



AP/ATM/4
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**International Civil Aviation Organization
UNDP/ICAO Regional Project RLA/98/003
Transition to the CNS/ATM Systems in the CAR and SAM Regions**

**Fourth Meeting/Workshop of Air Traffic Management (ATM) Authorities and Planners
(AP/ATM/4)**

Santa Cruz, Bolivia, 27-31 January 2003

Agenda Item 2: Review of 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

(Presented by Chile)

Summary

Information on the actions carried out by CAD Chile is presented in this Working Paper for the implementation of RNP10 in the segment Santiago de Chile-Lima.

1 Introduction

1.1 Through Conclusion 3/13 of the Third Meeting of Air Traffic Management Authorities and Planners (AP/ATM/3, Lima-Peru, 20 to 24 May 2002), it was decided that Chile, Peru, IATA, Users and ICAO NACC and SAM Regional Offices shall continue with the activities of the Programme of Trials and Demonstrations of RNAV RNP10 parallel routes in the segment Santiago – Lima, taking into consideration among other aspects, the need to acquire experience in this type of implementation.

1.2 Likewise, the meeting established an Action Plan for the implementation, establishing the activities to be carried out by the different organizations related with this programme. In this regard, the actions complied by the administration of Chile are as follows:

- a) Preparation of the national procedures for RNP certification. The definitive standardization is foreseen for April 2003. Currently, the certifications are carried out taking as reference Order 8400.12A of the FAA.
- b) Updated establishment and maintenance of a record of certified aircraft.
- c) Collection of statistical data and air navigation deviations.
- d) Submission of the information on air navigation deviations to the CARSAMMA Agency.
- e) Reporting to CARSAMMA of the national operators with RNP 10 certification.
- f) Preparation of an AIC draft to be published in coordination, and, in a common date, with the Peruvian aeronautical administration.
- g) Preparation of the training and simulation programme for ATCs.

2 **Conclusions**

2.1 In attention to the actions carried out and taking into consideration the current level of certification of the main users of these routes, it is esteemed that no inconveniences would exist to initiate pre-operational trials in the date foreseen of September 2003.

2.2 With regard to the evaluation of air navigation precision, the data collected up to date indicates that no lateral deviations of the published tracks exist. The variety of aircraft operating within this RNAV airspace, use in the solution of air navigation GNSS systems and/or inertial certificates of great accurateness and precision.

2.3 The evaluation of air navigation performance has been complemented with the observations made by the ATC, using the surveillance capacity of the radar system, which covers approximately 80% of both routes.

3 **Suggested Action**

3.1 The meeting is invited to acknowledge the information provided in this Working Paper, and to consider:

- a) A definition by the Agency in charge of the evaluation of airspace safety if the data collected up to date on air navigation precision satisfy the safety criteria required; or
- b) If necessary, establish the most appropriate methodology to be used in order to complete the information available and in this way ensure that it is complied with the standards regarding the air safety level desired.