



NAT MNPS to PBN Transition Plan

NAT PBCS Workshop
20-22 February 2013

General



- The NAT MNPS to PBN Transition Plan has been approved by the NAT SPG
 - Details the NAT transition from the Minimum Navigation Performance Specifications (MNPS) to a Performance Based Navigation (PBN) environment
 - In conformance with the ICAO policies and guidance specified in the PBN manual
- Consists of five phases
 - Timespan 2013 – 2020
- The plan can be found at:
http://www.paris.icao.int/documents_open/files.php?subcategory_id=143

Milestone 1



- An aircraft that is approved (certified) for RNAV10 (RNP10) and/or RNP4 can be issued an MNPS operational authorization without further examination of the navigation specification component
 - The indicator X is still required in item 10a of the ICAO FPL
 - MNPS operational approval is still required
- **Applicable from 12 February 2013**
 - MNPS section of DOC 7030 has been updated

Milestone 2



- For new MNPS operational approvals, discontinue the use of MNPS navigation specification (6.3 NM standard deviation). New MNPS operational approvals will be based on RNAV10 (RNP10) or RNP4 navigation specifications. Existing aircraft having MNPS approvals based on the 6.3 NM standard deviation will be allowed to continue operating in the NAT MNPS airspace.
- Applicable from 2015

Milestone 3



- Modify the definition of the NAT airspace such that the NAT MNPS airspace will be replaced with the NAT PBN airspace. The NAT PBN airspace will be defined in such a way that MNPS, RNAV10 and RNP4 aircraft are deemed to satisfy the prescribed NAT PBN airspace operation requirements.
 - A specific NAT operational approval still be required
 - New FPL indication for NAT operational approval?
- Applicable from 2015

Milestone 4



- All aircraft operating in the NAT PBN airspace shall have an operational approval based on the RNAV10 (RNP10) or RNP4 navigation specification requirements. Aircraft having MNPS approvals based on the 6.3 NM standard deviation will not be allowed anymore.
- Applicable from 2020

Milestone 5



- Allow applying 50 NM lateral separation between a mix of MNPS, RNAV10 and RNP4 approved aircraft on intersecting and non-intersecting tracks in the NAT MNPS airspace.
 - Already implemented in the Reykjavik CTA
 - Implementation date for other NAT CTAs is TBD



QUESTIONS?