



International Civil Aviation Organization

**THE TENTH MEETING OF PERFORMANCE BASED NAVIGATION
IMPLEMENTATION COORDINATION GROUP (PBNICG/10)**

(Bangkok, 19 – 21 April 2023)

Agenda Item 1: Adoption of Agenda

PROVISIONAL AGENDA

(Presented by the Secretariat)

Timing: 0900-1130 (Bangkok time) - Lunch break - 1300-1700

- Agenda Item 1: Election of Chairperson
- 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 and the challenges faced by the States and lessons learnt.
- Agenda Item 5: Established on RNP AR (EoR)
- Agenda Item 6: PBN Training for ATC
- Agenda Item 7: Any other business

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Explanatory Notes on Provisional Agenda Items

Agenda Item 1 – Self explanatory

Agenda Item 2 – Latest development globally and in the region in the field of PBN along-with PBN procedure implantation status will be discussed

Agenda Item 3 –States to report the Implementation status of the Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP, which is available on ICAO APAC website on the following link-

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

Agenda Item 4 – States to report PBN Implementation Progress and the challenges faced by the States and lessons learnt with an aim to find out solutions through knowledge sharing amongst the States

Agenda Item 5 - Established on RNP AR (EoR) is operation for simultaneous approaches that considers aircraft conducting an RNP AR APCH procedure eligible for Simultaneous Operations on parallel or near-parallel Instrument Runways. This has a great potential of shorter, precise, repeatable and stabilized flight paths resulting in fuel savings on final approach and consequent reduction in emission.

Agenda Item 6 – As ATC is critical for safe and effective implementation of PBN procedures, they need to be adequately trained in PBN especially the way it is handled by the airborne system, such as the importance of QNH setting for the PBN procedures and possible limitation of some FMS in handling PBN procedures.