NOTICE

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

N JO 7110.717

Effective Date:
August 29, 2016

Cancellation Date:
November 10, 2016

SUBJ: Automatic Dependent Surveillance – Contract (ADS-C) Climb Descend Procedure (CDP)

1. Purpose of This Notice. This notice transmits air traffic procedural guidance and requirements applicable to apply reduced longitudinal separation aircraft-to-aircraft during altitude change maneuvers between appropriately equipped aircraft for ADS-C CDP within the Oakland, New York and Anchorage Oceanic Flight Information Regions (FIR).

2. Audience. This notice applies to the Air Traffic Organization (ATO) En Route and Oceanic Service Unit.

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. Explanation of Policy Change. The procedures in this notice establish the requirements for the use of ADS-C CDP.

5. Procedures. Amend FAA Order JO 7110.65 Chapter 8, Paragraphs 8-7-3, 8-8-3, 8-9-3, and 8-10-3 to read as follows:

Section 7. North Atlantic ICAO Region 8-7-3, LONGITUDINAL SEPARATION

Section 8. Caribbean ICAO Region, 8-8-3, LONGITUDINAL SEPARATION

Section 9. Pacific ICAO Region, 8-9-3, LONGITUDINAL SEPARATION

Section 10. North American ICAO Region, 8-10-3 LONGITUDINAL SEPARATION

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

a. thru d.4. NO CHANGE

ADD:

5. Aircraft on the same track may be cleared to climb or descend through the level of another aircraft provided:

(a) The longitudinal distance between the aircraft is determined from near simultaneous ADS-C demand reports and the ATOP software is used to ensure the following conditions are met;

(b) The longitudinal distance between the aircraft, as determined in a) above, is not less than:

(1) 15 NM when the preceding aircraft is at the same speed or faster than the following aircraft; or

(2) 25 NM when the following aircraft is not more than Mach 0.02 faster than the preceding aircraft

(c) The altitude difference between aircraft is not more than 2000 ft;

(d) The clearance is for a climb or descent of 4000 ft or less;

(e) Both aircraft are filed as single flights not flying in formation with other aircraft;

(f) Both aircraft are in level flight at a single altitude;

(g) Both aircraft are same direction;

(h) Neither aircraft are on a weather deviation;

(i) Neither aircraft have an open CPDLC request for a weather deviation;

(j) Neither aircraft are on an offset with a rejoin clearance; and

(k) The clearance is issued with a restriction that ensures vertical separation is re-established within 15 minutes from the first demand report request.

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

7. Background. The FAA developed the new ADS-C CDP oceanic ATC procedure to utilize existing user equipage and ATC capabilities to allow more oceanic flights to achieve their preferred vertical profiles. Integral to ADS-C CDP is the use of advanced CNS capabilities; e.g., ADS-C, CPDLC, and RNP. To apply ADS-C CDP, oceanic controllers will utilize ATOP automation system capabilities.

This procedure is based on in-trail Distance Measuring Equipment (DME) rules in ICAO Doc 4444, paragraph 5.4.2.3.2. Aircraft pair distance verification is performed by ATOP, using near simultaneous ADS-C demand contract reports. As with the existing DME procedure, responsibility for separation assurance remains with air traffic control.

8. Safety Management System. Appropriate safety management documentation, in accordance with FAA Order 1100.161, Air Traffic Safety Oversight, ATO Order JO 1000.37, Air Traffic Organization Safety Management System, and the ATO Safety Management System Manual, has been completed in support of this notice.

Original signed by

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Director, Air Traffic Procedures
Mission Support Services

5/27/2016
Date Signed