



**The First Meeting of ICAO Asia/Pacific Performance based Navigation
Implementation Coordination Group (PBNICG/1)**

Beijing, China, 10-12 March 2015

Agenda Item 2: Review of the Terms of Reference and election of PBNICG Chairperson

TERMS OF REFERENCE OF PBNICG AND REMAINING ACTION ITEMS FROM PBN/TF

(Presented by Secretariat)

SUMMARY

This working paper presents the Terms of Reference (TOR) of APANPIRG Performance-based Navigation Implementation Coordination Group (PBNICG) and the remaining tasks of the now defunct PBN/TF. The actions by the meeting are requested in paragraph 3.1.

1. INTRODUCTION

1.1 As the establishment of PBNICG was approved by APANPIRG/25, the TOR of PBNICG is provided in **Appendix A** to record its responsibility and composition.

2. DISCUSSION

2.1 Considering wide area of works related to PBN implementation within the TOR and limited resources available, PBNICG is requested to specify the items from the TOR, prioritize them and assign the responsible group or entity with timeline. This can be done through the development of an action plan for PBNICG.

2.2 During the APANPIRG/25, one State proposed to consider the inclusion of PBN implementation in military aerodromes where international civil operations are taking place. It proposed this might enhance the civil military cooperation. The PBNICG is invited to discuss whether the PBNICG would like to include the implementations of PBN for military aerodromes being utilized for international civil operations into PBNICG's scope of activities.

2.3 Finally, when APAC PBN Implementation Task Force (PBN/TF) was dissolved by APANPIRG (Decision APANPIRG 24/40) in 2003 upon the completed development of APAC PBN Regional Plan, the residual tasks of PBN/TF were shown in **Appendix B**. The PBNICG is requested to review and update this Appendix B and to consider adopting the remaining tasks into the PBNICG action plan.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the Terms of Reference (TOR) of PBNICG as adopted by APANPIRG as shown in Appendix A; and
- b) consider prioritizing work items within the TOR; and
- c) discuss whether the PBNICG would like to include the implementations of PBN for military aerodromes being utilized for international civil operations into PBNICG's scope of activities; and
- d) review and update Appendix B and consider adopting the updated remaining tasks into PBNICG work plan.

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Appendix A: Terms of Reference APAC PBN Implementation Coordination Group (PBNICG)

- 1) Serve as the primary APAC Regional Body to support PBN implementation, harmonization and prioritization with a goal to enhance safety and efficiency of aircraft trajectories and operations. The forum also takes into account activities related to the implementation of relevant ASBU elements, with initial focus on B0-CDO, B0-FRTO, B0-CCO, and B0-APTA. The following are the main activities envisaged:
 - Monitor PBN implementation of APAC States/Administrations and make recommendations as necessary in areas where ICAO and international organizations can provide assistance.
 - Through ICAO, provide guidance to States to update their PBN implementation plans. Identify challenges within State PBN Implementation Plans and PBN implementation activities and advise States in addressing these challenges in a harmonized manner.
 - Taking a multi-disciplinary approach, promote more efficient flight operations and trajectories and, as necessary, address related topics including Air Traffic Services (ATS) route network.
 - Analyze and report operational benefits of PBN implementation and provide regular PBN implementation updated information to ICAO for inclusion in the air navigation reports and regional performance dashboard.
- 2) Identify issues/action items which are related to the regional implementation of PBN and related ASBU elements, and where appropriate, communicate with related regional groups.
- 3) Review regional priorities/targets and relevant regional plans as related to PBN implementation.
- 4) PBNICG will report to CNS/SG. CNS/SG will coordinate with ATM/SG.

Composition

The PBNICG will compose of multi-disciplinary experts with knowledge and/or responsibility for PBN implementation nominated by ICAO member States/Administrations in the Asia and Pacific Regions and International Organizations. Secretariat support for the PBNICG will be provided by the ICAO APAC RSO with assistance from the APAC RO and ANB. Representatives of ICAO programmes such as COSCAPs and FPP will be invited to participate as applicable.

Note: The PBNICG, while undertaking the tasks, should take into account of the work being undertaken by relevant ICAO Panels and other study/working groups.

Appendix B: Task List of APAC PBN Task Force (PBN/TF)

No.	Task/Strategy	Category	Status
C4/5	The APAC PBN TF agrees to continue an annual review of the Asia-Pacific Regional PBN Implementation Plan	Reporting	Closed
A4/15	Request ICAO Headquarter to provide a presentation on the requirement for safety assessment for PBN implementation and overview of how to conduct proper safety assessment at future PBN TF meetings	Education	Closed. This matter was discussed at TF/8 with feedback from HQ with the result that a specific assessment process for PBN was not required. Some material was included in the PBN Manual.
C5/04	The PBN/TF/5 meeting recommends that the PBN Study Group review the current PBN GNSS reporting and prediction requirements with a view to establishing common implementation rules and technical standards for such requirements.	Implementation	Closed. APANPIRG Conclusion endorsed the minimum technical requirements for RAIM.
C5/06	That, the PBNSG consider the proposal to develop Guidance Material that provides a means to assign PBN capability to GPS IFR aircraft in the first instance without the need for recertification	Education	Closed. Included in the new PBN Manual update.
C5/12	That, the PBNSG be requested to provide guidance on any PBN-specific aspects of en route safety assessment.	Education	Closed. As per C4/15, there are general safety assessment processes that cover this.
C5/14	That, ICAO kindly assists with addressing the PBN safety assessment training needs in the region.	Education	Closed. Safety assessment training has been included as part of FPP and other training.
A6/4	IATA is requested to provide the progress on the development of global database for PBN approval at the PBN TF/7 Meeting.	Implementation	Closed. IATA confirmed that beta testing is about to start at TF/9.
DC6/11	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, could be considered as alternate means of compliance if supplemented by appropriate flight crew training for RNP value of 0.3 RNP or greater.	Implementation	Closed.
DC6/12	Request CNS/MET SG, ATM/AIS/SAR SG, and APANPIRG to review and	Planning	Closed. Metrics were included.

No.	Task/Strategy	Category	Status
	consider amending the APAC Performance Monitoring and Measurement Metrics 2 and 3 for PBN to include specific measurements that capture operational benefits in terms of PBN's ability to help fulfill strategic objectives (safety, efficiency, capacity, access, and the environment).		
A6/15	ICAO Secretariat to provide an update report on PBN TF activities to ICAO Route Review TF. The PBN TF also requested that activities of the RR TF to be reported to the PBN TF.	Coordination	Closed. Last SEA/RR/TF meeting will be held 30 April 2012.
A6/19	States are requested to develop Working Papers on back up requirements for PBN to be discussed at the PBN TF/7 Meeting.	Planning	Closed. Completed.
A7/7	The Secretariat is requested to forward Appendix D [APAC Short Term Implementation Target for Continental, Oceanic and Remote Continental Airspace(s)] to PBN/TF/7 – WP/5 PBN State Plan Harmonization Analysis Report to ICAO HQs for information.		Closed. Completed
A8/1	The Secretariat should request ICAO HQ to provide clarification on intent of the RNP 0.3 and 'Advanced RNP' Navigation Specifications by the next meeting.		Closed. Part of the PBN SG work activity.
A8/2	The Secretariat should issue a State Letter to inform States regarding the revised PBN Implementation Progress Report, and remind States to submit the progress report prior to each Task Force meeting.		Closed. Completed.
A8/3	The Secretariat should review the PBN State Updates that had been presented and develop a document that identified areas of implementation where additional support and guidance is needed.		Closed. Completed.
A8/4	The Secretariat should consider a mechanism that ensures a more cohesive and coordinated effort to respond to State requests for PBN assistance. The meeting noted that there may be a need to form a steering committee to direct resources and set priorities regarding PBN REDI initiatives. The Steering Committee may include representatives from ICAO and International Organizations.		Closed. Completed
A8/5	The Secretariat should coordinate to clarify to the PBN Task Force whether ICAO was encouraging a coordinated regional SBAS programme.		Closed. ICAO has no formal position on regional SBAS at this time.
A8/6	Before the next meeting, IATA, Australia, Fiji and Thailand should develop a draft		Closed.

No.	Task/Strategy	Category	Status
	amendment of the TORs, which includes monitoring, providing feedback and encouraging State PBN implementations. The amendment should also include coordinating with ICAO FPP and COSCAP in the training area.		
A8/7	The Secretariat should consider the possibility of a full-time PBN project team supported by States, under the auspices of the Regional Office. The focus of the team would be technical policy advice on PBN oceanic and continental en-route implementations.		Closed. The proposal was considered.
A8/8	The Secretariat should coordinate with the FPP or COSCAP to provide future Seminars on CDO procedure implementation		Closed. Undertaken.
A8/9	The Secretariat should clarify with ICAO HQ what safety assessment processes are required for implementation of PBN and draft an update to the Regional PBN Plan with this information as appropriate.		Closed. No additional processes were required after clarification from HQ.
C9/4	IATA would conduct a survey of present airline planning for GLS and would identify prospective airports for this technology		Closed.
C9/5	The Secretariat would highlight to ICAO HQ the discussion on when it was appropriate for instrument flight procedures to be flight validated rather than relying on simulators.		Closed.
C9/6	The FPP Manager would bring to the attention of the FPP governing bodies the discussion regarding external oversight and responsibilities.		Closed.
C9/7	Regional Office would make the first contact with administrations that may benefit from a State PBN Plan development programme, after consultation with bodies that could assist.		Open
C9/8	The PBN/TF Chairman, FPP Manager, and Secretariat would review the Regional PBN Plan and recommend updates to reflect recent PBN changes to the PBN/TF/10 meeting.		Closed.
C9/9	The Secretariat would communicate with ICAO HQ regarding the need for more guidance material related to GBAS approach design criteria.		Closed. Included information in GLS CAT I in Doc 8168
C9/10	The Secretariat and Chairman would further discuss the possibility of a coding solution with other concerned bodies on the issue of multiple runway procedure		Closed.

No.	Task/Strategy	Category	Status
	naming conventions.		
C9/11	The USA would follow up the notice cancelling TSO C129A to ensure the advisories on continued use of C129A receivers were clear on this matter.		Closed. Described in AC20-138C
C10/1	APAC Secretariat would review the PBN TORs and the outstanding items in the Task List and allocate these roles and tasks to the appropriate areas within APAC.		Open
C10/2	The Secretary would create a validation decision flow chart based on the Doc 9906 flow chart with examples from the Manager FPP so it was clearer.		Closed. Included in the report.
C10/3	The six States which had attended the PBN Workshop should submit a PBN Plan and PBN POCs as soon as practicable, and if possible by 1 April 2013, in order to report to the CNS Sub-Group.		Open