



AOM-0810 — Integration into the TMA route structure of optimised Low Level IFR route network for rotorcraft using RNP-1/RNP-0.3

In controlled airspace (TMA) Rotorcraft low altitude RNP-1/RNP-0.3 IFR routes are strategically separated from conventional SIDs / STARs. The routes enhance flight safety and weather resilience of Rotorcraft operations. Even in controlled airspace, moving from VFR to IFR enhances flight safety when weather conditions are adverse.

Rationale Provision of the IFR routes in controlled airspace removes interference between rotorcraft and commercial traffic. The integration of an optimised Low Level IFR route network for rotorcraft can enhance flight safety and weather resilience of rotorcraft operations. Benefits for the environment may also be expected (less VFR flights at very low altitude AGL, avoidance of noise sensitive areas thanks to narrow or (and) curved Low Level IFR routes).

Forecast V3 end date 30-06-2018

Benefits start date (IOC) 31-12-2020

Full benefits date (FOC) 31-12-2026

Current Maturity Level V2

Solution Data Quality Index -

Current Maturity Phase R&D

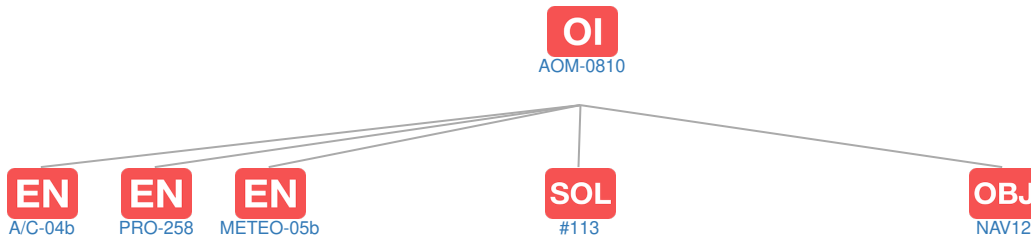
Scope -

Release R7

PCP Status -

Context

Related Elements



EN Enablers

Code	Dates																										
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
AOM-0810																											
A/C-04b																											
PRO-258																											
METEO-05b																											

OI Dependent OI Steps: No associated data

SOL SESAR Solutions

Code	Title	Program	Related Elements
#113	Optimised low-level instrument flight rules (IFR) routes for rotorcraft	SESAR1	

PCP PCP Elements: No associated data

OBJ Implementation Objectives

Code	Title	Related Elements
NAV12	ATS IFR Routes for Rotorcraft Operations	

ICAO ICAO Block Modules: No associated data