



*International Civil Aviation Organization*

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean  
(20<sup>th</sup> E/CAR DCA)**

Miami, Florida, United States 4 to 7 December 2006

20<sup>th</sup> E/CAR DCA-IP/09

21/11/06

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**Agenda Item 3:**

**Air Navigation Matters**

**3.6 Other Air Navigation issues**

**OPERATIONAL APPROVAL FOR REQUIRED NAVIGATION PERFORMANCE 10 (RNP 10)**

**West Atlantic Route System (WATRS) Plus Airspace Redesign and Separation Reduction Initiative**

(Presented by the United States of America)

**SUMMARY**

One of the major objectives of the WATRS Plus Airspace Redesign and Separation Reduction Initiative is for a significant majority of operators/aircraft operating in WATRS Plus airspace to obtain operational approval for RNP 10. This IP contains a briefing outlining the RNP 10 operational approval process. The briefing was given by an FAA Flight Standards representative on 19 September 2006 at the NAT/CAR ATS Routes Working Group in Miami, Florida.

**1. Introduction**

1.1 The United States is developing and coordinating the WATRS Plus Airspace Redesign and Separation Reduction Initiative. WATRS Plus airspace includes WATRS airspace, Miami oceanic airspace in the Atlantic and San Juan FIR airspace. The major objectives of this initiative are to:

- a) Reduce lateral separation from 90 nm to 50 nm for aircraft/operators approved for RNP 10 or better;
- b) Have WATRS-Plus operators obtain operational approval for RNP 10 or better from the appropriate State authority;
- c) Redesign WATRS-Plus airspace to enable more efficient operations and enhance enroute efficiency/capacity; and
- d) Harmonize WATRS-Plus transition to/from Caribbean and North Atlantic Regions' airspace and/or route structures.

2. **Discussion**

2.1 The attached briefing provides information in support of objective b) above. It outlines the RNP 10 operational approval process, identifies ICAO and FAA policy documents and provides related websites and contacts. An FAA Flight Standards representative gave the briefing on 19 September 2006 in Miami, Florida at the NAT/CAR ATS Routes Working Group meeting.

2.2 The presentation is available at the following website address:  
[www.faa.gov/ats/ato/natcar\\_wg.htm](http://www.faa.gov/ats/ato/natcar_wg.htm)

3. **Conclusion**

3.1 The Meeting is invited to note the information in this paper.

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