REVISED NAVIGATION STRATEGY FOR THE ASIA/PACIFIC REGION

Considering:

a) the material contained in the Performance Based Navigation Manual (Doc 9613) for enroute, approach, landing and departures operations;
b) operators are qualified for PBN operations;
c) GNSS is the primary navigation system for RNP;
d) APV operations may be conducted with either BARO-VNAV or augmented GNSS;
e) Augmented GNSS is available to support Category I, and will be able to support Category II and III operations by 2017;
f) ILS is capable of meeting the majority of requirements for precision approach and landing in the Asia-Pacific Region;
g) MLS CAT III is operational;
h) the need to maintain aircraft and ground interoperability both within the Region and between the Asia/Pacific Region and other ICAO regions and to provide flexibility for future aircraft equipage;
i) single-frequency GNSS may be susceptible to radio frequency interference and ionospheric disturbances:

Strategy

i) Convert from terrestrial-based instrument flight procedures to PBN operations in accordance with the Asia/Pacific Seamless ATM Plan;
ii) retain ILS as an ICAO standard system for as long as it is operationally acceptable and economically beneficial;
iii) implement GNSS with augmentation as required for APV and precision approach or RNP operations where it is operationally and economically beneficial;
iv) implement the use of APV operation in accordance with the Asia/Pacific Seamless ATM Plan;
v) rationalize terrestrial navigation aids, retaining a minimum network of terrestrial aids necessary to maintain safety of aircraft operations;
vi) protect all the Aeronautical Radio Navigation Service (ARNS) frequencies;
vii) ensure civil-military interoperability; and
viii) continue monitoring the development of alternative position, navigation and timing