

# Recommendations for deployment

SESAR Deployment Manager  
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# Considerations

- Analyze the local situation and define most appropriate solution
  - Source of information (DP GAP analysis , filed flight plans, Eurocontrol CNS dashboard, local consultation with airspace users etc)
  - Is mixed mode of operations an issue because of airspace user capability?
  - DP shows where RNP procedures are implemented. Possibility to get support?
  - Periodic procedure renewal
  - Study the US FAA NAS Strategy to understand the American RNP concepts being implemented and will eventually be supported by the ICAO PANS-ATM
- PBN IR is supposed to complement PCP IR
  - Consultation ongoing and being discussed in the SSC
  - Potential overlap/conflicts?
- Transition options from existing procedures to RNP 1

# Considerations, continued

- GNSS status and health monitoring at ANSP level
- EGNOS certified for safety of life services (ref EGNOS Safety of Life (SoL) Service Definition document)
  - Input to safety assessment
- RF-leg and its pros/cons
  - How to accommodate non RF-leg capable traffic?
- Any further developments in the area?
  - Like new PBN specifications, availability of approval/certification material?  
GBAS?
- Public consultation of changes in airspace design

# Recommendations for deployment

## RNP APCH

- SDM GAP analysis in DP identifies where to implement
- DP: Shall be implemented to “standard landing runways”\*
  - Proposal for PCP Review: “RNP APCH shall be implemented at all runway ends, except where local terrain, obstacles and/or environmental regulations preclude implementation.”
- Replace NPA procedures
- Decommission legacy infrastructure
- Priority in CEF Call 2017
  - Include a plan through which existing legacy equipment – if any - used for approaches to those runways is decommissioned
  - Grants will be limited to a maximum of EUR 25,000 per approach
  - Applications covering several runways and/or airports will be given priority

# Recommendations for deployment

## RNP 1 operations in High-density TMAs

- SDM GAP analysis in DP identifies where to implement
- Proposal for PCP Review: "RNP1 SIDs and STARs including transitions shall be implemented at all runways in support of principal traffic flows."
- Follow development of resolving RNP issues
- Consult all major stakeholders during development of procedures
- Include a study/plan for rationalization of legacy nav-aid infrastructure

# Thank you very much!

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