



International Civil Aviation Organization

**The Twentieth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

- Agenda Item 5:** Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region

PBN/TF/7 Working Paper for Review and Comment

(Presented by IATA)

SUMMARY

The attached working paper to be formally submitted at the PBN/TF/7 meeting is submitted to this forum for review and comment.

1. INTRODUCTION

- 1.1 A recent PBN State implementation plan status review conducted by the PBN TF denotes slow progress in State PBN implementation. To date, only twenty-one of forty States in Asia Pacific have submitted plans to the ICAO Regional Office. Indications are that the APAC region will not meet established ICAO PBN implementation timelines. It is evident many States need support at the working level in order to successfully complete the planning phase and move forward with implementation.
- 1.2 Prompt action by the Region and by States is required to accelerate PBN planning, development and implementation to a pace of at least achieving closure on the ICAO Resolution implementation targets.
- 1.3 Normally, this paper would have been submitted first to the PBN TF/7. However, since PBN TF/7 was postponed until the week immediately prior to APANPIRG/21, the timing will not allow any conclusions of that meeting to be submitted to the appropriate Sub-groups.
- 1.4 To ensure continuity of workflow it is important that States and the respective Sub-groups are given time to consider these issues, and thus it is requested that the attached paper be accepted for review and comment at this meeting. The paper will also be submitted to the CNS/MET/SG/14 meeting.

2. DISCUSSION

- 2.1 The attached working paper highlights the need for a Regional Support Strategy to accelerate PBN planning, development and implementation in the Asia Pacific Region.

- 2.2 A specific area of Regional PBN implementation that needs to be further addressed is PBN implementation en-route with regard to airspace route design and harmonization across FIR boundaries. ATM/AIS/SAR/SG appears to be most appropriate subgroup to comment and recommend adjustments to work plans covering these issues.

3 ACTION BY THE MEETING

- 3.1 The meeting is requested to review the attached working paper and provide specific comment on paragraphs 2.7 and 3.1 (d).
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International Civil Aviation Organization



**SEVENTH MEETING OF THE PERFORMANCE BASED
NAVIGATION TASK FORCE (PBN/TF/7)**

Bangkok, Thailand, 1-3 September 2010

Agenda Item: xx

Regional Support Strategy for PBN Implementation
(Presented by IATA)

SUMMARY

This paper addresses the need for a Regional Support Strategy to provide direct support to States in an effort accelerate PBN implementation within the Asia Pacific Region.

1. INTRODUCTION

- 1.1 In early September 2007, APANPIRG Conclusion 18/52 established the Regional PBN Task Force to develop a PBN implementation plan for the Asia/Pacific region and address related regional PBN implementation issues. Accordingly, APANPIRG Conclusion 18/53 encouraged States to begin development of their State PBN implementation plans in harmony with the APAC Regional PBN Implementation Plan (Regional plan).
- 1.2 Later in September 2007, The Thirty-sixth Session of the ICAO Assembly held in Montreal adopted Resolution A36-23, resolving that States and PIRGs complete a regional PBN implementation plan by 31st Dec 2009 in order to achieve established timelines for en-route, terminal area and instrument approach implementation.
- 1.3 The PBN Task Force has delivered the Regional plan, provided guidance to States and promoted PBN through technical seminars.
- 1.4 State progress, however, has been slow. To date, only twenty-one of forty States in Asia Pacific have submitted plans to the ICAO Regional Office.
- 1.5 From a recent PBN State plan review conducted by the PBN TF, the indications are that the APAC region will not meet established ICAO PBN implementation timeliness. Furthermore it is evident many States need support at the working level in order to successfully complete the planning phase and move forward with implementation.

2. DISCUSSION

- 2.1 Prompt action by the Region and by States is required to accelerate PBN planning, development and implementation to a pace of at least achieving closure on the ICAO Resolution implementation targets.

- 2.2 A comprehensive Regional Support Strategy is required and should include (but not be limited to) the following objectives:
- Establishing a regional working-level team or forum to identify implementation needs and to direct and/or organize the appropriate resources that will deliver PBN solutions to States;
 - Formulation of cooperative arrangements with volunteering States that are further advanced in PBN to leverage knowledge and experience already gained and to assist developing States;
 - Development of additional support mechanisms that create skills and capabilities within States to implement and to sustain PBN operations;
 - Further promotion of PBN to decision makers within States to create the political will to invest and devote the necessary resources for PBN implementation.
- 2.3 The creation of PBN Regional Development and Implementation (REDI) Teams might be considered to help fulfill several of these objectives and engage at a working level to coordinate and provide assistance to States in areas such as:
- completion and improvement of PBN implementation plans;
 - conducting safety assessments;
 - collection of required data and practices to maintain data integrity;
 - guidance to establish the regulatory framework, approvals process and other mechanisms necessary for implementation and sustainment of PBN capabilities.
- 2.4 States that are further advanced in PBN implementation would be encouraged to participate on the PBN REDI Teams to assist developing States by bi-lateral arrangement and/or through collaborative Regional activities such as information seminars, workshops and on-site State support visits.
- 2.5 IATA volunteers to work as an industry partner to provide support to this effort
- 2.6 The Regional Support Strategy also needs to address providing guidance to States in PBN en-route implementation, airspace route design and harmonization across FIRs. The Southeast Asia Route Review Task Force is currently responsible for improving en-route airspace in the WPAC/SCS area south of the Fukuoka FIR, considering AR 9 traffic flow, and is the only group tasked specifically to consider PBN en-route requirements.
- 2.7 An effective Regional Support Strategy will also need continued coordination, progress monitoring and reporting. Given the status of implementation progress within the Region, promotion of PBN is also necessary to provide awareness and education to motivate States to invest and implement. The PBN TF and technical seminars have served as excellent forums to facilitate harmonization of State plans. This will likely remain an ongoing requirement at least for the short term.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Consider and provide comment on the recommendation to develop a regional support strategy to assist States and help accelerate PBN implementation throughout the Region.

- b) Consider the formation of PBN REDI teams to facilitate Regional support efforts and provide direct assistance to States.
- c) Consider the role of volunteering States' participation on the PBN REDI teams and assisting with Regional implementation and harmonization.
- d) Consider identifying the appropriate group(s) to review PBN en-route implementation requirements with regard to airspace route design and harmonization across FIR boundaries, adjusting work plans accordingly.
- e) Consider the role of the PBN Task Force to coordinate, report progress, and promote PBN development.

3.2 States are requested to:

- a) States that are further advanced in PBN implementation are encouraged to contribute to regional efforts to accelerate implementation.
 - b) States that are still developing PBN plans and capabilities are encouraged to identify areas of implementation where additional support and guidance is needed.
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