



ICAO

International Civil Aviation Organization
African Flight Procedure Programme

Sixth Meeting of the African Flight Procedure Programme Steering Committee

Sixth Meeting of the African Flight Procedure Programme Steering Committee (3 September 2020)

Agenda item 2: Review of the AFPP 2019 activities report Working paper 2.5: PBN implementation status

(Presented by the Secretariat)

SUMMARY
<p>This working paper provides the PBN implementation status in Africa, with regards to National PBN Implementation Plans (NPIP), PBN approach, departure and arrival flight procedures.</p> <p>As stated in the Programme document, the Programme objective is to assist States to develop sustainable capability in the instrument flight procedure domain so as to meet their commitments under ICAO Assembly Resolution A37-11 for Performance - Based Navigation implementation and their obligations for the quality of their IFPs.</p>
<p>REFERENCE(S): AFPP Programme Document</p>
<p>Related ICAO Strategic Objective(s): Air navigation safety Air navigation capacity and efficiency Environmental protection</p>

1. INTRODUCTION

- 1.1 As per ICAO relevant Assembly Resolutions on PBN implementation, contracting States were assumed to issue a national PBN implementation plan (NPIP) by 2009 (A36-23) and to implement PBN for en-route, terminal and approach operations (A36-23 superseded by A37-11).
- 1.2 Furthermore, ASBU modules APTA-B0/4 (CDO), APTA-B0/5 (CCO) and APTA-B0/5 (PinS) use PBN as enabler and AFI region developed and ICAO and industry are urging States and ANSP to implement the selected modules.

2. DISCUSSION

- 2.1 As showed in Appendix 2.4, PBN implementation status in Africa is generally acceptable in the continent but we can improve it. CCO/CDO implementation is pretty difficult to assess as there is no mandate to indicate on the charts SIDs and STARs charts that have been designed using CCO/CDO.
- 2.2 However, some States has not yet even implemented WGS-84 survey which is a pre-requisite to PBN implementation. Sometimes, the survey has been conducted many year ago and the data are no more up to date.
- 2.3 As of 3 September 2020 the PBN average implementation flight procedures implementation status is as follows for the continent (see Appendix for details):
 - a. PBN plan implementation : 72%
 - b. PBN IFP implementation:
 - RNP APCH : 58.88%;

- LNAV/VNAV : 35.26%;
- SIDs : 29.03%
- STARs : 36.75%.

3. ACTION BY THE MEETING

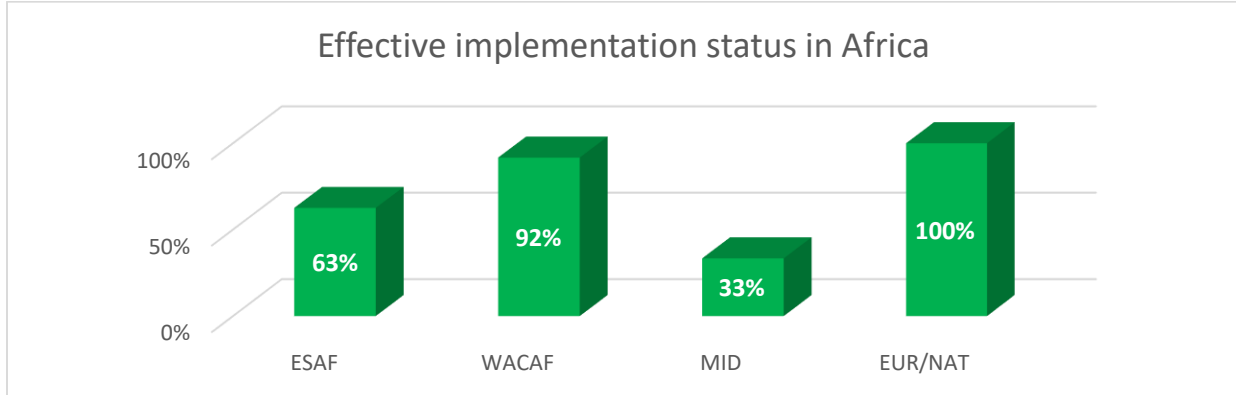
3.1 The meeting is invited to:

- a. Take note of the implementation status of PBN in the continent.
- b. Implement the "No country left behind initiative" by finding out how to assist States who are experiencing difficulties in implementing PBN.

APPENDIX 2.4

1. PBN IMPLEMENTATION STATUS IN AFRICA

1.1 PBN plans implementation status in Africa



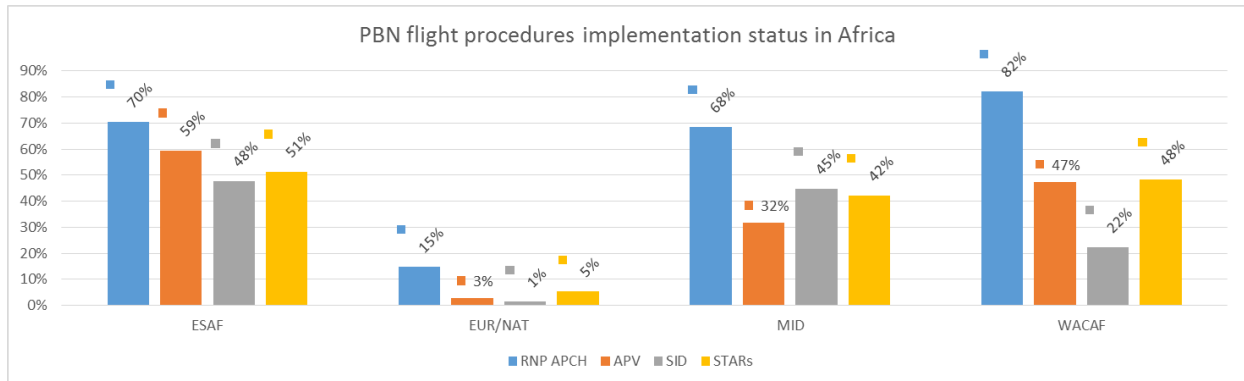
States having not signed per region:

- ESAF : Burundi, Comoros, Djibouti, Eritrea, Eswatini, Lesotho, [Rwanda], South Sudan, Zambia
- EURNAT : 0
- MID : Egypt, Libya
- WACAF : Guinea Bissau, Central African Republic.

Notes:

- Some may have issued the plan without sending a copy to the relevant ICAO Office.
- Some of the plans are not relevant or are not up to date and need to be updated.

1.2 PBN approach procedures implementation



States having yet implemented PBN or with low implementation:

- ESAF : Burundi (0%), Eswatini (0%).
- EURNAT : Algeria (6%), Tunisia (0%);
- MID : Libya (0%);
- WACAF : Cape Verde (0%), Sao Tome (0%), Sierra Leone (0%).

Note: Data source is Jeppview.