navigation
Implementation Plan (NAM/CAR RPBANIP) Progress
3.3 ANI/WG and other regional group progress reports**

**IMPLEMENTATION OF 30 NAUTICAL MILE LONGITUDINAL AND LATERAL
SEPARATION IN THE NEW YORK OCEANIC FIR**

(Presented by United States)

EXECUTIVE SUMMARY

This information paper presents an update on the status of the planned December 2013 implementation of 30 NM lateral, 30 NM longitudinal and 50 NM longitudinal separation in the New York Flight Information Region. The final proposal for amendment (PfA) to the Caribbean Regional Supplementary Procedures has been sent by ICAO to States for comment.

*Strategic
Objectives:*

- Safety
- Air Navigation Capacity and Efficiency
- Environmental Protection

1. Introduction

1.1 This information paper presents an update on the status of the implementation of 30 nautical miles (NM) lateral, 30 NM and 50 NM longitudinal separation minima in the New York Flight Information Region (FIR) and Oceanic Control Area (CTA) which began on 10 December 2013.

2. Discussion

2.1 The United States Federal Aviation Administration (FAA) began implementation of 30NM lateral, 30NM and 50NM longitudinal separation minima in New York FIR/OCA on 10 December 2013. New York Center implemented the operational use of 30 NM lateral, and 30 NM and 50 NM longitudinal separation procedures for use between aircraft equipped for Required Navigation Performance (RNP) 4 on 10 December 2013.

2.2 New York Air Route Traffic Control Center (ARTCC) will continue to accommodate operators that are not eligible for 50 NM longitudinal, 30 NM lateral and 30 NM longitudinal separation minima throughout the New York Oceanic CTA. Lateral and longitudinal separation minima applied to aircraft not eligible for these reduced separation minima and operating on published ATS routes will remain unchanged. The North Atlantic Tracks will continue to be laterally separated by a nominal minimum of 60 NM.

2.3 User benefits were almost immediate, with many altitude change requests being accommodated, especially along the NAT Organized Track System (OTS) that were previously not allowable.

3. Conclusion

3.1 The NACC is invited to note the information provided.