



International Civil Aviation Organization

The Ninth Meeting of the ICAO Asia/Pacific Performance-Based Navigation Task Force (PBN/TF/9)

Bangkok, Thailand, 27-30 March 2012

Agenda Item 7: Any Other Business

**Problem Encountered during PBN Implementation
FMS database limitation on applying
ICAO PANSOPS duplicate procedure identification**

(Presented by Hong Kong, China)

Summary

This paper provides information about the difficulty on applying ICAO PANSOPS duplicate procedure identification while implementing multiple PBN approach procedures to the same runway.

1. INTRODUCTION

- 1.1 The ICAO PBN TF developed a regional Implementation Plan for the Asia Pacific Region. ICAO requires States to implement various PBN procedures in accordance with specific timelines. To achieve these targets, States are obliged to develop and publish relevant procedures and operators are urged to be appropriately equipped to meet the requirements.

2. DISCUSSION

- 2.1 According to the ICAO SARPs stipulated in ICAO Doc8168, “Duplicate Procedure Identification” shall be adopted if two or more procedures to the same runway cannot be distinguished by the radio navigation aid type. In this case, suffix “x”, “y”, or “z” shall be used to differentiate different RNP APCH procedures to the same runway. Such naming convention will increase the length of the procedure identification from 6 alpha-numeric places to 7. At the moment, most FMS are not able to accept inputs of procedure identification with more than 6 alpha-numeric places. Only very few new aircraft types that equipped with the latest version of FMS models can accept the procedure identification with more than 6 alpha-numeric places.
- 2.2 Hong Kong has raised this issue at the PBN TF6 meeting (WP12), but other than the most inefficient way – wait for fleet upgrade, there is no sign of any remedial action available. As Hong Kong is developing more than one PBN approach procedure to the same runway to enhance the efficiency of aircraft operations, this limitation restricts the amount of aircraft that can fly the new procedure. Thus, less flight can enjoy the benefits of shorter track miles and enhanced operating efficiency of the new procedures.

3. ACTION BY THE MEETING

3.1 The meeting is requested to:

- a) take note of the limitation of FMS in accepting the RNP procedure identifications in accordance with the ICAO PANSOPS duplicate procedure identification; and
- b) provide more guidance to assist States and operators in resolving the FMS limitation.

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