



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIX MEETING OF THE PERFORMANCE BASED NAVIGATION  
TASK FORCE (PBN/TF/5)

Hong Kong, China 3-5 February, 2010

**Agenda Item 10: Flight Planning 2012 – PBN Flight Planning Issues****10.1 REVIEW OF PBN FLIGHT PLAN REQUIREMENTS**

(Presented by Australia)

**SUMMARY**

New Flight Plan requirements become effective on 15 November 2012. These contain some references to PBN but further refinements are necessary to incorporate the full transition to PBN.

**1. INTRODUCTION**

1.1 State Letter AN 13/2.1-08/50 gave details on the approved amendment to the Procedures for Air Navigation Services (Doc 4444) that included changes to the flight plan requirements. These are to be effective on 15 November 2010. APAC has a *Flight Plan & ATS Messages Implementation Task Force* that is working on the implementation of these amendments. This paper recommends that the PBN Task Force review the changes and make recommendations to ensure the transition to PBN will be adequately addressed.

**2. 2012 FLIGHT PLAN REQUIREMENTS**

2.1 The State letter is available at: <http://www.icao.int/cgi/SLEDlist.pl>. An initial review of the 2012 Flight Plan changes notes a number of observations and issues. These include:

- a. Under Item 10 – Equipment and Capabilities there is provision for an SBAS based APV – “A”. However there does not appear to be the capability to report other forms of APV such as Baro-VNAV etc.
- b. The RNP type is removed and replaced with “R” – PBN approved. The note indicates that the “PBN levels ... are specified in Item 18 following the indicator PBN/xx. Suggest discussion on the acceptability of this form of reporting and the need to update the PBN Manual to include ATS reporting.
- c. “G” indicates GNSS and the types of augmentation are to be annotated in Item 18 following the indicator NAV/ xx. As a stand alone annotation what does “G” indicate in terms of capability and crew qualifications?
- d. ADF is removed from the “S” and would need to be separately annotated as “F”. (See discussion below).

2.2 Modern airline aircraft often are not fitted with ADF equipment. The flight manuals may now allow the use of the PBN/RNP capability of the aircraft to ‘overlay’ existing ground based procedures such as NDB and VOR approaches if the approaches are contained in the FMC data base. Providing the underlying approach is still operational, and with appropriate regulatory approval, the crew can perform such approaches without the ground aid being serviceable and/or fitted to the aircraft. Item 10 currently requires that for an item to be annotated it indicates both the presence of the specific equipment and the capability commensurate with flight crew qualifications. Without this annotation, ATC may decline to approve the crew to undertake such approaches. Given the capability of the aircraft and crew to perform the intended operation then the flight planning requirements should be modified to allow the filing of for example “F” for ADF when the technical capability exists to fly the approach regardless of actual aircraft equipment fit.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to review the 2012 flight planning requirements against the PBN implementation initiatives and pass any recommendations to the APAC Flight Plan & ATS Messages Implementation Task Force and/or APANPIRG for further action.

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