



International Civil Aviation Organization

**The Eighth Meeting of the Performance Based Navigation Task Force
(PBN/TF/8)**

New Delhi, India, 12 – 13 May 2011

Agenda Item 4: PBN Implementation Issues

STATUS OF APANPIRG CONCLUSIONS

(Presented by the Secretariat)

SUMMARY

This paper presents the status of APANPIRG Conclusions related to the implementation of PBN within the Asia and Pacific (APAC) Regions and provides information on the follow-up actions that have taken place.

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-7 Dynamic and flexible ATS route management
- GPI-10 Terminal area design and management
- GPI-11 RNP and RNAV SIDs and STARs
- GPI-21 Navigation systems

1. **INTRODUCTION**

1.1 The APANPIRG/21 meeting was held from 6 to 10 September 2010. APANPIRG/21 made six Conclusions and two Decisions related to the PBN TF. Decision 21/29 is the subject of PBN/TF/8 WP08, and Decision 21/34 was that the PBN Task Force be continued.

2. DISCUSSION

2.1 The following Conclusions relevant to the PBN TF were made by APANPIRG/21, with follow-up actions in italics immediately after each Conclusion:

Conclusion 21/30 – Limitation of Older Generation FMS

That, ICAO (IFPP, PBNSG) be invited to note once again the importance of the limitation of older generation FMS in storing multiple procedures for the same type of navigation system for a runway. This limitation occurs when pilots attempt to select a specific approach that is not stored in the FMS navigation database. ICAO is requested to consider establishing additional guidance, supplementing existing PANS provisions and to explore solution(s).

An Issue Form has been sent to ICAO Headquarters and guidance material on this matter is expected to be available in 2012.

Conclusion 21/31 – Revised APAC Regional PBN Implementation Plan

That, the revised APAC Regional PBN Implementation Plan Version 2.0 provided in **Appendix M** to the Report on Agenda Item 3.4 be adopted.

State Letter T 8/2.13 AP162/10 (CNS) dated 20 October 2010 was sent to States to advise of the new version of the Regional PBN Plan. A copy of the Plan is also on the ICAO Regional Office website under 'APAC e-documents'.

Conclusion 21/32 – Develop State PBN Implementation Plan

That, the States, which have not developed their State PBN Implementation Plans so far, be urged to develop the plan in accordance with the Asia/Pacific Regional PBN Implementation Plan at the earliest and advise the Regional Office of the impediments they are facing in the implementation of PBN.

State Letter T 3/10.0, T3/8.30 – AP042/11 (ATM) dated 25 March 2011 was sent to States on this subject. This is also the subject of PBN/TF/8 WP02.

Conclusion 21/33 – Aircraft Equipage Requirements

That, ICAO provides guidance on aircraft that do not have a lateral and vertical readout on the navigation display, but do display the lateral and vertical profile on the navigation equipment, which could be considered as an alternate means of compliance, if supplemented by appropriate flight crew training for RNP value of 0.3 RNP or greater.

An Issue Form has been sent to ICAO Headquarters.

Conclusion 21/35 – Slow Progress of PBN Implementation

That, ICAO highlights the slow progress and impediments in PBN implementation at the upcoming 47th DGCA Conference for its support to expedite implementation.

Discussion Paper (DGCA — 47/DP/3/24, Status of PBN Implementation in the Asia Pacific Region) was presented to the 47th DGCA Conference (25-29 October, Macao).

Conclusion 21/36 – Progress of GNSS Implementation & Awareness of GNSS Manual

That, ICAO

- a) highlight the slow progress of GNSS implementation in the aviation field at forums such as the coming 47th DGCA Conference in October in Macao, China; and
- b) raise the awareness of existence of the GNSS Manual among the aviation community

Discussion Paper (DGCA — 47/DP/3/26, Delay in GNSS Implementation) was presented to the 47th DGCA Conference (25-29 October, Macao).

2.2 The following Conclusions relevant to the PBN TF were made by APANPIRG/21:

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to note the:

- a) APANPIRG Conclusions; and
- b) follow-up actions.

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