



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 - WP/04

05/11/07

Agenda Item 2: WATRS Plus Project Implementation Issues
2.2 WATRS Plus Operational Policy & Procedures

**En Route Automation Modernization (ERAM) Transition:
International Civil Aviation Organization (ICAO) Flight Planning (FPL) for
Automatic Application of Preferential Routing in United States (U.S.) Domestic Airspace**

(Presented by the United States)

SUMMARY

Effective June 5, 2008, the U.S. will automatically assign preferential routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and the Area Navigation (RNAV) value specified by the user in ICAO FPL Item 18 (Other Information). This change is in preparation for ERAM implementation and will be implemented in all Air Route Traffic Control Center (ARTCC) Host systems.

ICAO Strategic Objective:

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. Introduction

1.1 ERAM is the largest National Airspace System (NAS) equipment replacement program in Federal Aviation Administration (FAA) history, replacing legacy Host computer processing systems at 20 ARTCCs. First operational use of ERAM is scheduled for October 2008 at the Salt Lake ARTCC.

1.2 ERAM implementation will make the U.S. NAS system ICAO compliant, using Route ICAO Equipment Eligibility (RIEE) instead of the NAS Flight Plan (FP) for automatic assignment of preferential routes.

2. Discussion

2.1 In preparation for ERAM implementation, the U.S. will implement this change in all ARTCC Host systems on June 5, 2008.

2.2 Host and ERAM will automatically assign preferential routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and the Area Navigation (RNAV) value specified by the user in ICAO FPL Item 18 (Other Information). Users who file a NAS FP will be eligible for the assignment of conventional procedures, only.

2.3 Users must file their maximum RNAV capability in Item 18 as follows:

2.3.1 Insert "NAV/RNV" followed by one or more of the following flight segment indicators: "D" for departure, "E" for en route, and/or "A" for arrival.

2.3.2 Follow each flight segment indicator with the appropriate RNAV accuracy value of "1" or "2" in accordance with FAA Advisory Circular (AC) 90-100A, *U.S. Terminal and En Route Area Navigation (RNAV) Operations*. An RNAV accuracy value of "1" would be indicated by "D1" or "A1", and RNAV accuracy value of "2" would be indicated by "E2".

2.3.3 For Point-to-Point (PTP) RNAV in accordance with FAA AC 90-45A, *Approval of Area Navigation Systems for Use in the U.S. National Airspace System*, follow the en route flight segment indicator "E" with "99." PTP RNAV eligibility would be indicated by "E99".

2.3.4 Maximum RNAV capability will be used for the automatic assignment of preferential routing. Some examples are:

2.3.4.1 "NAV/RNVD1E2A1" would be eligible for automatic assignment of RNAV1 departure and arrival preferential routes, RNAV2 en route preferential routes, and PTP.

2.3.4.2 "NAV/RNVE2" would be eligible for automatic assignment of RNAV2 en route preferential routes and PTP.

2.3.4.3 "NAV/RNVE99" would be eligible for PTP RNAV, only.

2.4 These procedures also provide a new capability for users filing an ICAO FPL to suppress application of RNAV procedures by omitting Item 18 data for any or all segments of flight.

2.4.1 For example, if the user does not want the departure RNAV preferential route automatically applied, but does desire the RNAV arrival route, this would be indicated by "NAV/RNVA1."

3. Recommendations

3.1 The meeting is invited to:

- a) Note the information in this paper;
- b) Disseminate the information contained herein to the widest possible audience; and
- c) Request additional information via email through the FAA website at:

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