

What's new?

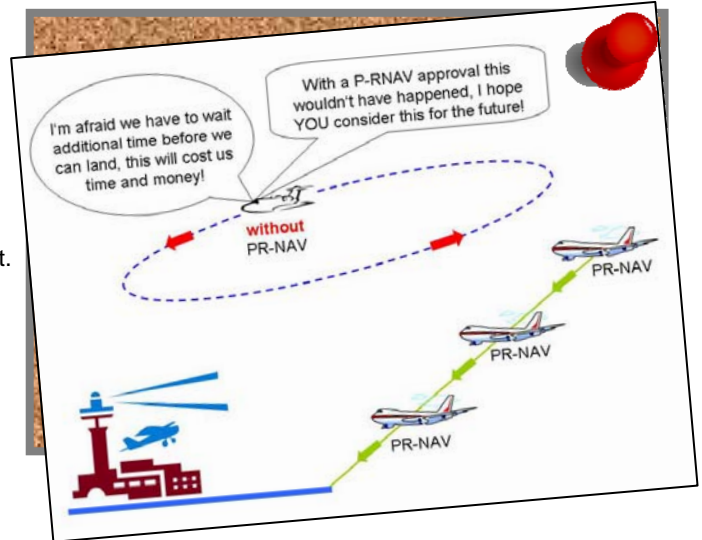
May 2009



P-RNAV **Precision Area Navigation**

having a navigation performance equal to or better than a track keeping accuracy of ± 1.85 km (± 1 NM) for 95% of the flight time of all aircraft using *Precision RNAV* equipment.

This means during operations on routes or in areas notified exclusively for *P-RNAV* equipped aircraft, the lateral track keeping accuracy of the on-board *P-RNAV* system shall be equal to or better than ± 1 NM for 95% of the flight time.



Advantages

P-RNAV will make a significant contribution to safety by introducing predictable and repeatable flight paths for all aircraft types with:

- Approach procedures designed to common set of parameters
- Aircraft flying consistently to those parameters
- Pilots and controllers with same knowledge of intended flight path

P-RNAV in terminal airspace often means shorter, more direct routes with simple connections to the en-route structure:

- Reduced track miles - reduced fuel costs in addition to those already achieved in the en-route phase.
- Improved Take Off Payload (TOPL) leading to increased overall payload.
- Improved energy management in the arrival and departure phases.
- Improved track-keeping leading to containment of noise signature and consequent fines.
- Possible reduction in number of ground-based Nav aids (reduced installation and maintenance costs)
- Potential increase in runway capacity rates.
- More direct routes

With the introduction of *P-RNAV* in the ECAC terminal airspace, the R-NAV terminal area procedures will be available for use for all operators and not only 'national' operators.

An ECAC wide mandate for the approval of *P-RNAV* is not foreseen, but non-*P-RNAV* approved flights may adversely affect airport capacity and increase delays. To what extent accommodating a mix of RNAV and non-RNAV approved aircraft results in operational disadvantages to non-RNAV approved aircraft

Implementation date (Recommended)

Until 2010

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P-RNAV Precision Area Navigation

Technical Validation / Certification process

- Evaluation of existing equipment (FMS/FMC, Navigation Sensors)
- Evaluation of existing software (Navigation Database Integrity)
 - If not sufficient, upgrading of the system to P-RNAV (e.g. Software Update, FMS Installation)
- EASA STC certification to gain P-RNAV airworthiness compliance.

Interested in certification and installation?

e-mail us at customer.support@gateV.at

or call our Engineering Team at

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