THE NATIONAL AIRSPACE GAP: OUTDATED NAVIGATION SYSTEMS

GBAS is the only precision landing technology mature enough to provide a viable replacement for legacy navigation aids, while supporting instrument approach operations.

URGENT ACTION NEEDED

There are no federal funds allocated to the deployment of Ground Based Augmentation Systems (GBAS) in the National Airspace System (NAS). Despite the FAA Next-Gen roadmap plans to replace legacy navigation systems with GBAS - it has not been systematically implemented. The decision to invest in GBAS is left to the discretion of airlines, airports, aircraft and avionics manufacturers. **The benefits to local community (reduced emissions, noise) begin immediately.**

Improvement to aircraft acceptance rate may include:

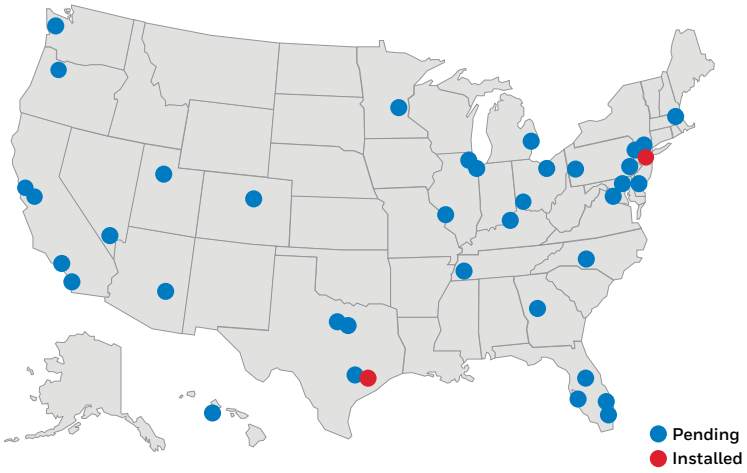
- Improved accuracy
- Reduced fuel consumption
- Decreased miles in terminal and approach
- Expanded airspace capacity
- Lower maintenance

GLOBAL ADOPTION

In the **US**, only **TWO AIRPORTS** have recieved full operational GBAS approval

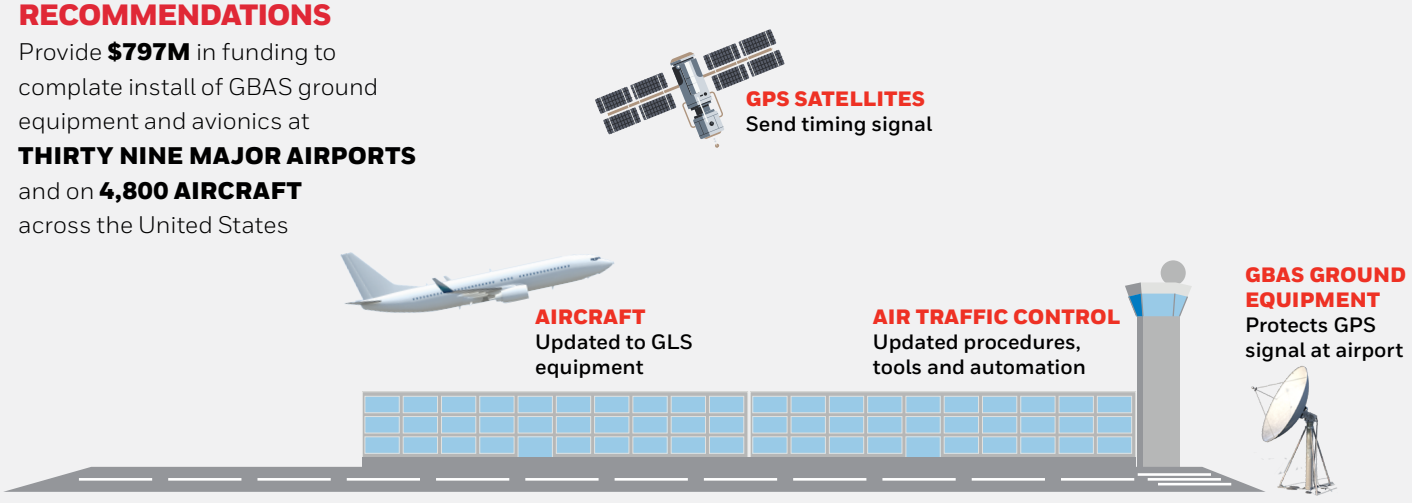
– Newark Liberty International (EWR)
– Houston George Bush Intercontinental (IAH)

More than **FIFTY STATIONS** have been installed internationally in countries including **China** and **Russia** with several more planned by 2025.



RECOMMENDATIONS

Provide **$797M** in funding to complate install of GBAS ground equipment and avionics at **THIRTY NINE MAJOR AIRPORTS** and on **4,800 AIRCRAFT** across the United States



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