WATRS Plus Control Areas

- Atlantic portion of Miami Oceanic CTA
- San Juan FIR
- WATRS
Project Objectives

• Reduce lateral separation from 90 NM to 50 NM between aircraft authorized RNP 10 (minimum navigation specification) or operator-option RNP 4

• Redesign WATRS route structure to add approx. 40% more routes and associated altitudes to enable…
  – More efficient operations and…
  – Enhance enroute capacity
Project Objectives (cont.)

• Have significant percentage of WATRS Plus operators obtain RNP 10 authorization from appropriate State authority

• Accommodate 8-10% of flights projected to be conducted by NonRNP 10 aircraft (i.e., not “exclusionary” airspace)

• Harmonize WATRS Plus route structure with Caribbean (CAR) and NAT regions
Non-Exclusionary vs Exclusionary

• On/after June 5, NonRNP 10 aircraft will be cleared on preferred routes and FL’s, as traffic permits

• Post June 5, FAA is planning a rule change proposal to make WATRS Plus oceanic airspace “exclusionary” between FL 290-410, inclusive.

• Proposal would not be effective until after June 2008 depending on rulemaking schedule
Key 2008 Dates

• 1 April…FAA publish Transition Plan NOTAM with special procedures in hours leading to implementation

• 10 April…WATRS Plus routes/fixes published in NFDD (National Flight Data Digest)

• By 5 May…to maximum extent possible, operators obtain at a minimum RNP 10 authorization and begin making ICAO Flight Plan annotations

• 5 June…implement…route structure redesign and 50 NM lateral separation between aircraft authorized either RNP 10 or RNP 4
WATRS Plus Webpage

- Linked to FAA “Oceanic Operations Standards Homepage”:

  www.faa.gov/ats/ato/130.htm
  (not useable after June)

  or

  www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic
WATRS Plus Webpage Section 2

• Operating Policy
  – FAA Notice: WATRS Plus Operational Policy/Procedures
  – Contingency, Weather Deviation and Strategic Lateral Offset Procedures

• FAA RNP Authorization Policy/Procedures
  – FAA RNP 10 and RNP 4 Job Aids with references to…FAA Orders 8400.12A (RNP 10) and 8400.33 (RNP 4)
  – Automated Part 91 Letter of Authorization (LOA) B036 (Operations in RNP Airspace)
WATRS Plus Webpage Section 2 (cont.)

• Part 121, 125, 135 Operations Specification
  – B036 (Class II Navigation Using Multiple Long-Range Navigation Systems (LRNS))

• ICAO RNP Guidance and Documents
  – For non-US operators…
  – ICAO RNP 10 and RNP 4 Job Aids with references to…
  – ICAO Performance Based Navigation Manual
Content: WATRS Plus Ops Policy Notice

1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators
2. Lateral Separation Standards To Be Applied
3. Operation On Routes Within the WATRS CTAs Not Requiring RNP 10 or RNP 4 Authorization
4. Provisions For Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4)
5. Operator Action By 5 May 2008
6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators
7. Flight Planning Requirements
8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures
10. Contacts For Questions
11. FAA Project Leads
ICAO Flight Plan Addressing

• ICAO Flight Plan (FP) required for WATRS Plus oceanic operations
• Aircraft entering ZNY Oceanic CTA…must address flight plans to KZWYZOZX
• Aircraft entering ZNY domestic or Bermuda airspace and ZNY Oceanic CTA must address FP’s to both KZNYZQZX and KZWYZOZX
• Operators not addressing FP to KZWYZOZX, will not have 50 NM lateral separation applied
ICAO FP Annotation

50 NM lateral separation will not be applied, unless operators:
• Annotate ICAO FP Item 10 (Equipment) with the letters “R” and “Z” and…

• Annotate Item 18 (Other Information) with, as appropriate, “NAV/RNP10” or “NAV/RNP4” (no space between letters and numbers).
Clarification

- Operations on certain routes within WATRS Plus CTAs *not* affected:
  - VOR, VOR/DME or NDB routes
  - Special RNAV Routes between Florida and Puerto Rico
  - Routes falling within radar and VHF coverage

- See WATRS Plus Ops Policy Notice, paragraph 3
RNP 10 Navigation System Requirements

• Two operational Long-Range Navigation Systems (LRNS) meeting RNP 10 standards

• See “Acceptable Navigation System Configurations…” on Webpage

• RNP-10 time limit for INS & IRU equipage: 6.2 hour time limit between position updates
  – unless extended time limit approved in accordance with 8400.12
RNP-10 Time Limit for INS & IRU Systems (cont.)

- Extended RNP-10 time limits of 10 hours & greater already approved for many IRU systems
- Time limit may be issue for INS-only equipped aircraft on flights of over 6.2 hours without position update
Contacts

• Madison Walton (AFS-400)
  – Ph 202-385-4596; Madison.Walton@faa.gov

• Roy Grimes (CSSI, Inc., FAA Program Support)
  – Ph 202-863-3692; RGrimes@csssiinc.com