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Press release

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Airbus A321 demonstrates first RNP-AR arrival combined with a transition to an ILS approach

Enabling noise and fuel burn reductions through less track miles even in all weather conditions

Airbus' Quovadis subsidiary, together with Novair and partners in the VINGA project, have demonstrated the world's first RNP-AR* arrival combined with a transition to a precise ILS approach using an Airbus A321, in Gothenburg, Sweden.

By linking an ILS approach to an RNP arrival, 'low-minima' conditions – ie 200ft and below – will no longer be a 'show-stopper' for flexible arrivals. This combination also ensures that noise and fuel burn reductions through less track-miles can be systematically achieved in all weather conditions.

"We are proud to work with LFV, Novair and Göteborg Landvetter Airport," says Paul-Franck Bijou, CEO of Quovadis. "Sweden has been a leader in terms of environmental initiatives and the MINT and VINGA projects are very important to prove that RNP-AR is an excellent solution to reduce fuel burn and avoid noise sensitive areas."

VINGA builds on the experience of last year's AIRE 'MINT' flight trials with Swedish airline Novair where the combined benefits of RNP and 'Continuous Descent Operations' (CDO) were demonstrated at Stockholm. VINGA goes a step further and covers all phases of flight '*en-route* to *en-route*' for Novair's A321s arriving and departing from Gothenburg Landvetter Airport, resulting in an estimated one tonne CO_2 saving per airport visit. VINGA is managed within the frame of the European Air Traffic Management modernisation programme SESAR, and is being validated at Göteborg during 2011. More than 100 VINGA flights are expected to be conducted between now and September, in order to validate the benefits derived from a GPS-based approach trajectory. This will target noise and fuel burn reductions through the avoidance of noise-sensitive areas and the reduction in track miles flown on arrival.

* Notes for Editors:-

(a) "RNP-AR" stands for: "Required Navigation Performance - Authorisation Required"

(b) RNP was initially applied to increase airport accessibility in challenging environments (typically mountainous areas). Now RNP is being applied for noise-abatement and circumnavigation of populated areas and reduced fuel burn through track mile savings (short cuts).

(c) **Quovadis** is the Airbus subsidiary specialising in Performance-Based Navigation (PBN) services. Prior to these validation flights, flyability analyses including simulator sessions were organised by Quovadis at its headquarters in Toulouse. Quovadis also supported Novair in its work with the Swedish regulator to obtain operational approval to fly the RNP-AR procedures in the frame of the VINGA project. Quovadis also acts as an expert Advisor to the VINGA project, and ensures that all the relevant results from the trials are injected into the SESAR programme (specifically Work Package 9 – Aircraft Systems.)

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