Twenty First Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/21)

Auckland, New Zealand, 6-8 March 2007

Agenda Item 4:   Review progress on Open Action Items
Action Item 16-8

Implementation of 30/30

(Presented by Airservices Australia)

SUMMARY

This information paper provides information concerning the frequency of application of the 30/30NM separation minima in the Tasman and Coral Sea airspaces.

1.   INTRODUCTION

1.1   Use of the ICAO 30NM lateral and longitudinal separation standard was implemented in the oceanic airspace east of Australia in January 2005. The initial use of this separation standard was minimal due to the limited number of aircraft that were RNP4 approved.

1.2   The data link outages that occurred during 2006 also reduced the usage of the 30/30 minima - controllers were reluctant to apply a separation minima that required the reliable availability of data link to provide direct communications as well as surveillance information.

1.2   During the review of the 30/30 implementation, the question of "how often is the separation standard applied?" was discussed. At the time there was no quantitative data available, and no means of readily obtaining this data.

2.   30/30 USAGE

2.1   Recently, a means to provide an indication of the frequency of usage of 30/30 was developed. This methodology involved analyzing ADS-C data and determining the frequency of the uplinking of ADS-C periodic contracts with a reduced ADS-C reporting rate. ADS-C reports received while this reporting rate was in effect were plotted.

2.2   The use of the 30/30 separation minima is still not very common (7 occurrences during December 2006, and 8 during January 2007). However, data indicates that in the Tasman/Coral Sea airspaces, the primary use of this separation standard is for the application of longitudinal separation. However a number of occurrences of 30NM lateral separation or "climb throughs" have also been observed.

2.3   Attachment A contains a monthly plot of the ADS-C reports received from these aircraft while a reduced reporting rate is in effect. These plots also show that the application of 30/30 is generally applied to traffic operating between Sydney/Melbourne and the United States.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to note the attached information concerning the usage of the 30/30 separation minima within the Tasman and Coral Sea airspace.

A.1   The diagrams below show a monthly plot of all ADS-C periodic reports received from aircraft while a reduced ADS-C reporting rate is in effect.
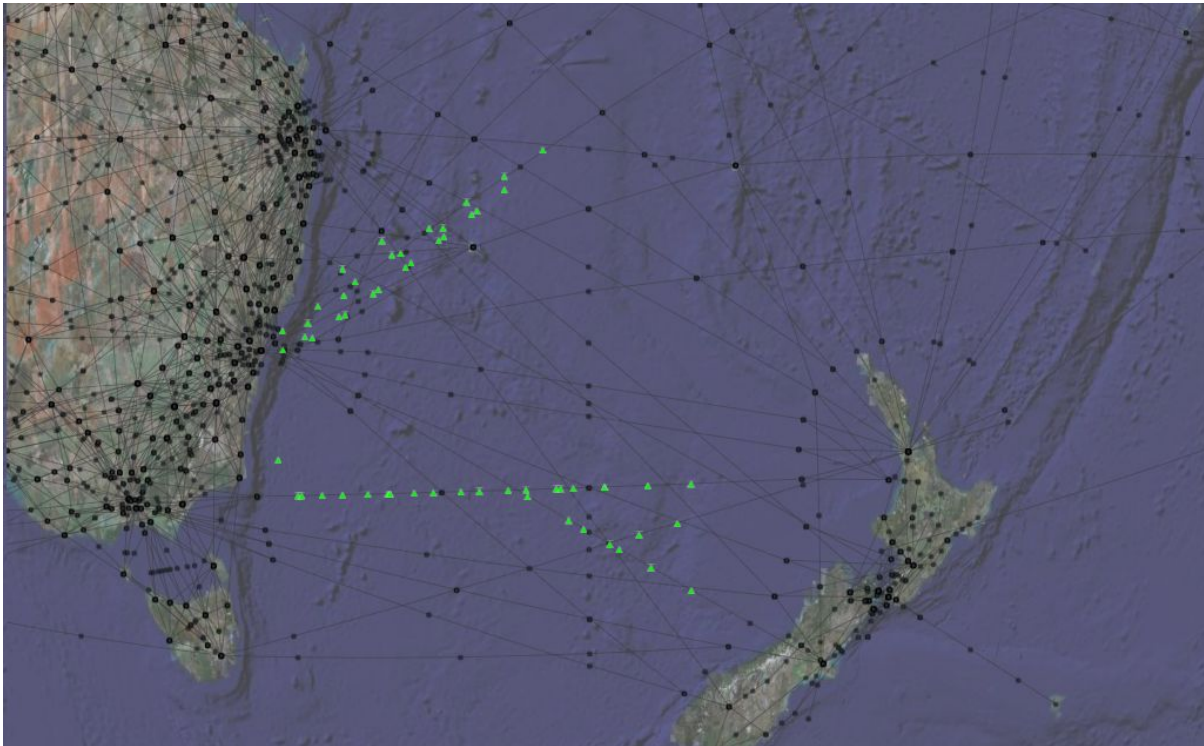

Figure 1. Use of 30/30 during Dec 2006

Aircraft pair	Aircraft details
UAL870	N175UA Mon Dec 11 05:00:57 2006
QFA11	VH-OEE Mon Dec 11 05:01:03 2006
QFA11	VH-OEE Fri Dec 15 05:48:54 2006
QFA73	VH-OEI Fri Dec 15 05:49:00 2006
QFA12	VH-OEE Sat Dec 16 19:59:48 2006
QFA74	VH-OEI Sat Dec 16 19:59:54 2006
ANZ6	ZK-NBT Wed Dec 20 03:08:55 2006
QFA25	VH-OJI Wed Dec 20 03:09:00 2006
UAE413	A6-ERC Fri Dec 22 06:44:09 2006
UAE407	A6-ERB Fri Dec 22 06:47:44 2006
UAE407	A6-ERH Fri Dec 29 07:02:40 2006
UAE413	A6-ERE Fri Dec 29 07:02:44 2006
QFA94	VH-OEJ Fri Dec 29 21:27:45 2006
QFA26	VH-OJB Fri Dec 29 21:27:52 2006

Table 1. Aircraft involved in the application of 30/30 during Dec 2006

Figure 2. Use of 30/30 during Jan 2007

Aircraft pair	Aircraft details
UAL870 QFA11	N128UA Mon Jan 1 05:30:48 2007 VH-OEF Mon Jan 1 05:30:54 2007
UAE406 UAE412	A6-ERH Thu Jan 4 22:44:17 2007 A6-ERD Thu Jan 4 22:44:22 2007
QFA107 QFA93	VH-OEE Fri Jan 12 03:01:41 2007 VH-OEI Fri Jan 12 03:02:29 2007
ANZ39 ANZ89	ZK-NBW Sat Jan 13 12:59:42 2007 ZK-OKG Sat Jan 13 12:59:54 2007
QFA12 QFA74	VH-OEC Mon Jan 15 18:58:30 2007 VH-OJL Mon Jan 15 19:12:49 2007
QFA12 QFA74	VH-OED Thu Jan 18 18:36:26 2007 VH-OEB Thu Jan 18 18:36:33 2007
UAL863 UAL839	N104UA Sat Jan 27 19:00:01 2007 N173UA Sat Jan 27 19:00:24 2007
QFA12 QFA74	VH-OEF Sat Jan 27 19:00:09 2007 VH-OEH Sat Jan 27 19:00:33 2007

Table 2. Aircraft involved in the application of 30/30 during Jan 2007