

Agenda Item 2: Review the Action Plan for the Implementation of RNP 10 Pre-Operational Trials in parallel routes UL 780 and UL 302 in the Santiago de Chile-Lima segment

2.1 The meeting took note of the information provided by Chile, Peru and the Secretariat, and in order to expedite the discussions, formed an Ad-hoc group by delegates of Brazil (representing CARSAMMA), Chile, Peru, United States and IATA to analyze the Action Plan for RNP 10 Pre-operational implementation in parallel routes UL 780 and UL 302 in the Santiago de Chile/Lima segment and establish the necessary actions for its execution.

2.2 After analyzing the Report of the Ad hoc Group, the meeting took note of the importance of defining the characteristics of the airspace to carry out the safety assessment and concluded that the airspace for the RNP-10 pre-operational implementation will have the following characteristics:

- a) Route UL 302 – between ATEDA and ILMAR
- b) Route UL780 – between SULNA and MOXES
- c) Exclusionary airspace between FL290 and FL 410
- d) Bi-directional routes
- e) Cross point in ILMAR, between the route UL 302 and routes UV1 and UA303.

Data collection for Safety Assessment

2.3 The programme of data collection developed by Chile and Peru is considered adequate and assists the needs to carry out the safety assessment for RNP 10 pre-operational implementation.

2.4 The meeting took note that the deviations data should only consider those deviations greater than 10 NM, limit of the RNP 10 containment area, in this respect, the meeting approved the following Conclusion:

Conclusion AP/ATM/4/12 Collection of Data for the Safety Assessment

Chile, Peru and IATA, through the operators using the Santiago de Chile/Lima segment of RNAV parallel routes UL 302 and UL 780, foreseen for RNP 10 pre-operational implementation, collect the data on lateral navigation deviations greater than 10 NM in the airspace defined in paragraph 2.2 of this part of the report and submit them to the CARSAMMA.

AIC Publication

2.5 Considering that the knowledge of the standards and regulations is a requirement for the users to operate in a particular airspace and, after analyzing the convenience of amending ICAO Doc 7030, Regional Supplementary Procedures, when dealing with a pre-operational implementation, it was concluded that the publication of the relevant information in the AIPs from Chile and Peru would be enough to continue with the RNP 10 Pre-Operational Implementation Programme in the Santiago de Chile/Lima segment of RNAV parallel routes UL 302 and UL 780.

2.6 Taking into account the importance of the dissemination of the RNP 10 Pre-operational Implementation Programme so that the users may initiate the RNP 10 approval process, the meeting approved the following Conclusion:

Conclusion AP/ATM/4/13 AIC publication for the dissemination of the RNP 10 Pre-Operational Implementation Programme

Taking into account the need to disseminate the RNP 10 Pre-Operational Implementation Programme in the Santiago de Chile/Lima segment of routes UL 780 and UL 302, Chile and Peru publish an AIC, on 17 April 2003, announcing the starting date of such programme.

Updating of the Action Plan

2.7 When reviewing the Action Plan for RNP 10 Pre-Operational Implementation, it was noted that additional time will be required to carry out some tasks of the programme, such as the dissemination of the programme itself and the establishment of the procedures for operational and airworthiness application and, consequently, it was considered pertinent to postpone the implementation date for 22 January 2004; in this regard, the meeting approved the following Conclusion:

Conclusión AP/ATM/4/14 Up-dating of the Action Plan

Chile, Peru, IATA/Users and the ICAO NACC and SAM Regional Offices adopt the updated Action Plan for the development of the RNP 10 Pre-Operational Implementation Programme in the Santiago de Chile/Lima segment of parallel routes UL 780 and UL 302, presented in **Appendix A** to this part of the report.