

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.609

Effective Date:
November 2, 2012

Cancellation Date:
August 22, 2013

SUBJ: Longitudinal and Lateral Separation

- 1. Purpose of This Notice.** This notice adds provision for 50 NM longitudinal (D50) separation, 30 NM lateral /30 NM (30/30) longitudinal separation, and 30NM lateral separation within the Anchorage Oceanic and Anchorage Continental control area (CTA) to comply with current separation standards.
- 2. Audience.** This notice applies to the Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations; and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications/.
- 4. Procedures.** Amend FAA Order JO 7110.65 to read as follows:

Section 10. North American ICAO Region

8-10-1. APPLICATION

Provide air traffic control services in the North American ICAO Region with the procedures and minima contained in this section.

8-10-3. LONGITUDINAL SEPARATION

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 3, Longitudinal Separation, apply the following:

a. Minima based on time:

1. *15 minutes* between turbojet aircraft; or
2. The prescribed minima in accordance with Paragraph 8-3-3, Mach Number Technique; or
3. *20 minutes* between other aircraft.

b. Minima based on distance using Automatic Dependent Surveillance – Contract (ADS-C) in the Anchorage Oceanic and Anchorage Continental CTAs only:

NOTE-

The minima described in this paragraph are not applicable within airspace in the Anchorage Arctic CTA.

1. Apply the minima as specified in TBL 8-10-1, ADS-C Criteria, between aircraft on the same track within airspace in the Anchorage Oceanic and Anchorage Continental CTAs designated for Required Navigation Performance (RNP), provided:

(a) Direct controller/pilot communication via voice or Controller Pilot Data Link Communications (CPDLC) is established, and

(b) The required ADS-C periodic reports are maintained and monitored by an automated flight data processor (for example, Ocean21).

TBL 8-10-1
ADS-C Criteria

Minima	RNP	Maximum ADS-C Periodic Reporting Interval
50 NM	10	27 minutes
50 NM	4	32 minutes
30 NM	4	10 minutes

2. Aircraft on reciprocal tracks in the Anchorage Oceanic and Anchorage Continental CTAs may be cleared to climb or descend to or through the altitude(s) occupied by another aircraft provided:

- (a) An ADS-C position report on at least one of the aircraft has been received beyond the passing point, and
- (b) The aircraft have passed each other by the applicable separation minimum.

NOTE-

Ocean21 has been designed to check for the above criteria prior to allowing the minima to be provided.

3. When an ADS-C periodic or waypoint change event report is overdue by *3 minutes*, the controller must take action to obtain an ADS-C report.

4. If no report is received within *6 minutes* of the time the original report was due, the controller must take action to apply another form of separation.

8-10-4. LATERAL SEPARATION

In accordance with Chapter 8, Offshore/Oceanic Procedures, Section 4, Lateral Separation, apply the following:

a. *50 NM* to RNP-10 approved aircraft within areas where RNP-10 separation and procedures are authorized,

b. *30 NM* to RNP-4 approved aircraft operating within the Anchorage Oceanic CTA and Anchorage Continental CTA when direct controller/pilot communications, via voice or Controller Pilot Data Link Communications (CPDLC), and the required ADS-C contracts are maintained and monitored by an automated flight data processor (for example, Ocean21).

NOTE-

The minimum described in subparagraph b is not applicable within airspace in the Anchorage Arctic CTA.

c. *90 NM* to aircraft not covered by subparagraphs a or b.

5. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations, and Mission Support; the Office of ATO Safety and Technical Training; the Air Traffic Safety Oversight Service the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.



Elizabeth L. Ray
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Air Traffic Organization

October 24, 2012

Date Signed