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Foreword

The purpose of this document is to provide the Operators of Airbus aircraft with the manufacturer's perspective of the applicable Performance-Based Navigation (PBN) regulations. Therefore, this document has been written to help Operators to understand the following aspects:

- Main navigation requirements.
- Main aircraft navigation design and capability.

This document is presented for information only, and is not intended to replace ICAO guidelines or National Aviation Authorities (NAA) mandated requirements. The content does not supersede or amend any Airbus type-specific AFM, AMM, FCOM, MMEL, FCTM, ACD or SB.

All brochure holders and users are encouraged to send their questions and suggestions about this document to the following contact:

**Tech
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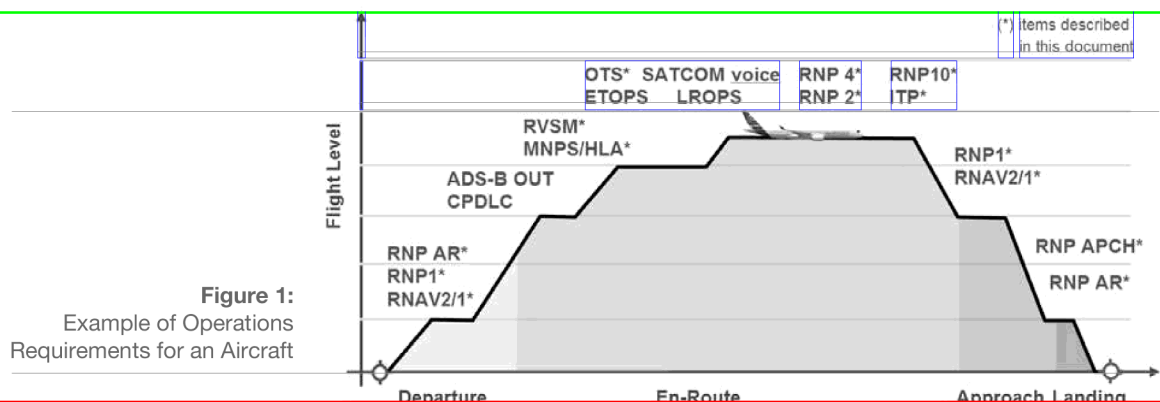
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Category: Flight operations / Other topics / CNS/ATM.



1 Introduction

For the preparation of operations for a route from **Departure** to **Arrival**, Operators consider in their Operations Manuals (OM A to OM D) all types of regional or local rules about communication, navigation, and surveillance. Refer to the example in the illustration Figure 1 below:



Notes:

The AIRBUS CNS/ATM website of the Airbusworld.com portal Library/Flight operations/Operational expertise) including the concepts of aircraft communication and surveillance. 35

a material provides an overview of the world deployment of new communication, navigation and surveillance operations.

Other "Getting to Grips with" volumes are available on Airbusworld.com (Library/Flight operations/Operational expertise) including the concepts of aircraft communication and surveillance.

This "Getting to Grips with PBN" document focuses on navigation purposes.

The Operator identifies the operational and regulatory requirements defined into the aeronautical information (States' AIPs/AICs) of the NAA of the operated route for each phase of flight.

The "Getting to Grips with" brochures provide Operators with an introduction to understand the concept of operations and associated requirements for the aircraft and the Operator.

This document is organized as follows:

- **The first part (navigation operations)** mainly describes each PBN operation based on three main axes:

- The **SCOPE** definition to understand the context of the operations.

- The **AIRCRAFT** capability: The holder of the Type Certificate (Airbus) obtains the airworthiness approval from the authorities that demonstrates the aircraft compliance with the airworthiness requirements of the applicable PBN regulation.

Note:

PBN service providers (for example NAVBLUE) can provide their support to help the Operator to define their PBN operations and obtain the operational approval.

- The **OPERATOR's** tasks: The Operator considers the operational requirements such as PBN procedures, trainings and may need to obtain an operational approval from its NAA.

- **The second part (Airbus design)** describes the Airbus solutions developed to fly the PBN operations.

This document takes into account the ICAO guidelines, EASA and FAA regulations. The compliance of Airbus aircraft with the **EASA and FAA airworthiness regulations** is considered acceptable to demonstrate the aircraft PBN capability with NAA.