



# 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

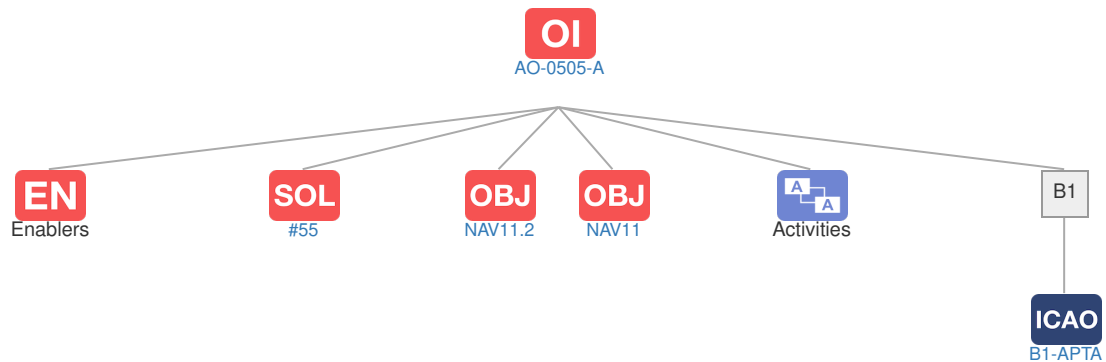
**Scope** Local

**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	<b>OI</b> <b>EN</b>

## SOL SESAR Solutions

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

## PCP PCP Elements: No associated data

## OBJ Implementation Objectives

Code	Title	Related Elements
NAV11.2	Implement precision approach procedures using GBAS CAT II/III based on GPS L1 and/or GALILEO E1	
NAV11	Implement precision approach procedures using GBAS CAT II/III based on GPS L1	<b>STK</b> <b>SOL</b> <b>OI</b>

## ICAO ICAO Block Modules

Designator	Title	Related Elements
B1		
B1-APTA	Optimised Airport Accessibility	<b>SOL</b> <b>OI</b> <b>OBJ</b> <b>PCP</b>

