



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY SIXTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION
PLANNING AND IMPLEMENTATION REGIONAL GROUP
(APANPIRG/26)**

Bangkok, Thailand, 7 – 10 September 2015

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning and
Implementation**
3.4: CNS
CANSO PBN BEST PRACTICE GUIDE FOR ANSPs

(Presented by CANSO)

SUMMARY

This paper presents the CANSO *PBN Best Practice Guide to ANSPs*. The document provides practical guidance to ANSPs that are embarking on the implementation of PBN. It draws on the lessons learned from those with previous PBN implementation experience and provides PBN guidance that specifically addresses the five key issues that have been highlighted by CANSO Members: knowledge, regulations, avionics equipment, resources and training.

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.

1. INTRODUCTION

1.1 CANSO has published the CANSO *Performance-Based Navigation Best Practice Guide for ANSPs*. The document provides practical guidance on Performance-Based Navigation (PBN) as it applies primarily to the terminal and approach environments. It highlights the need for a clear and concise set of design requirements, and focuses on the areas that ANSPs most commonly identified as areas of concern: knowledge, regulation, avionics equipment, resources, and training.

1.2 The Guide describes the expertise and partners needed in the design process. It shows ANSPs how to identify and allocate resources and subject matter experts, and to predict, understand and prepare for managing the changes inherent in PBN implementation.

1.3 A presentation of this document was made by CANSO at the recent ICAO Regional PBN Seminar on "*Expanding PBN and Facing the Challenges in the Asia and Pacific Regions*" which was held at the ICAO Regional Office, Bangkok from in June 2015.

2. DISCUSSION

2.1 Performance-Based Navigation (PBN) is the highest air navigation priority of the International Civil Aviation Organization (ICAO) and is an important element of the ICAO Aviation System Block Upgrades (ASBUs). The implementation of PBN is equally a high priority for CANSO and its Members, with CANSO providing practical information on implementing PBN to States and Air Navigation Service Providers (ANSPs).

2.2 CANSO has developed this Best Practice Guide as another practical and useful tool to assist in the implementation of PBN. The document provides practical guidance on PBN as it applies primarily to the terminal and approach environments. It highlights the need for a clear and concise set of design requirements, and focuses on the areas that ANSPs most commonly identified as areas of concern: knowledge, regulation, avionics equipage, resources, and training.

2.3 Consultation between the regulatory authority, the service provider, other stakeholders, and the users of the air navigation service is essential. The Guide describes the expertise and partners needed in the design process. It shows ANSPs how to identify and allocate resources and subject matter experts, and to predict, understand and prepare for managing the changes inherent in PBN implementation.

2.4 To secure most benefit from the Guide, ANSPs should first identify their aims for PBN implementation and how the benefits could help them. This knowledge can then be used to begin to develop their specific PBN implementation design requirements.

2.5 It is clear from the experiences shared and the guidance provided that PBN implementation can be an enormous job, requiring input from a wide range of stakeholders, and involving a large number of technical complexities. As ANSPs gain experience through the PBN implementation process – particularly with respect to the five key areas of knowledge, regulations, fleet equipage, resource, and training – this Best Practice Guide will be updated regularly.

2.6 The CANSO *Performance Based Navigation Best Practice Guide for ANSPs* can be downloaded from the CANSO website at www.canso.org.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- (a) Note the information contained in the paper;
- (b) Encourage States and ANSPs to avail themselves of the CANSO *PBN Best Practice Guide for ANSPs*;
- (c) Discuss any relevant matter as appropriate.

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