

ДИРЕКТОРАТ
ЦИВИЛНОГ
ВАЗДУХОПЛОВСТВА
РЕПУБЛИКЕ СРБИЈЕ

ОПЕРАТИВНО ОБАВЕШТЕЊЕ <i>OPERATIONS ADVISORY MEMORANDUM</i>		OAM No: 6/2011 Датум издавања: 25.11.2011 <i>Issued on:</i>
Наслов: <i>Title:</i>	<i>Нове процедуре са ваздушни простор Француске</i>	

➤ *Увод*

Поштовани авио-превозиоци,

Обавештавамо Вас да смо од ваздухопловним власти Француске обавештени о промени процедура које се примењују за ваздушни простор Француске.

➤ *Захтев ваздухопловних власти*

У складу са горе поменутих, потребно је да сваки авио-превозилац предузме радње које ће омогућити пуну примену нових процедура.

ПРИЛОГ: ПИСМО И ПРОЦЕДУРЕ ДОБИЈЕНЕ ОД ВАЗДУХОПЛОВНИХ ВЛАСТИ ФРАНЦУСКЕ

Молимо да потврдите пријем овог обавештења
ДИРЕКТОРАТ ЦИВИЛНОГ ВАЗДУХОПЛОВСТВА
РЕПУБЛИКЕ СРБИЈЕ
ОДЕЉЕЊЕ САОБРАЋАЈНЕ ДЕЛАТНОСТИ

MINISTRY OF ECOLOGY, SUSTAINABLE DEVELOPMENT, TRANSPORTS AND HOUSING

French Civil Aviation Authority

Paris, le

17 NOV. 2011

Civil Aviation Safety Directorate

The director

to

see list of addressees

Our ref. : 11 - 230 DSAC/D

Case followed by : Arnaud Limouzin
Arnaud.limouzin@aviation-civile.gouv.fr
Phone. : +331 58 09 38 24 - Fax : +331 58 09 43 22



Subject : New navigation network in Paris terminal control areas from the 17th of November 2011

Dear Sir or Madam,

In the frame of a coordinated initiative sponsored by the Eurocontrol organisation, the ECAC (European Civil Aviation Conference) member states are gradually putting into service Precision Area Navigation (P-RNAV, which has become RNAV-1 in the ICAO Performance Based Navigation concept) in terminal airspace, expecting operational, economic and environmental benefits. As it was announced in the Aeronautical Information Circular "AIC A 18/07 FRANCE (§3.1)" published the 27th of September 2007 (see Annex 1), the navigation network supplying all Paris region airports already requires RNAV1 navigation performance for some procedures.

A new navigation network in the region of Paris is going to be put into service the 17th of November 2011. It is exclusively based on instrument arrival, holding, initial approach and departure procedures designed according to ICAO PBN "RNAV 1" navigation specification, except for some conventional procedures below FL115. All the Paris terminal airspaces are involved. This navigation network feeds, in particular, Paris-Le Bourget, Paris-Orly and Paris-Charles de Gaulle airports.

I draw your attention on the necessity for aircraft operators using these procedures to be approved for RNAV 1 navigation specification by their supervisory authority in application of "Commission Regulation (EC) No 859/2008 of 20 August 2008 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane" (aircrafts must be equipped and certified and flight crew must be qualified) and in application of chapter 7.2.2 of ICAO annex 6, part I.

Copy to: see list of addressees in copy
PJ : Annex 1: AIC A 18/07 ; Annex 2: transitional measures

Présent
pour
l'avenir

50, rue Henry Farman
75720 Paris cedex 15
Tél : +33 (0) 1 58 09 43 66



However, between the 17th of November 2011 and the 30th of October 2012, transitional measures published in the « ARR /DEP » part of the French AIP of each concerned airport will authorize the operators that are not RNAV1 approved but that comply with a certain set of requirements (see Annex 2), to fly RNAV 1 procedures in Paris terminal airspace. The operators that cannot comply with these minimal requirements shall use conventional routes and procedures below FL115.

After the 30th of October 2012, all the operators that are not approved for RNAV 1 operations shall use conventional routes and procedures below FL115.

Please contact my services if you need further information.


Yours faithfully.

La Directrice de la sécurité
de l'Aviation civile

Florence ROUSSE



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List of addressees in copy:

- DSNA
- DTA
- DSAC-ANA
- DSAC-NO

Annex 1

 <p>Direction des Opérations Service de l'Information Aéronautique</p> <p>DSNA</p> <p>8, AVENUE ROLAND GARROS - BP 40 245 F-33698 MERIGNAC CEDEX</p> <p>http://www.sia.aviation-civile.gouv.fr</p>	<p>SALES DEPARTMENT</p> <p>☎ : 33 (0)5 57 92 56 68 Fax : 33 (0)5 57 92 56 69 ✉ : sia-commercial@aviation-civile.gouv.fr</p> <p>TECHNICAL SERVICE</p> <p>☎ : 33 (0)5 57 92 57 57 Fax : 33 (0)5 57 92 57 77 ✉ : etp.sia@regis-dgac.net SFA : LFFAYNYX</p>	<p>AIC A 18/07 FRANCE PUB : SEP 27</p>
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SUBJECT: Implementation of precision RNAV (P-RNAV) in french airspace

Main acronyms used in this aeronautical information circular:

- AMC : Acceptable means of compliance
- EASA : European aviation safety agency
- MRA : Minimum radar altitude
- B-RNAV : Basic area navigation
- ECAC : European civil aviation conference
- GNSS : Global navigation satellite system
- MRA : Minimum radar altitude
- MSA : Minimum safe altitude
- P-RNAV : Precision area navigation
- PBN : Performance based navigation (ICAO Doc 9613)
- RNP : Required navigation performance
- SID : Standard instrument departure
- STAR : Standard terminal arrival route
- TMA : Terminal area

1 PURPOSE

- 1.1 Within the framework of a Eurocontrol initiative, the Member States of the ECAC conference are involved in the progressive implementation of precision area navigation (P-RNAV) in terminal areas.
- 1.2 The purpose of this circular is to provide information for airspace users concerning the introduction of Precision RNAV (P-RNAV) operations in some terminal areas of French Terminal Airspace and its use by French and foreign operators.

2 BACKGROUND TO RNAV OPERATIONS IN TERMINAL AIRSPACE

- 2.1 The requirement to provide operational benefits in the terminal area consistent with those that were realised in the en-route environment through the implementation of Basic RNAV (B-RNAV), led to the adoption of the P-RNAV⁽¹⁾ concept.
- 2.2 Supporting material and guidelines have been developed over the past few years and P-RNAV operations have already been introduced in some European States. Additionally, a rapidly growing proportion of the ECAC aircraft fleet has the necessary airworthiness certification and has attained formal P-RNAV operational approval.
- 2.3 The use of P-RNAV in the terminal airspace of the Member States of ECAC will enable States to design RNAV procedures in a manner which provides operational, economical and environmental benefits.
- 2.4 Arrival and departure procedures in terminal area are as follows :
 - Procedures requiring P-RNAV capability,
 - a limited application of procedures requiring Basic RNAV (for non-complex procedures for end of SIDs or beginning of STARs designed to en-route principles and located above minimum radar altitude (MRA) or minimum sector altitude (MSA) in the absence of MRA;
 - Conventionally designed and designated procedures.
- 2.5 In addition, no new non-compliant RNAV arrival or departure procedures are to be implemented.

⁽¹⁾ Or RNAV1. P-RNAV operations based on TGL10 document (Temporary Guidance Leaflet), and RNAV1 will converge once planned modifications of TGL10 are implemented. For RNAV1 refer to ICAO Performance Based Navigation Manual

3 P-RNAV APPLICATION PLANNING

3.1 It is intended that P-RNAV procedures will be introduced at the following aerodromes/TMA :

LOCATION	IMPLEMENTATION DATE	DETAILS
Nice Côte d'Azur (LFMN)	March 2008	Departures
Montpellier Méditerranée (LFMT)	2nd quarter of 2008	- Departures RWY31 (P-RNAV substituted to « B-RNAV in terminal area ⁽²⁾ ») - Later, modification of RWY13 arrival
Lyon-Saint Exupéry (LFLL)	2nd or 3rd quarter of 2008	P-RNAV substituted to « B-RNAV in terminal area »
Beauvais-Tillé (LFOB)	2nd or 3rd quarter of 2008	South departures
Figari Sud Corse (LFKF)	2nd or 3rd quarter of 2008	Departure to LFKB
Toulouse-Blagnac (LFBO)	Between last quarter of 2008 and first half of 2009	SID 32, STAR14
Paris (LFPG, LFPO, LFPB)	Between last quarter of 2008 and first half of 2009	P-RNAV substituted to « B RNAV in terminal area »

⁽²⁾ AIP GEN 1.5.2, §2.1.3 c) and ENR 1.5, §1.5.4

Other procedures implementation for which planning must be stated are foreseen (Marseille SID RWY13, Lille-Lesquin SID08 and STAR08...)

3.2 Aircraft operation on such P-RNAV terminal area procedures shall be approved in accordance with the relevant JAA Temporary Guidance Leaflet No. 10 (TGL 10): "Airworthiness and Operational Approval for Precision RNAV Operations in Designated European Airspace", or equivalent (e.g. FAA AC 90-100A).

This TGL will change to be harmonised with RNAV 1 navigation specification (name corresponding to P-RNAV standardised by ICAO within its Performance Based Navigation Manual – cf. §5). It will be soon integrated into a series of « AMC 20 » of EASA under the name of AMC 20-16.

3.3 Generally, other means of accessing airspace/airports served by P-RNAV designated procedures will continue to be provided by the retention of some conventional procedures, supplemented by the use of radar vectors (in certain cases, as indicated in §2.4, RNAV procedures requiring only a B-RNAV approval could also be available). However, such non P-RNAV aircraft operations may incur delays and/or extended routings during peak periods.

Locally, P-RNAV procedures associated to other RNAV operations (e.g. non precision GNSS approaches; see appropriate French aeronautical information circular for these operations) may constitute the only IFR access to some TMA and aerodromes.

4 ADDITIONAL INFORMATION

4.1 Further Information on policy, planning and implementation issues for RNAV can be obtained from :

- Direction des Services de la Navigation Aérienne
50 Rue Henry Farman
75720 PARIS CEDEX 15, FRANC
Tel: 33-1 58 09 48 18
Fax: 33-1 58 09 44 21

4.2 Further information in respect to the certification and operational approval for RNAV operations should be addressed to:

4.2.1 For private operators registered in France and French public transport operators (for their whole fleet) :

- Directions de l'Aviation Civile, Service de l'Aviation Civile ou Services d'Etat de l'Aviation Civile compétents et
- Direction du Contrôle de la Sécurité
Sous direction de la navigabilité et des opérations
50 Rue Henry Farman
75720 PARIS CEDEX 15, FRANCE
Tel: 33-1 58 09 45 08
Fax: 33-1 58 09 45 52

4.2.2 For other operators :

- Appropriate authorities for certification and operational approval related to the operated aircraft and
- JAA Liaison Office (JAA LO)
Address:
JAA T at EASA
Postfach 10 12 53
D-50452 Cologne
Germany
Tel: 49 (0) 221 89990 1350
Fax: 49 (0) 221 89990 1550

- 4.3** Additional information on P-RNAV implementation will be made available through the EUROCONTROL AFN User Support Cell ((Tel) 0032 2729 4633 or (e-mail) amnuser.support@eurocontrol.int).

5 FUTURE DEVELOPMENTS

- 5.1** Some operations based upon area navigation, already in place or still to come, are described in the ICAO Performance Based Navigation Manual (Doc. 9613).

This manual has been developed as an evolution and as a replacement of the Required Navigation Performance manual (RNP). It constitutes an effort of harmonisation of navigation specifications using area navigation method during all phases of the flight. Navigation based upon Performance (PBN) is a concept which encompasses 2 types of navigation specifications that it aims to standardise:

- Required Navigation Performance-type operations (RNP) which require on-board performance monitoring and alerting (therefore RNP concept has been redefined in this manual).
- Area navigation-type operations (RNAV) which do not require on-board performance monitoring and alerting.

Navigation specifications presented in the PBN manual are, for the time being limited to RNP 4, Basic-RNP 1, RNP APCH, and RNP AR APCH, RNAV 10, RNAV 5, RNAV 1 and 2. In future, new navigation specifications will be added depending on operational needs.

- 5.2** It is anticipated that a decision for a RNAV or RNP mandate will be made by ECAC Member States by 2008. Implementation is not foreseen before 2015.

AIC 06/05 and 18/04 are cancelled.

⁽³⁾ See ICAO Performance Based Navigation manual (PBN).

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Annex 2:

Transitional Measures that aircraft operators need to comply with in order to fly RNAV 1 procedures whereas not being approved to do so:

The conditions stated here below relate to RNAV operations in terminal Paris airspace.

- 1) If the equipment is not RNAV 1 certified, it must be BRNAV (RNAV-5) certified and comply with the following characteristics:
 - The equipment uses a data base including navigation aids, waypoints and encoded paths of the trajectories of departure, arrival and initial approach procedures in the affected area
 - The data base period of validity indicator is displayed to the crew
 - The navigation computer determines the aircraft position with VOR/DME, DME/DME or GNSS sensors
 - The cross-track sensitivity of horizontal situation indicator (HSI or the equivalent) along segments of instrument procedures is +/- 1 NM.
 - The active waypoint identification is displayed to the crew
 - The incorporation into the navigation system flight plan of the complete published procedure can be done by only selecting the procedure name
 - The navigation aids (DME and VOR) used by the RNAV system to determine the aircraft position are automatically selected
 - The equipment has a "Direct TO" function
 - The equipment is able to connect automatically navigation legs and to anticipate turns ("fly by" or "fly over")

- 2) Operating procedures adapted to RNAV operations in terminal airspace must be described in the operating manual. They must deal with the following topics:
 - Verification of airspace related conditions and of the availability of nav aids;
 - Nominal use of the RNAV system and of its database;
 - Navigation means management according to the different flight phases;
 - Navigation monitoring;
 - Data base coherency check with regards to traditional cartographic documentation;
 - Abnormal situations (loss of navigation sensors, loss of RNAV capacity, fallback on conventional navigation) ;

The use of these procedures must be compatible with flight crew workload in terminal airspace.

- 3) The RNAV training programme, as required in paragraph 3 of appendix 1 of OPS 1.243, must emphasize on the items specific to terminal airspace operations (mapping, use of databases, turning points naming, turn anticipation, phraseology,...)

Classic training as well as periodic training and assessments of flight crews must, when applicable, cover terminal airspace RNAV operations.

ANNEX: GENERAL INFORMATION ON RNAV CONTEXT

1 INTRODUCTION

- 1.1** Two levels of area navigation (RNAV) accuracy are described in the ICAO Air Navigation Plan (European Region, Doc. 7754) Part I, Assumed Operating Parameters:

Basic RNAV (B-RNAV), having a navigation performance equal to or better than a track keeping accuracy of ± 9.3 km (± 5 NM) for 95% of the flight time of all aircraft using Basic RNAV equipment.

Precision RNAV (P-RNAV), having a navigation performance equal to or better than a track keeping accuracy of ± 1.85 km (± 1 NM) for 95% of the flight time of all aircraft using Precision RNAV equipment.

- 1.2** The requirement for the carriage of on-board Basic RNAV (B-RNAV) equipment was mandated from April 1998 in en-route airspace of the ECAC States. The minimum equipment and installation requirements for the approval for B-RNAV implementation, are described in Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) N° 2 (rev.1).
- 1.3** Since the implementation of B-RNAV for en route in 1998, there has been an increasing demand for the application of RNAV in Terminal Airspace and many States have published RNAV terminal area procedures. This has generally been done to ensure connectivity to the en-route RNAV ATS route network. For the most part, these procedures require only the operation of B-RNAV aircraft systems which, for reasons stated below, are not considered suitable for TMA operations.
- 1.4** B-RNAV certification can be achieved with very limited minimum navigation capability. Specifically:
- The minimum system does not contain a database. This results in the need, in equipment meeting the minimum requirement, for waypoints to be entered by hand with an attendant high risk of data input errors.
 - When a system contains a database, there is no strong guarantee with regard to integrity checks.
 - A minimum system needs to have the capability of establishing a route of only four waypoints. The need to enter additional waypoints during a procedure will generate a high workload, is error prone and hence a safety hazard.
 - The minimum system allows for the use of stand alone Inertial Navigation Systems up to two hours from alignment. This could result in a cross track error of up to 5NM on first engagement.
 - The minimum system does not have to have 'fly-by' functionality.
 - Eventually, the simplest systems with their installations identified in JAA TGL N° 2 (rev.1), could result in limited human-machine interface 1 that could have a detrimental effect on a pilot's ability to fly complex terminal procedures.
- 1.5** While many systems approved to the B-RNAV standard are capable of achieving accuracy better than the ± 5 NM requirement, it cannot be assumed that these systems meet the certification requirements necessary to safely fly RNAV procedures in Terminal Airspace due to the limitations in functionality detailed above.
- 1.6** Based on the above, it has been recognised that Basic RNAV approval requirements are not adequate for Terminal Airspace RNAV operations such as RNAV SIDs and STARs. These shortcomings have been selectively resolved by various ECAC States on a non-harmonised basis, which has resulted in a variety of disparate national rules, requirements and procedure design principles for RNAV in the TMA. This is the case for France where requirements referred to as « B-RNAV in terminal area » were prescribed and published in AIP GEN 1.5.2, §2.1.3 c) et ENR 1.5, §1.5.4.

2 P-RNAV APPROVAL REQUIREMENTS

- 2.1** As a means of overcoming the above shortcomings in Terminal Airspace in a consistent manner, EUROCONTROL, in cooperation with the ECAC Member States and JAA, has produced a plan for the implementation of P-RNAV operations where operational requirements justify the application of RNAV.
- 2.2** Precision RNAV (P-RNAV) provides the navigational performance and functionality required for RNAV terminal area procedures. The ECAC States have agreed that P-RNAV is an important means of solving the current Terminal Airspace RNAV situation.
- 2.3** For operation on RNAV procedures in TMA, operators and aircraft shall be approved for P-RNAV.
- Note: In context, terminal area procedures exclude the Final and Missed Approach segments.
- 2.4** Airworthiness and operational approval
- 2.4.1** Regulatory references for French operators
The French regulatory documents ("Arrêté et instruction du 24 juillet 2007 portant diverses dispositions en matière d'exploitation d'aéronefs dans des zones où des exigences de performance de navigation sont spécifiées") give provisions in terms of operations of aircraft in areas where navigation specifications are required.

It presents regulatory requirements necessary for implementation of P-RNAV and RNP depending on the latest edition of JAR-OPS 1.243 (amendment 10) which will be included in EU-OPS before its enforcement on the 16th of July 2008. Its provisions amend the "arrêtés OPS1, OPS 3 and arrêté of 24th July of 1991" since they concern the operations of any aircraft (in commercial air transportation as in general aviation) as soon as passing through areas where navigation specifications are required. These airspaces, portions of airspaces or routes and related requirements are reported by means of aeronautical information.

Within the framework of P-RNAV, the following conditions are to be met:

- The aircraft must be certified accordingly to specified requirements.
- In public transportation, the operator must hold an appropriate operational approval issued by the Authority. In general aviation, the "arrêté" allows the operator to conduct such operations from the moment that he is complying with the conditions which are notified in it.
- The operator of the aircraft must ensure that all contingency procedures, specified by the authority in charge of the concerned airspace, have been included in the Operations Manual, or failing that, somewhere else in the onboard documentation.

2.4.2 For other aircraft and operators, civil and/or military authorities of the State of registration of the aircraft and of the State of the operator will fix the requirements related to the issuance of an operational approval for the operations of RNAV procedures in terminal areas of the CEAC airspace. The authorities will specify the referenced document, either JAA TGL N° 10 document, or a document which they have declared as equivalent (e.g.: FAA AC 90-100A).

2.5 Integrity of databases

Applications such as P-RNAV and RNP-RNAV depend upon the quality of the data they use (e.g.: accuracy, integrity, production errors etc). Aeronautical standards (ED75, ED76, and ED77) have been developed to specify the quality assurance levels needed for data and associated production process.

Navigation databases integrated into a P-RNAV navigation system shall meet the data quality requirements. A navigation database obtained from an approved supplier complying with ED76 will be an essential element of the procedures and controls that the operator shall implement to ensure the integrity of data which are updated and loaded on-board (JAA TGL N° 10 §10.6 and ICAO annex 6, §7.4 Electronic Navigation Data Management).

The issuance of a type 2 LOA (Letter of Acceptance) from a combination {data supplier / equipment manufacturer} ensures the quality of processing RNAV aeronautical data by these stakeholders. LOA is an agreement issued by EASA or by FAA, following audits of aeronautical data suppliers or else, of equipment manufacturers, on the consistency with standards related to aeronautical data processing (ED-76/DO200A of EUROCAE/RTCA document).

So as to ensure data processing quality, the operator must assure he has obtained his navigation database, used as onboard primary navigation system, from a supplier holding a type 2 LOA, the only one to ensure a quality process coordinated between data supplier and equipment manufacturer.

3 FLIGHT PLANNING AND ATC PROCEDURES

- 3.1** In addition to existing flight planning requirements, operators of aircraft approved for P-RNAV operations, shall, in addition to the designator "R", also insert the designator "P" in Item 10 of the flight plan.
- 3.2** Where a failure or degradation results in the aircraft being unable to meet the P-RNAV functionality and accuracy requirements before departure, the operator of the aircraft shall not insert the designator "P" in Item 10 of the flight plan. Subsequently, for a flight for which a flight plan has been submitted, an appropriate new flight plan shall be submitted and the old flight plan cancelled. For a flight operating based on a repetitive flight plan (RPL), the RPL shall be cancelled, and an appropriate new flight plan shall be submitted.
- 3.3** Pilots are required to inform ATC if they cannot accept a RNAV procedure for which they have been cleared.
- 3.4** Further information on associated ATC procedures as set out in ICAO Doc 7030/4 (EUR), such as R/T phraseology, will be provided through amendments to the National AIP.