



International Civil Aviation Organization

Third North Atlantic/Caribbean (NAT/CAR) ATS Routes Working Group Meeting

(NAT/CAR WG/3)

Miami, Florida, USA, 13 to 15 November 2007

NAT/CAR WG/3 - IP/05

18/10/07

Agenda Item 2: WATRS Plus Project Implementation Issues

**ICAO STATE LETTER: NOTICE OF WATRS PLUS PROJECT FOR
STATE AUTHORITIES AND AIRCRAFT OPERATORS**

(Presented by the Secretariat)

SUMMARY

This Information Paper presents to the meeting the State Letter issued by the ICAO NACC Regional Office in October 2007 containing core information for the implementation of WATRS Plus route structure redesign, 50 NM lateral separation and associated operational policies on 5 June 2008. This project is named WATRS Plus project.

This Information Paper relates to

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-1 Flexible use of Airspace

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. Introduction

1.1 Since September 2006 when Caribbean and North Atlantic ATS Route Working Group started works for the implementation of WATRS Plus project on 5 June 2008, significant advances are in place for the implementation of the RNP 10 and redesign in the WATRS airspace.

2. Discussion

2.1 As follow up of the works carried out by Caribbean and North Atlantic working groups over the past 12 months, the ICAO NACC Regional Office sent State Letter Ref. EMX0963, dated 15 October 2007, to authorities and aircraft operators (a copy is provided in the **Appendix** to this Information Paper). The State letter provides general information of WATRS Plus project.

2.2 Also, bearing in mind the completed work and outcomes from the Working Group, the State Letter strongly encourages concerned operators to ensure aircraft approval process for the on time implementation of WATRS Plus project.

3. Action by the meeting

3.1 The meeting is invited to:

- a) take note of the State Letter Ref. EMX0963, dated 15 October 2007; and
- b) take note that all related information of the WATRS Plus project is on the permanent WATRS Plus Webpage
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

APPENDIX



International
Civil Aviation
Organization

Organisation
de l'aviation civile
internationale

Organización
de Aviación Civil
Internacional

Международная
организация
гражданской
авиации

منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref.: N 1/2.7 – **EMX0963**

15 October 2007

To: CAR/SAM/EUR/NAT Region States/Territories/International Organizations
CAR ATS Providers

Subject: **Redesigned Route Structure and Reduced Lateral Separation for the Oceanic Area in WATRS Airspace**

Dear Sir/Madam:

You may recall that the United States is planning to introduce a redesigned route structure and reduced lateral separation in the West Atlantic Route System (WATRS) airspace. The planned date for implementation of the WATRS Plus route structure redesign, including 50 NM lateral separation and associated operational policies, is **5 June 2008**.

The WATRS Plus project will significantly enhance the efficiency of WATRS airspace by increasing the number of available routes and associated altitudes by approximately 40 per cent. This increase will provide more user-preferred time and fuel efficient routes, available altitudes, and enhance air traffic management flexibility and airspace capacity.

The objectives of the WATRS Plus project are to:

- reduce lateral separation on oceanic routes or areas from the existing 90 NM standard to 50 NM between aircraft approved for RNP 10 or RNP 4;
- provide guidelines for a significant percentage of WATRS Plus operators to obtain approval for RNP 10 or RNP 4 navigation specification from the appropriate State authority;
- accommodate operation of the small percentage of flights not projected to meet the RNP 10 minimum navigation specification;
- redesign the WATRS Plus route structure to make approximately 40% more ATS routes available for operator access to time/fuel efficient routes, altitudes, and to enhance en-route capacity; and
- harmonise the WATRS Plus route structure with that of the Caribbean and North Atlantic regions.

The implementation of 50 NM lateral separation based on RNP 10 and airspace redesign in the WATRS Plus area complies with Global Plan Initiatives 5, 6, 7 and 8, as defined by the Air Navigation Commission for the new Global Air Navigation Plan. The WATRS Plus project has been coordinated and discussed in detail in Caribbean and North Atlantic working groups over the past 12 months. In June 2007, the project received the endorsement of the Caribbean Working Group and of the North Atlantic System Planning Group. In July 2007, the Directors of Civil Aviation of the Central Caribbean endorsed its implementation.

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FIRs/CTAs that will be affected by the project are as follows:

- route structure redesign and 50 NM lateral separation will be implemented by the WATRS Plus project in the Atlantic portion of the Miami Oceanic CTA, the San Juan CTA/FIR and WATRS.
- New York Oceanic airspace outside of WATRS will be transition airspace; 50 NM lateral separation may be applied in this airspace between approved RNP 10 or RNP 4 navigation specification aircraft.

In accordance with ICAO Annex 6, Parts 1 and 2, paragraph 7.2.2, operators must obtain approval from the appropriate State authority to conduct RNP 10 or RNP 4 navigation specification operations. Operators affected, if they have not yet done so, must begin the approval process to ensure aircraft are approved for such operations **by 5 May 2008, and no later than 5 June 2008**.

Information on WATRS Plus plans, policies and procedures is posted on the following websites:

WATRS Plus Webpage: (permanent address)

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

Oceanic and Offshore Operations:

<http://www.faa.gov/ats/ato/130.htm>

ICAO NACC Webpage: (link to WATRS Plus Webpage – under United States FAA)

<http://www.icao.int/nacc/sites.htm>

The FAA WATRS Plus webpage contains a current draft of the WATRS Plus redesign chart, detailed guidance on operator and aircraft approval for RNP 10 or RNP 4 navigation specification, including guidance material on Job Aids with references to ICAO and FAA documents. The purpose is to provide a method for operators to develop and authorities to track program elements required for minimum navigation specification approval. The Job Aids are posted on the WATRS Plus webpage in Section 2 under *"ICAO RNP Guidance and Documents."*

The FAA has also provided points-of-contact (PoC) on the WATRS Plus webpage and in the Job Aids to assist State authorities and operators with the approval process.

State authorities and operators should consult the WATRS Plus webpage regularly for current information on WATRS Plus plans and policies and aircraft/operator required RNP 10 or RNP 4 approval.

Bearing this information in mind, I remind you that further WATRS Plus project discussions will occur at on the Fourth North Atlantic/Caribbean (NAT/CAR) ATS Routes Working Group Meeting, which will be held in Miami from 13 to 15 November 2007. The general information will be sent to your Administration as soon as it becomes available.

Accept, Sir/Madam, the assurances of my highest consideration.


Loretta Martin
Regional Director
ICAO NACC Office