

## **IBAC Technical Report Summary**

**Subject: APAC CNS Meeting July 20-24 July 2015**

*Meeting:* CNS-SG/19 - APANPIRG

### **IBAC File**

**Reported by:** Pat Dunn

### **Summary:**

Over all the meeting was well managed. A few issues that were addressed directly affects Business Aviation and IBAC partners. Issues were discussed regarding Aircraft Equipage and Crew Qualifications. The initial briefing described requirements to continue the use of Equipage requirements and Crew Training Requirements as well as Letters of Authorizations. I spoke about the current status of Equipage requirements and required training as well as Ab-initio Training processes being in place. I asked why we would expect a need for further approvals if all tools were correct and crews would be trained. The draft proposal was amended. IATA questioned the openness of the wording and suggested a more focused wording to include Equipage and Crew Training be approved as a means of operating compliance for all but specific ops such as RNP-AR type procedures or equivalent going forward. This recommendation was approved by the meeting attendees.

The second concern that I found in the meeting was the concept of new equipment installations in the Region. The draft information from APANPIRG discussed the recommendation that going forward past hardware for airport approach processes would no longer be supported except existing operational ILS equipment would be sustained until financially unfeasible to support. With this in mind I am aware that Singapore is intending to install a NEW ILS system in Seletar Airport in the coming year. I have asked the locals previously Why an ILS? The Chairman of committee is one of the leaders in Singapore CAAS. I spoke to the Chairman off line. He thought the choice was because of limitation with the Solar Flare Issues with SpaceBased systems that would cause it to be un-useable at times. However I have found that more than few airports in the region have such approaches, including Kuala Lumpur, Langkawe, Penang, Kota Kinabulu, Bali, and a few new private airports in Indonesia to name a few. Unfortunately Singapore seems committed to such a procedure and will have many limitations. To name a few, The Minimums for the approach will be limited to approximately 500' and 1 Mile because of the confined airspace with the two military airports surrounding the Seletar Airport. Also the Missed approach will need to consider the variable Mast Heights of the ships moving in the River Channel on the east side of the airport. These Minimums could be applied to Space Based approaches as well. In over 20 years flying in and out of Seletar, I have never needed more than a 1000' ceiling and 1 Mile vis to land strait into Seletar. I also feel a Space Based procedure could help when having to circle to the northeast runway. These are all opinions by operational personnel. It would help the business aviation community and the organizations that Perform maintenance on our type of aircraft to allow aircraft access in a more updated technology. As of this day I do not expect Singapore to change their decision on the ILS installation.

Notes from Meeting report:

The meeting was attended by 75 participants from 23 States/Administrations, (Australia, Bangladesh, Cambodia, China, Hong Kong China, Macao China, Democratic Peoples' Republic of Korea, Fiji, India, Japan, Malaysia, Maldives, Myanmar, New Caledonia, New Zealand, Philippines, Republic of Korea, Singapore, Thailand, Tonga, Timor Leste, USA, Viet Nam, 3 International Organizations namely IATA, IBAC and IFALPA, two Communication Service Providers – SITA and Rockwell Collins

10.2 IBAC made a presentation regarding its consideration for their operation in oceanic area. The presentation indicated that IBAC supports Performance-Based approach for COM, NAV & SURV and recognized the need for aircraft system certification and the need for specific ops approvals i.e. RNP AR APCH and also endorse the requirement for Flight Crew Training. The Secretariat welcome more frequent participation from IBAC at APAC CNS related meeting.

### **Implications for Business Aviation:**

The amendment to the LOA requirement for PBN equipage will benefit the Business Aviation community at large. It will also benefit the Air Carrier Ops as well. We will continue to monitor and promote best practices in the region.

As to the discussion on the Hardware updates, I believe continued discussions with all regulatory bodies will help promote Space Based procedures through out the region.

IBAC should consider more consistent participation in the APAC region on the most important subjects going forward. Many subjects will be affecting Business Aviation differently than Air Carrier Ops. We should insure IBAC and Business Aviation interests are considered in the APAC region and not allowed to be covered by our brethren at IATA and IFALPA.

### **Decisions Required:**

At the current time no decisions are required. Continued monitoring is most important.