



# AO-0505-B — Improve Low Visibility Operation using GBAS Cat II/III based on dual GNSS

*Use GBAS Cat II/III based on dual GNSS 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)** 19-10-2028

**Full benefits date (FOC)** 31-12-2032

**Current Maturity Level** -

**Solution Data Quality Index** -

**Current Maturity Phase** R&D

**Scope** -

**Release** 2020









**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-B																											
 A/C-02b																											
 A/C-56b																											
 CTE-N01																											
 CTE-N02																											
 CTE-N07																											
 CTE-N07c																											
 METEO-03c																											
 METEO-04c																											
→ CTE-N03																											
→ CTE-N04																											

## OI Dependent OI Steps

Relationship    Code    Title

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

Related Elements



 SESAR Solutions: No associated data

 PCP Elements: No associated data

 Implementation Objectives: No associated data

 ICAO Block Modules: No associated data