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.
AI 16-8

Action Plan for Expansion of 30 NM Lateral / 30 NM Longitudinal Separation (30/30)

(Presented by the Federal Aviation Administration)

SUMMARY

This information paper provides a status update on the planned expansion of the 30/30 operational trials to additional airspace volumes within the Oakland Oceanic CTA.

1. Background

1.1 Oakland ARTCC (ZOA) introduced the 30/30 separation standard on a trial basis in Oceanic Control Sector (OC3) in December 2006.

1.2 As part of the trial, the FAA established a Scrutiny Group to evaluate the OC3 30/30 operational trial. The 30/30 Scrutiny Group examined data from the operational trial and data link communications within the entire Oakland Oceanic FIR.

1.3 Though the availability/reliability of the Perth (POR) Ground-Earth Station (GES) became and remains a concern, the 30/30 trials in OC3 have been successful. The FAA 30/30 Scrutiny Group continues to monitor the reliability/availability of the POR GES and discuss options to address pertinent concerns.

2. Discussion

2.1 Phase I of the expansion plan expands the operational trial and application of 30/30 to the entire Oakland Oceanic CTA on a target of opportunity basis. Two specific targets of opportunity are envisioned. The most common is expected to be 30/30 eligible aircraft pairs that are longitudinally separated by more than 30 NM, but less than the smallest existing applicable standard. The second involves 30/30 eligible aircraft that have deviated, offset or are flying a random route and will continue to be laterally separated from other 30/30 eligible aircraft by less than the current 50 NM standard, but not less than 30 NM.

2.2 Providing that the POR GES proves to be reliable, the FAA plans to expand the 30/30 trial on March 13, 2007.

2.3 The structure and timing of additional expansion phases will be determined by the results of the Phase I expansion of the operational trial, including analysis of collected data, a collision risk assessment and a Safety Risk Management assessment. Phase II foresees Oakland FIR-wide implementation of 30/30 to the maximum extent possible; FAA anticipates redesigning route structures to take advantage of the lateral component of the 30/30 standard as part of this effort. Phases III and IV will expand application of 30/30 to the Anchorage Center (ZAN) and New York Center (ZNY) oceanic airspaces.

3. Recommendation

3.1 The group is invited to note the information presented in this paper and continue to support the work of the 30/30 Task Force as 30/30 implementation continues and expands in other oceanic airspaces.

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