



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

INFORMATION PAPER

NACC/WG/4 — IP/06
7/03/14

**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)**

Ottawa, Canada, 24 to 27 March 2014

Agenda Item 3: Follow-up on the progress of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)
3.1 Global/Regional air navigation developments

**LATEST AIR NAVIGATION AND ICAO STANDARDS AND RECOMMENDED PRACTICES
AMENDMENTS**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Information Paper presents to the Meeting the latest amendments or proposed amendments to Air Navigation during the period 2013 to 2014.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	State letters: <ul style="list-style-type: none">• Ref.: AN 7/1.1.48-13/12, Adoption of Amendment 88 to Annex 10.• Ref.: AN 11/19-13/37, Approval of Amendments 5 and 5 to PANS-OPS, Volumes I and II, respectively• Ref.: AN 13/2.1-13/40, Approval of Amendment 5 to the PANS-ATM• Ref.: AN 13/2.5-13/32, Proposal for the amendment of the <i>Procedures for Air Navigation Services — Air Traffic Management</i> (PANS-ATM, Doc 4444) relating to strategic lateral offset procedures.• Ref.: AN 4/1.1.53-13/81, Proposal for the amendment of Annex 14, Volume I and proposed <i>Procedures for Air Navigation Services — Aerodromes</i> (PANS — Aerodromes).• Ref.: AN 13/2.5-13/85, <i>Proposal for the amendment of the Procedures for Air Navigation Services — Air Traffic Management</i> (PANS-ATM, Doc 4444) relating to 9.3 km (5 NM) terminal separation based on RNP, PBN lateral separation and VOR/GNSS lateral separation

1. Introduction

1.1 The information regarding proposed amendments, approved amendments and adoption of amendments are sent to States through State Letters requesting comments and/or notification of differences when States are not able to comply with or adopt such amendments.

2. Air Navigation related amendment's information

The latest amendments, proposed amendments or adoption of amendments to Air Navigation for reference of the Meeting are the following:

a) **Adoption of Amendment 88 to Annex 10 – Volume I – Aeronautical Telecommunications.**

The proposed amendment to Annex 10, Volume I is consequential to the corresponding amendment to Annex 6 introducing a new approach classification scheme, and provides a mapping of Annex 10 system performance requirements to the new approach classification in Annex 6.

The proposed amendments to Annex 10, Volumes III and V encourage migration from ATN/OSI to ATN/IPS based systems and bring the affected Standards and Recommended Practices (SARPs) in line with previous updates to Annex 10, Volume III and the ITU Radio Regulations.

The amendment will become applicable on 13 November 2014.

b) **Approval of Amendments 5 and 5 to PANS-OPS, Volumes I and II, respectively**

The amendments to PANS-OPS, Volumes I and II modify the existing approach classification in a manner that will both simplify and more accurately describe the various types of approach and landing operations, addressing the concerns expressed by Member States and industry since the introduction of performance-based navigation (PBN) approaches with vertical guidance (APV) in the current classification.

Action Required: a) Implementation of the amendment on 13 November 2014;
b) Publication of any differences as of 13 November 2014.

c) **Approval of Amendment 5 to the PANS-ATM**

The amendment to the PANS-ATM modifies the existing approach classification in a manner that will both simplify and more accurately describe the various types of approach and landing operations. It also addresses the concerns expressed by Member States and industry since the introduction of performance-based navigation (PBN) approaches with vertical guidance (APV) classification provisions. The amendment ensures that all ICAO provisions are harmonized with respect to PBN and has the added benefit of optimizing runway requirements in relation to all approach operations (PBN and conventional).

Action Required: a) Implementation of the amendment on 13 November 2014;
b) Publication of any differences as of 13 November 2014.

d) **Proposal for the amendment of the *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444)* relating to strategic lateral offset procedures.**

The proposed amendment of the *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444)* refers to the subject of strategic lateral offset procedures (SLOP) to enhance the existing off-set capabilities to include micro-offsets and authorized its transmission to Contracting States and appropriate international organizations for comment

Action Required: Implementation of the Amendment by 13 November 2014.

e) **Proposal for the amendment of Annex 14, Volume I and proposed *Procedures for Air Navigation Services — Aerodromes (PANS — Aerodromes)*.**

The main features of the proposed amendments are the following:

- introductory information on PANS-Aerodromes and references to it in Annex 14, Volume I;
- procedures on the stages for certifying an aerodrome, contents of an aerodrome manual, critical conditions of aerodrome certificate, management of change;
- the establishment of a new section concerning aerodrome operations for the use of aerodromes undertaking an assessment of its compatibility for the type of traffic or operation the aerodrome is intending to operate; and
- the draft first edition of PANS-Aerodromes.

Action required: Comments to reach Montreal by 14 March 2014.

The proposed amendment to Annex 14 Volume I and the proposed PANS — Aerodromes are envisaged for applicability on 12 November 2015.

f) **Proposal for the amendment of the *Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444)* relating to 9.3 km (5 NM) terminal separation based on RNP, PBN lateral separation and VOR/GNSS lateral separation**

Proposals are made to expand the availability of PBN lateral separation minima applicable outside terminal control areas (TMAs), to take greater advantage of RNAV 10 (RNP 10) and RNP 4 capabilities and include RNP 2 separation minima in the PANS-ATM for the first time. It also reduces the separation minima in airspace where RNP1, RNP APCH or RNP AR APCH are prescribed. Recognizing that there are many IFR GNSS equipped aircraft yet to obtain appropriate PBN operational approvals, GNSS-based lateral separation minima and ATC procedures are proposed.

Action Required: Implementation of the Amendment by 13 November 2014.