

MID RNP/RNAV TF/5
Appendix 1A to the Report on Agenda Item 1

CONCLUSIONS		ACTION	REMARKS
CONCLUSION 6/17- PRIORITY ROUTES FOR THE INTRODUCTION OF RNP 5	That, States concerned should implement RNP 5 on the routes listed in Appendix 4.3A to the report on Agenda Item 4.3, on 22 March 2001	Implemented by some States	-Awaiting amendment to regional SUPPs -Implementation postponed to 14 June 2001 Note: procedures harmonized with EUR SUPPs -Phraseology harmonized and separate section for State aircraft RNP equipped but not RNAV equipped
	a) States may implement RNP 5 on additional routes on this date where further discussions indicate that this would be beneficial, noting in this regard the requirements of section 5 of the Middle East Implementation Plan for the Introduction of RNP/RNAV relating to advance notice and consultation with users;		Extension of RNP 5 routes/areas to be discussed by Task Force meeting (TF/5)
	b) On the designated routes or within designated airspace, the RNP 5 requirement should apply to all flights above FL 285, except where particular circumstances require the specification of a different lower limit; and	Action taken	

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	<p>c) The proportion of RNP 5 approved aircraft operating in the region should be reviewed periodically, with a view to extending both area of applicability of RNP 5, and the level bands to which it applies.</p>	<p>Ongoing</p>
<p>CONCLUSION 6/18 - IMPLEMENTATION OF NAVIGATION ERROR MONITORING</p>	<p>That all States involved in the initial implementation of RNP 5 routes should ensure that:</p> <p>a) the necessary mechanisms for the recording and notification of gross navigation errors, as described in Appendix C of the Guidance Material on Implementation of RNP/RNAV in the Middle East Region are put in place prior to 22 March 2001; and</p>	<p>Ongoing</p>
	<p>b) all staff who will be involved in the monitoring process are given appropriate training prior to the same date.</p>	<p>Ongoing</p>
<p>CONCLUSION 6/19 - DEVELOPMENT OF AIRWORTHINESS AND OPERATIONAL APPROVAL PROCEDURES FOR RNP 5</p>	<p>That, noting that the issuing of airworthiness and operational approvals for RNP 5 is the responsibility of the State of Registry or State of the Operator:</p> <p>a) All States which have not yet developed procedures for issuing RNP 5 approvals should assign the development of these procedures a high priority; and</p>	<p>Ongoing</p>
	<p>b) The following documents may be used as guidance in the development of these procedures:</p>	

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	<p>FAA Advisory Circular AC 90-96, Approval of U.S. operators and aircraft to operate under instrument flight rules in European airspace designated for Basic Area Navigation (BRNAV/RNP 5)</p> <p>.JAA Temporary Guidance Leaflet No. 2, Guidance material on airworthiness approval and operational criteria for the use of navigation systems in European airspace designated for Basic RNAV operations.</p>		
CONCLUSION 6/20- NOTIFICATION OF INTENTION TO INTRODUCE RNP 5 ROUTES	<p>That all States involved in the initial implementation of RNP 5 routes should, as soon as possible, issue an AIC notifying their intent to introduce RNP 5 requirements on these routes. These AICs should include the planned implementation date and the level band within which the requirement would apply</p>	Done	
CONCLUSION 6/21- ANNOTATION OF RNP REQUIREMENTS ON CHARTS	<p>That until such time as guidance material relating to the annotation of RNP requirements on charts is published in the Aeronautical Chart Manual (Doc 8697), the following procedures should be adopted by States of the MID Region:</p> <p>a) Where an RNP requirement applies to all routes within the boundaries of some defined airspace, the chart should contain a conspicuous note indicating the RNP requirement, and the vertical limits within which it applies</p>	Ongoing	The ICAO Council in reviewing this conclusion requested the secretary General to expedite the development of provisions and guidance material relating to the annotation of RNP requirements on aeronautical charts

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b) Where the RNP type is applicable only to individual routes or route segments, the RNP type should be indicated in association with the route designator in each applicable segment. Where the RNP requirement applies to all levels on the route, the RNP requirement should precede the vertical limits. Where the RNP requirement applies only to certain flight levels, the vertical limits for the route should be specified first, followed by the RNP requirement, followed by the vertical limits within which the RNP requirement applies.		
