



International Civil Aviation Organization

**The Eighth Meeting of the Performance Based Navigation Task Force
(PBN/TF/8)**

New Delhi, India, 12 – 13 May 2011

Agenda Item 4: PBN Implementation Issues

PBN REGIONAL DEVELOPMENT AND IMPLEMENTATION (REDI) INITIATIVES

(Presented by IATA)

SUMMARY

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

There are a group of industry partners and some States that are delivering working level support to other States, seeking the cooperation of developed States, and conducting regional training courses and workshops.

There is a need for formal recognition of these regional PBN support initiatives in order to create broader momentum and to showcase progress. In addition, there is a need for the coordination of State and Regional support activities, especially where multiple stakeholders are involved.

It is proposed that Regional Development and Implementation (REDI) Initiative be offered as a term to associate Regional and State support efforts that include the contributions of ICAO supporting agencies, industry partners and volunteering States, particularly where multiple stakeholders are involved.

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-11 RNP and RNAV SIDs and STARs

1. INTRODUCTION

1.1 At the Twenty-first meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/21), IATA proposed a regional support strategy to help States accelerate PBN implementation.

1.2 The proposed strategy was intended to support State and Regional PBN implementation by establishing a regional working level team (PBN Regional Development and Implementation (REDI) Team) to:

- a) Identify implementation needs and to organize appropriate resources;
- b) Formulate cooperative arrangements with volunteering States that are advanced in PBN to leverage knowledge and experience;
- c) Develop additional support mechanism that create skills and capabilities;
- d) Further promote PBN to decision makers within States to create the political will to invest and devote necessary resources for PBN implementation.

1.3 APANPIRG generally agreed with the requirements and objectives of the team and felt that the management structure and relation of REDI team with the Global GO-team should be reviewed along with the restructuring proposal of the APANPIRG Contributory Bodies Structure Review Task Force. No further actions were recommended.

1.4 In the interim, there are a group of industry partners and some States that are essentially fulfilling the intent of the PBN REDI concept by delivering working level support to States, seeking the cooperation of developed States, and conducting regional training courses and workshops.

2. DISCUSSION

2.1 ICAO FPP, COSCAP-SEA and States such as Thailand have already made a significant impact to the progress of PBN development in a number of countries throughout the region. Industry stakeholders such as Boeing, Airbus and IATA are also lending their support to State PBN implementation.

2.2 PBN implementation support being delivered in Indonesia, Nepal, Philippines (upcoming) and East Timor, Regional Operational Approval courses and workshops, and the FPP Procedure designer OJT program are just a few examples of regional partners working together to deliver results.

2.3 Upon further review of the REDI concept and in light of the on-going initiatives of the industry partners mentioned above, IATA concludes that a formal team under the APANPIRG Contributory Bodies Structure is not needed.

2.4 IATA concludes, however, that there is a need for formal recognition of PBN support initiatives in order to create broader momentum and to showcase regional progress. In addition, there is a need for the coordination of some of the State and Regional support activities, especially where multiple stakeholders are involved.

2.5 Therefore, it is proposed that Regional Development and Implementation (REDI) initiatives be offered as a term to associate Regional and State support efforts that include the contributions of ICAO supporting agencies, industry partners and volunteering States, particularly where multiple stakeholders are involved.

2.6 The goal of REDI Initiatives are to help fulfil regional 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;

- a) conducting safety assessments;
- b) collection of required data and practices to maintain data integrity;
- c) establishing the regulatory framework, approvals process and other mechanisms necessary for implementation and sustainment of PBN capabilities and;
- d) providing guidance to States in PBN en-route implementation, airspace route design and harmonization across FIRs.

2.7 The REDI Initiatives can complement the work of the Global PBN TF Go Teams by helping States actually implement the recommendations and actions suggested during Go Team visits.

2.8 IATA volunteers to work to provide support to this effort by helping to identify and coordinate Regional initiatives and to help coordinate State support as requested.

3. ACTION BY THE MEETING

3.1 The meeting is invited to support and forward to CNS/MET and APANPIRG for endorsement the use of the term PBN REDI Initiatives as a means to increase the momentum of implementation, help coordinate support efforts and to promote regional progress.

3.2 States that are further advanced in PBN implementation are encouraged to contribute to regional efforts to accelerate implementation.

3.3 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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