

Media statement

5 October 2016



More flight paths adopt satellite-based navigation procedures to deliver safety and efficiency benefits

Aircraft approaching and departing Hamilton, Tauranga, Rotorua and Palmerston North airports will utilise Performance Based Navigation (PBN) instrument flight procedures from November, making flights to and from these airports more direct, more fuel-efficient and safer.

The deployment of these PBN procedures follows on from the roll-out at other locations, including Dunedin and Invercargill.

PBN is an integral element of New Southern Sky, a 10-year programme to modernise New Zealand's aviation system.

PBN technologies are moving aviation in New Zealand away from a ground-based navigation system toward a system that relies more on the performance and capabilities of equipment on board the aircraft.

It involves a major shift from conventional ground-based navigation aids and procedures to satellite-based navigation aids and area navigation procedures, which are more accurate and allow for shorter, more direct routes between two given points as well as more efficient take-offs and landings. This reduces fuel burn, airport and airspace congestion, and aircraft emissions.

Mark Hughes, Deputy Director Air Transport and Airworthiness at the NZ Civil Aviation Authority, says airline operators wanting to take advantage of PBN at these locations need to gain approval. "We've simplified the process and advised operators to enable them to get the necessary approvals so they can begin reaping the benefits from PBN."

There are a range of revised and new documents, all available on the CAA web site, www.caa.govt.nz/admin/what.htm that operators need to refer to.

Operators will still need to apply to the CAA, using the simplified form, and be able to demonstrate their aircraft meets all the requirements need to fly PBN routes. Given the reliance on accurate maps and software, the continued airworthiness elements will also be assessed.

As part of the transition to the new navigation system, pilots operating under Part 91 – General Operating and Flight Rules - who hold a current Global Navigation Satellite System (GNSS) IFR rating have RNAV1, RNAV2 and RNAV(GNSS) privileges and may exercise RNP1 privileges as they have met the knowledge and training requirements for Pilot approval. After 1 January 2017 pilots wishing to exercise, or continue to exercise RNP1 privileges will need to include RNP1 in their next IFR rating renewal or issue.

Appropriate operator procedure documentation in the aircraft flight manual, or equivalent, is sufficient to have met the operational requirements.

For media comment, call 0800 222 697