



## EASA Safety Information Bulletin

**SIB No.:** 2012-21  
**Issued:** 19 December 2012

**Subject:** **European Geostationary Navigation Overlay Service Availability in North and North East of Europe**

**Ref. Publication:** ESSP EGNOS Service Notice (SN) [006, Rev. 1.0](#), dated 3 December 2012.

**Applicability:** All aircraft certified for conducting RNAV/GNSS approaches to LPV minima or LNAV/VNAV minima when guidance is based on SBAS/GNSS altitude, in European airspace.

Acronyms used in this SIB:

APV	Approach Procedure with Vertical guidance
ANSP	Air Navigation Service Provider
EGNOS	European Geostationary Navigation Overlay Service
ESSP	European Satellite Services Provider
GNSS	Global Navigation Satellite System
LPV	Localiser Performance with Vertical Guidance
LNAV	Lateral Navigation
NOTAM	Notice to Airmen
NPA	Non-Precision Approach
RNAV	Area Navigation
SBAS	Satellite Based Augmentation System
SoL	Safety of Life
UTC	Coordinated Universal Time
VNAV	Vertical Navigation

**Description:** ESSP (who are the EGNOS Service Provider) has informed the Agency about a degradation in the EGNOS APV-I performance in the North and North East of Europe. Refer to ESSP SN 006 for a description of the observed EGNOS behaviour.

According to this Service Notice, the following services would be impacted: APV-I (availability and continuity performance) and Open Service accuracy performances. Other GNSS-

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based operations (En Route, Terminal, NPA and APV-BARO) would not be impacted. EGNOS SoL service integrity has not been compromised at any moment, ensuring that the EGNOS SoL service remains safe at all times and locations within the coverage area of EGNOS.

This services degradation would impact, in the affected area, the LPV minima approaches and the LNAV/VNAV minima approaches when based on SBAS.

The daily analysis of performance evolution has shown that, on a regular basis, there are several periods of degraded performance over an area that involves the North and North East. The degradations are having the most impact around midnight (23.00 UTC to 4.00 UTC).

ANSPs responsible for the air traffic services in the affected airports are issuing the corresponding NOTAMs in coordination with ESSP. These NOTAMs are informing pilots about the degradation but remarking that flight planning to LPV minima is still possible.

ESSP, industry and authorities are actively investigating the origin of these degradations and developing solutions to improve the situation.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under EU [748/2012](#), Part 21.A.3B.

**Recommendation(s):** The situation described above may result in an increased probability of having loss of integrity monitoring alerts, or loss of navigation alerts in the cockpit, while performing a SBAS based approach. This could result in loss of VNAV function. Consequently, it may not be possible to perform or to continue an approach based on GNSS.

EASA recommends pilots and operators to check the NOTAMs for the destination and alternate airport(s) at the time of the flight preparation and to consider that the SBAS/GNSS based VNAV may suddenly become unavailable while conducting an SBAS based approach.

Pilots and operators should ensure the availability of the necessary contingency procedures and/or of the alternate approach procedures, to be used in case of loss of GNSS navigation.

**Contacts:** For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

The referenced ESSP EGNOS SN can also be downloaded from [http://www.essp-sas.eu/service\\_notices](http://www.essp-sas.eu/service_notices).

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