

ATM/SAR/AIS SG/5  
Report on Agenda Item 5.1

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**REPORT ON AGENDA ITEM 5.1: IMPLEMENTATION OF RNP/RNAV IN THE MID REGION**

5.1.1 The Sub-Group was informed of the successful implementation of selected priority routes for the introduction of RNP 5 in the MID Region (*Phase 1*). The Sub-Group reviewed the Conclusions/Decisions emanating from the RNP/RNAV TF/5 meeting, Cairo, 10-13 June 2001 and noted with appreciation that a Phase 2 implementation strategy has been developed and a system of RNP/RNAV area will be introduced, where feasible, instead of the existing RNP/RNAV route system. This methodology will enable a more flexible utilization of the airspace. However, a need for close co-ordination and cooperation with the military authorities and interregional co-ordination was emphasized for ensuring the safe implementation of Phase 2.

5.1.2 The Sub-Group accordingly endorsed the following Conclusions/Decisions from the RNP/RNAV TF/5 meeting and requested the Secretariat to keep the CNS/ATM Implementation Sub-Group apprised of the implementation strategy and outcome of the RNP/RNAV TF/5 meeting and present these conclusions to MIDANPIRG/7 for consideration:

**CONCLUSION 5/3 : INTERREGIONAL COOPERATION**

That the MID Region States organize regular interface meetings with the EUR and Asia/PAC Regions with a view to harmonize procedures and implementation time-frames.

**CONCLUSION 5/4: AIRWORTHINESS AND OPERATIONAL APPROVAL FOR RNP 5 AND RNP10 OPERATIONS IN THE MID REGION**

That with a view to facilitate and harmonize the airworthiness and operational approvals procedures for RNP 5 and RNP 10 operations in the MID Region:

- a) The European Joint Airworthiness Authority (JAA) Temporary guidance Leaflet No.2, guidance material on airworthiness approval and operational criteria for the use of navigation systems in the European airspace designated for Basic RNAV operations be endorsed as the official guidance material for airworthiness and operational approvals for RNP 5 operations in the MID Region;
- b) the guidance material developed by the United States, Federal Aviation Administration (FAA) Order No.8400.12 be used by States for the development of RNP 10 operational approval process.

**CONCLUSION 5/5: 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;

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- d) Operational approval of GNSS as a primary/supplemental means of navigation be expedited within the framework of the GNSS Task Force.

**CONCLUSION 5/6: 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*).

5.1.3 The Sub-group also expressed its satisfaction to the efforts expended by the United Arab Emirates General Civil Aviation Authority (GCAA), which has been selected as Middle East Central Monitoring Agency (MECMA), for assisting the Region in laying down the necessary framework for ensuring the safe implementation of RNP/RNAV and RVSM .

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