

PBN and CNS rationalisation

An Aircrew perspective

Photo credit: Bram Hopman





PBN and CNS rationalisation

Change or reorganisation in order to increase operating efficiency

- Lower costs
- Improve routing
- More traffic

AIRCRAFT

- Certified for PBN operations
[965/2012: CAT.IDE.345]



OPERATOR



- PBN approval OPS
SPECs
[965/2012: ANNEX V, subpart
B / CAT.OP.MPA.175 and 182]

PBN

PILOT

- PBN endorsement
on license
[1178/2011: Article 4a, AMC1
FCL.310;FCL.515(b);FCL.615(b) /
APPX 7+9 to ANNEX I]



AIRSPACE



- Requires PBN
[applicable AIP]



➤ (EU) No 2018/1048
Transition to PBN 2030

➤ Approach Minima RNP vs
LPV(CAT I) and CAT II/III

➤ CPDLC



OPERATOR



- PBN approval OPS
SPECs
[965/2012: ANNEX V, subpart
B / CAT.OP.MPA.175 and 182]

Investment needed in:

- Aircraft
- Crew training
- Approvals (LPV/RNP AR)

AIRCRAFT

- Certified for PBN operations
[965/2012: CAT.IDE.345]



Approved
RNP 1, RNP AR

Investment
RNP (LPV)
A-RNP



➤ Most pilots have PBN endorsement

➤ Focus is already on RNP/ANP instead of radials and DME

➤ Flight schools – VOR/ADF still required for training

- PBN endorsement
on license
[1178/2011: Article 4a, AMC1
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PILOT







