



JURG Position Paper

SBAS

March 22

JURG : Joint User Requirements Group

The Airline's forum for CNS since >25 years

Under joint auspices of A4E and IATA Europe

- Coordination of Airspace Users positions on CNS
- Deployments
- Projects and research
- Discussion with all CNS-ATM stakeholders

Meeting #82: May 11th-12th 2022 - Madrid



SBAS context

- Regulatory
 - EU PBN implementing rule (2018):
 - LPV publication on all runway ends by 2024
 - Exclusive use of PBN by 2030, ILS contingency
 - FAA ADS-B mandate
 - End 2024: augmented position required for ADS-B (not LPV)
- Deployment
 - 2021: LPV publications for more than 50% of runway-ends
 - Towards ground & space worldwide deployment
 - A-SBAS for Africa, SPAN for Australia/NZ
 - SBAS not available on all aircraft types or optional



SBAS benefits

- SBAS benefits compared to LNAV/VNAV
 - Better minima (LPV 200ft Vs DH>250ft)
 - Safety improvement
 - Geometric guidance, therefore not limited by low temperatures and not affected by high temperatures (CFIT risk reduced)
 - Remove risk of QNH errors/missetting
- Environment:
 - Noise and environmental efficient approach paths
 - Fuel savings
- LPV guidance stability
- Airport accessibility (destination / diversion)



JURG Position

- SBAS is one of the key enablers for PBN
- Support SBAS ground & space deployment worldwide
- No cost allocation of SBAS deployment/use to ANSP User charges
- Aircraft equipage
 - Aircraft manufacturers to provide or update SBAS LPV roadmaps, for each models
 - Linefit
 - SBAS LPV should be basic on all new aircraft, not an option
 - Retrofit
 - No SBAS retrofit mandated, choice up to each operator
 - Incentive for early movers/best equipped Best served
- SBAS and GBAS are complementary

