

# CAMBODIA PBN IMPLEMENTATION PLAN

(Presented by Cambodia)

## 1. INTRODUCTION

1.1. ICAO Asia/Pacific Air Navigation Planning and Implementation Regional Group, APANPIRG, adopted several conclusions to promote the uses of Performance-Based Navigation (PBN) and Global Navigation Satellite System (GNSS) as the navigation elements of CNS/ATM systems. These navigation technologies and specifications have promising potentials to provide accurate, reliable and seamless position determination and navigation capabilities to airspace users.

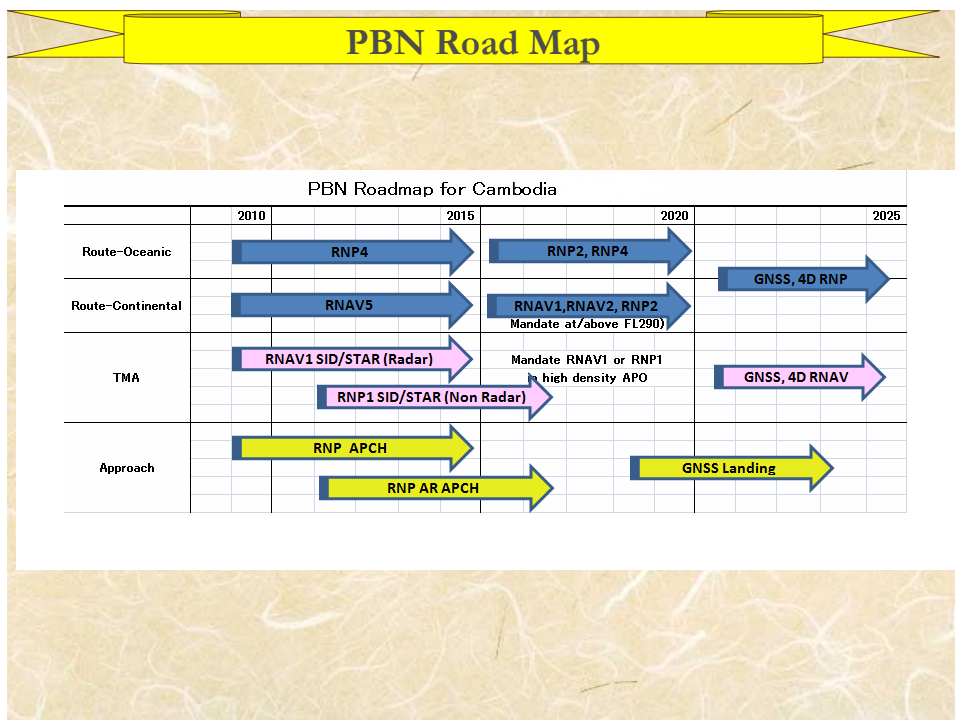
1.2. Introduction of PBN specifications and GNSS technology facilitate more efficient use of airspace and more flexibility for procedure design. They cooperatively result in improved safety, access, capacity, predictability, operational efficiency, fuel economy, and environmental effects.

## 2. WORKING TEAM FOR PBN AND GNSS IMPLEMENTATION

2.1. Recognizing the benefits of PBN and GNSS implementation prescribed in Asia Pacific PBN Implementation plan, Cambodia has set up the working team comprising relevant stakeholders (Cambodia Air Traffic Services, Airport, Airline operators and CAA) studying on PBN implementation.

2.2. The Working Team is responsible for developing policy, implementation plans, and implementation standards for the deployment of PBN and GNSS procedures and operations in Cambodia airspace. It adopted three areas of responsibility in regards to the implementation of PBN and GNSS in Cambodia airspace.

## 3. STATUS Of PBN IMPLEMENTATION PLAN



## PBN Application in Cambodia

### Between the Year 2010 – 2015

#### (1) Oceanic Route

RNP4                      N891 and R588

#### (2) Continental Domestic Route

1) RNAV5                W1: Phnom Penh - Siem Reap, R468: Phnom Penh - Ho Chi Minh  
M12: Phnom Penh – Vientiane

2) RNAV5                All new routes

3) RNAV5                All other domestic routes as required

#### (3) TMA

1) RNAV1 SID/STAR for the radar airports,  
50% of international airports by 2013, 75% by 2015

#### (4) Approach

1) RNP APCH with Baro-VNAV in most possible airports,  
30% of instrument runways by 2013, 50% by 2015

### Between the Year 2011 - 2017

#### (1) TMA

1) Basic RNP1 SID/STAR for the non radar airports

#### (2) Approach

1) RNP AR APCH for the mountainous or terrain surrounded airport:

## 6. ACTION BY THE MEETING

6.1 The Meeting is invited to note the information provided in this paper.

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