

Deployment Scenario Title	Enhanced rotorcraft and GA operations in the TMA
Deployment Scenario Description	Enhanced rotorcraft and general aviation operations in the TMA: this solution further develops the simultaneous non-interfering concept of operations to allow rotorcraft and general aviation to operate to and from airports without conflicting with fixed-wing traffic or requiring runway slots.
Essential Operational Change	Multimodal Mobility and integration of all Airspace Users
Maturity	In development phase: Key Solutions Approaching Maturity

Applicable Operating Environment			
Airport	Terminal Airspace	En-Route	Network

Timeline																						
2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	
					Deployment																	
										Benefit												

Performance Contribution of the DS				
Capacity	Safety	Environment	Cost-efficiency	Operational efficiency

Stakeholders affected (at least one enabler to be deployed)						
ANSP		AO		AU		Network Manager
Civil	Military	Civil	Military	Civil	Military	
TWR, APP, CNS	TWR, APP, AMC			Scheduled, BA Fixed, BA Rotorcraft, GA	Transport, Fighter, Light	

SESAR Solutions			
Solution Code	Solution Title	Solution Description	Related Elements
PJ.01-06	Enhanced Rotorcraft operations in the TMA	Enhanced Rotorcraft operations in the TMA further develop the simultaneous non-interfering (SNI)...	SOL PJ OI DS EOC

Operational Improvement Steps			
OI Step Code	OI Step Title	OI Step Description	Related Elements
AOM-0104-B	Advanced Point-in-Space RNP approaches and departures	Rotorcraft procedures are designed to allow easier IFR access to VFR FATOs, in particular when...	SOL OI EN DS

Enablers						
Required/Optional	New/Inherited	Develop/Use	Enabler Code	Enabler Title	Enabler Description	Related Elements

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Required/Optional	New/Inherited	Develop/Use	Enabler Code	Enabler Title	Enabler Description	Related Elements
🔒			A/C-01	Enhanced positioning for LPV/RNP based on Single Frequency SBAS	Enhanced positioning for Localizer Precision with Vertical Guidance Approach based on Single...	STK OI EN DS
🔒			A/C-04b	Flight management and guidance for RNP 0.3 (Category H(rotorcraft)) in all phases of flight, except final approach and initial missed approach	The helicopter community identified a need for a specification that has a single accuracy of...	STK OI DS
🔒			A/C-05a	APV Barometric VNAV	Flight management and guidance to perform Approach Procedure with Vertical guidance (APV) using...	STK OI DS
🔒			A/C-06	Flight management and guidance for LPV approach based on SBAS	Flight management and guidance for Localizer Precision with Vertical guidance approach (LPV)...	STK OI EN DS
🔒			A/C-07	Flight management and guidance for RNP transition to ILS/GLS/LPV	Flight management and guidance for curved approach (requiring FMS capable of Radius to Fix) with...	STK OI EN DS PCP
➔			REG-0009	AMC for Curved Approaches	To be confirmed, pending project 09.12 outcome. Need for coordination between EASA and European...	OI EN
🔒			PRO-250	Rotorcraft procedures for IFR access to VFR FATOs	Design of Rotorcraft procedures to allow IFR access to VFR FATOs. Advanced (e.g. curved)...	STK OI DS
➔			A/C-02a	Enhanced positioning using GBAS single frequency	Enhanced positioning using GBAS single frequency (GPS L1)	STK OI EN DS
➔			A/C-23a	Synthetic vision in low visibility conditions	Synthetic vision (SV) in Low Visibility Conditions to facilitate approach	STK OI EN
➔			BTNAV-0504	Update of Minimum Performance Standard for Airborne Synthetic Vision (SV)	ED-180 (EUROCAE WG-79 equivalent for DO-315B MASPS for SVS_150ftDA (2011))	OI EN 📄
➔			A/C-83	Head Mounted Display for PinS procedures	Head Mounted Display provides "eyes-out" the information that can be used to facilitate safe...	STK OI
➔			BTNAV-0502	Update of Minimum Performance Standard for Enhanced Vision (EV)	New EUROCAE standard(s) based on: - DO-315 / ED-179A MASPS for EVS, SVS, CVS and EFVS (no...	OI EN
➔			BTNAV-0503	New ARP standard for Transport Category Airplane HUD/SVS systems	Proceed with the development of Transport Category Airplane Head Up Display (HUD) Systems	OI
➔			BTNAV-0504	Update of Minimum Performance Standard for Airborne Synthetic Vision (SV)	ED-180 (EUROCAE WG-79 equivalent for DO-315B MASPS for SVS_150ftDA (2011))	OI EN 📄

Enablers						
Required/ Optional	New/ Inherited	Develop/ Use	Enabler Code	Enabler Title	Enabler Description	Related Elements
→			CTE-N07a	GBAS Cat I based on Single-Constellation / Single-Frequency GNSS (GPS L1)	GBAS Cat I is deployed as a precursor to GBAS Cat II/III to support validation of precision...	STK OI EN ⚙️
→			PRO-251	ATC Procedure to handle SNI IFR rotorcraft operations using PinS	ATC Procedure to handle SNI IFR rotorcraft operations using PinS. This covers specific Flight...	STK OI EN DS
→			REG-0009	AMC for Curved Approaches	To be confirmed, pending project 09.12 outcome. Need for coordination between EASA and European...	OI EN
→			STD-025	Harmonisation Specifications on Ground Based Augmentation System Ground Equipment to Support Category I Operations	Planned for ETSI	OI EN
→			STD-043	EN 303 084, Ground Based Augmentation System (GBAS) VHF ground-air Data Broadcast (VDB)	ETSI Technical characteristics and methods of measurement for ground-based equipment; Harmonized...	OI EN 📄
→			STD-067	DO-253D 'GBAS MOPS' & DO-246E 'GBAS ICD'	Main standards for the GBAS airborne receiver	OI EN