



INTERNATIONAL CIVIL AVIATION ORGANIZATION

GNSS TASK FORCE

(Lima, 11 and 12 November 2006)

Agenda Item 4: Other Issues

Airspace Users Position on Satellite Based Augmentation System

(Presented by Mario Sergio Corbelli)

Summary

This paper presents a joint position from IATA, ATA, AEA and AAPA requesting that fees, taxes or charges generated by its members are not used for SBAS, as informed in the last NSP meeting – Montreal October 2006.

1. Introduction

1.1 The Information Paper on Airspace Users Position on Satellite Based Augmentation System is presented in the Appendix to this working paper.

2. Conclusion

2.1 The IP shown in the Appendix is presented for information and discussion purposes.

2.2 The meeting is invited to consider the IP in the Appendix during the analysis of the future work program regarding Regional GNSS implementation.

**NAVIGATION SYSTEMS PANEL (NSP)
WORKING GROUP OF THE WHOLE MEETING
10 TO 20 OCTOBER 2006**

NSP Working Group meetings

**Agenda Item 7: Guidance on operational implementation issues
7 a): SBAS**

Montreal, Canada, October, 2006

INFORMATION PAPER

**AIRSPACE USERS POSITION ON SATELLITE BASED AUGMENTATION SYSTEM
Presented by Rob Eagles**

SUMMARY

**This paper informs the panel of a joint position from IATA, ATA, AEA and
AAPA requesting that fees, taxes or charges generated by its members are not
used for SBAS.**

AIRSPACE USERS POSITION ON SATELLITE BASED AUGMENTATION SYSTEM

The Air Transport Association (ATA), the International Air Transport Association (IATA), the Association of European Airlines (AEA) and the Association of Asia Pacific Airlines (AAPA), herein after called the aviation “Associations” present this letter jointly¹. It reflects an industry opposition to diverting scarce financial resources to the continued development, operation and maintenance of any Satellite Based Augmentation System (SBAS).

There are multiple SBAS systems in development. The two most prominent are the American Wide Area Augmentation System (WAAS) and the European Geostationary Navigation Overlay Service (EGNOS)². No cost benefit analysis, involving all stakeholders, has been presented to support the development and introduction of SBAS.

The Associations have long opposed SBAS. SBAS, in particular WAAS and EGNOS, provide benefits to a wide variety of non-aviation uses including agriculture, surveying, recreation, and surface transportation. However, these users provide little or no funding for the system.

Airlines have invested and are continuing to invest in aircraft augmentation systems that are global and offer comparable benefits at a reduced cost. In the future, any augmentation required for CAT II / CAT III operations would be provided by systems that are currently being developed in consultation with the manufacturers and airspace users.

SBAS is not yet a global solution and does not provide suitable operational benefit to justify its use by International Air Transport. Considering the existence of cost recovery systems International Air Transport is seen as an easy funding source for SBAS. The Associations respectfully request that any fees, taxes or charges generated by its members shall NOT be used to further the development, operation and maintenance of any current or future SBAS. Other means of funding should be found to support this technology including current users.

The Associations are committed to operating in an environment where user requirements help dictate the performance requirements of the system. Therefore, further discussion and consultation on this issue is invited.

¹ The Associations represent over 94% of International Air Transport.

² Other SBAS include the Multi-functional Transport SATellite (MTSAT) in Japan and the GPS And GEO Augmented Navigation (GAGAN) in India.