

**CORRIGENDUM TO THE ASIA/PACIFIC SEAMLESS ANS PLAN VERSION 4.0**

The *Asia/Pacific Seamless ANS Plan* is amended as follows.

*The text proposed to be removed has been strikethrough and the text to be inserted is highlighted in Grey.*

i) Paragraph 5.6 Table 1: Asia/Pacific ASBU Block 0, Block 1 and Block 2 Priority

Functional Category	Element	Description	Priority	Responsibility for Review
Technology	<del>NAVS-B0/1 to B0/4</del>	<del>SBAS, GBAS, ABAS, MON (PARS 7.5, 7.7)</del>	2	CNS-SG
	NAVS-B0/1	GBAS (PARS 7.5, 7.7)	2	CNS SG
	NAVS-B0/2	SBAS (PARS 7.5, 7.7)	2	
	NAVS-B0/3	ABAS (PARS 7.7)	1	
	NAVS-B0/4	Nav. MON (PARS 7.7)	1	

ii) Paragraph 5.10

There are 4820 Priority 1 elements as follows:

- a) Aeronautical Meteorology: AMET-B0/1 to B0/4;
- b) Aeronautical Information Management: DAIM-B1/1 to B1/6\*;
- c) Airport CDM: ACDM-B0/1;
- d) ANSP human and simulator performance (Regional);
- e) ATS Inter-facility Datalink Communications: FICE-B0/1;
- f) Space object launches and re-entry management (Regional);
- g) Civil-Military SUA management (Regional);
- h) Civil-Military strategic and tactical coordination (Regional);
- i) Core data communications: COMI-B0/3, B0/7 and B1/1;
- j) Direct and Free Route Operations: FRTO-B0/1 to B0/4;
- k) Enhanced SAR systems (Regional);
- l) Ground-based Surveillance: ASUR-B0/1 to B0/3;
- m) Network Operations: NOPS-B0/1 to B0/5;
- n) Performance-based Navigation Approach Procedures: APTA-B0/1 and B0/2;
- o) Runway Sequencing: RSEQ-B0/1 to B0/2; ~~and~~
- p) Safety Nets: SNET-B0/1 to B0/4; ~~and~~
- q) Navigation Systems: NAVS-B0/3 and NAVS-B0/4.

\*Note: DAIM-B1/7 is placed within PASL Phase III.

## iii) Paragraph 7.5

Where practicable, all instrument runways serving aeroplanes should have the following approach procedures consistent with **APTA-B0/1** (Priority 1) and **APTA-B0/3**:

- a) SBAS/GBAS CAT1 precision approaches (Priority 2); or ILS CAT1 approaches (with APV approach as a backup); or
- b) Approaches with Vertical Guidance (APV); RNP APCH with LNAV-VNAV or LPV Minima; or
- c) if an APV is not practical, straight-in RNP APCH with Lateral Navigation (LNAV) or SBAS based LPV Minima.

## iv) Paragraph 7.7

SBAS, GBAS, ABAS and Nav. MON systems should be established as appropriate to the level and type of aircraft operations and the operating environment consistent with NAVS-B0/1 to B0/4, subject to an assessment of benefits and costs.

*Note 1: States should prioritize implementation of regulations and infrastructure for facilitating use of ABAS and establishing a Nav. MON (Priority 1).*

*Note 2: the application of GNSS and its augmentations such as GBAS Landing System (GLS) is recommended where these systems were economically beneficial.*

*Note 3: As far as practicable, airspace and instrument flight procedures associated with international aerodromes should not be constrained by international borders and political barriers, and be established only after appropriate consideration of:*

- a) environmental efficiencies;
- b) noise abatement and local authority regulations;
- c) adjacent aerodromes;
- d) conflicting instrument flight procedures; and
- e) affected ATC units or ATM procedures.