

MID RNP/RNAV TF/5  
Report on Agenda Item 4

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**Agenda item 4: Implementation status of priority RNP 5 routes.**

4.1 Under this agenda item the Task Force meeting reviewed the status of implementation of the priority RNP 5 ATS routes which were to be implemented on 22 March 2001 pursuant to MIDANPIRG/6 Conclusion 6/17.

4.2 The meeting noted that although implementation was postponed to 14 June 2001, States had already initiated action towards the implementation of these routes. The status of implementation of these priority Phase 1 RNP 5 routes is summarized as follows:

	<b>Priority routes for initial introduction of RNP 5</b>	<b>Status of implementation</b>	<b>Remarks</b>
1	JEDDAH R775 DANAK	implemented	FL275 and above
2	CAIRO A411 SHM WEJH	implemented	FL275 and above
3	PASOS <del>G483</del> 8/ EL ARISH TABA NUMWEIBA DCT NIMAR G662 HAIL G662 RIYADH DCT HAIMA	implemented	-Segment RIYADH LOTUS ( <i>Not Implemented</i> ) Segment LOTUS-HAIMA ( <i>implemented as contingency route</i> ) Segment NUMWEIBA NIMAR( availability from 1500 hours 0300 hours GMT only) -(IATA pointed out that UL550 is not being used because it has been implemented as contingency route) -concerns were expressed by Saudi Arabia to the fact that the route is not being used by operators
4	TURAIK UR219/R219 MAROB	implemented	FL275 and above (FL 250 in Muscat FIR)
5	AL SHIGAR G662 HAIL A791 KING FAHD G462 IZKI <del>G462</del> 7 SUR	implemented	FL275 and above
6	SHARJAH DCT SHIRAZ DCT UROMIYEH DCT DASIS	not implemented	final alignment to be discussed between States concerned/ IATA
7	SHIRAZ DCT ULDUZ	Implemented	FL285 and above
8	KAMAR DCT RASHT DCT DASIS	implemented (within Tehran FIR only)	co-ordination required with Kabul FIR. ICAO/IATA to assist.
	<i>Note: 1. Precise alignment of these routes may be subject to change as coordination between States for detailed implementation planning proceeds</i>		
	<i>Note: 2. Route No 5 was proposed by IATA and is in an existing parallel route to R219</i>		

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