



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SEVENTH MEETING OF THE PERFORMANCE BASED NAVIGATION
TASK FORCE (PBN TF/7)

Bangkok, Thailand, 1-3 September 2010

Agenda Item 3: APAC Region PBN Implementation

REPORT ON ATM/AIS/SAR/20

(Presented by the Secretariat)

SUMMARY

This Working Paper presents an overview of the outcome of the twentieth meeting of the Air Traffic Management/Aeronautical Information Service/Search And Rescue Sub Group of APANPIRG (ATM/AIS/SAR SG/20) held from 05-09 July 2010 at Singapore. Some of the important issues relating to PBN are highlighted.

This paper relates to

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

D: Efficiency – Enhance the efficiency of aviation operations

1. INTRODUCTION

1.1 The 20th meeting of the Asia/Pacific Air Traffic Management/Aeronautical Information Service/Search and Rescue Subgroup of APANPIRG (ATM/AIS/SAR SG/20) was held from 5-9 July 2010 in Singapore. Meeting reviewed the APANPIRG/20 report and subsequent ANC actions with respect to ATM/AIS/SAR issues. The meeting also reviewed the ATS coordination Group and relevant Sub Groups/Task Force activities since last meeting. Full copies of the meeting reports are available on the web site of the ICAO Asia and Pacific Office at <http://www.bangkok.icao.int/> under the 'Meetings' menu.

1.2 At PBN TF/6 meeting held in February 2010, IATA and a group of volunteering States (Australia, Hong Kong China, New Zealand and Thailand) were tasked to conduct a review and provide a harmonization report of State PBN implementation plans. Due to rescheduling of PBN/TF/7 meeting, the report was therefore directly presented to the ATM/AIS/SAR/20 Sub-Group.

2. DISCUSSION

Extracts from ATM/AIS/SAR/SG/20 meeting report are produced below:

Review of Outstanding Conclusions and Decisions of APANPIRG

2.1 While reviewing the lists, the meeting considered that with respect to Conclusion 18/53, it was considered necessary to encourage States who had not submitted their Performance Based Navigation (PBN) implementation plan, to do so as soon as possible.

Review of ANC/Council Actions on the Report of APANPIRG/20

2.2 Confirming the request of APANPIRG in its Conclusions 20/37 (guidance material for PBN implementation), 20/42 (PBN safety assessment training) and 20/48 (Flight inspection and validation of flight procedures), the ANC requested the Secretary General to address these Performance Based Navigation (PBN) issues through appropriate ANC Panels and Study Groups.

PBN State Plan Harmonization Report

2.3 IATA summarized a review of the State PBN plans undertaken by a core group as tasked by PBN TF/6. It informed that due to the rescheduling of PBN/TF/7 meeting, the review report would be presented to the CNS/MET SG/14 meeting scheduled in Jakarta from 19 to 23 July.

2.4 The specific results for each State would be treated as confidential with feedback provided directly to the respective State. The report was an overview of the results noting the number of plans as robust, marginal or incomplete based on the review criteria.

2.5 The report highlighted slow progress within the Asia Pacific region with approximately half the States having not submitted a plan to ICAO as mandated by ICAO (by the end of 2009). Of the plans submitted, only 7 State plans were rated as robust demonstrating that many States may need extra support for implementation.

2.6 The report indicated that APAC region may not meet the **ICAO 2010 implementation targets** and stands at risk of not meeting the future targets for 2014 and 2016.

2.7 WP/30 also presented by IATA noted the results of the review and called on urgent action by the States and the region to accelerate PBN planning, development and implementation.

2.8 A specific area of the Regional Plan that needs attention is implementation in the en-route phase with regards to airspace design and harmonization across FIR boundaries. IATA reinforced the need for increased support and proposed items that should be included within the Regional Support Strategy. It was suggested that the creation of PBN Regional Development and Implementation (REDI) teams may be considered to help fulfill several of these objectives and engage at a working level to coordinate and provide assistance to States in areas such as;

- ❖ Completion and improvement of PBN implementation plans.
- ❖ Conducting safety assessments.
- ❖ Collection of required data and practices to maintain data integrity.
- ❖ Guidance to establish the regulatory framework, approvals process and other mechanisms necessary for implementation and sustainment of PBN capabilities.

2.9 States that have advanced in PBN implementation were encouraged to assist other developing States through bi-lateral arrangements and/or through collaborative regional activities such as seminars, workshops and on-site State support visits.

2.10 The Strategy also needs to provide increased guidance to States for implementation in the en-route phase. The Southeast Asia Route Review Task Force is currently responsible for improving en-route airspace in the WPAC/SCS area south of the Fukuoka FIR, considering AR 9 traffic flow, and is the only group tasked specifically to consider PBN en-route requirements.

2.11 Given the importance of PBN implementation to ATM activities IATA felt it important that the meeting highlight its concerns to APANPIRG to ensure a clear strategy and focus is provided for future activities including those within existing workgroups.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note in general the contents of the meeting report presented in this working paper.
- b) Note IATA felt it important that the meeting highlight its concerns to APANPIRG to ensure a clear strategy and focus is provided for future activities including those within existing workgroups.

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