



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**SIXTH MEETING OF THE PERFORMANCE BASED NAVIGATION
TASK FORCE (PBN/TF/6)**

Hong Kong, China, 3 – 5 February 2010

Agenda Item 3: APAC Region PBN Implementation

**3.6 THE ROLE OF THE PBN TASK FORCE IN MANAGING
CHALLENGES TO PBN IMPLEMENTATION IN ASIA
PACIFIC**

(Presented by IATA)

SUMMARY

This paper proposes revising the activities of the PBN Task Force to shift its focus to developing applications to facilitate the achievement of the gate-to-gate concept, continued education and training, and identification of implementation issues as directed by APANPIRG 20.

The Task Force should develop a process that allows for identification and monitoring of PBN implementation challenges that may exist across the region and/or within individual States.

The Task Force should respond to these challenges by helping to identify, direct and/or organize the appropriate and available resources that will deliver solutions.

Strategic Objectives:

A: Safety- Enhance global civil aviation safety

C: Environmental Protection – Minimise the adverse effect of global

1. INTRODUCTION

1.1 Successful implementation of PBN throughout the entire Asia Pacific region will require a proactive and collaborative approach that brings stakeholders together to deliver results. The APAC PBN TF is in the best position (most suited) to facilitate the necessary engagements with States, industry and ICAO. However, the Task Force must revise its activities and shift from planning to development in order to maintain a relevant role in regional PBN implementation.

2. DISCUSSION

2.1 APANPIRG/20 decided that the focus of the PBN Task Force should now shift from the development of the implementation plan to developing applications to facilitate:

- a) Achievement of the gate-to-gate concept
- b) Continue its education and training role
- c) Identify issues to be considered by the PBN TF

2.2 IATA maintains the position that seamless integration of PBN throughout all phases of flight is required to increase the level of safety and to maximize efficiency. The PBN

Task Force can help direct State implementation activities to focus on gate-to-gate design strategies, including Continuous Descent Operations and harmonization of navigation specifications across FIR boundaries.

2.3 Access to education and training is critical to ensure the development of State capability to implement PBN in a manner that satisfies regional and local strategic objectives. The PBN Task Force can continue to promote and support the activities of the Flight Procedure Programme office and also leverage the resources of the Global PBN Task Force to deliver guidance and direct turnkey assistance to States.

2.4 It is also important that States have a method to identify PBN implementation obstacles and challenges to the Task Force so it can help coordinate/facilitate training and assistance on a regional level as well as to individual States when necessary. A process/mechanism should be developed by the Task Force that allows for identification and monitoring of PBN implementation challenges that may exist across the region and/or within individual States.

2.5 States would be encouraged to report implementation challenges on a periodic basis or submit specific requests for assistance or consultation. The Task Force would respond by helping to identify, direct and/or organize the appropriate and available resources that will deliver solutions. Priority should be placed on common issues faced across the region that can be addressed through regional training workshops or seminars where individual costs can be minimized through increased participation. The Task Force would help facilitate direct assistance to States by identifying appropriate and available expertise for the area of concern.

2.6 Assistance and expertise might come from industry stakeholders, volunteering States working together to harmonize their PBN plans, commercial consultancy, or through the combination of partners such as the Global PBN Task Force.

2.7 Examples of where collaborative Regional solutions may be applied:

- Operator PBN certification/authorisation and equipage database
- Regional Aeronautical Information Management
- Electronic Terrain and Obstacle Database Management
- Regional training for CAA/regulator approval process, drafting of national advisory material and issuing of Ops Specs / Letter of Authorization

2.8 Examples of areas where direct State assistance may be required are:

- Seamless implementation between adjacent States, across FIRs
- Airspace Design and formation of ATM Operational Requirements
- Terminal and Aerodrome Technical services to include procedure design / validation / WGS-84 survey
- Evaluation of Procedures
- Development of Training Requirements
- Safety Assessment
- Investment Analysis
- Determination of user equipage capability

3. ACTION BY THE MEETING

3.1 The meeting is requested to:

- a) Revise the TOR as necessary to ensure the APANPIRG/20 decisions are embraced.
- b) Establish a process for States to report and seek assistance to address PBN implementation challenges.
- c) Consider methods to identify, direct and/or organize resources to provide implementation assistance on the regional level and to States.
- d) Request the PBN Task Force, through a group of volunteering States, work with the Regional Office to review and harmonize State Plans.

3.2 States are requested to:

- a) Document known challenges and obstacles to PBN implementation.
- b) Indicate to the meeting what type of short-term assistance might be required or desired.

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