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International Civil Aviation Organization

The Combined Tenth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/10) and Twenty—Seventh Meeting of the South East Asia ATS Coordination Group (SEACG/27)

Bangkok, Thailand, 30 March – 03 April 2020

Agenda Item 4: Implementation of CNS/ATM Systems

TRANSITION PLANNING FOR RNP APCH CHART IDENTIFICATION

(Presented by the Secretariat)

SUMMARY

This paper presents information provided to the Seventh Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/7, Bangkok, Thailand, 05 to 09 August 2019), and other ATM-related meetings, relating to transition planning for RNP Approach Chart Identification.

1. INTRODUCTION

1.1 ICAO Doc 8168, *PANS - Aircraft Operations (PANS-OPS)*, Volume II, Amendment 6 (effective on 13 November 2014) introduced a change in chart identification for PBN approaches. For the transitional measures of implementation, it allows States to use both existing and new chart identification until 30 November 2022. In addition, ICAO published Circular 336, *Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction* to provide guidance on the changes of Amendment 6.

1.2 As two types of chart identification for RNP APCH were used, some concerns were raised during the application of new chart identification, namely FMS limitations in terms of both hardware and software changes, and confusion by pilots. As a result of these, ICAO issued Electronic Bulletin 2017/05 to stop the application of new chart title until new transition planning guidance material would be available in January 2017.

1.3 As a follow-up of the EB2017/05, ICAO issued Electronic Bulletin EB 2018/11 (5 March 2018) to inform that revised guidance material, Circular 353, *Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP* had been published to support implementation of the new PBN approach chart identification.

1.4 The Fifth Meeting of PBN Implementation Coordination Group (PBNICG/5, Nadi, Fiji, 2-4 May 2018) asked States to begin internal coordination on the State transition plan and to provide information on their situation including planned and published RNP APCH procedures and desired time slot. The PBNICG/6 meeting, held in Bali, Indonesia, from 24 to 26 April 2019, finalized the Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP.

2. DISCUSSION

Outcome of PBNICG/6 Meeting

2.1 ATM/SG/7 was informed of the outcomes of PBNICG/6, held from 24 to 26 April, 2019, in Bali, Indonesia.

2.2 The Secretariat presented the progress of the regional transition plan development for RNP APCH chart identification from RNAV to RNP, which had been conducted since the PBNICG/5 meeting. A draft plan was developed based on a survey conducted by the RSO and coordinated with ICAO Headquarters. While noting that most of the 12 respondent States had their own regulations, published their requirements and applied them to their operations, it was recognized that around two thirds of APAC States did not respond to the survey.

2.3 Australia had informed PBNICG/6 that a contingency plan should be considered and developed in the Global and Regional Transition Plans, in case data houses could not meet the States' demand for chart changes as airlines were heavily dependent on the navigation data from the data houses, which had limited capacity. The potential detrimental effect could be that critical safety information may not be delivered in a timely manner because of the capacity overflow of data houses.

2.4 Other comments on the draft plan were that proposed 18 AIRAC Cycles were too challenging to comply because of other safety information to be published at the same period, and priority to chart title change should not be considered if other important changes in the chart are arisen.

2.5 PBNICG/6 agreed to the proposed regional transition plan and encouraged States to begin transition based on the proposed plan. However, any State which could not follow the plan due to the number of procedures and internal publication process could implement chart transition in accordance with the State's own plan, which should be aligned with regional plan to the maximum practicable extent.

2.6 ATM/SG/7 endorsed Draft Conclusion PBNICG/6, which was subsequently referred to APANPIRG by the Twenty Third Meeting of the Communications, Navigation and Surveillance Sub-Group of APANPIRG (CNS SG/23, Bangkok, Thailand, 02 to 06 September 2019)

2.7 APANPIRG/30 (Bangkok, Thailand, 04 to 06 November 2019, adopted the following Conclusion:

Conclusion APANPIRG/30/14 – Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP

Considering ICAO provided a guidance and template on transition planning for RNP approach chart identification, That,

- a) *The Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP in **Appendix B to the Report** on agenda item 3.4 be adopted as a regional plan for RNP APCH chart identification transition;*
- b) *ICAO Regional Office coordinate with ICAO PBN Programme Office for the inclusion of the plan in the Global Dashboard for the progress monitoring;*
- c) *ICAO PBN Program Office to confirm that a global contingency plan has been developed and coordinated with all Regional Offices and with the major data houses;*

- d) *ICAO PBN Programme Office to provide an updated version of the Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP to ICAO Regional Office;*
- e) *ICAO Regional Office to publish the plan on the ICAO Regional Office website; and*
- f) *States develop their transition plan and implement the chart identification transition according to their designated slots.*

2.8 The Asia/Pacific Regional Transition Plan is provided in **Attachment A**.

Request to Limit Information Provided Under the AIRAC System

2.9 On 13 March 2020 ICAO promulgated Electronic Bulletin (EB) 2020/21 (**Attachment B**). The EB noted that, due to the COVID-19 pandemic, data houses had implemented contingency plans to assure the production and delivery of aeronautical data products. However, these contingency plans have limited the capacity of data houses, and therefore States were advised to limit, as much as possible, the information provided under the Aeronautical Information Regulation and Control (AIRAC) system.

2.10 Noting that such limitation of information promulgated by States may impact the execution of the Regional transition plan, and that the plan included detailed timelines to facilitate State compliance by the November 2022 applicability date, the ICAO Asia/Pacific Regional Office has commenced coordination with ICAO Headquarters to ascertain what globally coordinated contingency arrangement may be applied. APAC States will be informed in due course.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the Regional transition plan;
- c) note Conclusion APANPIRG/30/14 – Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP; and
- d) note EB 2020/21.

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International Civil Aviation Organization

ELECTRONIC BULLETIN

For information only

EB 2020/21

13 March 2020

REQUEST TO LIMIT INFORMATION PROVIDED UNDER THE AIRAC SYSTEM

1. The outbreak of COVID-19 was declared to constitute a Public Health Emergency of International Concern (PHEIC) on 30 January 2020. As of 7 March 2020, the global number of confirmed cases of COVID-19 has surpassed 100 000. The World Health Organization (WHO) has called on all countries to stop, contain, control, delay and reduce the impact of the virus at every opportunity (<https://www.who.int/news-room/detail/07-03-2020-who-statement-on-cases-of-covid-19-surpassing-100-000>). On 11 March 2020, WHO announced that “COVID-19 can be characterized as a pandemic” and called for stronger measures to contain the disease (<https://www.who.int/dg/speeches/detail/who-director-general-s-opening-remarks-at-the-media-briefing-on-covid-19--11-march-2020>).

2. The International Civil Aviation Organization (ICAO) is working closely with WHO in providing updated advice regarding COVID-19 and civil aviation. In relation with international travel health related issues, note that WHO and ICAO have also signed a joint Statement (<https://www.icao.int/Security/COVID-19/Pages/Statements.aspx>) which we remind all stakeholders of the importance of following existing regulations and guidance, particularly the relevant standards contained within the various Annexes to the Convention on International Civil Aviation and the International Health Regulations (2005).

3. Advice on reducing the risk of the spread of COVID-19 in aviation is available on the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) website (<https://www.capsca.org/CoronaVirusRefs.html>).

4. The ICAO Council affirmed the urgent need to reduce the public health risk of the spread of COVID-19 by air transport and protect the health of air travellers and aviation personnel. Furthermore, the Council urged ICAO Member States and stakeholders to take the necessary actions to maintain the sustainability of air transport and the highest level of safety (<https://www.icao.int/Newsroom/Pages/ICAO-Council-adopts-covid.aspx>).

5. Due to the COVID-19 outbreak, data houses have implemented contingency plans to assure the production and delivery of aeronautical data products. However, these contingency plans have limited their capacity and therefore States are advised to limit, as much as possible, the information provided under the Aeronautical Information Regulation and Control (AIRAC) system. With this request, ICAO intends to minimize the impact of the current situation on the aviation industry and ensure that changes are processed and made available in time for the continuing safe air operations.

Issued under the authority of the Secretary General