

PBN Strategy

Meeting 16-01

William “Bill” Fernandez, FAA/AJV-142, provided a [briefing on the PBN Navigation Strategy](#). The strategy includes replacement of conventional terminal procedures with PBN procedures, replacement of conventional Jet Routes and Victor Airways with RNAV Q and T Routes, expansion of the use of PBN, RNAV and RNAV RNP. The focus will begin with the 15 busiest airports and the entire transition is expected to be completed by 2030.

John Collins, GA Pilot, stated that a key issue to the success of the FAA PBN plan is avionics capability. The avionics in place today aren’t readily able to handle deviations from established PBN procedures and/or routes.

Michael Stromberg, Air Wisconsin, commented that the biggest issue he sees is getting users to install the equipment in their aircraft because the cost to upgrade is significant. Mike emphasized that there needs to be a quicker, cheaper way for pilots to be able to use this new advanced PBN technology. Bill responded that the NAS has to serve all of the flying public. The plan is to prepare for those that can use the new technology and for those who cannot.

Bob Lamond, NBAA, expressed his support for Michael’s point regarding the cost of equipping the aircraft. Bob also stated that the FAA will not reach its PBN goals if it does not address the criteria. He stated that there is a work group under the PARC that is looking at these criteria issues.

Lev Prichard, APA, echoed the comments regarding the cost of equipping aircraft.

Rune Duke, AOPA, expressed his concerns over the certification requirements that are so expensive and time-consuming that it presents a barrier for the GA community.