



*International Civil Aviation Organization*

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

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(21<sup>st</sup> E/CAR DCA)**

Tortola, British Virgin Islands 11 to 14 February 2008

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**Agenda Item 3:           Air Navigation Issues**  
**3.6       Other Air Navigation Issues**

**WEST ATLANTIC ROUTE SYSTEM (WATRS) PLUS ROUTE STRUCTURE REDESIGN AND  
SEPARATION REDUCTION: SIGNIFICANT TASKS AND EVENTS**

(Presented by the United States of America)

**SUMMARY**

This IP provides an update on the status of significant tasks and events related to implementation of WATRS Plus Route Structure Redesign and Separation Reduction on 5 June 2008.

**1.           INTRODUCTION**

1.1           The purpose of this IP is to provide an update on the status of significant tasks and events related to implementation of WATRS Plus Route Structure Redesign and Separation Reduction on 5 June 2008.

2.           **KEY DATES.** The following are key 2008 dates leading to WATRS Plus Project implementation.

**Table 1**

	<b>Key WATRS Plus Project Implementation Dates</b>
<b>mid-March 2008</b>	WATRS Plus Project implementation readiness review.
<b>10 April 2008</b>	Navigation database and charting data to be published in U.S. FAA National Flight Data Digest. ATS providers with WATRS Plus route segments in their airspace to publish appropriate State documents for new routes.
<b>5 May 2008</b>	By 5 May 2008, operators capable of meeting the RNP 10 <u>minimum</u> requirement or <u>operator-option</u> RNP 4 should have: 1. Obtained authorization from the appropriate State authority and... 2. Started annotating their ICAO flight plans in accordance with the U.S. FAA WATRS Plus Operational Policy and Procedures Notice.
<b>5 June 2008</b>	Planned effective date for implementation of WATRS Plus route structure redesign, 50 NM lateral separation and associated operational policies.

**3. STATUS OF SIGNIFICANT IMPLEMENTATION TASKS.** Table 2 provides the status of significant tasks required for WATRS Plus Project implementation.

**Table 2**

<b><u>SUBJECT</u></b>	<b><u>STATUS</u></b>	<b><u>DISCUSSION</u></b>
WATRS Plus Webpage	Posted	Webpage being maintained to provide current information to States, organizations and operators. See paragraph 4 below for address.
Regional Supplementary Procedures (Doc 7030) Amendment.	In progress	Endorsed by NAT and CAR regional groups in June-July 2007 meetings. NACC Office re-formatting to new ICAO Headquarters directed Doc 7030 format for distribution for State and organization comment.
Safety Assessment	Complete	Available for review during Doc 7030 amendment comment period.
NAT/CAR ATS Routes WG	Work completed	Final meeting held 13-15 November 07.
Route Structure Redesign	In progress	Final route structure redesign plan agreed by NAT/CAR ATS WG participants. New route information/data to be published by U.S. and ATS providers with WATRS Plus route segments in their airspace no later than 10 April 2008.
CAR/SAM Air Navigation Plan revision	In progress	U.S. FAA has forwarded draft revision to NACC Office for distribution for State and organization comment.
Transition Plan	In progress	U.S. FAA developing plan for weeks and days prior to implementation leading to transition to new route system and separation standard.
RNP 10 and RNP 4 Authorization Job Aids	Complete	Job Aids with ICAO Performance Based Navigation (PBN) Manual references posted on WATRS Plus Webpage.
ICAO NACC Office WATRS Plus letter to States and organizations	Distributed Oct 2007	Letter provides project overview, advocates that U.S. FAA WATRS Plus Webpage be consulted for current information; advocates operator and State use of the RNP 10 and RNP 4 Authorization Job Aids.
WATRS Plus Operational Policy & Procedures Document	Complete	U.S. FAA Notice published. Reviewed at NAT/CAR ATS WG/3 in November. <b>Posted on U.S. FAA WATRS Plus Webpage.</b> (See paragraph 4 for address).
Simulations	In progress	Fast-time simulations completed to assess route and flight level usage on the new route structure. Simulations in progress for U.S. FAA Ocean 21 Air Traffic automation system.
Cost Benefit and Emissions Analysis	Scenario 1 complete  Scenario 2 in progress	Scenario 1 assumed all flights authorized RNP 10 or 4. Projected 15 year fuel savings of U.S.\$741 million and annual CO2 fuel emissions reduction of 161,800 metric tons. Scenario 2 to examine effect of 10% of flights conducted by non-RNP 10 aircraft.
Post-implementation Monitoring Plan	In progress	U.S. FAA developing plan for post-implementation monitoring plan.

**4. WATRS PLUS WEBPAGE**

4.1 The WATRS Plus Webpage provides current project information. It can be accessed from the U.S. FAA Oceanic and Offshore Operations Homepage. The address is:  
**[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)**

**5. CONCLUSION**

5.1 The WATRS Plus implementation plan is on track for the 5 June 2008 implementation. The U.S. FAA, ATS providers and operator organizations will complete the tasks required for implementation.

5.2 The group is invited to note and comment on the information on WATRS Plus Project tasks.