

AERONAUTICAL INFORMATION CIRCULAR 1/19

AIRCRAFT SEPARATION TRIAL IN GANDER/SHANWICK OCEANIC CONTROL AREA (FIR)

Introduction

On or soon after 28 March 2019, Gander, Shanwick, and Santa Maria oceanic control areas (OCAs) will commence a trial implementation of the following longitudinal separations. Application of the ATS surveillance based procedural longitudinal separation will be as per the Procedures for Air Navigation Services – Air Traffic Management (PANS ATM), Doc 4444 proposal for amendment from the ICAO SASP, as paraphrased below:

- 17 nautical miles (NM) longitudinal separation of aircraft operating on same track or intersecting tracks, provided that the relative angle between the tracks is less than 90 degrees.
- 14 NM provided the relative angle between the tracks is less than 45 degrees.
- Opposite-direction aircraft on reciprocal tracks may be cleared to climb or descend to or through the levels occupied by another aircraft provided that the aircraft have reported by ADS-B having passed each other by 5 NM.

Qualification

Eligible flights are those that meet the following requirements:

- reduced vertical separation minimum (RVSM) / high level airspace (HLA) approval
- ADS-B, with dedicated 1090 MHz out capability
- Aircraft meeting the specifications for RNP 4
- Aircraft meeting the specifications of RCP 240 and RSP 180

ATS systems use Field 10 (Equipment) 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 (as per the 2012 flight plan format) for FANS 1/A or equivalent aircraft:

- a) Field 10a (Radio communication, navigation and approach aid equipment and capabilities):
 - insert "J5" to indicate CPDLC FANS 1/A SATCOM (Inmarsat) or "J7" to indicate CPDLC FANS1/A SATCOM (Iridium) data link equipment
 - insert "P2" to indicate RCP 240 approval;
- b) Field 10b (Surveillance equipment and capabilities):
 - insert "D1" to indicate ADS with FANS1/A capabilities; and
 - B1 or B2 to indicate ADS-B.
- c) Field 18 (Other Information):
 - insert the characters "PBN/" followed by "L1" for RNP4 and SUR/RSP180 Operators do not have to apply to be part of the trial.

As long as they meet the qualifications above, they will be participants in the trial.

Trial Ending Time

This Trial will run until November 2020 or when a proposal for amendment from the ICAO SASP is published.

Official Source

http://www.navcanada.ca/EN/products-and-services/Documents/AIP/Current/part_5_aic/5aic_eng_2019_02.pdf#top

Further Information

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