



# The Business Aviation Perspective

presented by  
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representing  
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International Business Aviation Council

\* A Member of the National Business Aviation Association



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# IBAC

- Supports Performance-Based approach for COM, NAV & SURV
- Recognizes need for Aircraft Systems Certification
- Recognizes The need for specific ops approvals i.e. RNP AR APCH
- Endorses requirement for Flight Crew Training



# IBAC

- Advocates the relaxation of the need for Ops Approvals as PBN Procedures become progressively embedded in Ab-Initio and Recurrent IFR training processes
- Acknowledges the burden that the process of LOA/OpSpec approvals impose on Regulators and Operators



## RNP 1 based SIDs/STARs

- Many of the Legacy Business Aircraft will require upgrades to become RNP 1 compliant
- Replacement of RNAV 1 SIDs/STARs by RNP 1 SIDs/STARs creates a disadvantage to many Legacy Business Aircraft
- The Business Aviation Community is willing and able to be a part of the decision process to assist ICAO understand the limitations that will affect a significant sector of Aviation on these subjects



## PBN Implementation In En-route Oceanic Airspace

- Widespread business aircraft RNP 10 compliance exists, many are capable of RNP 4 compliance w/out upgrade
- Upgrades for RNP 4 and RNP 2 compliance will be required on many aircraft.
- OEM Equipage availability will need to be considered in the process.



## PBN Implementation In En-route Oceanic Airspace

- Prior to introduction of such mandates, consultation with Operators, OEMs and Regulators to discuss an in-depth analysis of benefit and the impact on operators and the system is essential
- Advocate implementation phasing by airspace stratification (lateral & /or vertical limits) to limit the immediate impact.





## PBN Implementation In En-route Oceanic Airspace

IBAC recommends the following:

- An amendment to the Regional Supplementary Procedures SUPPS
- Implementation involving the High Seas must observe long established ICAO consultation and approval processes
- SUPPS must contain planned implementation date(s) and prescribe RNP, RCP & RSP by FIR/ATS Route or airspace lateral /vertical delineation



## PBN Implementation In En-route Oceanic Airspace

- The process should be phased in to minimize the effect on non-compliant aircraft
- SUPPs content must be simple, concise and in a consolidated format





## PBN Implementation In En-route Oceanic Airspace

- **Respect by the States for the established ICAO formalities is essential for the integrity of the Global Air Navigation Plan(GANP) and the integrity of the ASBU concept**



**Thank you !**

**Q & A**



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