



# Aviation Group Client Update

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## **FAA REVIEWS NEXTGEN TRANSITION TO PERFORMANCE-BASED NAVIGATION**

Today, the FAA responded to public comment received regarding the transition from Very High Frequency Omnidirectional Ranges (VOR) and other legacy navigation aids (NAVAIDS) to Area Navigation (RNAV) based airspace and procedures.

FAA is developing an initial VOR Minimum Operational Network (MON) Plan, which will be available when sufficiently matured. According to FAA, development of the plan will harmonize with development of the national Concept of Operations (CONOPS) supporting navigation and positioning in the National Airspace System (NAS). As part of the coordination process, FAA plans to develop a schedule showing the requisite activities associated with discontinuance of VOR services.

With regard to public comment, FAA responded as follows:

- FAA will convene a working group of aviation industry stakeholders and other members once the Program reaches a sufficient level of maturity.
- The VOR MON will remain in place during the performance-based navigation transition.
- VOR facilities not owned or operated by FAA are not being considered for discontinuance.
- FAA plans for navigation services will continue to use the “GPS” and “WAAS” terms so that it is clear that the U.S. is referring to U.S. systems/services for the U.S. NAS.
- Pilots may continue to use VORs that remain in the MON or fly under visual flight rules (VFR) in non-ABS-B airspace.
- Pilots may continue to use non-augmented GPS or other RNAV capabilities as described in FAA advisory circulars AC 90-100, AC 90-101, AC 90-105, AC 90-107, and other directives.
- While FAA intends to reduce VOR to a MON, it will maintain an optimized DME network to support RNAV operations.
- The MON is a network of VORs and does not include Tactical Air Navigation (TACAN). Any national discontinuation of DME or TACAN is separate from the VOR MON.
- FAA has no current plans to remove ILSs, but most new vertically guided approach requirements using Facilities and Equipment funding will be fulfilled with LPV approaches.
- FAA plans for implementation of new DME sites beginning in 2014.

- WAAS is not required for ADS-B. ADS-B implementation in international operations will require use of regionally or globally available services.
- FAA will engage stakeholders via the working group to implement the MON. PBN transition strategy is being developed within the FAA. FAA will not mandate WAAS.
- With regard to dual independent navigation computers, aircraft must maintain an ability to navigate or proceed safely in the event that any one component fails. Retaining an FMS-independent VOR capability satisfies the requirement.
- While VORs retained in the MON will support VFR operations, their purpose is to support aircraft operating under IFR.
- FAA training standards emphasize VORs as the primary navigation source. The transition to NextGen will require FAA shift emphasis to satellite-based navigation.
- If airport infrastructure upgrades are required to attain the lowest instrument approach minima, local and state officials will collaborate during the approach development process.
- FAA is investigating requirements necessary to allow un-augmented GPS equipped aircraft to plan for RNAV approaches at alternate airports.
- FAA has not developed a final list of VORs that will be included in the MON. A national CONOPS and discontinuance plan are being developed to support this effort. FAA will engage stakeholders in the discontinuance process.
- By January 1, 2020, the VOR MON will provide sufficient VOR coverage to enable aircraft to fly VOR-to-VOR either through GPS outage or to a safe landing.
- FAA will continue to operate a subset of current VOR facilities in a MON to support aircraft not equipped with GPS-independent RNAV capability.
- In cases where individuals/organizations have an interest in maintaining specific VOR services, the VOR could be transferred to and operated under agreement with the FAA as a non-federal facility.

If you have any questions regarding NextGen transition to performance-based navigation or FAA response to public comments, please contact our office.

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