European Union Aviation Safety Agency

FAQ n.134937

FAQs:

Airspace Usage Requirements - PBN (Performance-based navigation), Airspace Usage requirements, Regulations

Question:

How does the repeal of COMMISSION IMPLEMENTING REGULATION (EU) No 716/2014 impact the implementation of PBN in the single European sky?

Answer:

The repeal of Regulation (EU) No 716/2014 (the 'PCP Regulation') resulted in the deletion of the ATM functionality No1 (AF#1) with a view to avoiding inconsistencies and duplication of PBN requirements in the European Union's legislation. Consequently, the PBN IR has become the only PBN regulatory reference in the EU.

The repeal brings additional flexibility for planning purposes, as implementers of standard instrument departures (SID) and standard arrival routes (STAR) in terminal manoeuvring areas (TMA), previously referred to in the PCP Regulation, can now choose between RNP 1 routes and RNAV 1 routes, depending on local performance needs. In addition, the implementation of arrival and departure routes within the terminal airspace of the airports referred to in point 1.2.1 of the Annex to Regulation (EU) No 716/2014 (known as PCP airports) is subject to the same deadlines as any other aerodrome targeted by the PBN IR. Hence, the implementation of SID and STAR at PCP airports can take place gradually, i.e., it should also start with the replacement of, at least, one established arrival/departure route by 25 January 2024 and finish with the replacement of all routes with RNAV 1 or RNP 1 routes by 6 June 2030, except if retained in support of PBN contingencies, i.e., except in situations where, for unexpected reasons beyond their control, PBN SID and STAR are no longer available.

As for PBN approaches at PCP airports runways, implementation of procedures in accordance with the requirements of the RNP approach (RNP APCH) specification can be postponed until 25 January 2024.

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