



International Civil Aviation Organization
Western and Central African Office

**Twelfth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/12)
(Dakar, Senegal, 25 - 29 July 2011)**

**Agenda Item 4: Performance Based Navigation (PBN) Implementation in AFI
Region and AFI ATS Routes Network**

STATUS OF PBN IMPLEMENTATION IN AFI REGION

(Presented by the Secretariat)

SUMMARY

This paper presents a summary of the status of PBN Implementation as noted by PBN/GNSS TF/2 meeting, as well as summary of progress in ATS route development.

Action by the meeting is at **paragraph 3.**

REFERENCES

APIRG/17 Report
PBN/GNSS TF/2 Report

This Working Paper is related to Strategic Objectives: A

1. INTRODUCTION

1.1 The first meeting of the PBN/GNSS Task Force in Nairobi, Kenya 12-14 October 2010 reviewed and updated the AFI Regional PBN Implementation Plan based; and aligned it with the Assembly Resolution A37-11, which replaced A36-23.

1.2 The Second Meeting of the APIRG Performance Based Navigation/Global Navigation Satellite System Task Force (PBN/GNSS TF/2) was convened in Dakar, Senegal, from 13 to 15 June 2011.

1.3 The first meeting of the PBN Route Network Development Working Group (PRND WG/1) was convened in Johannesburg, South Africa on 16 July 2010. The meeting was convened at the end of an ATS route Coordination meeting (13 - 16 July 2010) which was held jointly with the International Air Transport Association (IATA) at which IATA member airlines also participated as airspace users concerned and as sponsors. The meeting

was attended by a total of forty three (43) participants from eleven (11) States (Burundi, DRC, Egypt, Ghana, Kenya, Morocco, Seychelles, Tanzania, Tunisia, Uganda and Zambia) and four (4) international organisations (ASECNA, IATA (and 5 member airlines), IFALPA and IFATCA, as well as two (2) invited industry organizations (Jeppesen and Mitre).

2. DISCUSSION

PBN Implementation

2.1 The PBN/GNSS TF/2 meeting noted that since the PBN/GNSS TF/1 meeting in October 2010, the APIRG 17 Conclusions have been forwarded to States under State Letters requesting update from States on the implementation of the Conclusions. However, responses to the State Letters have been significantly low.

2.2 The Sub-Group may wish to acknowledge that for ICAO to assess the Regional status of implementation, challenges impeding implementation, and for the PBN/GNSS Task Force to propose measures that may foster implementation, it is important for States and their Air Navigation Service Providers (ANSPs) to provide details relating to national status of implementation. The States' responses with regard to development of national PBN implementation plans as of PBN/GNS TF/2 meeting is provided at **Appendix A** to this working paper.

2.3 The meeting may also wish to note that, pursuant to APIRG/17 Conclusion 17/47 the ESAF and WACAF Regional Offices requested a Special Implementation Project (SIP) for a PBN Seminar. However, availability of expertise to support the Seminar has been a challenge.

2.4 Noting the difficulty in the availability of appropriate expertise to support the AFI PBN Implementation Seminars/Workshops and associated training, the PBN/GNSS TF/2 agreed that a roster of available AFI expertise should be compiled. In this regard, the meeting may wish to note with thanks that Kenya has already presented its input of expertise to the ESAF Regional Office, and urge other States with expertise to do so.

2.5 The PBN/GNSS TF/2 deliberated at length on measures to effectively advance the implementation of PBN. It was noted that in many cases, there is a perennial challenge of officials charged with implementation not being included in training seminars. Another challenge was lack of retention of expertise. The meet recognized that training remains important. However, it is not an end on itself; it is a tool that should be put in the hands of those who are charged with delivery. Additionally, measures should be taken to ensure that decision makers are sensitized. In light of the foregoing, the Task Force agreed on the following:

- (a) The forthcoming Seminar should have at least one day in which presentations will be targeted at Directors General/CEOs, in order to facilitate necessary sensitization;
- (b) ICAO should, as part of missions visiting States include communication aimed at sensitizing DGs/CEOs on the requirements and benefits of PBN; and
- (c) National PBN implementation committees should be empowered.

2.6 With regard to establishment of FPP, the meeting will note that the letter called for under APIRG/17 Conclusion 17/52 was dispatched in February 2011 and responses were received from 27 States and one organization. Consistent with the approach to benefit from establishment of the APAC FPP, it is expected that ICAO HQ will complete the process of evaluating information on the APAC FPP experience in the last quarter of 2011. The way forward will then be adopted based on the available information including the level of interest demonstrated by stakeholders with regard to the AFI FPP.

Route development

2.7 The PRND WG/1 meeting endorsed 31 ATS routes to be implemented as soon as practical on PBN RNAV (RNP) 10 Specification, with the exception of one route in the Cairo FIR, since Cairo was in the process of implementing RNAV 5.

2.8 In order to facilitate timely implementation, it was agreed that urgently required ATS routes could be implemented by the States concerned under temporary (domestic) route designators, pending the formal AFI Basic ANP amendment. The amendment of the ANP has however, not been completed due to unforeseen circumstances, including a moratorium to facilitate the update of the ANP to facilitate electronic processing of amendments.

2.9 While the PRND WG has not had the opportunity to progress its work for various reasons, it may be noted that, users are continuing to coordinate the development of ATS routes. The work undertaken is to be presented to the formal APIRG mechanism to be integrated into other ATS route development work. In this context, the forthcoming proposal for amendment of the ANP will include such ATS routes.

2.10 With regard to the comprehensive review of the AFI ATS route network, a comprehensive user statement of requirement is expected once urgently required routes have been facilitated.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper;
- b) endorse the approach of compiling available expertise; and
- c) endorse the work of the PBN/GNSS TF.

ESAF AND WACAF REGIONAL OFFICES

STATES RESPONSES TO PBN ACTIVITIES

STATES		RESPONSE TO NATIONAL PBN PLAN	STATES		RESPONSE TO NATIONAL PBN PLAN
01	Algeria		28	Lybia	
02	Angola		29	Madagascar	
03	Benin		30	Malawi	
04	Botswana	YES	31	Mali	
05	Burkina Faso		32	Mauritania	
06	Burundi		33	Mauritius	YES
07	Cameroon		34	Morocco	
08	Cape Verde		35	Mozambique	
09	Central African Republic		36	Namibia	
10	Chad		37	Niger	
11	Comoros		38	Nigeria	YES
12	Congo		39	Rwanda	
13	Cote D'Ivoire		40	Sao Tome and Principe	
14	Dem. Republic of Congo	YES	41	Senegal	
15	Djibouti		42	Seychelles	YES
16	Egypt		43	Sierra Leone	
17	Equatorial Guinea		44	Somalia	
18	Eritrea		45	South Africa	YES
19	Ethiopia	YES	46	Sudan	
20	Gabon		47	Swaziland	
21	Gambia		48	Tanzania	
22	Ghana		49	Togo	
23	Guinea		50	Tunisia	
24	Guinea- Bissau		51	Uganda	YES
25	Kenya	YES	52	Zambia	
26	Lesotho		53	Zimbabwe	
27	Liberia				

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