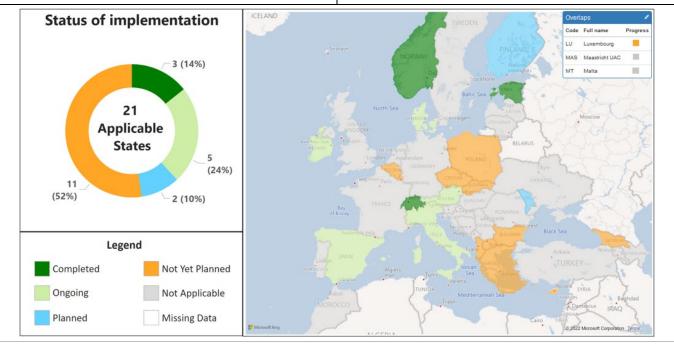


MULTIMODAL MOBILITY AND INTEGRATION OF ALL AIRSPACE USERS

Multimodal mobility Solution #113 Optimised low-level IFR routes for rotorcraft and integration of all airspace users NAV12 ATS IFR Routes for Rotorcraft Operations THE WAY ANSPs Capacity Airspace Users **Stakeholders Expected Benefits** Regulators DO Safety Environment **FOC** 06/06/2030 OI Steps / Enablers AOM-0810 Estimated achievement Not Available CP1 AF & SDP Family Status **Not Available ICAO ASBUs** APTA-B0/6 Completion Rate Evolution (%) **Progress among non-Completed Countries** 100% 11% = 0% 80% 11% 1% - 25% 60% 25% - 50% 33% 40% 19% 50% - 75% 14% 14% 20% 72% **75% - 99%** 0% 2024

implement will likely complete the Objective by the FOC date.

The completion rate increased by 5 percentage points vs 2020, Out of the few Ongoing States, the majority achieved around reaching a 14% in 2021. The States that have planned to 25% progress. Two States are Planned, whilst the rest at 0%progress do not have plans to deploy NAV12.



- It should be noted that IR on PBN (EU) 2018/1048 gives stakeholders the choice to decide on the need for SID/STAR, ATS routes, and LLR IFR for rotorcraft implementation, and on applicable specifications RNP0.3, RNP1 or RNAV1.
- 3 States have already implemented ATS IFR Routes for Rotorcraft Operations. Estonia completed LLR procedures at the end of 2020 and closed the Objective during this Monitoring Cycle.
- Only few States are implementing the Objective at limited helipad locations.
- The majority of States are Not Yet Planned due to the lack of operational need to implement the procedures.