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| | Solution #09 Enhanced TMA ops with auto RNP transit to ILS Solution #51 Enhanced TMA operations with LPV procedures | | |
| NAV03.2 RNP1 in TMA Operations | | | |
| Stakeholders | ANSPs Airspace Users Regulators | Expected Benefits | |
| FOC | 06/06/2030 | OI Steps / Enablers | AOM-0603, AOM-0605 |
| Estimated achievement | Not Available | CP1 AF & SDP Family | - |
| Status | Not Available | ICAO ASBUs | APTA-B1/2 |
| Completion Rate Evolution (%) | Progress among non-Completed Countries | | |
| The completion rate doubled vs 2020, reaching 24% in 2021. The Objective will likely be fully deployed by the FOC set for June 2030, with no States going beyond the deadline. | | 16 States achieved a progress between 1% and 87%. 9 States are still at 0%, 2 of them having declared plans to implement NAV03.2. | |
| Status of implementation Legend Completed (Green), Ongoing (Light Green), Planned (Blue), Not Yet Planned (Orange), Not Applicable (Grey), Missing Data (White) | | | |
| <ul style="list-style-type: none"> As of 2021, the IR on PBN (EU) 2018/1048 is the only applicable regulation for NAV03.2 as the CP1 Regulation did not inherit RNAV / RNP1 obligations from the Pilot Common Project (PCP). The IR on PBN (EU) 2018/1048 gives Stakeholders the choice to decide on the need for SIDs and STARs, and on the applicable specifications RNAV1 or RNP1. Denmark, Switzerland, Norway, Ireland, and Serbia achieved the Objective by the end of 2021. Despite last year's reporting, Slovak Republic has no plans to implement RNP1 SIDs and STARs with Radius to Fix. Most States that have not yet planned the implementation declared that RNAV1 procedures are sufficient or that the performance of reversion in case of GNSS failure should be studied further before implementing RNP1 + Radius to Fix. | | | |