

ERA POSITION ON P-RNAV IMPLEMENTATION IN EUROPE

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Position on P-RNAV Implementation throughout ECAC Member States

The situation regarding the implementation of P-RNAV procedures within ECAC Member States' TMAs is still unclear, despite the re-aligned Integrated Target Date being passed. ERA Member Airlines have invested in, and have planned for, the use of P-RNAV procedures within Europe's TMAs. ERA, together with other airline associations and regulatory bodies has helped to solve problems associated with the assurance of navigational database integrity. Therefore it is time that States and ANSPs ensure that the P-RNAV programme is fully met, under the terms of the agreement.

ERA urges all ECAC Member States and ANSPs to fulfil their commitment to the implementation of P-RNAV procedures within their TMAs, in agreement with the Eurocontrol programme.

ERA urges all ECAC Member States to issue and/or re-issue statements of intent concerning their introduction of P-RNAV procedures within their TMAs, and publish appropriate AICs as soon as possible.

Position on P-RNAV Mandate for Operators

Any mandate, whether short-term (2 years) or long-term (7 years) is likely to have a negative impact on P-RNAV procedure implementation in many of Europe's TMAs. Some ANSPs will view the date of a mandate as a revised Target Date, therefore delaying P-RNAV implementation; consequently, some airlines will be discouraged from obtaining P-RNAV approvals, even when fully capable of doing so.

The efficiency of a TMA will be affected by the mixture of P-RNAV approved and non-approved aircraft within it; any discouragement for operators to obtain approvals will therefore affect both approved and non-approved aircraft/operators.

It is likely, as for the other airline associations, that most ERA Members' aircraft are easily capable of meeting P-RNAV approval criteria. The more approvals that are issued make mixed-traffic environments more acceptable for both those that cannot comply with P-RNAV and for those that can.

The Eurocontrol P-RNAV programme includes the provision for non P-RNAV compliant aircraft to gain access to TMAs. Whilst understanding that there will necessarily be some disadvantages to these aircraft, there is a need to ensure that ANSPs do not introduce a mandate by proxy through the withdrawal of conventional procedures and/or radar services within their TMAs.

ERA does not support a P-RNAV mandate for airspace users.

ERA urges ANSPs not to introduce a form of mandate by excluding non-approved aircraft from TMAs.

ERA recommends that all airlines that are capable, obtain P-RNAV approvals as soon as possible.