






In Honeywell's 100th year in aviation, another historic milestone has been reached as the company's next generation precision approach system, SmartPath™ GBAS, increases safety and efficiency for Airservices Australia and its customers at Sydney Airport.

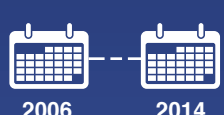
 Smartpath™ is the world's only certified satellite-based navigation and precision landing system

 A single GBAS system can provide 26 separate precision approaches

 Enables airports to improve efficiency for increased movements

 Potential to reduce track miles, cut fuel burn and lessen the impact of aircraft noise and carbon emissions

## SmartPath™ benefits Airservices Australia



Airservices has been pioneering GPS-based landing system (GBAS) technology with **Honeywell since 2006**



**One GBAS** system does the work of the multiple ILS systems required to service each of Sydney's **six runway ends**



Sydney Airport now has the **world's record** for highest utilisation of GBAS approaches



Easier to manage than ILS, requires no calibration flights, **reducing maintenance cost**



Equipment does not need to be surrounded by a protected area to prevent possible interference by taxiing aircraft, enabling Airservices to **maximise the use of airport taxiways and runways**



SmartPath™ is now **certified for CAT I** operations to 200ft decision height



*The biggest flight cost is fuel and GBAS technology has the potential to reduce time spent in the air.*

Nick Welch,  
Manager Commercial  
Agreements and  
Strategic Relationships




## Airlines recognise SmartPath™ potential




*Honeywell has proven a leadership position with its GBAS technology, which is both stable and very accurate. It doesn't suffer from traffic or buildings which can impede an ILS beam. Honeywell has done an excellent job in integrating the technology so that there are no changes to pilot procedures or policies as operators. It's a very easy technology to integrate into your operations.*

Captain Alex Passerini, Technical Pilot Technology Development, Qantas Flight Operations



 GLS equipped fleets are now making the **majority of their approaches into Sydney** using GBAS technology

 Traffic management is made **much more efficient, enabling more services** to be scheduled at Sydney

 Very stable approaches as **GLS signals do not suffer from beam deformation** due to interference from ground traffic or buildings



*GLS is a very reliable precision approach aid that offers a number of operational advantages over other systems. It has the great potential to simplify approach procedures while addressing the capacity and environmental needs of today's airports. Emirates was one of the first airlines from outside Australia to utilise the GLS approach at Sydney and we look forward to extending our use of the approach aid to future GBAS locations including Frankfurt, Houston and Zurich.*

Tomonori Tsuruzono, Aeronautical Services Manager, Emirates Airline

