Terms of Reference

National Performance-Based Navigation Programme Managers (NPPMs)

National PBN Programme Managers (NPPMs):

1) Are responsible for ensuring that proper mechanisms are put in place for the effective implementation of PBN, including:

- Establishment of a National PBN Implementation Group.
- Development of a National PBN Implementation Plan.

2) Act as Focal Points and Coordinators of the activities of States' PBN Implementation Groups, including but not limited to the following:

a) Study of PBN operations technology and the Global and Regional guidance material.
b) Review of the regional air navigation plan and take account of regional ATM objectives and regional ATM requirements in terms of communication, navigation and surveillance elements.
c) Coordination with adjacent States.
d) Consistent with ICAO's regional air navigation plan, identification of the principal objectives of the State for implementation of CNS/ATM systems.
e) Review of the current and planned infrastructures in terms of airports, airspace, air routes, communications, navigation and surveillance elements.
f) Assessment of the current traffic density and carry out air traffic forecasts with emphasis on aircraft movements and regional flows of traffic.
g) Evaluation of the current ATM system, focusing on route structure, separation standards, equipage, maintenance, operations and procedures in order to identify any weaknesses.
h) As a result of gap analyses, development of functional requirements that would result in improvements/benefits both in the short term and the long term, keeping in view users' requirements.
i) Establishment of PBN operational objectives and supporting CNS elements that are most suitable for the scenario, taking into account the planning situation in adjacent States, the development status of ICAO guidance material (SARPs, PBN Manual, etc.) and the regional approach to air navigation planning.
j) Establishment of implementation time lines for new systems and decommissioning time lines for current ground systems that are not required as a result of the transition to PBN operations.
k) Carrying out of cost-benefit analyses to determine the most appropriate plan, using the iteration process.
l) Harmonization with the regional plan.
m) Formalization and maintenance of the planning document; and initiation of actions for the implementation of PBN.

3) Ensure that to the extent practical, the composition of the National PBN Implementation Group should include members from participating organizations, such as:

a) The national administration;
b) The regulating agency;
c) ATM service provider;

d) Airspace users;
e) The airport authority;
f) Research and development organizations;
g) Military authorities, including air defense; and
h) Other relevant bodies.

4) Participate in, coordinate and provide support to, APIRG PBN Implementation Task Force meetings and assigned tasks.

5) Facilitate the State's expeditious communication with ICAO with regard to PBN implementation

6) Ensure that updates regarding progress in the implementation of PBN are provided to ICAO.