



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

Bangkok, Thailand, 1 – 3 September 2010

Agenda Item 3: APAC Region PBN Implementation

FPP UPDATE

(Presented by FPP)

SUMMARY

The purpose of this Working Paper is to provide an update on the activities and progress of the ICAO Asia-Pacific Flight Procedure Programme (FPP) and propose a draft APANPIRG conclusion for consideration by the meeting.

Reference:

This Working Paper relates to Strategic Objectives:

Strategic Objective A: *Safety*
Strategic Objective C: *Environmental Protection*
Strategic Objective D: *Efficiency*

1. INTRODUCTION

The purpose of this Working Paper is to provide an update on the activities and progress of the ICAO Asia-Pacific Flight Procedure Programme (FPP) in accordance with the FPP Steering Committee decision SC1/9.5.

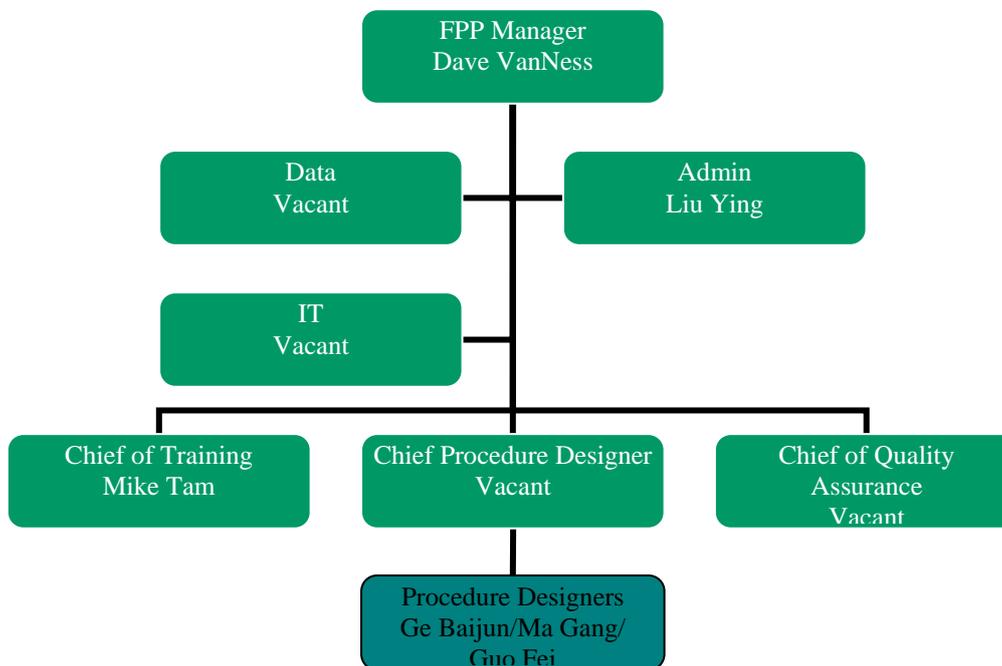
2. DISCUSSION

2.1 APAC FPP Background

2.1.1 In response to the State Letter inviting States to express their intent to participate in the FPP, sent in June 2009, and subsequent follow-up sent in July, Australia made a proposal that a “Core group” of States fund the programme budget and allow all States to use the “Free Services” of the FPP. This Core Group of States would be members of the Steering Committee, setting priorities, working with the FPP manager on the work programme and decide on budget issues. This proposal was discussed at a side meeting at APANPIRG/20 and based on positive feedback from the group the decision was made to adopt the proposal. In November 2009 the State Letter was sent out inviting States to participate in the FPP as either an Active Participating State (Core Group) or User State. The contribution by each Active Participating State was set at \$16,000 to facilitate budgeting and approval of States’ participation. To date, seventeen States have joined the FPP, nine as Active Participating States/Administrations, including the host State China, and eight as User Participating States. ICAO received the key State signature needed to proceed with opening of the FPP office in

Beijing on 26 January 2010. As a result, the FPP office opened in March 2010. It should be emphasized that any State in the region can still join the FPP at any time either as an Active Participating State or a User Participating State, and all States are encouraged to do so.

2.2 FPP Staff.



2.3 Steering Committee Meeting.

2.3.1 The 1st Steering Committee Meeting was held 11-12 May 2010, in Beijing. Following are the most important and relevant outcomes and decisions of the meeting:

- *SC1/2: The budget for 2010 as proposed in the Programme Document is approved with a fixed contribution of \$16,000 from each Active Participating State. The 2010 budget year will start on January 1, 2010.*
- *SC1/3: The maximum annual contribution from Active Participating States for budget years 2011 and 2012 will be capped at \$20,000 for members' budget planning purposes.*
- *SC1/5: Active Participating States will be accorded priority over User States for the services of the FPP.*
- *SC1/6: The FPP will provide a proposed fee schedule and cost structure for fee services of the FPP, to be reviewed by the Steering Committee at its next meeting.*
- *SC1/9.1: Safety assessment to be included in the technical assistance offered by the FPP.*
- *SC1/9.2: The FPP should consider developing and offering training in safety assessment when the guidance material becomes available.*
- *SC1/9.3: PBN Airspace Design and Quality Assurance should be included in the future training offered by the FPP.*

- *SC1/9.4: Training and course schedule should be published for a 2-year period. Training flow should be published on the FPP web site.*
- *SC1/9.5: FPP should provide an IP to ICAO regional meetings, including the APAC PBN TF regarding FPP activities and outcomes of the Steering Committee Meeting.*
- *SC1/11: The Second Meeting of the Steering Committee is tentatively set for 1-2 December 2010 in the ICAO Regional Office, Bangkok, Thailand. Invitations from other States to host the meeting are welcome.*

2.3.2 As mentioned in SC1/11 above, the 2nd Meeting of the Steering Committee will be held 1-2 December 2010 at the ICAO Regional Office in Bangkok. In addition to Active Participating States, who are members of the Steering Committee, User States and other States in the region are encouraged to attend and provide their input.

2.4 **Training.**

2.4.1 **CDO Workshop.** The FAA and ICAO PBN Programme conducted a two-day Workshop on Continuous Descent Operations for 21 FPP staff and participants from China. CDO will be incorporated in the procedure design and airspace training provided by the FPP.

2.4.2 **PANS OPS Initial Course.** The first FPP PANS OPS Initial Course was very successfully conducted from June 21 to July 16. Mike Tam, the FPP Chief of Training and Sridhar Ramamurthy from India, were the instructors. There were fifteen participants from eight States. There were more than 25 nominations for the course; however class size was limited due to the size of the classroom. The next Initial Course is scheduled for 3-28 January 2011 in Beijing. The FPP is tentatively planning to offer two courses per year in 2011 and 2012, as long as demand warrants it.

2.4.3 **PBN Procedure Design Course.** The first of these courses, which teach PBN procedure design criteria, except for RNP AR, will be offered 1-17 September in Beijing. The FPP will have a newly renovated, bigger classroom available starting with this course, and consequently the class size has been raised to 24. The FPP is tentatively planning to offer two PBN Procedure Design Courses per year in 2011 and 2012, as long as demand warrants it.

2.4.4 **RNP AR Procedure Design Course.** The FPP has been negotiating for some time to bring an RNP AR Procedure Design Course from outside to Beijing in order to train the FPP staff and the regional pool of procedure design instructors. Unfortunately, that course is not going to be ready to conduct in October of this year as planned and the new target date will now be some time in the second quarter of 2011. The FPP will plan to offer the RNP AR Procedure Design Course as needed, but probably not to exceed once per year.

2.4.5 **PBN Airspace design workshops.** In late June, the ICAO PBN Programme, with FAA and Eurocontrol, conducted the first in a series of PBN Airspace Concept Workshops in Singapore. The objective of these workshops is to familiarize participants with airspace design as it relates to implementation of Performance Based navigation. Building on that framework, the FPP plans to offer PBN Airspace Design Workshops in the region on request. The FPP anticipates that this workshop can be used by a State to bring all the stakeholder members of their Airspace Design Team up to a common level of understanding regarding PBN and PBN airspace design, before they begin the PBN airspace design process in a terminal area in their State. We believe this can be a powerful tool to jumpstart PBN implementation in the States. To that end, the FPP Steering Committee agreed at its meeting in May to incorporate that training into the FPP offerings. To do this the FPP would plan to build a pool of instructors in the region to draw from. CAA Singapore has offered to play a key role in helping to get this effort off the ground. There is a possibility that the first workshop could be conducted around the end of 2010, late November or December. If there are

States that would be interested in having a PBN Airspace Design Workshop in their State, they should contact the FPP Manager.

2.4.6 **Procedure Design On-the-Job Training (OJT).** Many States do not have the expertise available, once their procedure designers are trained, to conduct OJT. The FPP will offer OJT in 3-week blocks, based on instructor resource availability. Trained procedure designers would be expected to come to Beijing with all the required data, maps, etc. for a project in their country, to work on that project under supervision of an instructor. Maximum OJT trainees will be 3 at one time. States should contact the FPP Manager to schedule this type of training. Presently two trainees are tentatively scheduled for OJT in November 2010.

2.5 **Participation in the FPP.** As previously mentioned, any State in the region can join the FPP at any time by signing the programme document previously transmitted by State Letter from the ICAO Regional Office in Bangkok. There are many reasons to join, and with the FPP now in operation, few reasons not to join. The FPP encourages States, that can afford to do so, to join as Active Participating States, as the current number of Active Participating States is still less than was envisioned when it was agreed to go forward with this concept of Active Participating States and User States. Also some States that signed on as User States may wish to consider changing their status to Active Participating State, now that the FPP is operational and they can see the benefits they can receive. What is most important however is that States join in this regional programme, regardless of which status, in order to make it a truly regional cooperative effort to achieve the many safety, access, capacity, efficiency and environmental benefits that are possible with PBN implementation. To encourage participation in the FPP the following draft APANPIRG conclusion is proposed for consideration by the meeting:

Draft Conclusion: Participation in the Asia-Pacific Flight Procedure Programme

States in the Asia-Pacific Region are encouraged to take part in the regional cooperative effort to achieve the safety, access, capacity, efficiency and environmental benefits that are possible with PBN implementation, by joining the Asia-Pacific Flight Procedure Programme (FPP).

2.6 Please consult the FPP web site <http://www.fpp-icao.org> for the latest information. The site is still a work in progress; however it should continue to improve.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and consider the information in this WP as they develop plans for implementation of PBN in their State.

3.2 The meeting is invited to accept the draft APANPIRG conclusion at paragraph 2.5, and forward it for consideration by the APANPIRG/21 meeting.

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