

Business Case	Why a positive business case
SAFETY RELATED	
Overall situational awareness	Safety
Situational awareness night	Orientation and situational awareness
Situational awareness day	Orientation and situational awareness
Situational awareness haze	Operational issue in a number of countries
Situational awareness airport environment	Enhanced awareness w heads up position
PUSH BACK AND TAXI	
FAA NGIP OI-10238 [2012-2016]	Improved runway safety + situational awareness
TAKE OFF	
FAA NGIP OI- 107115 [2015-2018]	Part 121, 135, 91K access
ENROUTE AND TERMINAL DESCENT	
All weather and day/night terrain real time view *	Real time orientation and situational awareness
All weather and day/night outside features real time view *	Real time orientation and situational awareness
Cloud tops identification at night	Assists awareness along with weather sensors of possible wind shear and turbulence conditions
Approach ban exemption – clearance to begin descent	Part 121 and 135 exemption by operator
HUD Unusual Attitude Display	Unusual attitude recovery for example in cloud*
APPROACH	
FAA NGIP OI-117107 [2010-2015] Reduced landing credit	Access and consistency of all weather operations
Special Authorization CAT II and CAT III	Greater access
FAA NGIP OI-117119 [2009-2011] Reduced RVR ops to 1800 ft	Reduced RVR ops to 1800 ft
RTCA SC213 DO-315B in work	Reduced credit all the way to zero/zero
FAA NGIP OI-117107 [2013-2018] GBAS CAT II/III	Access via reduced credit at limited airports
Equivalent vision CAT II style approaches [OI-117107]	Possible access into 14,400 runway ends [world]
LANDING	
FAA NGIP OI- 107118 [2015-2018]	
HUD FPV and FPA	Optimum flight path for runway flown
HUD Flare Cue	Stable and consistent landings
Cat II - Equivalent operations	Possible into 14,400 runway ends worldwide
Approach ban exemption	Part 121 and 135 exemption by operator
OTHER BENEFITS	
Monetary Value	Estimated 60% residual on market price
* Note enhanced IR vision systems cannot see through pure cloud.	