

NOTICE

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

N JO 7110.788

Effective Date:
December 21, 2022

Cancellation Date:
April 20, 2023

SUBJ: Lateral Separation

- 1. Purpose of This Notice.** This notice provides guidance to FAA Order JO 7110.65Z, Air Traffic Control; paragraph 8-7-4, Lateral Separation; paragraph 8-8-4, Lateral Separation; paragraph 8-9-4, Lateral Separation and paragraph 8-10-4, Lateral Separation.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, System Operations Services, Safety and Technical Training and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice is canceled upon the publication of the April 20, 2023 Basic edition of FAA JO 7110.65AA, Air Traffic Control.
- 5. Explanation of Policy Change.** This change reduces the lateral separation minima from 30 NM to 23 NM in the oceanic airspaces of Oakland ARTCC, New York ARTCC, and portions of Anchorage ARTCC. This change also clarifies where 50 NM separation is used by removing the references to airspace that has been designated as Offshore Airspace from 8-7-4, subparagraph b and 8-8-4, subparagraph b, by defining where it is used in New York's and San Juan's airspace.
- 6. Procedures/Responsibilities/Action.** Amend FAA Order JO 7110.65Z by changing paragraphs 8-7-4, 8-8-4, 8-9-4, and 8-10-4 to read as follows:

8-7-4. LATERAL SEPARATION

a. 23 NM to approved aircraft (at a minimum, RNP 4, RCP 240, and RSP 180) operating within airspace designated for 23 NM lateral separation 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 flightdata processor (e.g., ATOP).

b. 50 NM between Required Navigation Performance (RNP 4 or RNP 10) approved aircraft which operate in the New York Oceanic CTA/FIR or the San Juan Oceanic CTA/FIR.

No further changes to paragraph

8-8-4. LATERAL SEPARATION

a. *23 NM* to approved aircraft (at a minimum, RNP 4, RCP 240, and RSP 180) operating within airspace designated for *23 NM* lateral separation 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 flightdata processor (e.g., ATOP).

b. *50 NM* between Required Navigation Performance (RNP 4 or RNP 10) approved aircraft which:

1. Operate in the New York Oceanic CTA/FIR; or
2. Operate in the San Juan Oceanic CTA/FIR; or
3. Operate in the Houston Oceanic CTA/FIR.

No further changes to paragraph

8-9-4. LATERAL SEPARATION

a. Within areas where Required Navigation Performance separation and procedures are authorized, apply *50 NM* to RNP 4 or RNP 10 approved aircraft.

b. Apply *23 NM* to approved aircraft (at a minimum, RNP 4, RCP 240, and RSP 180) operating within airspace designated for *23 NM* lateral separation 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 (e.g., ATOP).

No further changes to paragraph

8-10-4. LATERAL SEPARATION

a. Within areas where Required Navigation Performance separation and procedures are authorized, apply *50 NM* to RNP 4 or RNP 10 approved aircraft.

b. Apply *23 NM* to approved aircraft (at a minimum, RNP 4, RCP 240, and RSP 180) operation with 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 (e.g., ATOP).

No further changes to paragraph

7. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

8. Background. To align with ICAO Annex 6, Annex 11, and Procedures for Air Navigation Services, Air Traffic Management (ICAO Doc 4444), in June of 2021, the lateral separation minima for air traffic will be reduced from 30 NM to 23 NM for eligible aircraft pairs in oceanic airspaces under the control jurisdiction of Oakland ARTCC, Anchorage ARTCC, and New York ARTCC. For air traffic operating in these airspaces and using this minima, RCP 240 (Required Communication Performance), RSP 180 (Required Surveillance Performance), and at least RNP 4 (Required Navigation Performance) are required. Other requirements include direct controller/pilot communications via voice or Controller Pilot Data Link Communications and that the required ADS-C contracts are maintained and monitored by an automated flight-data processor (e.g., ATOP). FAA Order JO 7110.65, Chapter 8, Offshore/Oceanic Procedures, will be updated to reflect this new minima. This allows the FAA to harmonize with its adjacent Air Navigation Service Providers.

Michael R.
Beckles

Digitally signed by
Michael R. Beckles
Date: 2022.11.17
15:43:24 -05'00'

Michael Beckles
Director (A), Policy
Air Traffic Organization