



*International Civil Aviation Organization*

**The Sixth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/6) and the First Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/1)**

Bangkok, Thailand, 19 – 23 September 2011

**Agenda Item 3: Operational Issues**

**IMPLEMENTATION OF RNP 10 OPERATIONS PHASE 2  
(50NM LONGITUDINAL SEPARATION)**

(Presented by the Secretariat)

**SUMMARY**

The purpose of this working paper is to put forward a Draft AIP Supplement for consideration and agreement by all States concerned in the implementation of RNP 10 operations applying 50 NM separation on RNAV routes depicted and agreed to in WP04 to this meeting, as part of Phase 2 of the BOB-RHS Task Force programme.

**1. INTRODUCTION**

1.1 The BOB-RHS/TF/5 meeting, as part of the Phase 1 programme for implementation, agreed to 50 NM longitudinal separation along 4 RNAV routes, P628, L510, P762 and L571, with an on AIRAC Date 30 June 2011. Unfortunately, due to operational issues, two of these routes, P628 and L510 had to be deferred and reverted to Phase 2.

**2. DISCUSSION**

2.1 Attached is a Draft AIP Supplement to be used by States to cover all agreed RNAV route specifications in BOB-RHS Phase 2 operations. This would also include the two RNAV routes which were carried over from Phase 1.

2.2 In keeping with past ATS route improvement initiatives, the meeting is invited to consider developing a model AIP Supplement which is attached, to harmonize final procedures for Phase 2 of the BOB-RHS task force project.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Discuss the proposed attached AIP Supplement for the purpose of preparing a uniform document by all States concerned; and,
- b) After consideration of all items which are necessary to be included in the AIP Supplement, agree to an acceptable date for implementation of Phase I in the introduction of reduced longitudinal separation of 50 NM in the area under consideration.

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**MODEL AIP SUPPLEMENT**

**IMPLEMENTATION OF RNP 10 OPERATIONS (50 NM LONGITUDINAL SEPARATION)  
ON RNAV ROUTES (xxxx) AS AGREED TO BY THE MEETING**

**1. INTRODUCTION**

1.1 The purpose of this AIP Supplement (SUP) is to provide details on the implementation of RNP 10 (50NM longitudinal separation) operations on ATS routes L510, N571, P628 and P762 in .....FIR.

**2. IMPLEMENTATION OF RNP10 OPERATIONS ON ATS ROUTES XXXXX**

2.1 With effect from AIRAC Date 30 JUN 2011, RNP 10 based 50NM longitudinal separation may be applied to aircraft which are approved for RNP10 operation on ATS routes XXXX.

2.2 Operating restrictions applicable within ..... FIRs are detailed in appropriate paragraphs below.

**3. RNP 10 NAVIGATION REQUIREMENT**

3.1 ATC will apply 50NM longitudinal separation minima between suitably equipped aircraft which are approved for RNP10 operations on those segments of the routes which fall within the ..... FIR.

(Route name) – (between xx 5 Letter Name Codes)  
(Route name) – “ “  
(Route name) – “ “  
(Route name) – “ “

3.2 Pilots are to advise ATC of any deterioration or failure of navigation system below the navigation requirements for RNP10. ATC shall then provide alternate separation and/or alternative routing.

3.3 Pilots of aircraft meeting RNP10 navigation requirements are to indicate /R in Item 10 of the ICAO Flight Plan.

**4. SEPARATION MINIMA**

Longitudinal Separation Minima

4.1 80NM RNAV or 10 minutes (or less) Mach Number Technique (MNT) separation minima may be applied between aircraft.

4.2 50 NM longitudinal separation may be applied between RNP 10 approved aircraft utilising CPDLC or VHF communications.

**5. OPERATIONS BY AIRCRAFT NOT MEETING RNP 10 REQUIREMENTS**

5.1 Non-RNP 10 approved aircraft must file flight plan at FL270 or below. Operations above FL270 for these aircraft will be subject to ATC approval, in accordance with the following provisions.

5.2 ATC units receiving a request for a non-RNP 10 approved aircraft to operate on ATS routes specified in paragraph 3.1, at or above FL280, will co-ordinate with adjacent ATC units affected by the flight. In deciding whether or not to approve the flight, each ATC unit will take into consideration:

- (a) Traffic density;
- (b) Communications, including the non-availability of normal communication facilities;
- (c) Weather conditions en-route; and
- (d) Any other factors pertinent at the time.

**6. MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE**

6.1 Monitoring of aircraft navigation performance is a joint responsibility between operators, States of Registry or States of Operators (as applicable), regulatory authorities and the ATS providers.

6.2 The State and aircraft operator shall follow the procedures laid out in the ICAO Asia Pacific Enroute Monitoring Agency Handbook for submission of navigation errors.

**7. OPERATORS PROCEDURES**

7.1 The operator shall ensure that in-flight procedures, crew manuals and training programmes are established in accordance with RNP 10 navigation requirements.

**8. EFFECTIVE DATE**

8.1 This AIP Supplement will become effective at ..... UTC on the .....

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