



International Civil Aviation Organization

**Thirteenth Meeting of the APANPIRG
ATS/AIS/SAR Sub-Group (ATS/AIS/SAR/SG/13)**

Bangkok, Thailand, 23 – 27 June 2003

**Agenda Item 3: Review and progress the tasks assigned to the ATS/AIS/SAR/SG
by APANPIRG**

**DEVELOPMENT OF AN RNP 4 APPROVAL PROCESS FOR OCEANIC AND
REMOTE AIRSPACE OPERATIONS IN SUPPORT OF 30/30NM SEPARATION**

MINIMA

(Presented by Australia)

SUMMARY

This paper provides a brief overview of the current status of the development of an RNP 4 operational approval process.

1. Background

- 1.1 As part of its current work program, the ICAO Separation and Airspace Safety Panel (SASP) has been supporting two States in developing an operational approval process for RNP 4 in Oceanic and Remote Airspace. The approvals process is modelled on the format used for the RNP 10 operational approval. The objective is to provide guidance material that can assist States in developing their own approvals process. As agreed by SASP, the RNP 4 guidance material will be included as an appendix in Doc 9613 (as was done for RNP 10).

2. Finalisation of the Approvals Process

- 2.1 The Civil Aviation Safety Authority (CASA) of Australia and the Federal Aviation Administration (FAA) of the United States have been collaborating for sometime on the development of a generic RNP 4 operational approval process. To assist with this work, SASP provided a forum where the approvals process could be discussed and circulated to States and other relevant Panels within ICAO to ensure a robust review process, bearing in mind the intent to publish the material as guidance in Doc 9613.
- 2.2 A final draft of the approval^s documentation developed by CASA and the FAA was presented to recent meeting of the SASP Working Group of the Whole, held in London during the period 12 to 23 May 2003. The Working Group endorsed the documentation and placed responsibility for further circulation of the guidance material onto the Secretariat through the Air Navigation Bureau.
- 2.3 In its review, the SASP discussed at length the mandated and recommended aircraft functionalities detailed in the approval document. It noted that the functionalities listed were based on a new RNP/RNP-RNAV matrix developed by the FAA as part of its Terminal Area Operations Aviation Rulemaking Committee (TAOARC) Project work. Significant to the SASP was that the functionalities in the RNP 4 operational approval document are different in some respects to those identified in Doc 9613 and in the RTCA RNP-RNAV MASPS. Additionally, a number of new functional requirements have been included. Both the FAA and CASA have

endorsed the functionalities as detailed in the RNP 4 approval document and, following lengthy discussion, the SASP also provided its endorsement, but noted that further comment from other State experts should be sought.

- 2.4 In developing the RNP 4 operational approval process, CASA, the FAA and SASP were cognisant of the fact that the task was an enabler for implementation of 30/30NM separation minima in oceanic and remote airspace. There had been considerable global debate regarding the proposal to name the approval 'RNP 4' as it was argued that additional requirements or functionalities MAY be required for RNP 4 operations in a continental environment. As a result, the final document has been clearly identified as being specific to RNP 4 within Oceanic and Remote Airspace.
- 2.5 A Doc 7030 amendment proposal for the implementation of the 30/30 separation minima has been prepared. The Air Navigation Bureau is reviewing the amendment proposal. At this stage, it is anticipated that the 30/30 separation minima will be implemented in Pacific and South Pacific airspace around the end of 2003. The RNP 4 operational approval process should be finalised well before the end of 2003.

3. Action by the meeting

- 3.1 It is recommended that the meeting note the information contained in this paper and the intent of both Australia and the USA to issue RNP 4 approvals based on the process endorsed by the SASP.

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