



Agenda Item 4: Implementation of RNP4 in EUR/SAM corridor

Implementation of RNP4 in EUR/SAM corridor

(Presented by Cabo Verde)

SUMMARY

This paper deals with the need to support SATMA efforts in doing safety assessment for the implementation of RNP4 in EUR/SAM corridor

1. Introduction

1.1 The ICAO Assembly Resolution 37-11 urges States to develop their PBN implementation plans as a matter of urgency and is geared towards achieving the global PBN performance objectives. These global performance objectives are required to ensure that the national PBN implementation efforts, coordinated at the regional levels by the ICAO Regional PBN task forces, are aligned and consistent with the ICAO Global ATM operational concept and Air Navigation Plan.

1.2 APIRG adopted a regional PBN implementation plan which set the target for RNP 4 implementation in oceanic airspace as short term.

1.3 Implementation of performance-based navigation is recognized as an enabler in the attainment of air traffic management (ATM) system-wide benefits.

2. Discussion

1.4 Taking into account the traffic growth in EUR/SAM corridor, SAT14 urges SAT states to study the possibility of implementation of RNP4.

1.5 The following SAT meeting held in Cape Verde in June 2009 considered the issue and recalled the benefits expected from RNP4 with 30/30 longitudinal and lateral separation in EUR/SAM corridor.

1.6 RNP4 is a navigation approval based on total system error (TSE) of a ± 4 Nm along track and cross track error for 95% of flight time. RNP4 allows the use of 30/30 NM lateral and longitudinal separation standards between approved aircrafts.

1.7 The primary navigation sensor to support RNP4 is GNSS, either as a stand-alone navigation system or a part of multi-sensor system.

1.8 Reliable direct communications between controller and pilot (VHF or CPDLC) is as good support for the implementation of RNP4 and the reporting rate by ADS-C at least every 14 minutes.

1.9 Sal Oceanic FIR is inserted in EUR/SAM corridor and supports the implementation of RNP provided that the necessary safety assessment is done.

1.10 As per ICAO Annex 11, any significant change in the process related to the safety of ATC system requires a safety assessment before its implementation. Thus, we appreciate the work done by SATMA regarding this issue.

3. Action by the meeting

The meeting is invited to:

- Take note of information provided above
- Encourage SATMA to continue doing safety assessment required for the implementation of RNP4