



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

Beijing, China, 10-12 March 2015

**Agenda Item 3: Global and Regional PBN Updates and States' PBN Implementation Progress**

**PBN IMPLEMENTATION PROGRESS OF THE ASIA AND PACIFIC REGIONS**

(Presented by Secretariat)

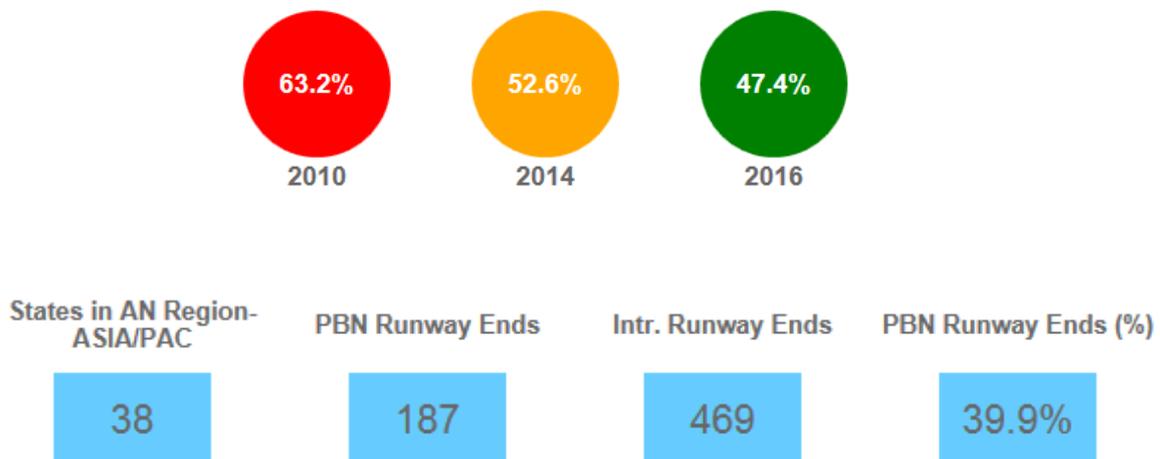
**SUMMARY**

This paper presents the progress of PBN implementation on the Asia and Pacific Regions. The meeting is invited to discuss the strategy forwards to further progress PBN implementations in the APAC Regions.

**1. INTRODUCTION**

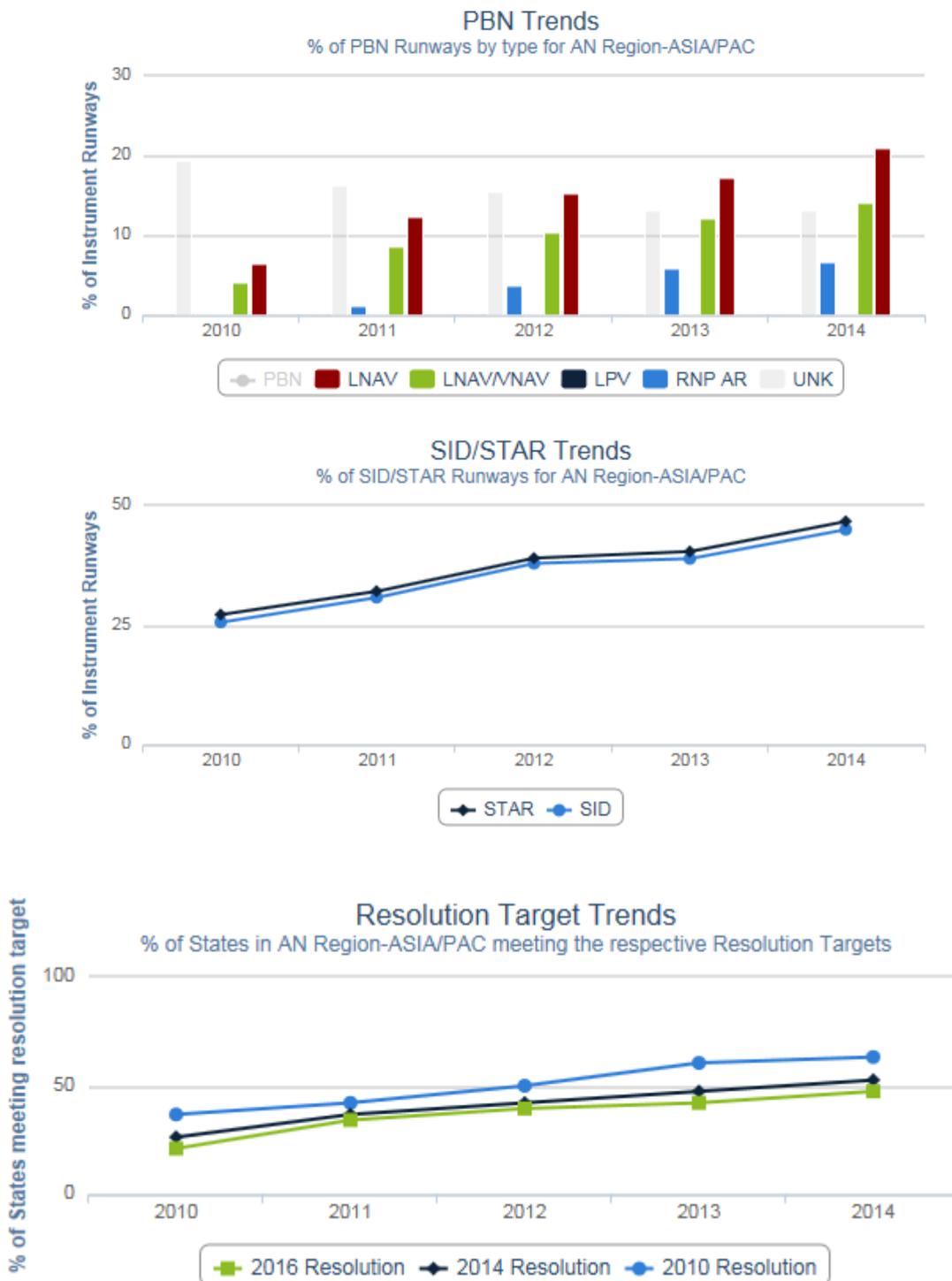
1.1 Since the General Assembly Resolution A36-23 and A37-11, ICAO in cooperation with industry partners has actively supported States' PBN implementation through PBN symposia, workshops, Go-Team visits, training courses and learning packages. Additionally for the APAC Regions, ICAO established the Asia and Pacific Regional Sub-Office (APAC RSO) and a Flight Procedure Programs (FPP) in Beijing as regional center for PBN implementation support. However, only 41.5% of all member States and 52.6% of APAC States are on track to meet the 2014 targets of Assembly Resolutions. Thus, there is still much to be done in order to fulfill the 100% implementation as agreed under the ICAO A37-11 resolution.

Percentage of States in AN Region-ASIA/PAC meeting the Resolution Targets for Applicable Years



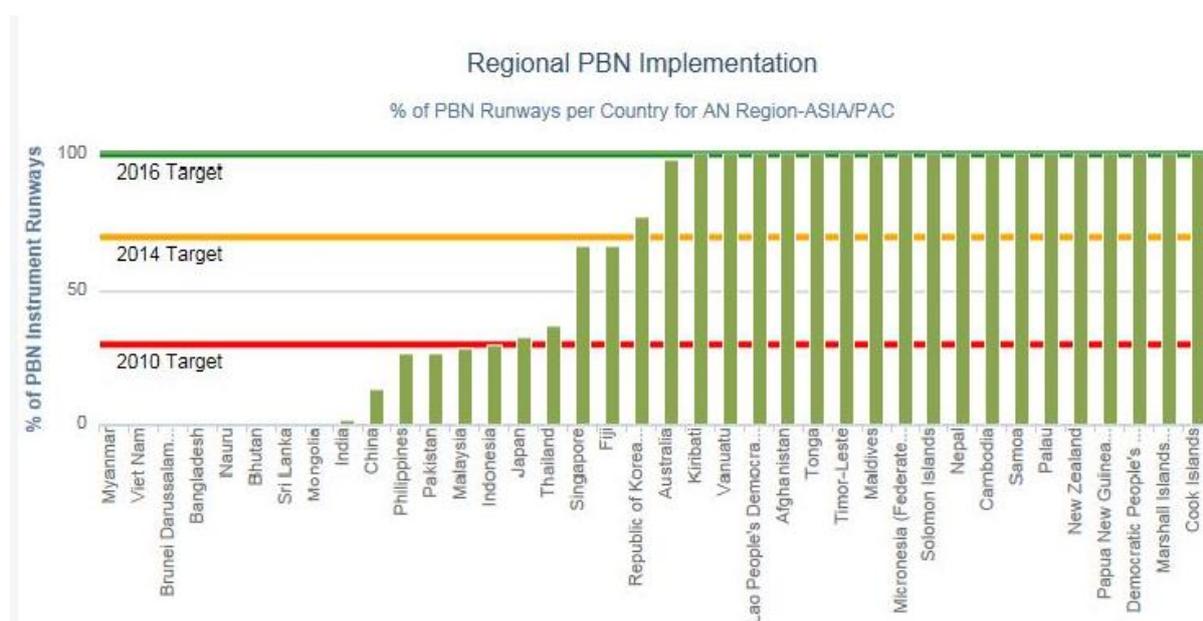
## 2. DISCUSSION

2.1 Based on 2014 data, the trends of implementation of PBN in APAC Regions can be found on ICAO iSTAR (<http://www.icao.int/safety/iStars/Pages/App-of-the-Month.aspx>) and are represented below:



2.2 While in general, APAC sees an increasing trend in PBN implementation. From this data, one concerning facts is that, as shown in the diagram below, a significant numbers of APAC States, 8 in total, still to adopt and publish any PBN approach procedures onto their AIPs. These lack

of implementations needs to be discussed urgently and proper mechanism needs to be developed.



2.3 Nevertheless, based on information available to ICAO APAC RSO, the PBNICG is invited to note recent developments on PBN implementations as followings:

- Bangladesh had recently published an RNP APCH procedure for Dhaka airport which has been effective on 5 March 2015; and
- Mongolia has recently completed a ground validation for RNP APCH procedure for Ulaanbaatar and Muren airports. These procedures will be undergoing a flight validation in March 2015; and
- Myanmar is now finalizing ground validation for PBN procedures for Yangon and Mandalay airports; and
- Sri Lanka is now conducted ground validation for PBN procedures for Colombo airport.

2.4 As the establishment of PBNICG was approved by APANPIRG/25 and officially begins its meeting, the PBNICG is entrusted to 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. According to APANPIRG Conclusion, the PBNICG should 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. The meeting is thus invited to note the information presented in this paper and discusses strategy forwards how to further and quicker progress PBN implementation within the Regions.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review the information contained in this paper; and
- b) urge States who have not published any PBN procedures to do so as a matter of urgency. These States may consider seeking help from ICAO APAC RSO as necessary; and
- c) discuss the strategy forwards to rapidly progress PBN implementations in the APAC Regions.

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