



ICAO

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)**

Video Teleconference, 29 March – 02 April 2021

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**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 15<sup>th</sup> Meeting of the Asia/Pacific AIS-AIM Implementation Task Force (AAITF/15, 01 – 05 June 2020), and subsequently reported to the Eighth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/8, 23 – 27 November 2020), and other ATM-related meetings, relating to transition planning for RNP Approach Chart Identification.

**1. INTRODUCTION**

1.1 Amendment 6 to ICAO Doc 8618 *Procedures for Air Navigation Services – Aircraft Operations Volume II*, effective on 13 November 2014, introduced a change in chart identification for Performance-Based Navigation (PBN) approaches. As a transitional measure for implementation, it allows the use of both existing and new chart identification until 30 November 2022. To provide guidance for the transition, ICAO published Circular 336 Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction. Revised guidance was then published in Circular 353, Transition Planning for Change to Instrument Flight Procedure Approach Chart Identification from RNAV to RNP

**2. DISCUSSION**

2.1 The ICAO Asia/Pacific PBN Implementation Coordination Group (PBNICG), in coordination with relevant bodies including AAITF, the CNS Sub-Group of APANPIRG, and APANPIRG, formulated the Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP. The transition plan was adopted by APANPIRG/30 in September 2019, in the following Conclusion which was also endorsed by ATM/SG/7:

***Conclusion APANPIRG/30/14 (CNS SG/23/8-PBNICG/6/1) – 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.

2.2 The transition plan, provided in **Attachment A**, is also available on the ICAO Asia/Pacific eDocuments web-page (ATM and CNS Sections) at [APAC Electronic Documents \(icao.int\)](https://www.icao.int/APAC/ElectronicDocuments).

#### ICAO EB 2020/21

2.3 On 13 March 2020 ICAO Headquarters issued Electronic Bulletin (EB) 2020/21 – *Request to Limit Information Provided Under the AIRAC System*. The EB (**Attachment B**) included the following paragraph:

*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.*

2.4 Following up on an enquiry from an Asia/Pacific State on what effect this may have on the Transition Plan, ICAO APAC Regional Office has communicated on the matter with Headquarters. No information on Headquarters' consideration of this matter has yet been received.

2.5 Due to the impact of the COVID-19 pandemic, the ICAO Council is giving some consideration to deferring the applicability of ICAO provisions that would otherwise become applicable on 05 November 2020. However, Regional Office is not aware of any discussion of deferment of subsequent applicability dates.

2.6 Noting that the Regional Transition Plan is part of an overall globally coordinated and agreed plan to ensure implementation by the November 2022 applicability date specified in PANS-OPS, the significant number of APCH charts that some APAC States must transition, and the APANPIRG Conclusion supporting the Regional Transition Plan, APAC Administrations should continue to process the chart changes in accordance with the plan.

2.7 APAC Administrations are also encouraged to inform the ICAO Regional Office in cases where data houses either reject or fail to process chart identification changes from RNAV to RNP that are included in AIP Amendments in compliance with the Aeronautical Information Regulation and Control (AIRAC) and accordance with the APANPIRG-agreed transition plan.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any current issues in relation to the Transition Plan; and
- c) discuss any relevant matters as appropriate.

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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

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