

International Civil Aviation Organization



ICAO

**Twenty Fifth Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS SG/25) of
APANPIRG**

Web-conference, 18 – 22 October 2021

Agenda Item 5: Navigation

**Review Report of The Eighth Meeting of Performance Based Navigation
Implementation Coordination Group (PBNICG/8)**

(Presented by Secretariat)

SUMMARY

This paper provides information on the outcomes of the **PBNICG/8** held through VTC from 6-8 July 2021 for the review by the meeting.

1. INTRODUCTION

1.1 The Eighth Meeting of the Performance Based Navigation Implementation Coordination Group (PBNICG/8) was held through Video Teleconference (VTC), from 6-8 July 2021. The meeting was attended by 100 participants from States, IATA, IFALPA, IFATCA and ICAO. The relevant presentations and documents are available at following link:
<https://www.icao.int/APAC/Meetings/Pages/2021-PBNICG-8-.aspx>

1.2 The Secretariat presented global PBN implementation status at international airports. The secretariat also presented current implementation status of Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP. The list of action items agreed by the previous meetings were also discussed and all the action items were closed after deliberation in the meeting.

2. DISCUSSION

2.1 The meeting deliberated on the following main Agenda Items:-

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| Agenda Item 2: | Global and Regional PBN Updates |
| Agenda Item 3: | Implementation status of the Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP |
| Agenda Item 4: | States' PBN Implementation Progress |
| Agenda Item 5: | Review and update of action list |

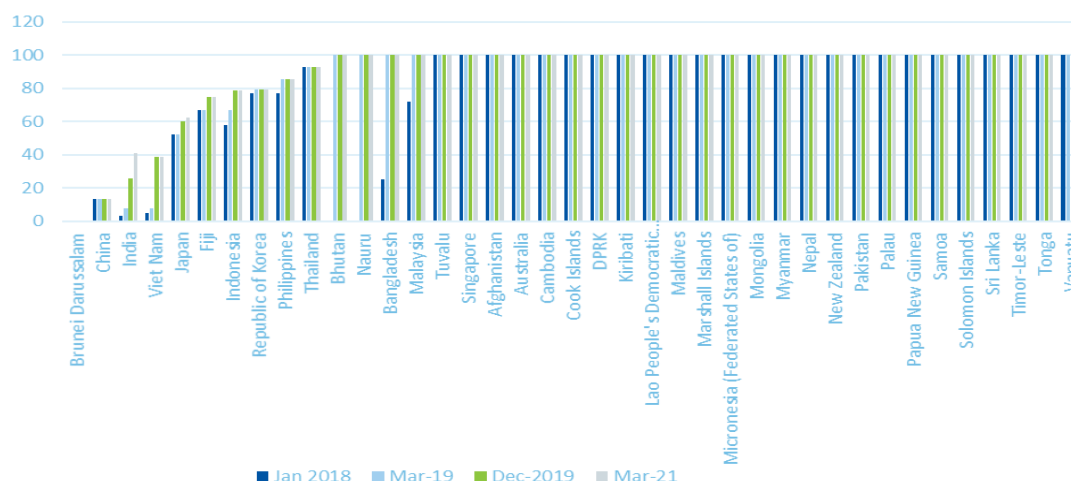
2.2 Global and Regional PBN implementation update

2.2.1 ICAO presented global PBN implementation status as available in ICAO iSTARS. ICAO informed that regarding key requirement of ICAO Assembly Resolution A37-11, which was the implementation of approach procedures with vertical guidance (APV) for all instrument runway ends by 2016, the APAC Region was behind global achievement. However, implementation of PBN SID/STAR was above the global implementation status (Table 1). State-wise APV implementation progress is given in chart-1 below.

Table 1. ICAO Assembly Resolution A37-11 Implementation Status

March 2021	LNAV(including LNAV only)	APV		PBN SID	PBN STAR
		LNAV/VNAV	LPV		
Global (%)	71.4	59.4	34.4	49.4	44.8
Asia/Pacific (%)	57.5	47.1	0	71.6	68.8

Chart-1 PBN (Approach) Update, as of March 2021(as per iSTARS)



2.3 Implementation status of the Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP

2.3.1 The Secretariat presented the Implementation status of the regional transition plan for RNP APCH chart identification from RNAV to RNP, Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP as adopted by APANPIRG/30 vide Conclusion APANPIRG/30/14. The Secretariat invited the participants to review if there was any change to their APAC Regional Transition Plan and to report the same to APAC-RSO@icao.int. None of the States expressed deviation from the plan. The Secretariat reminded the States about target date as November 2022 for RNP transition. The plan is available at the following link on ICAO APAC webpage:

<https://www.icao.int/APAC/Documents/edocs/APX.%20B%20-%20Regional%20Transition%20Plan%20for%20RNP%20Chart%20Identification.pdf>

2.4 State's PBN Implementation Progress

2.4.1 China, India, Indonesia, Myanmar, Nepal and Thailand presented their States PBN Implementation Progress. China informed that they had implemented RNP AR SIDs at some domestic airports. India presented a paper on implementation of PBN approach procedures on non-instrument runways.

2.4.2 Nepal informed the meeting that they have implemented RNP AR Departure at some Airports. Pakistan enquired about criteria used in implementation of RNP AR Departure. Nepal informed that they were using the criteria in Doc 9905 for RNP AR APCH procedure. ICAO clarified that RNP AR departure criteria was under development.

2.4.3 ICAO appreciated Myanmar for implementing RNP to ILS procedure and advised other States to consider using this criteria as this may enhance efficiency of operations as ILS then can be used even in the absence of Initial Approach Nav-Aid, such as VOR or NDB.

2.4.4 ICAO queried Thailand about the reason to implement only LNAV procedures at some airports, Thailand informed that these were old procedures and were being reviewed. Thailand also stated that all new procedures would be LNAV/VNAV.

2.4.5 Bangladesh wanted some guidance on the PBN Ops approval, which is a key component of PBN implementation as without OPS approval all the efforts will go waste. ICAO explained that some PBN ops Approval activities have been conducted through the COSCAPs (South Asia, South East Asia and North Asia), which are ICAO Technical Cooperation Bureau programs funded by States. Australia and Nepal shared their experience and provided the web link to their regulations. ICAO will contact COSCAPs and States to provide further information in the next meeting.

2.5 Review and update of action list

2.5.1 ICAO presented the list of action items agreed by the previous meetings. There were two action items left for discussion at the meeting. ICAO informed the meeting that issue about the discrepancy in the list of international airports in iSTARS and APAC Air Navigation Plan (ANP) was discussed with ICAO HQ and it was agreed that ANP to be used as reference for number of international airport. This issue was also discussed at AOP SG/4 and APANPIRG/31, States have been urged to update their list in ANP Vol-I & Vol-II. ICAO informed the meeting about the progress of each action item, and the meeting agreed to close both items after deliberations (see **Appendix X**).

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

- Note the information contained in this paper;
- b) Consider the endorsement of the report, and
- c) Discuss any relevant matters as appropriate.

Appendix

Action Item	Action	Owner	Contributors	Target date	Status	Result
6/1	ICAO APAC RSO to consult ICAO HQ and related Panel/Study Group to better understand the rationale supporting the designation of PBN routes, conventional routes, PBN airspace, and the reason for not allowing vertical division of ATS routes.	APAC RSO	ICAO HQ, IFPP and related Panel/Study Group	Before PBNICG8	Closed	Principles governing the identification of navigation specifications and the identification of ATS routes is described in ICAO Annex 11, Appendix 1. Route Designators are managed by Regional Office. Due to limitation in number of Route Designator, Vertical Division is not encouraged.
7/1	ICAO APAC RSO to coordinate with ICAO HQ that number of International Instrument Runway Ends to be included in iSTARS should be based on the latest information available in ANS plan.	APAC RSO	ICAO HQ, iSTARs Group	31-Mar-21	Closed	RSO discussed the issue with ICAO HQ. It was agreed that ANP to be used as reference for Number of International Airport. This was also discussed in APANPIRG/31 and as per Para 3.1.4 of the report, States have been urged to update the list in ANP Vol-I and Vol-II.