Review of PBN priorities in APAC Seamless ANS Plan

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Conclusion adopted at APANPIRG35

APANPIRG/36   3.2-2
Report on Agenda Item 3.2

3.2.8   APANPIRG/36 agreed to the Conclusion respectively.

Conclusion APANPIRG/36-5: Corrigendum to the Asia/Pacific Seamless ANS Plan Version 4.0	
What: That, 1. the corrigendum to the *Asia/Pacific Seamless ANS Plan Version 4.0* at **Appendix A** to the Report on Agenda Item 3.2 be adopted, and uploaded to the ICAO Asia/Pacific Regional Office webpage to supplement the existing version; 2. the ICAO Secretariat to update the Asia/Pacific Seamless ANS Reporting Tool to reflect these changes; and 3. States are urged to update their national air navigation plan (NANP) to align with the revised *Asia/Pacific Seamless ANS Plan Version 4.0.*	Expected impact: ☐ Political / Global ☐ Inter-regional ☐ Economic ☐ Environmental ☒ Ops/Technical
Why: To update and accurately reflect the priorities of ASBU NAVS elements within the Asia/Pacific Seamless ANS Plan.	Follow-up: ☐Required from States
When: 26-Nov-25	Status: Adopted by PIRG
Who: ☒Sub groups ☐APAC States ☒ICAO APAC RO ☐ICAO HQ ☐Other:	

Asia Pacific Seamless ANS Plan

- Version 4.0 **(Updated in Nov 2024)**

Review the priority of ASBUs :   APTA and NAVS (OPEN DOCUMENT)

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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 strike through 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	~~NAVS-B0/1 to B0/4~~	~~SBAS, GBAS, ABAS, MON (PARS 7.5, 7.7)~~	~~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	

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ii)   Paragraph 5.10

There are ~~18~~20 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.

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Appendix A to the Report on Agenda Item 3.2

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.

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

Note 23: 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.

Action by Meeting

The meeting is invited to:

1. note the information presented; and take action, as appropriate.

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