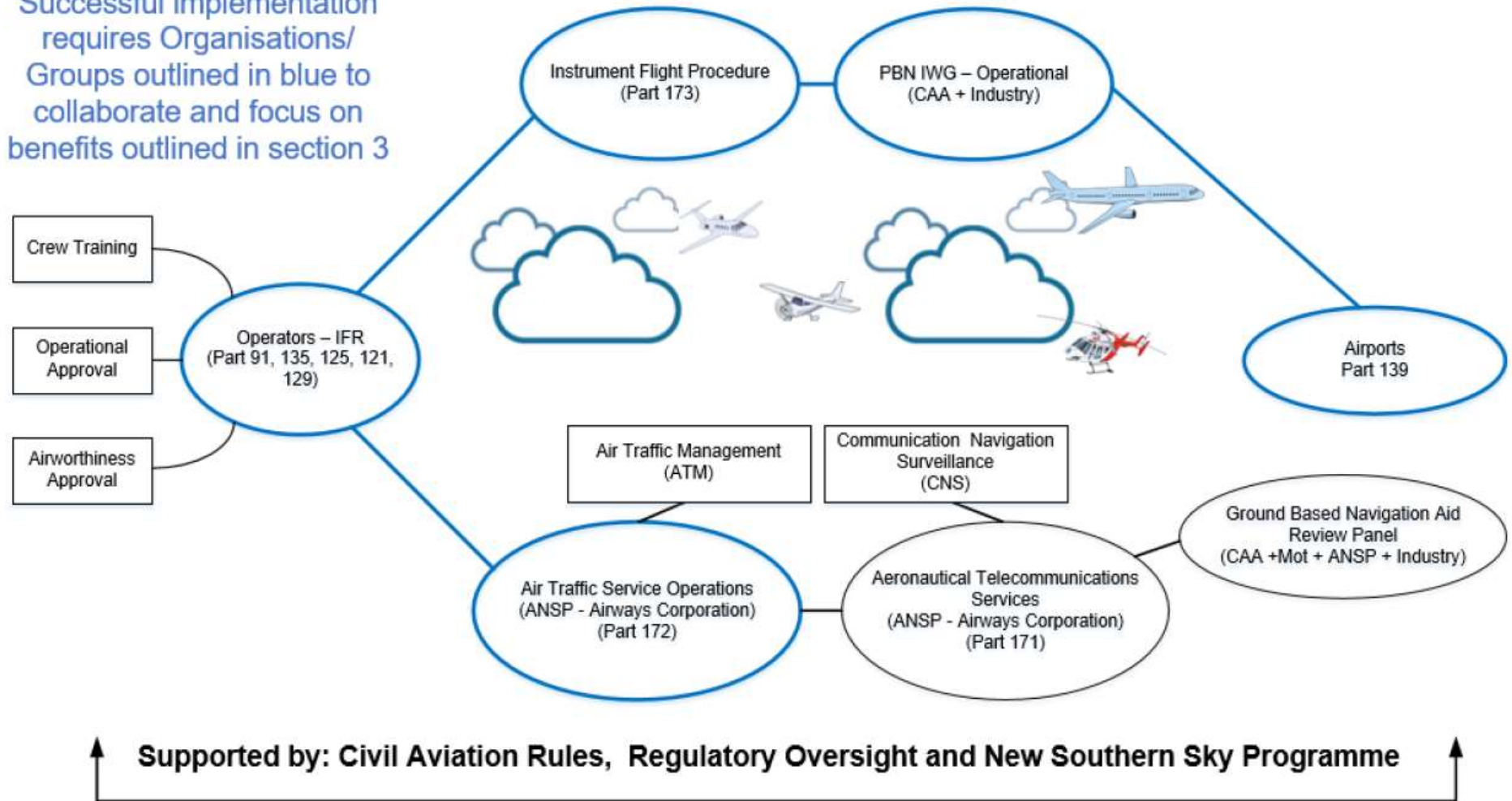




PBN and Airports: What we've learnt so far

Performance Based Navigation Concept

Successful implementation requires Organisations/ Groups outlined in blue to collaborate and focus on benefits outlined in section 3



Requires Total System Consideration

Safety – Performance – Functionality – Resilience – ANSP capability – Optimisation – Efficiency – Capacity – Operator Capability

Remote communities and operators with range limitations

- Funding of Instrument Flight Procedures - controlled and uncontrolled airports
- Technical alternate requirements
 - Remote communities
 - Operators with range limitations (Esp. helicopter)

Airport role in Instrument Flight Procedures

- CAR 173.201(d) agreement in writing
 - Limitations under CAR 139.53
 - Noise Abatement
 - RMA – community engagement
 - Controlled airports – Agreements with Airways

Auckland Airport – Smart Tracks trials

Christchurch Airport – Trials and engagement

Wellington Airport - engagement

Learnings

- Effective NSS collaboration
- “Deeming” will overcome access to RNAV and RNP procedures
- The benefits of PBN are evident, supported and being quantified
- Effects of noise on communities – off to a rough start – now sophisticated transparency
- Some existing services in question under GNSS due to technical alternate
- Instrument flight procedures at uncontrolled aerodromes challenging
- Obstacle limitation surfaces need to reflect off-set (curved) PBN paths
- Gap between Concept of Operations and the subsequent rules