



27TH E/CAR IWG-WP/21
04/07/03

Agenda Item 3: Specific Air Navigation Activities and Developments
3.5 Air Traffic Management (ATM)

NEW RNAV ROUTES

(Presented by Trinidad and Tobago)

SUMMARY

This Working Paper presents information on the establishment of new RNAV Routes in the Piarco Flight Information Region.

References:

Summary of Discussions and Conclusions.

- 9th Meeting of GREPECAS, 2000 August 07 - 12, Rio de Janeiro, Brazil
- 10th Meeting of GREPECAS, 2001 October 23 - 27, Las Palmas, Canary Islands, Spain
- 11th Meeting of GREPECAS, 2002 December 03 - 07, Manaus, Brazil
- 3rd CAR/SAM Regional Air Navigation Meeting, 1999, October 05 - 15, Buenos Aires, Argentina
- 1st Meeting of the GREPECAS ATM/CNS Subgroup, 2001 July 16 - 20, California, USA
- 2nd Meeting of the GREPECAS ATM/CNS Subgroup, 2002 September 16 - 20, Rio de Janeiro, Brazil
- 1st Meeting/Workshop of ATM Authorities and Planners, 2000 July 18 - 21, Lima, Peru
- 2nd Meeting/Workshop of ATM Authorities and Planners, 2001 May 14 -18, Lima, Peru
- 3rd Meeting/Workshop of ATM Authorities and Planners, 2002 May 20 – 24, Lima, Peru
- 4th Meeting/Workshop of ATM Authorities and Planners, 2003 January 27 - 31, Santa Cruz, Bolivia

1. Introduction

1.1 GREPECAS with the support of the UNDP/ICAO Regional Project RLA/98/003 through the International Civil Aviation Organisation, the International Air Transport Association and the States and Territories within the CAR/SAM regions developed a programme of pre-operational trials and demonstrations on new routes (RNAV routes) with the intention to permit the aircraft operators to use the avionics already installed in their aircraft and thus obtain substantial savings in flight time and fuel between selected city pairs. ATS providers agreed to implement these routes in both Regions with the application of the 10 minute minimum longitudinal separation by utilisation of the Mach Number Technique (MNT) and / or 80 NM RNAV separation between aircraft flying in the same direction at the same level.

2. Discussion

2.1 The RNAV trials and demonstrations met the required safety levels, and in keeping with the applicable conclusions of the above meetings as well as the analysis of the results of the trials and demonstrations, the ICAO Council approved implementation. Towards that end, and thus far five (5) RNAV routes within the Piarco UTA/UIR have been implemented.

2.2 Arising from agreements made at ICAO Regional Meetings, the following RNAV Routes have been established in the Piarco Flight Information Region:

2.2.1	UL337	Port of Spain (Piarco) to Miami	effective 2003 March 20
2.2.2	UL776	Sao Paulo/Rio de Janeiro to New York	effective 2003 February 20
2.2.3	UL695	Antigua (V.C. Bird) to Ascension Isl.	effective 2003 July 10
2.2.4	UL375	Atlanta to Cape Town	effective 2003 July 10
2.2.5	UL435	Atlanta to Johannesburg	effective 2003 July 10

2.3 All the Routes have a route minimum of FL290.

2.4 In the case of Routes which commence or terminate within Piarco FIR, it has been published that climb to TOC or descent can be accomplished in the lower airspace and that portion of the upper airspace below FL290, on the track applicable to the RNAV Route.

2.5 Full data on these RNAV Routes has been published in AIRAC AIP Supplements and AIP Eastern Caribbean AMD 03 Pages ENR 3.3-1 to 3.3-3, dated 10 July 03.

3. Suggested Action

3.1 The Meeting is invited to take note of the contents of this Working Paper.