

REVISED NAVIGATION STRATEGY FOR THE ASIA/PACIFIC REGION

Considering:

- a) the material contained in the Performance Based Navigation Manual (Doc 9613) for enroute, approach, landing and departures operations;
- b) operators are equipped to support PBN operations;
- c) GNSS is the navigation sensor for RNP;
- d) APV operations may be conducted with either BARO-VNAV or augmented GNSS;
- e) Augmented GNSS to support Category I operations will be available by end 2012 and Category II and III operations by 2015;
- f) ILS is capable of meeting the majority of requirements for precision approach and landing in the Asia-Pacific Region;
- g) MLS CAT III is operational;
- h) the need to maintain aircraft interoperability both within the Region and between the Asia/Pacific Region and other ICAO regions and to provide flexibility for future aircraft equipage.
- i) single-frequency GNSS may be susceptible to radio frequency interference and ionospheric disturbances;

Strategy

- i) Convert from terrestrial-based instrument flight procedures to PBN operations in accordance with the Asia/Pacific Seamless ATM Plan;
- ii) retain ILS as an ICAO standard system for as long as it is operationally acceptable and economically beneficial;
- iii) implement GNSS with augmentation as required for APV and precision approach or RNP AR (Authorisation Required) operations where it is operationally required and economically beneficial;
- iv) implement the use of APV operation in accordance with the Asia/Pacific Seamless ATM Plan;
- v) rationalize terrestrial navigation aids, retaining a minimum network of terrestrial aids necessary to maintain safety of aircraft operations;
- vi) protect all the Aeronautical Radio Navigation Service (ARNS) frequencies; and
- vii) ensure civil-military interoperability.