

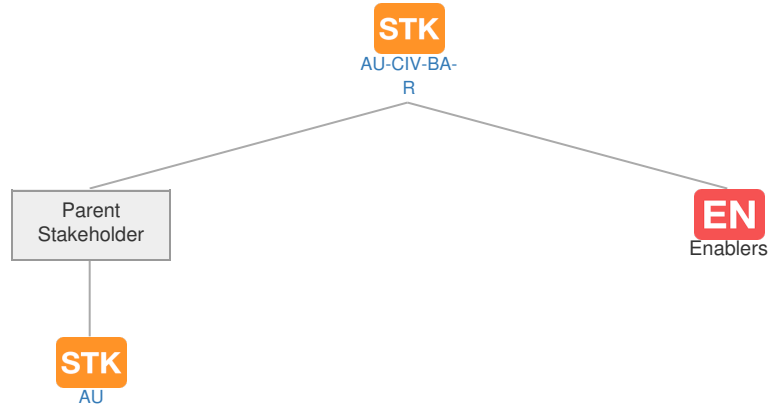


AU-CIV-BA-R - Civil Business Aviation-Rotorcraft

A company or an individual using rotorcraft as tools in the conduct of their business.

Context

Related Elements



STK Parent Stakeholder

| Title | Description | Related Elements |
|---------------|--|------------------|
| Airspace User | A company, an organisation or an individual operating (an) aircraft. | EN |

STK Child Stakeholders: No associated data

EN Enablers

| Code | Title | IOC | Related Elements | Analysis |
|----------|---|------------|---------------------|----------|
| A/C-01 | Enhanced positioning for LPV/RNP based on Single Frequency SBAS | 31-12-2020 | STK OI EN DS | Analysis |
| A/C-02b | Enhanced positioning using multi constellation GNSS dual frequency | 31-12-2026 | STK OI EN DS | Analysis |
| A/C-03 | Determination of a preferred trajectory avoiding an area - not existing in on-board data base | | STK OI | Analysis |
| A/C-04 | Flight management and guidance for improved lateral navigation in approach via RNP | 31-12-2007 | STK OI EN DS | Analysis |
| 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 | 31-12-2020 | STK OI DS | Analysis |
| A/C-05a | APV Barometric VNAV | 31-12-2012 | STK OI DS | Analysis |
| A/C-06 | Flight management and guidance for LPV approach based on SBAS | 31-12-2020 | STK OI EN DS | Analysis |
| A/C-07 | Flight management and guidance for RNP transition to ILS/GLS/LPV | 31-12-2020 | STK OI EN DS PCP | Analysis |
| A/C-11 | Flight management and guidance for improved single time constraint achievement (CTA/CTO) | 31-12-2022 | STK OI EN DS | Analysis |
| A/C-15b | Aircraft functions for Interval Management | 31-12-2028 | STK OI EN DS | Analysis |
| A/C-21 | Coupling TCAS II RAs to the aircraft auto flight systems to enable accurate response to TCAS II RAs with display of cues for monitoring the avoidance manoeuvre | 31-12-2011 | STK OI EN DS | Analysis |
| A/C-21b | Coupling TCAS II RAs to the aircraft auto flight systems - to enable adaptation of altitude capture law in the autoflight control system upon closing traffic | | STK EN | Analysis |
| A/C-23a | Synthetic vision in low visibility conditions | 31-12-2023 | STK OI EN | Analysis |
| A/C-23b1 | Combined Vision for Equivalent Visual Landing operations in LVC with HMD | 30-09-2023 | STK OI DS | Analysis |
| A/C-23b2 | Combined Vision for Equivalent Visual Taxi operations in LVC | 30-09-2023 | STK OI DS | Analysis |
| A/C-23b3 | Combined Vision for Equivalent Visual Take-off operations in LVC | - | STK OI | Analysis |
| A/C-24 | Airport moving map and own aircraft position display in cockpit. | 31-12-2013 | STK OI EN DS | Analysis |
| A/C-25 | Airborne Traffic Situational Awareness to support surface operations (ATSA-SURF), including reception (ADS-B in), processing and display | - | STK OI EN | Analysis |
| A/C-26 | Airborne traffic situational awareness to support in flight operations (ATSA-AIRB), including reception (ADS-B in), processing and display | 31-12-2015 | STK OI EN | Analysis |
| A/C-27 | Airborne Traffic Situational Awareness to support enhanced Visual Separation on Approach (ATSA-VSA), including reception (ADS-B in), processing and display | 31-12-2015 | STK OI EN | Analysis |
| A/C-28 | Airborne Traffic Situational Awareness to support In-Trail Procedure (ATSA-ITP), including reception (ADS-B in), processing and display | 31-12-2015 | STK OI EN | Analysis |
| A/C-31 | Data link exchange compliant with Link 2000+ | 31-12-2011 | STK OI EN | Analysis |

| Code | Title | IOC | Related Elements | Analysis |
|----------|---|------------|---------------------|----------|
| A/C-31a | Controller pilot data link communication (CPDLC) compliant with ATN baseline 2 (FANS 3/C) | 31-12-2017 | STK OI EN DS 📄 | Analysis |
| A/C-31c | Exchange of clearances or instructions (ASEP) | - | STK OI EN | Analysis |
| A/C-31d | Uplink of clearances or instructions (SSEP) | - | STK OI EN | Analysis |
| A/C-33a | Class B SATCOM | 31-12-2020 | STK OI DS PCP | Analysis |
| A/C-37a | Downlink of trajectory data according to contract terms (ADS-C) compliant to ATN baseline 2 (FANS 3/C) | 31-12-2021 | STK OI EN DS PCP | Analysis |
| A/C-42a | On-board graphical display of taxi clearance (up linked or via voice) using common air/ground airport database | - | STK OI EN DS | Analysis |
| A/C-42b | On-board management of target times | 31-12-2020 | STK | Analysis |
| A/C-43a1 | Traffic Alerts for Pilots during Runway Operations | 30-07-2023 | STK OI EN DS | Analysis |
| A/C-43a2 | Traffic Alerts for Pilots during Taxiway Operations | 30-07-2023 | STK OI DS | Analysis |
| A/C-45 | Air ground data link exchange of ATIS via ACARS | 31-12-2007 | STK OI EN | Analysis |
| A/C-47 | On-board management of meteorological data from on-board sensors for sharing and integration by ATM and ATM-MET systems | 31-12-2026 | STK OI EN DS | Analysis |
| A/C-48a | Air broadcast of aircraft position/vector (ADS-B OUT) compliant with DO260B | 31-12-2011 | STK OI EN DS | Analysis |
| A/C-48b | Air broadcast of aircraft data (ADS-B OUT) compliant with new DO260C standard | - | STK OI EN | Analysis |
| A/C-54b | ACAS adaptation to new separation modes | 31-12-2020 | STK OI EN DS | Analysis |
| A/C-57 | On-board migration from existing air-ground data link to air-ground SWIM for AIS/MET services | 31-12-2026 | STK OI DS | Analysis |
| A/C-57a | Management of MET, and AIM and other operational Information for use in aircraft control domain | 01-12-2027 | STK OI DS | Analysis |
| A/C-59 | New ADS-B solution to increase the capacity of data broadcasted | 31-12-2027 | STK OI EN | Analysis |
| A/C-65 | On-board surface collision avoidance system | - | STK OI | Analysis |
| A/C-67 | ADS-B IN | 30-07-2023 | STK OI EN DS | Analysis |
| A/C-68 | On-board Traffic situation processing and display for ASAS separation applications, including reception (ADS-B in) | - | STK OI EN | Analysis |
| A/C-71 | Aircraft Based Augmentation System (ABAS) for Military - A/C | - | STK | Analysis |
| A/C-83 | Head Mounted Display for PinS procedures | 30-09-2023 | STK OI | Analysis |
| CTE-S05 | Gradual rationalisation of conventional surveillance infrastructure (ADS-B/WAM vs SSR and MSPSR vs PSR) | 12-09-2018 | STK OI EN ⚙️ | Analysis |
| CTE-S06 | Composite Surveillance | - | STK OI EN DS | Analysis |
| FOC-002 | Assessment of real time ASM data | 31-03-2028 | STK OI DS | Analysis |
| FOC-003 | FOC capabilities to support advanced RNP operations | - | STK | Analysis |
| FOC-004 | Optimised climb and descents path calculation in FOC | - | STK | Analysis |
| FOC-005 | FOC capabilities to participate in UDPP | - | STK | Analysis |
| FOC-006 | FOC flight lifecycle monitoring and situational awareness capabilities | - | STK OI DS | Analysis |
| FOC-007 | Improved flight crew briefing through integration of digital data | 31-12-2019 | STK OI | Analysis |
| FOC-008 | Processing of ADD information for flight monitoring purposes | 31-12-2022 | STK OI | Analysis |
| FOC-009 | Improved trajectory planning through consideration of ground operation milestones and actual taxi time. | 31-12-2020 | STK OI DS | Analysis |
| PRO-250 | Rotorcraft procedures for IFR access to VFR FATOs | 31-12-2020 | STK OI DS | Analysis |
| PRO-251 | ATC Procedure to handle SNI IFR rotorcraft operations using PinS | 31-12-2020 | STK OI EN DS | Analysis |

| Code | Title | IOC | Related Elements | Analysis |
|---------------|--|------------|------------------|----------|
| REG-0521 | Regulatory provisions for SNI IFR rotorcraft operations using PinS | 31-12-2018 | STK EN | Analysis |
| PRO-258 | ATC procedure to handle low level IFR routes for rotorcraft | 31-12-2020 | STK OI DS | Analysis |
| SWIM-INFR-06c | Air side SWIM technical infrastructure for Air-Ground Advisory Information Sharing | 31-12-2028 | STK OI DS | Analysis |