

MID RNP/RNAV TF/5
Report on Agenda Item 5

Agenda item 5: Extension of RNP/5 operations in the MID Region/harmonisation with the Revised ATS route structure Asia to Middle East/Europe - South of the Himalayas (EMARSSH) routing network.

5.1 Under this Agenda Item the Task Force meeting elaborated Phase 2 implementation plan for the implementation of basic RNAV routes in an RNP 5/10 environment for achieving further enhancement to ATS system capacity and efficiency while at the same time retaining or improving established system safety.

5.2 The meeting agreed on the following implementation strategy for extension of the RNP/RNAV concept in the MID Region:

1. The MID Region will establish RNP/RNAV areas instead of RNP/RNAV routes with a view to make maximum flexible use of the airspace;
2. The lower limit of the RNP/RNAV areas will be progressively reduced from FL285 to FL195 where feasible, taking into account VHF coverage capabilities;
3. Unidirectional routes will be established in lieu of the present bi-directional routing network with a view to introduce parallel/flexible routes in an RNP 5 environment and thus paving the way for the safe introduction of RVSM in November 2003;
4. The use of GNSS as a primary/supplemental means of navigation will be introduced as soon as possible, in an evolutionary manner, in accordance with the MID Region GNSS implementation strategy, and preferably by January 2002;
5. The tentative date for the implementation of the RNAV/RNP areas is 28 November 2002 (*one year prior to the implementation of RVSM*).

- Note: 1. In airspaces/FIRs where the implementation of RNP/RNAV areas is not feasible at time being, a system of RNP/RNAV route will continue be established;*
- 2. Close co-operation/involvement and co-ordination with the Military Authorities is a pre-requisite for the successful implementation of Phase 2 of the RNP/RNAV concept in the MID Region.*

5.3 The Task Force noted the concerns of some States which were facing problems in the RNP/RNAV implementation process, in particular, due to military constraints. It was pointed out that there was a need to review the routing network between Amman, Beirut, Damascus and Nicosia FIRs respectively. The Task Force was of the view that this matter should normally be discussed within the framework of the ATS/AIS/SAR Sub-Group but it was agreed that, taking into account the urgency of the matter, the ICAO MID Office will initiate action for the convening of an informal meeting between the parties concerned and IATA in order to consider the proposed routing network.

5.4 The meeting also noted the requirements identified within the framework of the Revised ATS Route Structure from Asia to Middle East/Europe South of Himalayas (EMARSSH) mechanism and was of the view that the new strategic RNAV/RNP plan will facilitate the implementation of the EMARSSH routes within the MID Region. IATA highlighted the need for some adjustments to the EMAESSH/3 route network and it was agreed the Secretariat will submit the comments to the ATS/AIS/SAR Sub-Group for consideration. Furthermore, it was agreed that

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a paper will be presented by IATA to the next ATS/AIS/SAR Sub-Group and EMARSSH/4 meetings on the subject.

5.5 Based on the forgoing the Task Force frame the following conclusions:

Conclusion 5/4 - Implementation of GNSS in the MID Region

That recognizing that the use of GNSS will significantly facilitate RNP implementation in the MID Region:

- a) States use JAA Guidance Material on Airworthiness and Operational Criteria for use of navigation systems in European airspace designated for basic RNAV (RNP 5) operations;
- b) States use the FAA Order 8400.12 for the granting of RNP 10 operational approvals;
- c) States issue an AIC on the use of GNSS as a supplementary means of navigation with effect from 01 January 2002;
- d) Operational approval of GNSS as a primary/supplemental means of navigation be expedited within the framework of the GNSS Task Force.

Conclusion 5/5 - RNAV/ RNP implementation strategy for the MID Region

That the Phase 2 implementation strategy for the RNAV/RNP implementation in the MID Region be as follows:

- a) The MID Region will establish RNAV/RNP areas instead of RNP/RNAV routes with a view to make maximum flexible use of the airspace;
- b) The lower limit of the RNAV/RNP areas will be progressively reduced from FL285 to FL195, where feasible, taking into account VHF coverage capability and its incidence on the agreed target level of safety;
- c) Unidirectional routes will be established in lieu of the present bi-directional routing network with a view to introduce parallel/flexible routes in an RNP 5 environment and thus paving the way for the safe introduction of RVSM in November 2003;
- d) The use of GNSS as a primary/supplemental means of navigation will be introduced as soon as possible, in an evolutionary manner, in accordance with the MID Region GNSS implementation strategy, and preferably by January 2002 ;
- e) The tentative date for the implementation of the RNAV/RNP areas is 28 November 2002 (*one year prior to the implementation of RVSM*).

Decision 5/6 - Implementation of EMARSSH routes within the MID Region

That the EMARSSH route requirements indicated at appendix A to the Report on Agenda Item 5 be reviewed by the ATS/AIS/SAR Sub-Group for eventual inclusion in the network of ATS routes within the MID Region.
