

AIC 3 - 17-JAN-01

IMPLEMENTATION OF RNP-10 IN THE CORRIDOR BETWEEN EUROPE AND SOUTH AMERICA (EUR/SAM CORRIDOR)

1. INTRODUCTION

1.1 The EUR/SAM Corridor is the airspace over the South Atlantic (SAT) area which lies within Flight Information Regions of Canarias, Dakar Oceanic, Recife and Sal Oceanic.

1.2 The International Civil Aviation Organization (ICAO) has specified that Required Navigation Performance (RNP) is an important element of the Communications, Navigation and Surveillance / Air Traffic Management System (CNS/ATM) and is encouraging early implementation in the en-route environment.

1.3 In accordance with the approved SAT strategy for the Air Traffic Flow in the South Atlantic (AFI AR1/SAM AH1 homogeneous areas), Brazil, Cape Verde, Senegal and Spain plan to implement a new RNAV/AIS Route Network based on RNP-10 in the EUR/SAM Corridor. Flight level restriction will be published as required.

1.4 The implementation will continue with the approval of amendment proposals to the AFI Air Navigation Plan (Doc. 7474) and to AFI Regional Supplementary Procedures (AFI Part of Doc. 7030). The SAM Air Navigation Plan (Doc. 8733) and the SAM Regional Supplementary Procedures (SAM Part of Doc. 7030) were agreed during the RAN CAR/SAM 3 meeting, and approved by ICAO Council.

2. PURPOSE

2.1 The intention of this Circular is to disseminate initial information regarding the plan to implement RNP-10 in the Airspace of the EUR/SAM corridor, as well as for aircraft operational approval process.

3. AREA OF APPLICATION

3.1 As determined by the SAT GROUP and as reflected in the Proposal for Amendment of the ICAO Supplementary Procedures, Doc. 7030, AFI/SAM Region, RNP-10 shall be applicable in that volume of airspace between FL 310 and FL 410 in the following airspace:

25°00'N 015°30'W; 17°20'N 020°00'W; 15°00'N 020°00'W; 12°58'N 021°22'W; 08°31'S 034°21'W; 08°08'S 034°56'W (Recife VOR); then follow the Northern continental limits of Brazil up to 01°21'S 043°08'W; 07°40'N 035°00'W; 13°30'N 037°30'W; 17°00'N 037°30'W; 24°00'N 025°00'W; 30°00'N 025°00'W; 30°00'N 020°00'W; 25°00'N 020°00'W; 25°00'N 015°30'W.

4 OPERATIONS WITHIN THE EUR/SAM CORRIDOR RNP-10 AIRSPACE

4.1 Except for aircraft mentioned in 4.2 below, only aircraft which are RNP-10 approved will be authorised to operate within the EUR/SAM Corridor RNP-10 airspace.

4.2 However, non RNP-10 approved State aircraft will be authorised to enter and operate within the EUR/SAM Corridor RNP-10 airspace. Special ATS procedures have been developed for handling such aircraft. It is however expected that State aircraft operating extensively within the EUR/SAM Corridor RNP-10 airspace will be modified as necessary to comply with the RNP-10 requirements.

4.3 Special procedures for flight planning in the context of RNP-10 implementation have been developed. These procedures will be introduced into AFI Regional Supplementary Procedures (ICAO Doc. 7030) by the end of 2000, and will include the

requirements to indicate, in Item 10 of the ICAO Flight Plan, RNP-10 approval of a flight by insertion of the letter "R".

Note: Special procedures for flight planing were included in the SAM Regional Supplementary Procedures (SAM Part of Doc. 7030) agreed during the RAN CAR/SAM 3 meeting, approved by ICAO Council.

5. RNP APPROVAL

5.1 It is assumed that RNP approval is provided by the State of Registry or State of the Operator, as appropriate.

5.2 The RNP approval process could be based on the FAA Order 8400.12A or similar.

5.3 Operators shall consult their relevant State Authority in order to obtain operational approval for RNP-10.

6. RNP IMPLEMENTATION SCHEDULE

6.1 The States responsible for the provision of Air Traffic Services in the EUR/SAM corridor fore-see the implementation of RNP-10 in the EUR/SAM Corridor airspace on 17 April 2001.

Prior to this date, a go/delay decision has been scheduled for 17 February 2001, in which a final decision will be made on the feasibility of implementation of RNP-10 in the EUR/SAM Corridor airspace on 17 April 2001. This decision will be based on, inter alia:

a) the outcome of the pre-implementation safety assessment,
b) the readiness of airspace users for RNP-10 operations, i.e. the number of aircraft intending to operate in EUR/SAM Corridor RNP-10 airspace which have been approved, and

c) the State and ATS provider readiness for RNP-10 operations.

6.2 In order to allow a go/delay decision on 17 February 2001, it will be necessary that:

d) Aircraft intending to operate in EUR/SAM Corridor RNP-10 airspace should obtain the RNP-10 approval before the end of January 2001.

e) Aircraft operators intending to fly in the EUR/SAM Corridor RNP-10 airspace shall provide the intention of being approved to the South Atlantic Monitoring Agency (SATMA).

f) An adequate and approved pre-implementation safety assessment is available for the go/delay decision.

Note: A percentage of 90% of approved aircraft that will fly in the EUR/SAM Corridor will be considered for the go/delay decision. It is therefore highly recommended that RNP-10 approvals are obtained as early as possible to allow an effective and successful implementation.

7. INFORMATION REGARDING ATS PROCEDURES FOR RNP-10

7.1 The ATS procedures required for the application of RNP-10 will be described in a future AIC after the amendment proposal to ICAO Doc. 7030 (AFI Supplementary Procedures) has been approved.

8. REFERENCE DOCUMENTS

ICAO: Doc. 7030/4 - AFI/SAM, Part 1, Rules of the Air, Air Traffic Services and Search and Rescue.

ICAO: Doc. 7474 - AFI Air Navigation Plan.

ICAO: Doc. 8733 - SAM Air Navigation Plan.

ICAO: Doc. 9613 - "Manual on Required Navigation Performance (RNP)".

FAA: Order 8400.12A. "Required Navigation Performance 10 (RNP-10) Operational Approval".

9 ADDITIONAL INFORMATION

Further information on policy, planning and implementation issues for RNP-10 can be obtained from:

South Atlantic Monitoring Agency (SATMA)

Centro de Control de Tránsito Aéreo de Canarias

Apartado 69

Las Palmas de Gran Canaria - ESPAÑA

TEL: +34 928 577 002

FAX: +34 928 577 003

e-mail: satma@aena.es

National Regulatory Authority

DIRECCIÓN GENERAL DE AVIACIÓN CIVIL

Subdirección de Sistemas de Navegación Aérea y Aeroportuarios

Servicio de Programas de Navegación Aérea

Pº de la Castellana, 67

28071 Madrid-ESPAÑA

TEL: +34-915 977 510/985

FAX : +34-915 978 514

e-mail: navaera@mfom.es

web: <http://www.mfom.es/aviacioncivil/>

ATTENTION !!!!!

NOTE THAT AFTER THE LAST SAT/9 MEETING, THE RNP10 AREA HAS SOME CHANGES.

1 - REVISED LIMITS OF THE EUR/SAM CORRIDOR RNP AREA

From **25° 00' N/ 15°30' W**; ~~19° 00' N/ 19° 00' W~~; 17° 20' N/ 20° 00' W
15° 00' N/ 20° 00' W; 12° 58' N/ 21° 22' W ; 08° 31' S/ 34°21' W
08° 08' S /034° 56' W (Recife VOR) then follow the Northern continental limits
of Brazil until the point 01°21' S/043°08' W ; 07° 40'N/ 035° 00'
W ;13°30'N/037° 30' W ; 17° 00' N/ 037° 30' W ; 24° 00'N/ 025° 00' W ;
30°00' N/025°00'W ; 30° 00' N/ 20° 00'W 31° 39'N 017° 25'W ; from this point
following the Canarias/Lisbon boundary to 313014N 0170144W ; 27° 00'N 020°
00'W ; 25° 00' N/ 20° 00'W ; **25°00'N/15°30'W**

2- FLIGHT LEVELS OF THE RNP10 AREA

RVSM will be applicable in that volume of airspace between **FL 290 and FL 410**

3- GO/DELAY DECISION

The go/delay decision will be by **10th MAY 2001**

4- IMPLEMENTATION SCHEDULE

The Implementation is scheduled for **SEPTEMBER 6th 2001**

A NOTAM WILL BE PUBLISHED ON DUE TIME

