



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Sixth Meeting of the Air Traffic Management / Communications, Navigation and Surveillance Subgroup (ATM/CNS/SG/6) - ATM Committee**

Boca Chica, Dominican Republic, 30 June-4 July 2008

ATM/COMM/6 - IP/03

09/06/08

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**Agenda Item 2: Report of the ATM Committee Task Forces**  
**2.2 Air Traffic Flow Management (ATFM)**

**CORE INFORMATION FOR THE IMPLEMENTATION OF RNP10 IN THE WATRS AIRSPACE**

(Presented by the Secretariat)

**SUMMARY**

This Information Paper presents to the meeting core information for the implementation of RNP10, 50 NM lateral separation and associated operational policies, and ATS route structure redesign in the WATRS airspace.

**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 scheduled for 5 June 2008, significant works were carried out for the implementation of the RNP10 and redesign in the WATRS airspace.

**2. WATRS Plus Project**

2.1 As follow up of the works carried out by Caribbean and North Atlantic working groups over almost 2 years, ICAO NACC Office sent in October 2007 a State Letter to State Authorities and aircraft operators providing 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 encouraged concerned operators to ensure aircraft approval process for the implementation on time of WATRS Plus project.

2.3 Also in February 2008, ICAO NACC Office sent a proposal for amendment to the Doc 7030 regarding RNP10 implementation in WATRS airspace. Once no objections were received, further actions were carried out to redesign the WATRS airspace.

2.4 Implementation of RNAV10 (RNP10) in the WATRS Plus airspace allows 50 NM lateral separation and increases approximately 40% in the number of routes and associated flight levels. Availability of new routes and flight levels also allow more aircraft to operate on time and new direct and efficient routes and flight levels thereby reducing route lengths, fuel burn and engine emissions.

2.5 Preliminary performance measurements based on the analysis of two scenarios related to cost benefit and gas emissions are:

- First scenario: completed, assumes that all flights authorized RNP 10 or 4 projects 15 year fuel savings of U.S.\$741 million and annual CO2 fuel emissions reduction of 161,800 metric tons.
- Second scenario: in progress, will examine effect of 10% of flights conducted by non-RNP 10 aircraft.

### **3. Action by the Meeting**

3.1 The Meeting is invited to:

- a) take note of this Information Paper; and,
- b) take note that all related information of the WATRS Plus project is on the permanent WATRS Plus Webpage:

[\(http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/\)](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)