

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7110.65S

**CHANGE:** 2

**EFFECTIVE DATE:** March 12, 2009

**TRACKING #:** 52- 8-7-4

**SPECIALIST/ROUTING:** Scott Luka AJE-32 x3-5495

**1. PARAGRAPH NUMBER AND TITLE:**

8-7-4, LATERAL SEPARATION

**2. BACKGROUND:** In 1998, lateral separation was reduced to 50 nautical miles (NM) in conjunction with the introduction of Required Navigation Performance 10 (RNP 10) for aircraft operating in the North Pacific Route System. Since that time, application of 50 NM lateral separation and RNP 10 has been expanded throughout the Pacific Flight Information Regions (FIR). Effective June 5, 2008, this reduced lateral separation minimum will be authorized for qualified aircraft operating on specified oceanic routes or areas in the New York Oceanic Control Area (CTA), the San Juan CTA/FIR, and the Atlantic portion of the Miami Oceanic CTA/FIR.

**3. EXPLANATION OF CHANGE:** This change details the procedures to be followed in applying 50 NM lateral separation. This change cancels and incorporates N JO 7110.486, Lateral Separation, effective June 5, 2008.

**4. CHANGE:**

**OLD**

8-7-4. LATERAL SEPARATION

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

Add

Add

Add

Add

- a. 60 NM or 1 degree latitude between:
1. Supersonic aircraft operating above

**NEW**

8-7-4. LATERAL SEPARATION

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

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

**1. Operate on routes or in areas within WATRS, the San Juan CTA/FIR or the Atlantic portion of the Miami Oceanic CTA/FIR; or**

**2. Operate in the New York Oceanic CTA/FIR outside of WATRS.**

**NOTE-**

**This reduced lateral separation shall not be used if track-keeping capability of the aircraft has been reduced for any reason.**

- b. 60 NM or 1 degree latitude** between:
1. Supersonic aircraft operating above

FL 275.

- 2. Aircraft which meet the MNPS and which:

**NOTE-**

*This reduced lateral separation shall not be used if track keeping capability of the aircraft has been reduced for any reason*

- (a) Operate within MNPS airspace; or
- (b) Are in transit to or from MNPS airspace; or
- (c) Operate for part of their flight within, above, or below MNPS airspace.

Add

b. 90 NM or 1 and 1/2 degrees latitude between aircraft operating:

- 1. Within WATRS;
- 2. Between the U.S., Canada, and Bermuda;
- 3. West of 55° West between the U.S., Canada, or Bermuda and points in the Caribbean ICAO Region.

c. 120 NM or 2 degrees latitude between aircraft not covered by subparas a or b above.

**NOTE-**

*Tracks may be spaced with reference to their difference in latitude, provided that in any interval of 10 degrees of longitude the change in latitude of at least one of the tracks does not exceed 3 degrees when operating south of 58°North.*

FL 275.

- 2. Aircraft which meet the MNPS and which:

Delete

- (a) Operate within MNPS airspace; or
- (b) Are in transit to or from MNPS airspace; or
- (c) Operate for part of their flight within, above, or below MNPS airspace.

**NOTE-**

*This reduced lateral separation shall not be used if track-keeping capability of the aircraft has been reduced for any reason.*

c. 90 NM or 1 and 1/2 degrees latitude between aircraft **not approved for RNP 4 or RNP 10 and which:**

- 1. **Operate on routes or in areas within WATRS, the San Juan CTA/FIR or the Atlantic portion of the Miami CTA/FIR;**
- 2. **Operate between points in the U.S. or** Canada, and Bermuda;
- 3. **Operate west of 55° West between the U.S., Canada, or Bermuda and points in the Caribbean ICAO Region.**

d. 120 NM or 2 degrees latitude between aircraft not covered by subparas a, b or c above.

**NOTE-**

*Tracks may be spaced with reference to their difference in latitude, provided that in any interval of 10 degrees of longitude the change in latitude of at least one of the tracks does not exceed 3 degrees when operating south of 58°North.*

No further changes to paragraph.

- 5. **INDEX CHANGES:** None
- 6. **GRAPHICS:** None
- 7. **GENOT/NOTICE:** N JO 7110.486, Lateral Separation, effective June 5, 2008.
- 8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

- Proposed change meets full SMS requirements for safety risk assessment.
- (For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.
- Proposed change is not safety related.

**Comments:**



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Date: 4/21/08