

PBN Routes Implementation in Taipei FIR

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Chinese Taipei

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(before PBN)**

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RNAV Status in Taipei FIR (before PBN)

RNAV Status in Taipei FIR (before PBN)

M750(M20) RNAV Route - 1997

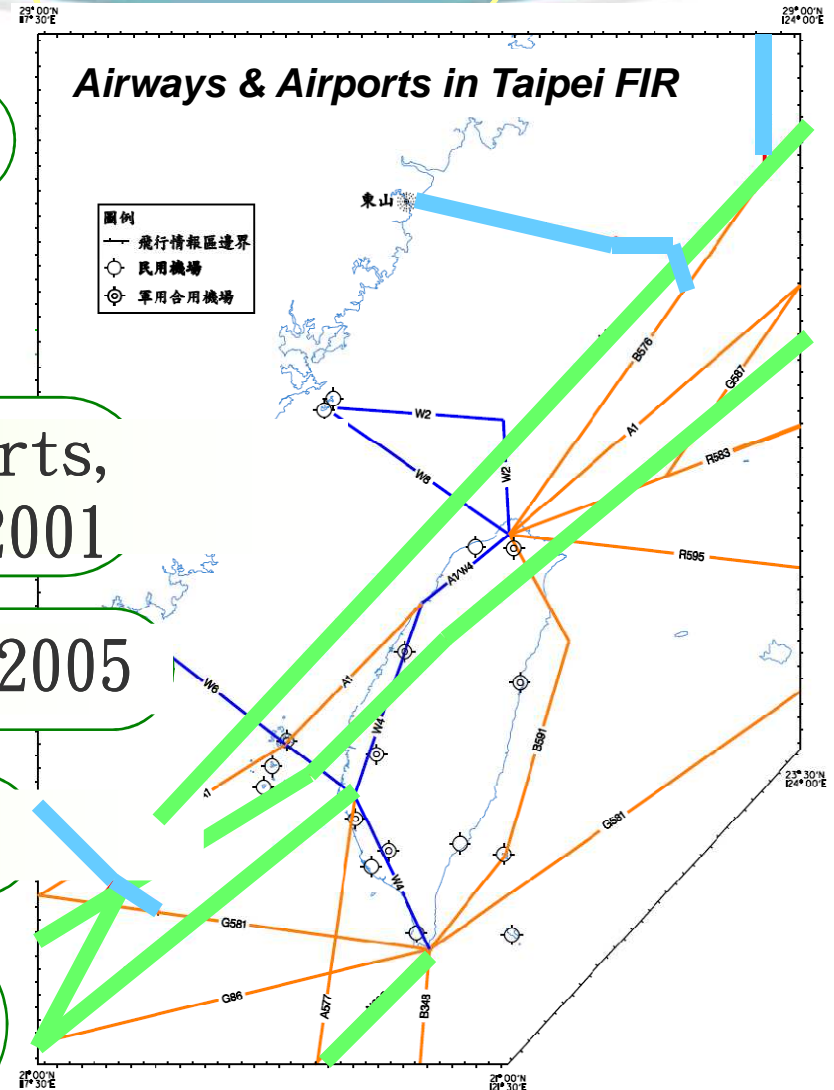
N892 RNAV Route - 2001

20 GNSS approaches for 9 airports,
RNAV SIDs & STARs for RCTP - 2001

T1(Flora) RNAV Transition - 2005

L1, J1 RNAV Transition - 2007

Cross-Strait Routes - 2008
& 2009

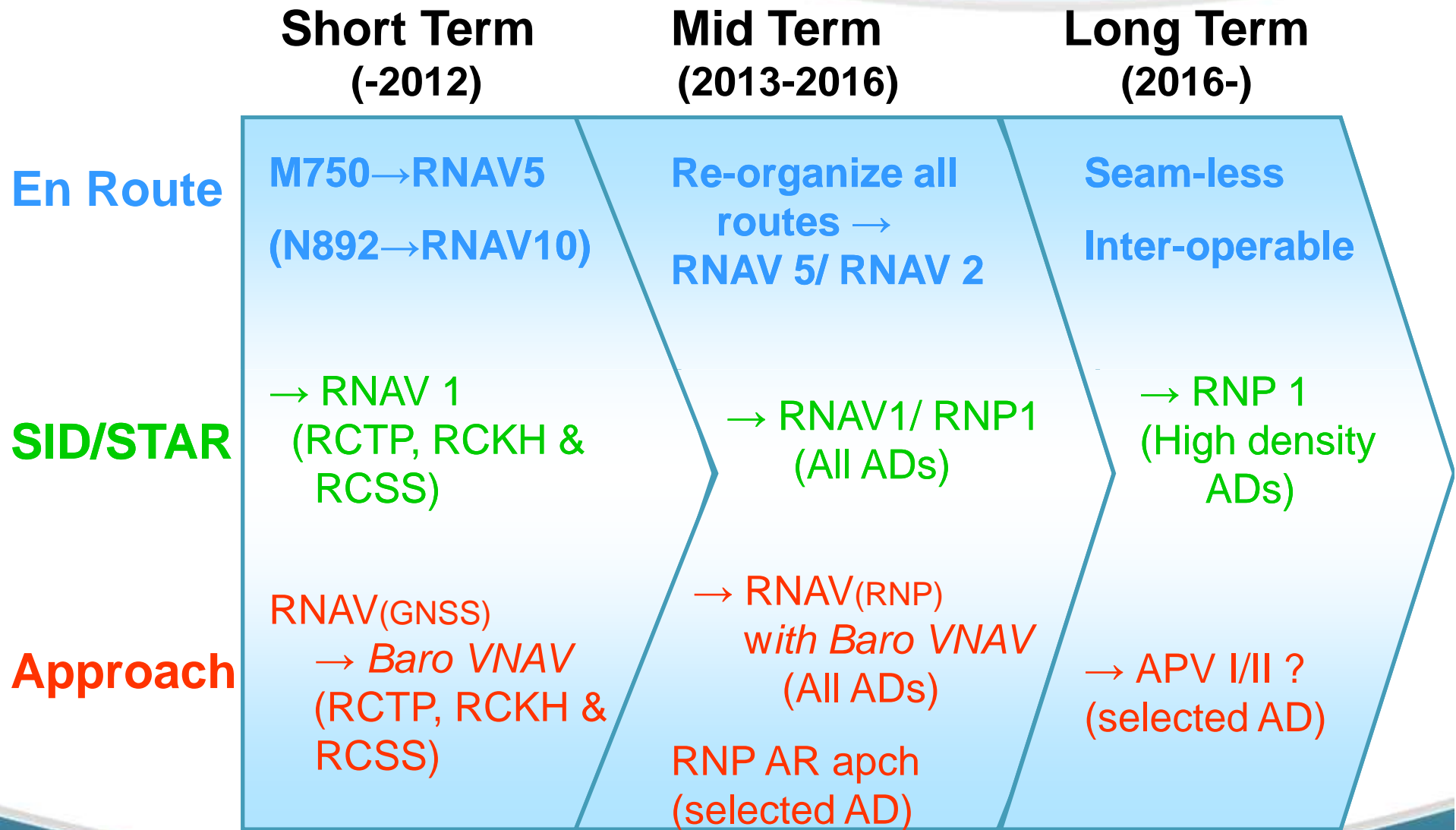




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PBN Routes Implementation



Meet APAC Targets

Short Term (2008-2012)		
Airspace	APAC Implementation Targets	CAA Achievement
En Route	Re-define existing RNAV/RNP routes into PBN Navspecs by 2012 Implement additional RNAV/RNP routes	M750 →RNAV 5 2011 N892 RNP 10 →RNAV 10 depends on APAC
Departure / Arrival	RNAV 1 SID/STAR for international airports 50% by 2010 75% by 2012	RCTP 5 SIDs, 6 STARs RCKH 1 SID →RNAV 1 2010 75%
Approach	RNP APCH (with Baro-VNAV) in 30% of instrument runways by 2012	25 instrument runway ends in 12 instrument airports Baro-VNAV →7 rwy ends 2010 30% →8 rwy ends 2011 60%

Airspace Restructure



Scope of Work



Assessment of required changes

- Collect radar track records of en-route and terminal areas
- Analyze using Airport/Airspace Model
- Mitigate “hot spots”



PBN Roadmap

- RNP, RNP-AR
- SBAS, GBAS
- Implementation plan -near, mid, long terms

Airspace Restructure



En-route airspace r

- Upper airspace & Lower airspace
- Re-organize restricted airspace
- Re-organize airways



Terminal airspace r

- Re-organize SIDs & STARs
- RNAV, RNP 3D SIDs & STARs
- Balanced Continuous Climb/Descent Operations (CCO/CDO)



THANKS!