

AERONAUTICAL INFORMATION CIRCULAR 39/12

IMPLEMENTATION OF A 50 NAUTICAL MILE LATERAL SEPARATION MINIMUM IN THE EDMONTON FLIGHT INFORMATION REGION/CONTROL AREA

(Supersedes AIC 11/11)

Introduction

Edmonton area control centre (ACC) has completed operational readiness to apply a 50 nautical mile (NM) lateral separation standard between aircraft authorized as required navigation performance (RNP) 10 or RNP 4. Use of this standard harmonizes route spacing operations between the Edmonton flight information region/control area (FIR/CTA) and the Anchorage Arctic FIR. Route filing practices are not affected by the introduction of this procedure and application by air traffic control (ATC) will be transparent to flights.

This circular is intended to provide operators and State authorities with the applicable operational policies and procedures.

Description of Airspace

The 50 NM lateral separation may be applied between aircraft authorized as area navigation (RNAV) 10 (required navigation performance (RNP) 10) or RNP 4 operating within the lateral boundaries of the Canadian minimum navigation performance specification (CMNPS) portion of the Edmonton FIR/CTA and the entire Anchorage Arctic FIR (see Figure 1 below). Within the Edmonton FIR/CTA, the lateral separation standard applicable to flights that have not flight planned as authorized RNP 10 or RNP 4 will be 60 NM for flights indicating CMNPS approval by filing "X" in field 10 of the International Civil Aviation Organization (ICAO) flight plan.

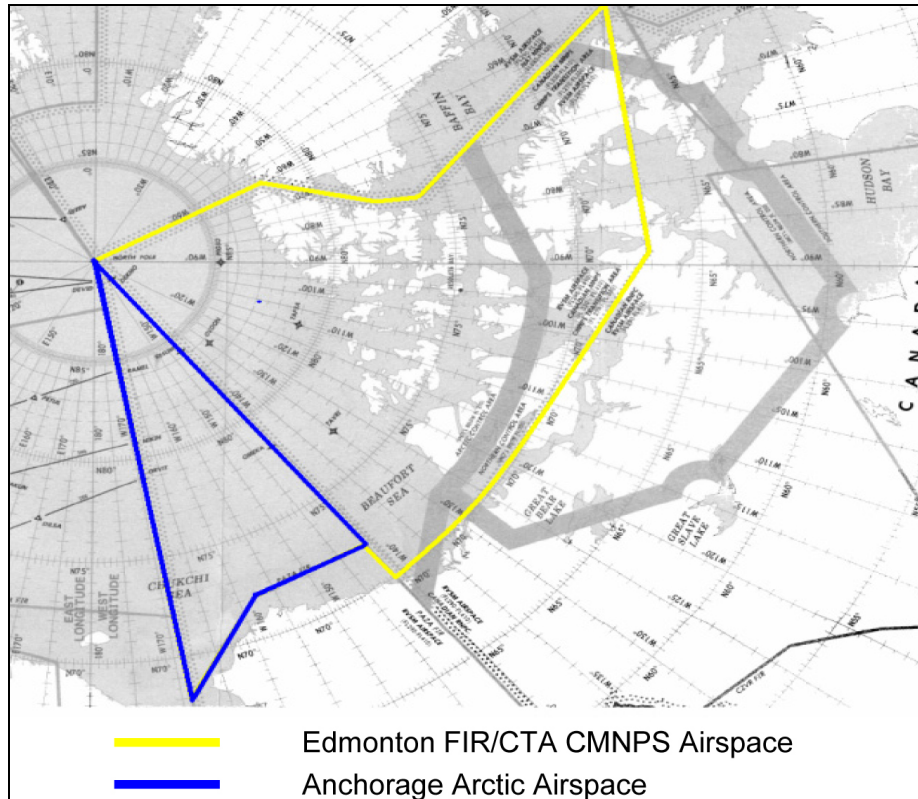


Figure 1: Depiction of the Arctic RNP 10 Region

ICAO Flight Plan Requirement

The letter R shall be inserted in Item 10 (Equipment) of the flight plan to indicate performance-based navigation (PBN) approved. Additionally and as appropriate, PBN/ followed by "A1" to indicate RNAV 10 (RNP 10) capability or "L1" to indicate RNP 4 capability shall be inserted in Item 18.

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