



Agenda Item 2: WATRS Plus Project Implementation Issues

**PBN-BASED RNP 10 JOB AID (CHECKLIST) FOR AUTHORIZATION
TO OPERATE IN WATRS PLUS CONTROL AREAS**

(Presented by the United States)

SUMMARY

This Information Paper provides a Job Aid that the U.S. has developed to aid inspectors and operators in preparing for and tracking operator fulfilment of requirements for RNP 10 authorization. The Job Aid provides references to the ICAO Performance Based Navigation Manual.

RNP 10 is the minimum navigation specification for the application of 50 NM lateral separation.

ICAO Strategic Objectives:

A: Safety – Enhance global civil aviation safety

D: Efficiency – Enhance the efficiency of aviation operations

E: Continuity – Maintain the continuity of aviation operations

Global Performance Indicators:

GPI-5 Performance Based Navigation

GPI-6 Air Traffic Flow Management

GPI-7 Dynamic and flexible ATS route management

GPI-8 Collaborative airspace design and management

1. Background

1.1 Parts 1 and 2 of Annex 6, paragraph 7.2 (Navigation Equipment), call for an aircraft to be authorized by the State for operations in airspace or on routes where an RNP navigation specification (previously RNP type) is prescribed. The newly published ICAO Performance Based Navigation (PBN) Manual (new Doc 9613) provides guidance on the authorization process for RNP 10 in Volume II, Part B, Chapter 1.

Note – RNP 10 guidance is published in Part B of the PBN Manual (Implementing RNAV). Although RNP 10 guidance is placed in the RNAV section, the chapter states that RNP 10 will remain a valid navigation specification for oceanic operations.

1.2 In Volume II, Part B, Chapter 1, paragraph 1.3.1, the PBN Manual cites the operational approval process detailed in FAA Order 8400.12 (RNP 10 Operational Approval). The U.S., Australia and other Pacific States developed Order 8400.12 in ICAO sponsored working groups in the Pacific in 1997 to establish the criteria for authorizing aircraft/navigation systems and operators to fly on routes or areas where RNP 10 is prescribed. That material was then incorporated into Appendix E of the now superseded ICAO RNP Manual. Order 8400.12A was used as a basis for the first reduction in separation based on prescription of an RNP type, the reduction of lateral separation from 100 nautical miles (NM) to 50 NM on the North Pacific Route System.

2. RNP 10 Authorization Job Aid for WATRS Plus Control Areas

2.1 Job Aid Purpose. RNP 10 is the minimum navigation specification for the application of 50 NM lateral separation. The purpose of the attached Job Aid is to provide an example that State regulators and operators can consider when developing documents to identify and track operator fulfilment of requirements to obtain RNP 10 authorization. This version is oriented to WATRS Plus. The Job Aid provides PBN Manual references for specific operator and aircraft RNP 10 requirements, the location of documents on the FAA WATRS Plus Webpage and FAA and ICAO contacts.

2.2 Current Version. The most current edition of the Job Aid is posted in Section 2 of the FAA WATRS Plus Webpage. The WATRS Plus Webpage can be accessed through the Oceanic Operations Standards Homepage:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

3. RNP 4 Option

3.1 Operators may wish to obtain authorization for RNP 4, if their aircraft meet RNP 4 requirements. A PBN-based RNP 4 Job Aid is posted in Section 2 of the WATRS Plus Webpage. For the WATRS Plus project, 50 NM will be the minimum lateral separation applied to both RNP 10 and RNP 4 aircraft.

3.2 In Pacific oceanic operations, the aircraft Communications, Navigation and Surveillance (CNS) requirements for the application of 30 NM lateral and/or longitudinal separation are: satellite Controller-Pilot Datalink Communications (CPDLC), RNP 4 authorization and Satellite Automatic Dependant Surveillance-Contract (ADS-C).

4. Suggested Action

4.1 The Meeting is invited to take note of the information presented and forward it, as appropriate, for consideration by regulatory authorities within their States.

PBN-BASED RNP 10 JOB AID

OPERATOR APPLICATION TO CONDUCT RNP 10 OPERATIONS IN WATRS PLUS CTAs

Introduction. This RNP 10 Job Aid was developed by the FAA Hq Flight Technologies & Procedures Division (AFS-400) to provide guidance to States, operators and inspectors on the process for operators to obtain RNP 10 authorization (approval) for operation on WATRS Plus Control Areas (CTA) oceanic routes or areas. Application of 50 NM lateral separation between aircraft authorized RNP 10 or RNP 4 is planned to be introduced in WATRS Plus CTAs on 5 June 2008. The WATRS Plus CTAs are: the West Atlantic Route System (WATRS), the Atlantic portion of Miami Oceanic Airspace and the San Juan FIR. **(50 NM separation is currently applied in the Pacific, the South Atlantic and other global areas between aircraft authorized RNP 10 or RNP 4).**

Explanation of RNP 10 vs. RNP 4. RNP 10 is the minimum “Navigation Specification” required for the application of 50 NM lateral separation. RNP 4 is an operator option. A separate RNP 4 Job Aid will be posted on the FAA WATRS Plus Webpage. “Navigation Specification” is a term from the new ICAO Doc 9613 (ICAO Performance Based Navigation (PBN) Manual).

Important Explanatory Notes. See Part 1 “Notes on Issuing Commercial Operator Operations Specifications and IGA Letters of Authorization”.

Purposes of this Job Aid. The Job Aid:

1. Provides core RNP 10 reference documents for operators and inspectors.
2. Provides a series of tables that show: the content of an application, related reference paragraphs, location in operator application (documents/exhibits) where an RNP 10 element is addressed and columns for the inspector to comment on, and track the status of various RNP 10 program elements.

Job Aid Organization

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Recommended Inspector And Operator Actions. The following are suggestions on how the job aid can be used:

	Lead	Action
1	Inspector	Reviews the “Basic Events in the RNP 10 Approval Process” in Part 1 with the operator in the pre-application meeting to provide an overview of approval process events.
2	Inspector	Reviews this Job Aid with the operator to establish the form and content of the operator application for RNP 10 authority.
3	Operator	Uses the Job Aid as a guide to assemble documents/exhibits for its application for RNP 10.
4	Operator	Annotates Job Aid to show location of RNP 10 program elements in the operator exhibits/documents.
5	Operator	Submits Job Aid and RNP 10 operator application (exhibits/documents) to inspector.
6	Inspector	Annotates Job Aid to show task or document “complete/satisfactory” <u>or</u> “open/further operator action required” .
7	Inspector	Informs the operator as soon as possible, when further operator action is required.
8	Operator	Provides inspector, when requested, with revised material.
9	Inspector	Issues Operations Specifications (OpSpecs) or IGA Letter of Authorization (LOA), as applicable, to operator when required tasks and documents are completed.

PART 1 – GENERAL INFORMATION

Basic Events In RNP 10 Authorization Process

	Operator Actions	State Inspector Actions
1	Establishes need to obtain RNP 10 authority for WATRS Plus CTA operation.	
2	Reviews Airplane Flight Manual (AFM), AFM Supplement or Type Certificate Data Sheet or other appropriate documents (e.g., Service Bulletins, Service Letters) to determine aircraft eligibility for RNP 10. Operator contacts airplane or avionics manufacturer, if necessary, to confirm airplane eligibility for RNP 10.	
3	Contacts State civil aviation authority to arrange a pre-application meeting to discuss requirements for operational approval.	
4		Establishes, during pre-application meeting: • Form and content of operator application (exhibits/documents) supporting RNP 10 authorization. • Date prior to start of operations when operator application should be submitted for evaluation
5	Submits operator application (exhibits/documents) to appropriate State Authorities with sufficient time prior to the planned start of RNP 10 operations for evaluation. Time prior to planned start to be specified by State authority.	
6		Reviews operator application (submissions).
7		Issues operational approval in the form of OpSpecs (Commercial) or IGA LOA, as appropriate, when airworthiness and operational requirements are fulfilled.

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Part 1 (continued)

WATRS PLUS WEBPAGE: Core Documents, Contacts, etc. The FAA “**WATRS Plus Webpage**” can be accessed from the FAA Oceanic and Offshore Operations Homepage: www.faa.gov/ats/ato/130.htm

Core ICAO Reference Documents	Subject or Title	WATRS Plus Webpage Location
ICAO Performance Based Navigation (PBN) Manual (new ICAO Doc 9613)	Vol. II, Part B; Chapter 1 (RNP 10); Vol. II, Part C, Chapter 1 (RNP 4)	Section 2, ICAO Guidance
Pilot Procedures: In-flight Contingencies, Weather Deviation, SLOP	Extract From FAA Notice of ICAO Doc 4444 Procedures	Section 2, Operating Policy

*Core FAA Reference Documents	Subject or Title	WATRS Plus Webpage Location
FAA Order 8400.12 (as amended)	RNP 10 Operational Approval	Section 2, Operator/Aircraft RNP 10 Authorization Policy/Procedures
Acceptable Nav System Configurations For RNP 10	Explanation of Dual Equipage Requirements	Section 2, Operator/Aircraft RNP 10 Authorization Policy/Procedures
FAA Notice (planned for late July 2007)	WATRS Plus Policy/Procedures (to be applicable 5 June 2008)	Section 2, Operating Policy
FAA Inspector Guidance: FAA Notice 8000.340, Fig. 1.5.5	FAA Inspector Guidance on RNP 10 Operational Approval	Section 2, FAA Flight Standards Inspector Guidance
FAA Order 8400.33 (as amended). (RNP 4 Job Aid provided on WATRS Plus Webpage).	RNP 4 Authorization For Oceanic and Remote Areas.	Section 2, Operator/Aircraft RNP 10 Authorization Policy/Procedures

***Note:** the FAA RNP 10 authorization process is in accordance with the ICAO PBN Manual. No action is required for operators and aircraft previously approved under FAA Order 8400.12 (as amended).

Example FAA IGA (FAA Part 91) Letters of Authorization (LOA): Operations Safety System (OPSS) Generated

1. OPSS LOA B036 (Operation in Required Navigation Performance Airspace)
2. OPSS LOA D098 (Flight in Special Areas of Operations For Short-term Operations)

Example FAA Operations Specifications (OpSpecs) Paragraphs

1. B036 (Class II Navigation Using Multiple Long-Range Navigation Systems (LRNS))
2. B054 (Class II Navigation Using Single Long-Range Navigation system): See Part 8 of this Job Aid for FAA policy reference on operation of Non-RNP 10 aircraft (including aircraft with one LRNS operating) in WATRS Plus CTAs after the June 2008 project implementation.

PART 1 (cont.)

Notes on Issuing Commercial Operator Operations Specifications (OpSpecs) and IGA Letters of Authorization (LOA).

1. Responsible State Authority (ICAO Guidance).

- a. International Commercial Operators: State of Registry makes the determination that the aircraft meets the applicable RNP requirements; State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).
- b. International General Aviation (IGA) Operators: State of Registry makes determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA)).

2. FAA Policies For Consideration

- a.. **Separate IGA Area of Operation LOAs.** IGA (FAA Part 91) operators are **not** required to be issued LOAs for individual areas of operations. The operator is responsible under Annex 2, paragraph 2.3.2 for policies/procedures applicable to individual areas of operation.
- b. An IGA (FAA Part 91) operator holding a current LOA showing RNP 10 authority does not have to re-apply for RNP 10 authority in WATRS Plus Control Areas.
- c. **Inspector Action for IGA (FAA Part 91) Operators.** FAA inspector action is to “accept” RNP 10 related operations and airworthiness programs. Formal “approval” is **not** required. (Reference FAA Order 8700.1, Chapter 3, paragraph 11).
- d. **An operator planning to obtain initial RNP 10 authority for WATRS Plus CTAs may apply for and be issued authority based on operational policies published and referenced in this Job Aid.** When WATRS Plus-specific operational policy/procedures are published in late July 2007, inspectors and operators will be notified and this Job Aid will be modified accordingly. (See Job Aid, Part 8).

Other Related ICAO Reference Documents

- 1. ICAO Annex 2 (Rules of the Air). See paragraphs 2.3 (Responsibility for compliance with the rules of the air) and 5.1.1 (Aircraft equipment).
- 2. ICAO Annex 6 (Operation of Aircraft), Part 1 (International Commercial Air Transport) and Part 2 (International General Aviation). See paragraph 7.2 (Navigation Equipment).
- 3. ICAO Doc 4444 (Procedures For Air Navigation Services – Air Traffic Management), paragraph 15.2 (Special Procedures For In-flight Contingencies In Oceanic Airspace)

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PART 2: OPERATOR/AIRCRAFT IDENTIFICATION INFORMATION

OPERATOR NAME: _____

AIRCRAFT MAKE, MODEL, SERIES	# REGISTRATION NUMBER(s)	## SERIAL NUMBERS(s)	LONG-RANGE NAVIGATION SYSTEMS (LRNS): NUMBER, MANUFACTURER & MODEL	RNP TYPE REQUESTED (E.G., RNP 10, RNP 4)

##Note: may be provided separately in a form and manner acceptable to the inspector.

DATE OF PRE-APPLICATION MEETING _____

DATE APPLICATION RECEIVED: _____

DATE OPERATOR PLANS TO START RNP 10 OPERATIONS _____

NOTIFICATION TIME TO CAA ADEQUATE? ☐ YES ☐ NO

Note: Separate IGA (FAA Part 91) LOAs are not required to be issued for individual areas of operations.

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PART 3:**CONTENT OF OPERATOR APPLICATION FOR RNP 10**

	<u>CONTENT OF OPERATOR APPLICATION FOR RNP 10</u>	ICAO PBN Manual, Part B, Chapter 1	Where Found in Operator Exhibits/Documents <u>Note:</u> operator should update this column to reflect the content of its application.	FAA Inspector Recommendation and/or Comments	Inspector Tracking: Item Status and Date
1.	Operator Request Letter: statement of intent to obtain RNP 10 authority. (Recommended)	1.3.2 (Approval Process) (General)	Exhibit A		
2.	Aircraft/Navigation System RNP 10 Eligibility Group. Airworthiness documents that establish the proposed aircraft/navigation system group, its RNP 10 approval status and, in a form acceptable to the inspector, a list of airframes in that group.	1.3.2.1 (Aircraft Eligibility) 1.3.3.2 (Criteria for Specific Navigation Systems)	Exhibit B, C, D, as applicable		
2a.	Dual Equipage Requirement: at least two Long Range Navigation Systems (LRNS) with adequate display and functionality for oceanic operations	1.3.3 (Aircraft Requirements)	Exhibit B, C, D, as applicable		
3.	Time Limit For INS or IRU Only Equipped Aircraft. Approved or requested RNP 10 time limit for aircraft for which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) are the only source of Long Range Navigation (LRN). (Not applicable to GPS equipped aircraft)	1.3.3.2.2 (Standard) 1.3.3.2.3 (Extended)	Exhibit E		
4.	RNP-10 Area of Operations For INS or IRU Only Equipped Aircraft. Documentation establishing the RNP-10 area of operations or routes for which the specific aircraft/navigation system is eligible. (Not applicable to GPS equipped aircraft)	1.3.4.7 (Route Evaluation) 1.3.4.8 (Effect of Enroute Updates)	Exhibit E		
5.	a. Part 91 (General Aviation) Pilot Training or Knowledge. (e.g., operator in-house training, part 142 training center or other course of instruction). b. Part 121 or 135 Pilot and, if applicable, Dispatcher Training documents.	1.3.2.2.2, 1.3.5 (Training Documentation) 1.3.4 (Pilot) Operating Procedures including emergency (contingencies) (See Job Aid Parts 6 & 7)	Exhibit H		

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#	<u>CONTENT OF OPERATOR APPLICATION FOR RNP 10</u>	<u>ICAO PBN Manual (Doc 9613) Vol. II Part B</u> <u>Reference Paragraphs:</u>	Where Found in Operator Exhibits/Documents <u>Note:</u> operator should update this column to reflect the content of its application.	FAA Inspector Recommendations and/or Comments	Inspector Tracking: Item Status and Date”
6.	a. IGA (FAA Part 91) Operations Manuals or Documents. Operations Manual or section of operator’s application documenting RNP 10 operational policies and procedures. b. Commercial (FAA Part 121 or 135) Operations Manuals and Checklists.	1.3.2.2.3; 1.3.4; 1.3.4.2 c): Contingency, Weather, Strategic Lateral Offset Procedures (See Job Aid Parts 6 & 7).	Exhibit I		
7.	Maintenance Practices. For aircraft with established LRNS maintenance practices, provide document references. For newly installed LRNS, provide maintenance practices for review.	1.3.2.2.4 (second paragraph)	Exhibit F		
8.	Minimum Equipment List (MEL) updates, if applicable. (Only applicable if operator conducts operations under an MEL).	1.3.2.2.4 (first paragraph)	Exhibit G		
9.	Operating History. Operating history that identifies past problems, incidents, track keeping errors, if any, and actions taken to correct the situation.	1.3.2.2.5 (past performance)	Exhibit J		
10.	Removal of RNP 10 Operating Authority. Awareness of the necessity to follow up action after navigation error reports, and the potential for removal of RNP 10 operating authority.	1.3.7 (Oversight of Operators)	Exhibit K		

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PART 4: OPERATOR APPLICATION (EXHIBITS/DOCUMENTS)

Exhibit	Exhibit/Document Title	Operator Indication of Inclusion	INSPECTOR COMMENTS
A	(Recommended) Operator Letter Requesting RNP 10 Authority		
B	Aircraft Eligibility Group. Operator statement of RNP 10 Eligibility Group or Groups into which its aircraft/Long Range Navigation System (LRNS) combinations fall. See Job Aid Part 5.		
C	Aircraft airworthiness documents.....showing RNP 10 ... in accordance with ICAO PBN Manual, e.g., AFM, AFM Revision, AFM Supplement or Type Certificate Data Sheet (TCDS) showing that aircraft LRNS are RNP 10 eligible. (See Job Aid Parts 4 and 5).		
D	Aircraft Modified To Meet RNP 10 Standards.....documentation of aircraft inspection and/or modification. <u>If applicable</u>, maintenance records documenting installation or modification of aircraft/LRNS (e.g., FAA Form 337 (Major Repair and Alteration)		
E	<u>RNP 10 Time Limit: Applicable To RNP 10 Only For INS or IRU Only Equipped Aircraft:</u> Documentation establishing the RNP 10 time limit and area of operations or routes for which the specific aircraft/navigation system is eligible. (Not applicable to GPS equipped aircraft. RNP 4 requires GPS equipage))		
F	Maintenance Program: for aircraft with established LRNS maintenance practices, provide list of document or program references. For newly installed LRNS, provide LRNS maintenance practices for review.		
G	Minimum Equipment List (MEL) (<u>only</u> for operators operating under an MEL): MEL or MMEL showing provisions for LRNS		
H	1. IGA (FAA Part 91) Operator Method of Pilot Training/Knowledge: operator in-house training, part 142 training center or other course of instruction. 2. Commercial Operator (FAA Part 121 or 135) Pilot &, if applicable, Dispatcher Training documents		
I	1. IGA (FAA Part 91) Operator Operations Manuals <u>or</u> Documents: Operations Manual <u>or</u> section of operator's application documenting RNP 10 operational policy/procedures. 2. Commercial (FAA Part 121 or 135) Operations Manuals		

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PART 4: OPERATOR APPLICATION (EXHIBITS/DOCUMENTS) SUBMITTED (cont.)

Exhibit	Exhibit/Document Title	Operator Indication of Inclusion	INSPECTOR COMMENTS
J	Operating History. (If any, past problems, incidents, track keeping errors, corrective actions.)		
K	Removal of RNP 10 Operating Authority. Awareness of necessity for timely, effective follow-up to navigation errors and potential for removal of RNP 10 or RNP 4 authority.		

*SUBMISSION INCLUDES: ____ AIRCRAFT/LRNS COMPLIANCE DOCUMENTATION
 ____ OPERATIONAL POLICY/PROCEDURES
 ____ MAINTENANCE MANUAL SECTIONS RELATED TO LRNS (if not previously reviewed)

PART 5 GUIDE FOR DETERMINING AIRCRAFT ELIGIBILITY

#	Subject	ICAO PBN Manual Vol. II, Part B Chapter 1 Reference Paragraphs:	Location in Operator Exhibits	FAA Recommendations/Comments	Inspector Tracking Item Status & Date
1	Dual Long Range Navigation System Equipage (minimum)	1.3.3	B, C, as applicable		
2	<u>Eligibility Group 1</u> – Aircraft Eligibility Through RNP Certification (RNP compliance documented in Airplane Flight Manual (AFM))	1.3.2.1 (Method 1)	B, C, as applicable		
3	<u>Eligibility Group 2</u> – Aircraft Eligibility Through Prior Navigation System Certification	1.3.2.1 (Method 2)	B, C, D, as applicable		
3a	INSs or IRUs Approved In Accordance With 14 CFR Part 121, Appendix G (Time limit 6.2 hours)	1.3.3.2.2 (Standard Time)	B, C, D, as applicable		
3b	INSs or IRUs Approved For North Atlantic MNPS or Australian RNAV Operations (Time limit 6.2 hours)	1.3.3.2.2 (Standard Time)	B, C, D, as applicable		
3c	Obtaining Approval For Extended INS or IRU Time Limit	1.3.3.2.3 (Extended Time Limit)	B, C, D, as applicable		
3d	GNSS Approved to Primary Means of Navigation Standards (reference AC 20-138, as amended)	1.3.3.2.1	B, C, D, as applicable		
3e	Multi-sensor Systems Integrating GPS (reference AC 20-130, as amended)	1.3.3.2.1	B, C, D, as applicable		
3f	Equipage With One GPS and One Other Approved LRNS (e.g., INS or IRU).	1.3.3.2.4	B, C, D, as applicable		
4	<u>Eligibility Group 3</u> – Eligibility Through Data Collection	1.3.2.1 (Method 3)	B, C, as applicable		
4a	Sequential Method	1.3.2.1	B, C, as applicable		
4b	Periodic Method	1.3.2.1	B, C, as applicable		

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PART 6: BASIC PILOT PROCEDURES FOR RNP 10 OPERATIONS

#	Subject	<u>ICAO PBN Manual Vol. II, Part B Chapter 1 Reference Paragraphs</u>	Location In Operator Exhibits	FAA Recommendations/Comments	<u>Inspector Tracking</u> Item Status & Date
1	Flight Planning.	1.3.4, 1.3.4.1	Exhibits H and I		
	Verify aircraft authorized RNP 10 and two long-range navigation systems (LRNS) operational.	1.3.4.1, 1.3.4.3	Exhibits H and I		
	When equipped with INS or IRU only, verify that RNP 10 time limit (area of operations) is accounted for.	1.3.4.1,	Exhibits H and I		
	**Annotate ICAO Flight Plan block 10 (Equipment) with “R” and “Z” and annotate Item/Field 18 with “NAV/RNP10”. See Job Aid Part 8). -If two approved LRNS not operational, delete above annotations & operate in accordance with applicable policy.	1.3.4.4 **Block 10 “Z” and Item/Field 18 annotations are WATRS Plus area policy.	Exhibits H and I		
	As applicable, verify that Nav aids, including GNSS requirements such as Fault Detection & Exclusion (FDE) are accounted for.	1.3.4.1 1.3.4.5	Exhibits H and I		
	Account for navigation system operating restriction, if any.	1.3.4.1	Exhibits H and I		
2	Pre-flight Procedures at the Aircraft.	1.3.4.2	Exhibits H and I		
	Review maintenance logs and forms for LRNS status; confirm navigation database current.	1.3.4.2 a) 1.3.6	Exhibits H and I		
	During external inspection of aircraft, check condition of navigation-related items such as navigation antennas.	1.3.4.2 b)	Exhibits H and I		

#	Subject	ICAO PBN Manual Vol. II, Part B Chapter 1	Location In Operator Exhibits	FAA Recommendations/Comments	Inspector Tracking Item Status & Date
3	En route Procedures	1.3.4.6	Exhibits H and I		
	Before oceanic entry point, verify two LRNS operating. If not, notify ATC and operate in accordance with policy applicable to the airspace.	1.3.4.6	Exhibits H and I		
	Before entering oceanic airspace, perform navigation accuracy check and position update (if necessary) using accepted method. See item 4 below.	1.3.4.6	Exhibits H and I		
	Follow in-flight operating drills to prevent inadvertent deviation from cleared routes.	1.3.4.6	Exhibits H and I		
	Advise ATC of loss of long-range navigation capability and operate in accordance with policy applicable to the airspace.	1.3.4.6	Exhibits H and I		
4	LRNS Position Updating		Exhibits H and I		
	Automatic Position Updating (as applicable)	1.3.4.9	Exhibits H and I		
	Manual Position Updating (as applicable)	1.3.4.10	Exhibits H and I		

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PART 7: IN-FLIGHT CONTINGENCY, WEATHER DEVIATION & SLOP (STRATEGIC LATERAL OFFSET PROCEDURES)

1. **Explanation:** The guidance cited below is not applicable to a specific lateral separation standard (i.e, it is not applicable only to RNP 10/50 nm lateral). It is applicable to general oceanic operations (i.e., above, below and within RVSM airspace). An operator may have previously adopted the guidance for oceanic operations. If so, the operator only needs to confirm that that is the case.

2. **WATRS Plus Webpage Reference:** see Section 2, Operating Policy document entitled: “Contingency, Weather Deviation and Strategic Lateral Offset Procedures”.

3. **ICAO Doc 4444:** FAA guidance reflects ICAO Document 4444, section 15.2 (*Special Procedures For In-flight Contingencies In Oceanic Airspace*).

#	Subject	# <u>Webpage Reference Document Paragraphs</u>	Location In Operator Exhibits	FAA Recommendations/Comments	Inspector <u>Tracking</u> Item Status & Date
1	Special Procedures For In-flight Contingencies In Oceanic Airspace		Exhibits H and I		
	Introduction (purpose of in-flight contingency procedures)	<u>Introduction:</u> paragraphs 1, 2	Exhibits H and I		
	General Procedures	<u>General Procedures:</u> Paragraphs 1-4	Exhibits H and I		
	Special Procedures For ETOPS Aircraft	ETOPS Aircraft	Exhibits H and I		
2	Weather Deviation Procedures For Oceanic Operations	<u>Paragraph b</u>	Exhibits H and I		
	General Procedures	Paragraphs 1-3	Exhibits H and I		
	Obtaining Priority From ATC When Weather Deviation Required	Paragraph 4	Exhibits H and I		
	Actions To Be Taken When Controller-Pilot Communications Are Established	Paragraph 5	Exhibits H and I		
	Actions To Be Taken If A Revised ATC Clearance Cannot Be Obtained	Paragraph 6	Exhibits H and I		

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#	Subject	# Webpage Reference Document Paragraphs	Location In Operator Exhibits	FAA Recommendations/Comments	Inspector Tracking Item Status & Date
3	Strategic Lateral Offsets Procedures (SLOP) In Oceanic Airspace	<u>Paragraph c</u>			
	Introduction (objective of SLOP)	Paragraph 1	Exhibits H and I		
	Guidelines For Offset Positions	Paragraph 2	Exhibits H and I		
	Guidance For Using SLOP	Paragraph 3	Exhibits H and I		
	SLOP Application In The San Juan FIR And Bermuda Airspace	Paragraphs 3(f) and 3(g)	Exhibits H and I		

PART 8 – OPERATING POLICY/PROCEDURES SPECIFIC TO WATRS PLUS. Posted to WATRS Plus Webpage on 27 Sept 07.

PART 9 – ICAO AND FAA CONTACTS

Name	Position/Organization	Phone/FAX	Email
ICAO			
Alfonso Escobar	Flight Safety Officer North American, Central American and Caribbean (NACC) Regional Office	Phone: +5255 5250 3211 Fax: +5255 5203 2757	AEscobar@mexico.icao.int
FAA			
Madison Walton	Flight Standards Lead for WATRS Plus Project; AFS-400, Washington, D.C.	Ph. 1-202-385-4596 Fax 1-202-385-4653	Madison.Walton@faa.gov;
Roy Grimes	Flight Standards Specialist, FAA Program Support; CSSI, Inc., Washington, D.C.	Ph. 1-202-863-3692 Fax 1-202-863-2398	RGrimes@cssiinc.com;
David Maloy	Navigation Specialist, Flight Technologies & Procedures Division (AFS-400). Office in Windsor Locks, Conn.	Ph. 1-860-654-1006 Fax 1-860-654-1009	David.Maloy@faa.gov;

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