

EUROCONTROL approach to the execution of the PBN IR Mandate

Sylvie GRAND-PERRET

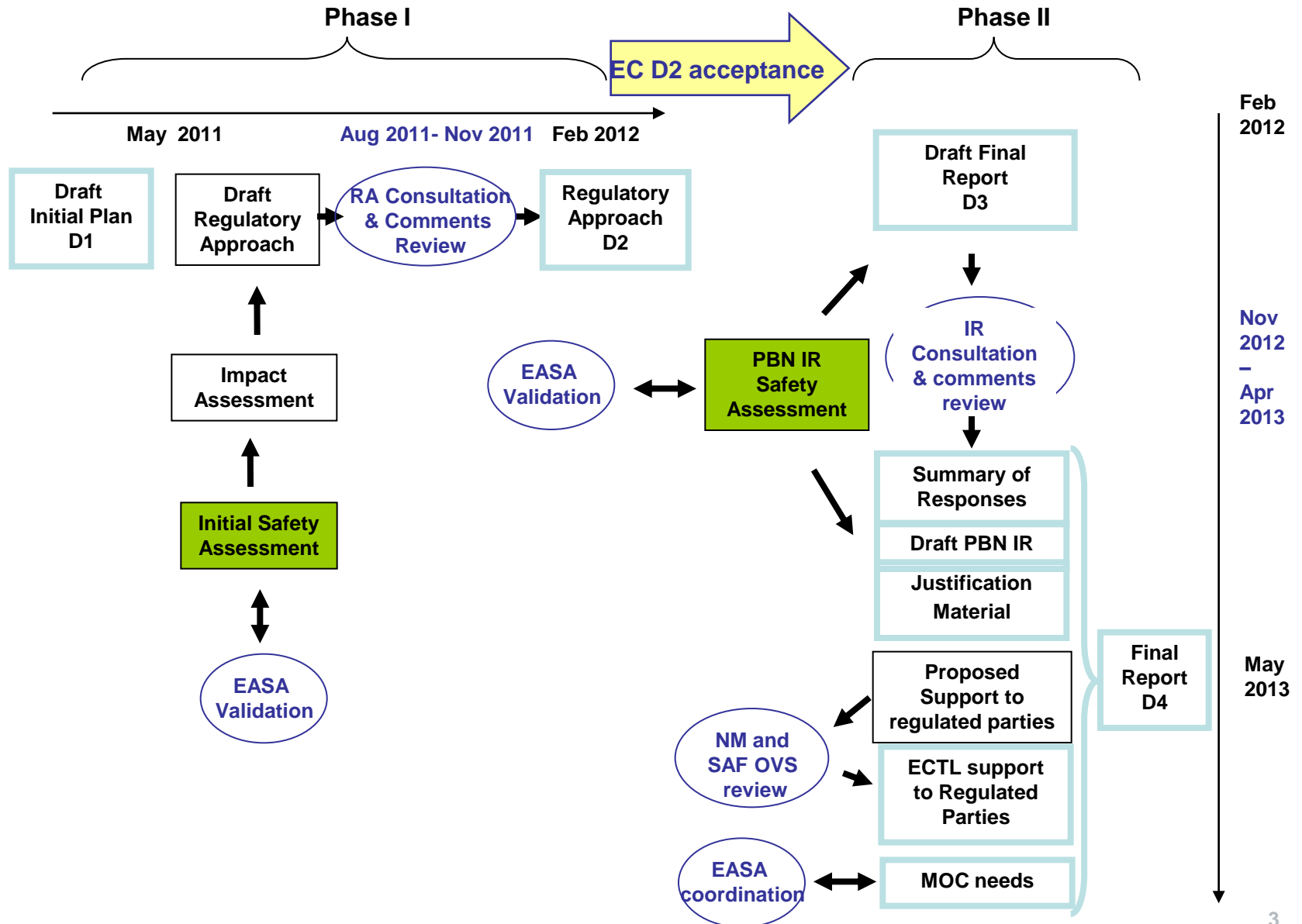
DSS/SES Unit,
EUROCONTROL

ICAO EUR APV Workshop – 25-27th of May 2011

Status of the PBN IR mandate

- PBN IR mandate issued by EC
- ECTL acceptance of the mandate
- PBN IR development from May 2011 – May 2013

Work Plan Overview



Phase I : Regulatory Approach

Regulatory Approach

- Assessment of PBN IR context
- Identification of different possible regulatory approach scenarios to be considered
- Development of an impact assessment, in particular cost-benefit analysis for each scenario
- Recommendation of the most suitable regulatory approach based on impact assessment results

Submitted to formal consultation

RNP APCH relevant questions to be addressed in PBN IR activity ? (1/2)

- **Do we need to regulate RNP APCH?**
 - Would this stimulate implementation of ICAO resolution A37-11?
- **Should there be a mandate on the ANSP to publish and/or on the aircraft to equip with RNP APCH capability?**
- **What could be the options for publication by an ANSP?**
Any combination of RNP APCH types : LNAV, LNAV/VNAV, LPV?
- **Would this depend on the context?** (TMA, Airport location, infrastructure...)
- **Should this depend on the aircraft operator capability at a given airport?** (e.g. should we assume that SBAS capable aircraft would be allowed to perform LNAV/VNAV approaches?)

RNP APCH relevant questions to be addressed in PBN IR activity ?(2/2)

- **Are GNSS system performances required for each RNP APCH type met everywhere in the area to be regulated?**
- **Should a stepped approach be adopted for implementation (one option before another)?**
- **Should we include LPV 200 in the mandate?**
- **Are there any other constraints to consider that would prevent any of the implementation options?**
- **What are the benefits/drawbacks of each option on each actor?**
- **Are all options safe?**
- **How to ensure the civil/military interoperability for each option?**

Phase II: Implementing Rule Development

Draft Final Report

(Based on the scenario selected following the Regulatory Approach consultation):

includes

- Proposed Draft Implementing Rule
- Draft Justification Material
 - Detailed impact assessment (safety summary, civil/military organisation, efficiency and economic aspects)
 - Current and desired regulatory situation

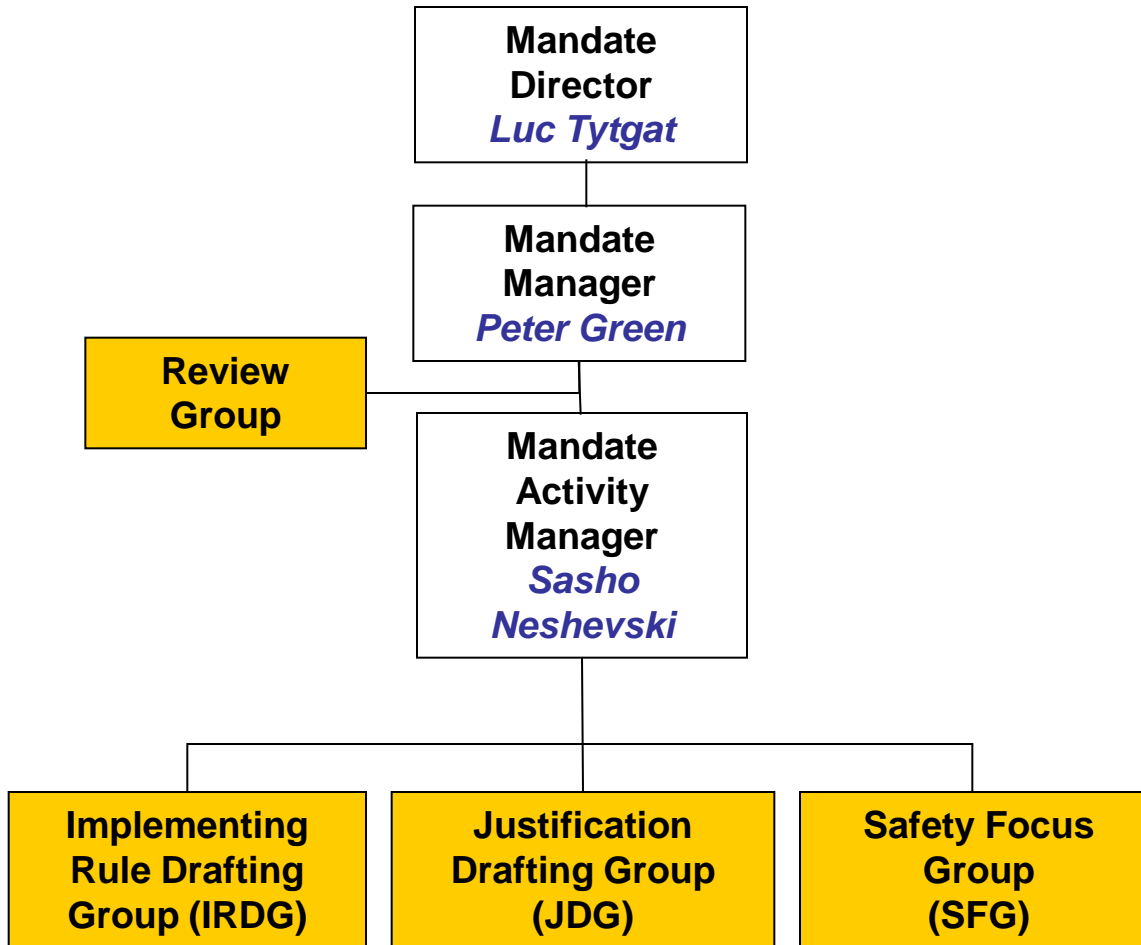
Draft IR submitted to formal consultation (ENPRM)

Final Deliverable

Final Report

- Draft Implementing Rule (including safety requirements)
- Justification Material
 - Impact assessment (safety summary, civil/military organisation, efficiency and economic aspects)
 - Current and desired regulatory situation
- Identification of Means of Compliance
- EUROCONTROL Support to Regulated Parties

Work Organisation



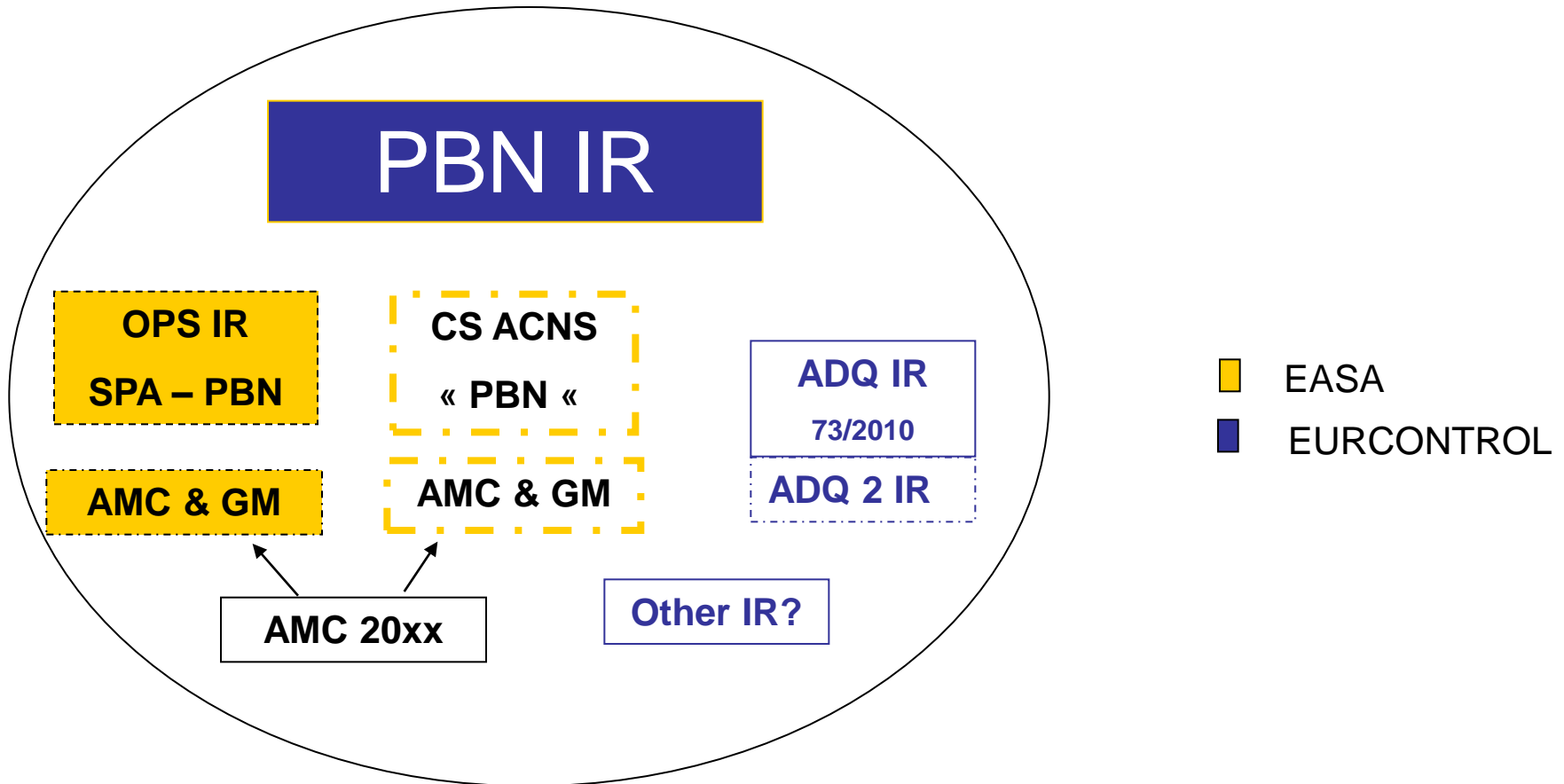
Consultations/Involvement of Stakeholders

- **Coordination and cooperation with EASA**
 - EASA expert participation in IRDG and SFG
 - Validation of safety risk assessment and safety requirements
 - Coordination of MOC needs
- **Formal consultation**
 - Written consultations (2)
 - Stakeholder consultation workshops (2)
- **Informal consultation through Focal Points**
 - Bilateral meeting to capture specific stakeholder requirements
 - Direct involvement in Implementing Rule Drafting Group and Safety Focus Group
- **ECTL participation in ICAO PBNSG and ICAO EUR PBN TF**
 - Alignment with ICAO PBN Manual update

Key material to be considered

- PBN implementation plans
- FAB policies
- European ATM master Plan & Next Gen
- ICAO PBN Manual
- ICAO Assembly resolutions, notably A37-11
- Free Route Airspace/ Fixed Routes
- European fleet capability
- Existing EASA certification and operational standards notably OPS IR & AMC 20xxx & future CS ACNS

PBN Regulatory Context



PBN Regulatory Context will be analysed in the early stages of the mandate work

Principles:

1. Ensure consistency with existing & under development regulatory Material
2. Avoid duplication

Conclusion

Overall Goal of the PBN Mandate:

To ensure harmonised and coordinated implementation of ICAO Assembly Resolution A37-11 within the EATM Network.

More questions on PBN IR after the workshop?

Sasho Neshevski
PBN Mandate Activity Manager

Senior Expert – Regulation
DSS/SES Unit, EUROCONTROL

sasho.neshevski@eurocontrol.int

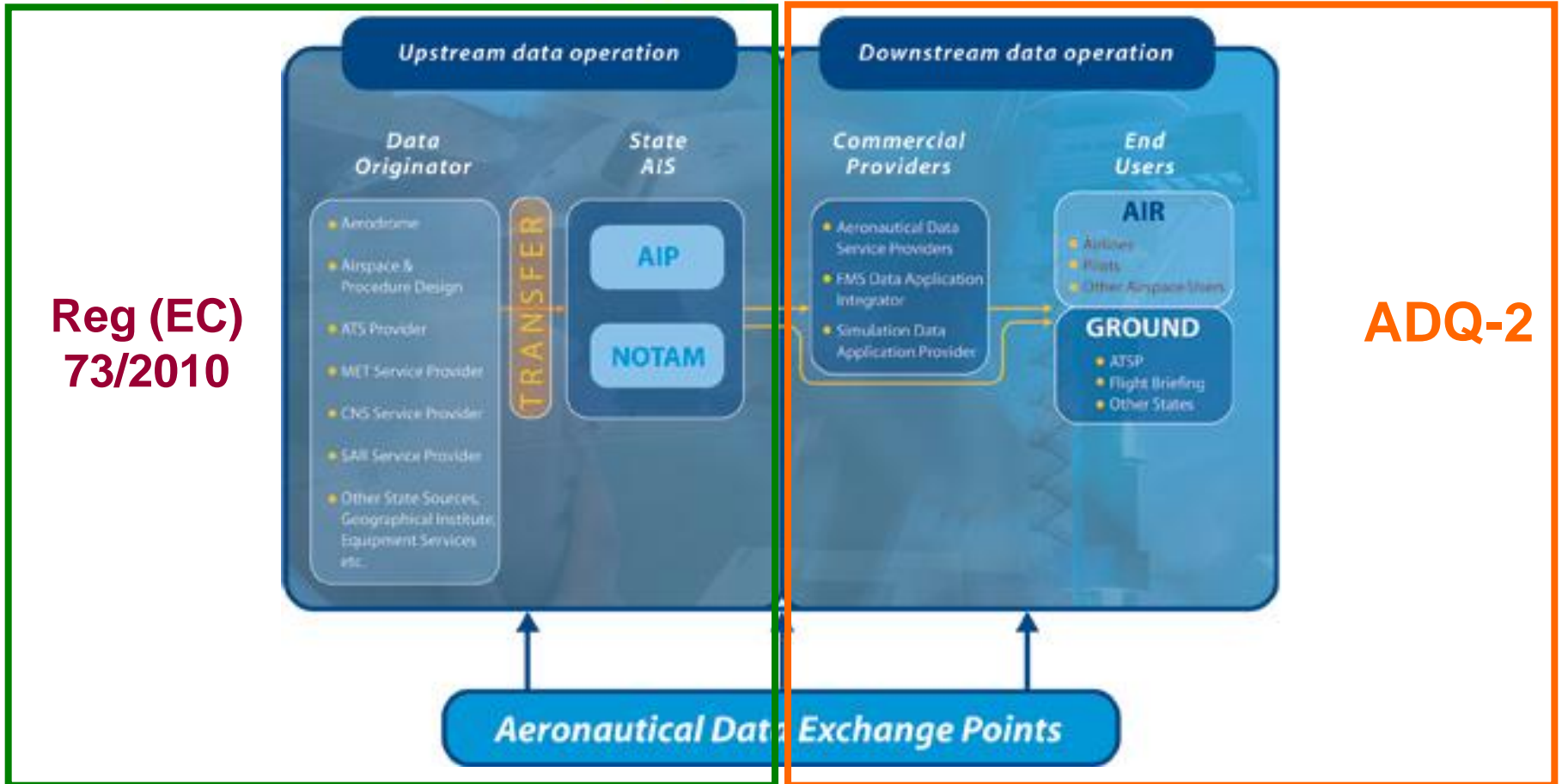
ADQ & ADQ2 Status Briefing

ICAO EUR APV workshop 25-27th May 2011

Prepared by Manfred UNTEREINER
Presented by Sylvie GRAND-PERRET
Eurocontrol
DSS/REG/SES unit

Data Supply Chain (*ADQ versus ADQ-2*)

Aeronautical Data Chain



What is ADQ?



Single Sky Committee gives favourable opinion on draft EC Regulation on Aeronautical Data and Information Quality

Article 1 – Subject matter

This Regulation lays down the requirements on the quality of aeronautical data and aeronautical information in terms of accuracy, resolution and integrity.

Article 2– Scope

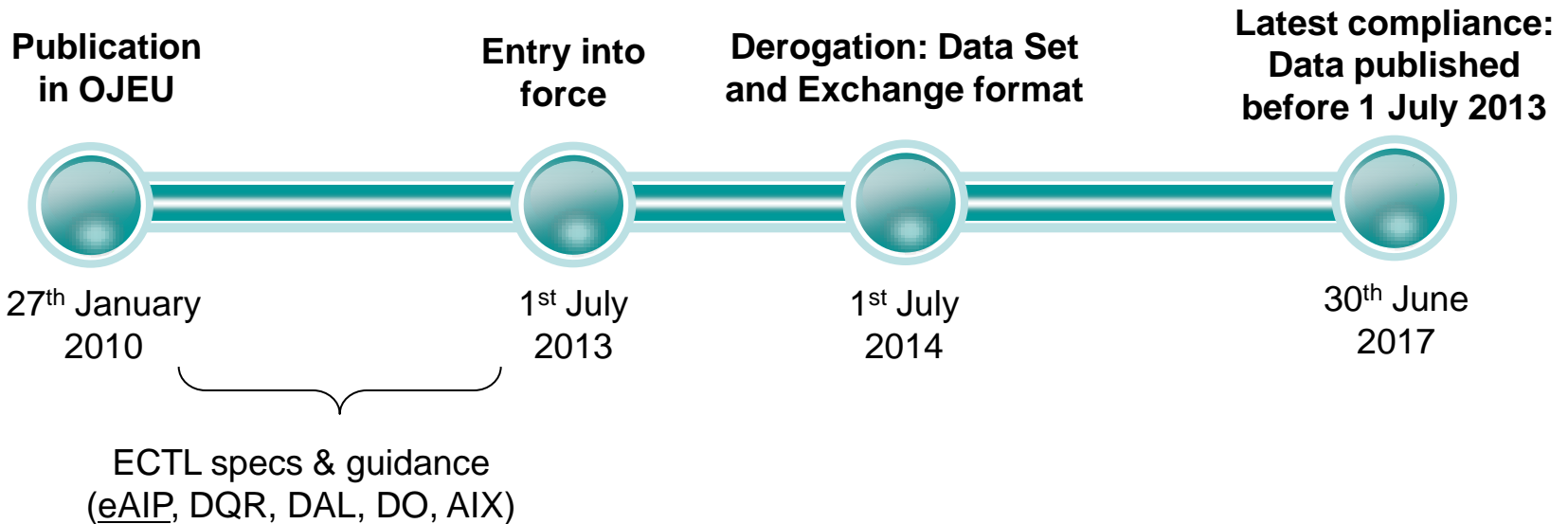
ADQ functions

Data and Information

Regulated parties

(ANSPs, Originators and providers of survey data, Operators of aerodromes and heliports with IFR, procedure design services, providers of electronic terrain data, providers of electronic obstacle data)

Key Timeline



ADQ Implementation Support Cell (ADQ-ISC)

ADQ ISC provides support on the following number:

+32 2 729 98 18

or email

adq@eurocontrol.int

For additional information: e.g. FAQs, Best Practices, Library:

www.eurocontrol.int/adq



The ADQ-2 EUROCONTROL task

- “Mandate to Eurocontrol to assist the European Commission in the development of an interoperability draft IR on:
 - **Aeronautical Data and Aeronautical Information Quality for the post-publication phase (ADQ-2).**
- Purpose:
 - ‘...provide the data quality required to meet specific applications such as Performance Based Navigation (PBN)’
 - Common quality measures throughout the data supply chain
- Mandate development: Jun 2010 – Oct 2012
 - *Draft RAD to be issued in the coming days for consultation*
 - *Draft RAD workshop planned end Sept (date to be confirmed)*