

AIC - ÍSLAND/ICELAND

Isavia ohf., Reykjavíkflugvelli, 101 Reykjavík /
Isavia, Reykjavík Airport, IS-101 Reykjavík, Iceland
Sími/Telephone: + 354 424 4000 – Símbréf/Telefax: + 354 424 4001
Netfang/E-mail: isavia@isavia.is – Veffang/Internet address: <http://www.isavia.is>

AIC
A 003 / 2011

16 DEC 2011

ICELANDIC



ENGLISH

Introduction of 50 NM lateral separation in the Reykjavik CTA

1 Introduction

Since 1976 the standard lateral separation applied in the North Atlantic Airspace (NAT) between Minimum Navigation Performance Specifications (MNPS) approved aircraft has been 60 NM or 1 degree of latitude where the earth's coordinate system is used to define tracks and effect separation. On a flat earth, and if all tracks ran due east/west, this would indeed be a true equivalence. On the spherical Earth it is not, even tracks along adjacent parallels are separated by less than 60 NM. In order to bridge this gap between the formal specification and the real world, the ICAO NAT Region has adopted "gentle slope" rules that ensure that the actual separation between MNPS approved aircraft never falls below distances which vary with latitude but never fall short of 50.5 NM.

The standard lateral separation published by ICAO between RNAV10 (RNPI0) approved aircraft is 50 NM. This type of separation is gradually being implemented across the Arctic region. The NAT Systems Planning Group (SPG) is currently in the process of developing a MNPS to Performance Based Navigation (PBN) transition plan that will include a transition from MNPS based separation to PBN based separation. This will include transitioning from 60 NM / 1 degree lateral separation to 50 NM lateral separation between RNAV10 (RNPI0) approved aircraft.

In order to align with the transition to 50 NM lateral separation in the Arctic region Iceland has, in cooperation with the NAT Implementation Management Group (IMG), conducted a safety assessment of applying 50 NM lateral separation between the fleet of MNPS approved aircraft that operates in the Reykjavik Control Area (CTA). This fleet consists of aircraft that are all MNPS approved, but are to a large extent also approved for RNAV10 (RNPI0) and/or RNP4 and/or are GNSS equipped. The safety assessment has demonstrated that 50 NM lateral separation can safely be applied between this fleet of MNPS approved aircraft that operates in the Reykjavik CTA.

Therefore, the NAT IMG and the Icelandic Civil Aviation Administration have endorsed a plan for an operational trial of applying 50 NM lateral separation between MNPS approved aircraft on intersecting and non-intersecting tracks in the Reykjavik CTA.

2 Purpose of Circular

The circular is intended to advise pilots and aircraft operators of the introduction of 50 NM lateral separation between MNPS approved aircraft within the Reykjavik CTA.

3 Aircraft Eligibility and Area of Applicability

The 50 NM lateral separation may be applied between MNPS approved aircraft provided a portion of the route is within, above, or below the Reykjavik CTA MNPS airspace.

4 Interface with adjacent control areas

Aircraft exiting the Reykjavik CTA will be laterally separated by the Reykjavik Oceanic and Area Control Centre (OACC) as required by the receiving control area.

5 Effective Date

The operational trial will commence on 15 December 2011.

For any further information contact procedures@isavia.is

6 Abbreviations

CTA	Control Area
GNSS	Global Navigation Satellite System
ICAO	International Civil Aviation Organization
NAT IMG	North Atlantic Implementation Management Group
MNPS	Minimum Navigation Performance Specifications
NAT	North Atlantic Airspace
NM	Nautical Miles
OACC	Oceanic and Area Control Centre
PBN	Performance Based Navigation
NAT SPG	North Atlantic Systems Planning Group

END

AIC hereby cancelled:

NIL