

PBN and Training

Overcoming the hurdles and
reaping the benefits

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Our Journey



- 2009 Fleet Replacement
- 2014 **Strategic Decision** to get into PBN early
- 2016 Fleet PBN Approved
- 2018 New Simulator for Non-PBN
- 2018 ads-b Upgrade



Benefits

- Engaged at PBN development design
- Predictable Clearances – FMS management
- Huge improvement in service (for some sectors)
- CAA approvals for simulator



Hannover

Flight Training



- Airways - Why are we "Flight Training" ???

Strategic Decision – no high workload activities in controlled airspace

- Controlled Airspace - IFR A – B duty runway approach to land
- Uncontrolled Airspace - missed approach, holding

(Massey covers the cost of the RNAV approach at NZHA)

RPT – But Slow

- Off Blocks Time
- Scheduled routes
- Fleet of Simulators
- 35 Flight staff, 100 Students
- 7 Days 6am – 10pm
- 10,000 hours flying per year





Hurdle

What else can we do to get “The System” to give flight training a slightly higher priority?





Thanks

