



AO-0505-A — Improve Low Visibility Operation using GBAS Cat II/III based on GPS L1

Use GBAS Cat II/III based on GPS L1 for precision approaches

Rationale The main benefit is the increased runway capacity in poor weather conditions as the glide path and azimuth signals will face hardly any interference from previous landing aircraft or other obstacles. More sustained accuracy in aircraft guidance on final approach.

Forecast V3 end date -

Benefits start date (IOC) 31-12-2025

Full benefits date (FOC) 31-12-2035

Current Maturity Level V3 finalised

Solution Data Quality Index -

Current Maturity Phase R&D

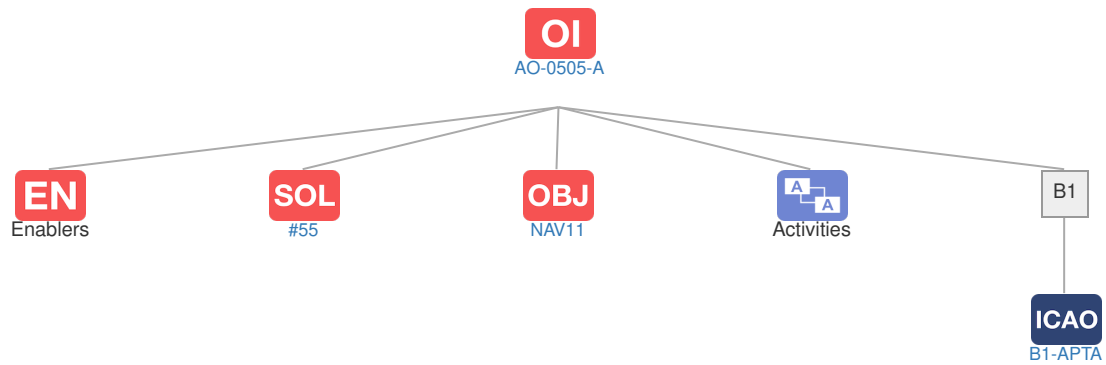
Scope Local

Release R4

PCP Status -

Context

Related Elements



EN Enablers

Code	Dates																										
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
AO-0505-A																											
🔒 A/C-02a			▲	V4																							
🔒 A/C-56a			▲				V4																				
🔒 CTE-N01			▲				V5																				
🔒 CTE-N07																											
🔒 CTE-N07b			▲	V4																							
➔ CTE-N03			▲																								
➔ CTE-N04			▲																								

OI Dependent OI Steps

Relationship	Code	Title	Related Elements
Has successor	AO-0505-B	Improve Low Visibility Operation using GBAS Cat II/III based on dual GNSS	OI EN

SOL SESAR Solutions

Code	Title	Program	Related Elements
#55	Precision approaches using GBAS CATII/III	SESAR1	OI OBJ DS EOC ICAO

PCP Elements: No associated data

OBJ Implementation Objectives

Code	Title	Related Elements
NAV11	Implement precision approach procedures using GBAS CAT II/III based on GPS L1	STK SOL OI

ICAO Block Modules

Designator	Title	Related Elements
B1	B1-APTA Optimised Airport Accessibility	SOL OI OBJ PCP

