

Optimised Low-Level IFR Routes in TMA for Rotorcraft [Local]

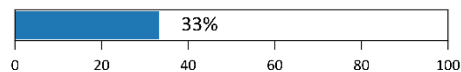
Stakeholders:

- ANSPs
- Airspace Users

FOC: Not applicable

Estimated achievement: Not available

Average progress among States that have not yet completed the objective



SESAR Solutions: Solution #113

SESAR Key Features: Advanced Air Traffic Services

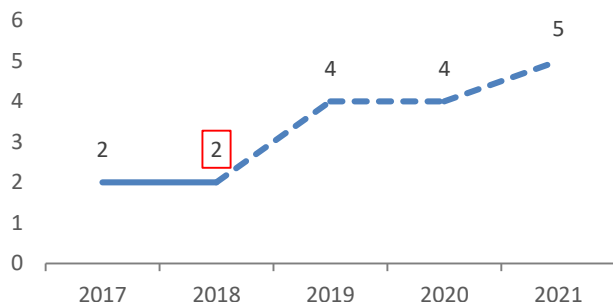
EOC/OC: -

ICAO ASBU: B1-APTA

OI Steps: AOM-0810

Network Strategy Plan: SO6/5

Completion Rate Evolution (Number of States completed the objective)



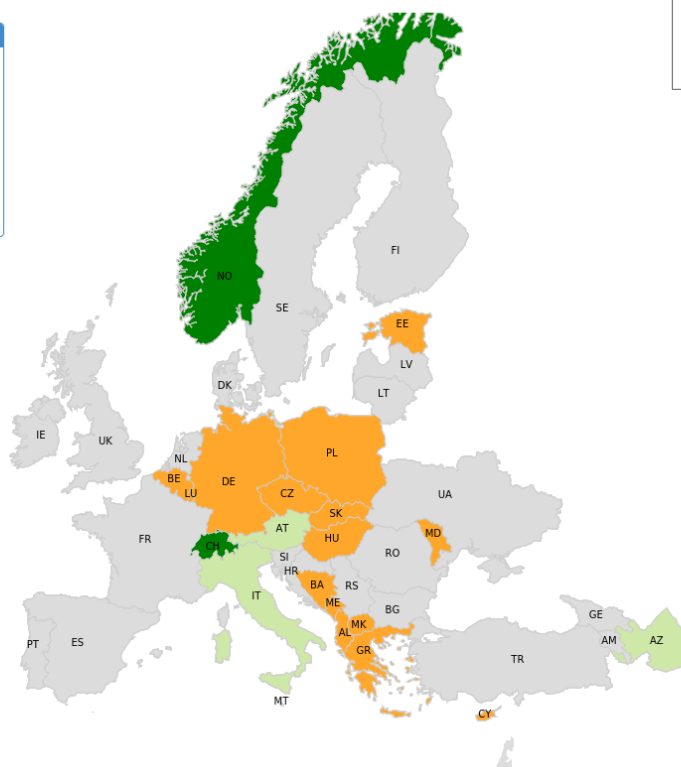
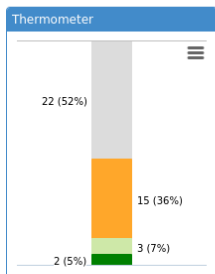
Main 2018 developments:

On 18 July 2018 the implementing rule on PBN (EU) 2018/1048 was published, and it changes significantly planning and monitoring of RNAV and RNP implementation starting from the year 2019. Consequently the implementation status reported at the end of 2018 in this report, does not represent compliance with IR and may change in the next report.

This objective was introduced in the plan in year 2017. Its applicability is subject to local needs in a State. Two states (CH and NO) completed implementation of Low-Level IFR routes for rotorcrafts. AT, AZ and IT are working on the implementation. The first PinS and IFR routes in AT and AZ may be expected by 2020. All other States either have no plans yet, or consider it as not applicable to their business needs and operational environment.

NAV12 - Optimised Low-Level IFR Routes in TMA for Rotorcraft

| Legend | |
|-------------------------------|--------|
| Completed | 2 (0) |
| Ongoing | 3 (0) |
| Planned | 0 (0) |
| Late | 0 (0) |
| Not yet planned | 15 (0) |
| Not Applicable | 22 (0) |
| Missing Data | 0 (0) |
| Undefined | 0 (0) |
| Not in the Applicability Area | 0 (0) |



Applicability Area:
TMAs subject to local needs and complexity

| Overlaps | | |
|----------|----------------|----------|
| Code | Full name | Progress |
| MAS | Maastricht UAC | ■ |
| MT | Malta | ■ |
| LU | Luxembourg | ■ |