

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 6 Aeronautical navigation : issues

IATA POSITION ON NON-VISUAL AIDS FOR CATEGORY II/III APPROACH AND LANDING

(Presented by the International Air Transport Association (IATA))

SUMMARY

IATA Member airlines encourage implementation of globally harmonized, compatible and interoperable GNSS for all phases of flight. However, regarding GNSS Category II/III solutions, airlines have concerns about schedule delay and anticipated increase in overall cost.

IATA Member airlines require confirmation of the efficiency and cost effectiveness of GNSS Category II/III solutions before committing investment and before accepting the decommissioning of ILS services.

In order to extend the life cycle of ILS Category II/III operations, IATA Member airlines believe that analysis is urgently required on interference in the proximity of airports.

MLS should be implemented only where driven by the needs of airspace users and only in specific cases where ILS Category II/III cannot be maintained and where MLS operational and/or economic benefits are proven. Implementation of MLS alone should not be a justification for any reduction in services to aircraft that are not MLS-equipped.

Action by the conference is in paragraph 4.

¹ Arabic, English, French and Spanish versions provided by IATA.

1. INTRODUCTION

1.1 The Special ICAO Communications/Operations Divisional Meeting in 1995 developed a strategy for the introduction and application of non-visual aids to approach and landing which was based on the expectation that global navigation satellite system (GNSS) Category II/III would be available in 2005. While GNSS Category I services are expected by 2006, it is now apparent that GNSS Category II/III is unlikely to be available before 2015.

2. LONG TERM STRATEGY

2.1 The International Air Transport Association (IATA) encourages implementation of globally harmonized, compatible and interoperable GNSS for all phases of flight, including GNSS Category II/III operations, provided that the latter are demonstrated to be efficient and cost-effective.

2.2 States and influential organizations such as the European Organisation for the Safety of Air Navigation (EUROCONTROL) and the Federal Aviation Administration (FAA) currently working on GNSS Category II/III solutions must share research and development (R&D) resources to provide an accurate indication of the viability and time frame for a GNSS Category II/III solution acceptable to airspace users.

2.3 States must collaborate with airspace users when considering GNSS Category II/III to ensure that the total cost of the solution and the implementation schedule provide clear and demonstrable improvements in efficiency and cost effectiveness over existing, conventional instrument landing system (ILS) or microwave landing system (MLS).

3. INTERIM STRATEGY

3.1 IATA Member airlines support a minimum risk strategy for the continuation of ILS Category II/III operations to ensure that there is no reduction in airport capacity and operational efficiency.

3.2 The transition from ILS should commence only after confirmation of efficiency and cost-effectiveness of the new solutions, and after stakeholders have formalized a firm transition plan with binding commitments. Decommissioning of ILS facilities must not result in any degradation of services related to non-visual aids for approach and landing during the transition phase.

3.3 In order to extend the life cycle of ILS Category II/III operations, action is urgently required against interference caused by construction and radiating sources in close proximity to airports.

3.4 MLS services should be considered in consultation with concerned airspace users only at specific airports where ILS Category II/III cannot be maintained and where MLS operational and/or economic benefits are proven. Implementation of MLS should not have any operational impact on aircraft that are not MLS-equipped. If MLS is installed, provision of ILS should be maintained throughout the transition period to GNSS landing systems, where technically feasible and where there is sufficient user demand.

4. **ACTION BY THE CONFERENCE**

4.1 The conference is invited to:

- a) note that the long-term goal of IATA Member airlines is implementation of globally harmonized, compatible and interoperable GNSS procedures for all phases of flight, including Category II/III operations, provided the latter are demonstrated to be efficient and cost effective;
- b) recommend that States collaborate with airspace users to determine if a proposed solution provides improvements in efficiency and cost effectiveness before taking action to decommission ILS Category II/III facilities;
- c) recommend that States ensure there is no degradation of services related to non-visual aids for approach and landing during the transition phase;
- d) recommend that States take action against interference caused by construction and radiating sources in close proximity to airports in order to extend the life cycle of ILS Category II/III operations; and
- e) recommend States only consider MLS implementation in specific cases where existing Category II/III ILS cannot be maintained or where MLS operational and/or economic benefits are proven. Implementation of MLS alone should not be a justification for any reduction in services to aircraft that are not MLS-equipped.

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