



WORKING PAPER

SPECIAL AFRICA-INDIAN OCEAN (AFI) REGIONAL AIR NAVIGATION (RAN) MEETING

Durban, South Africa, 24 to 29 November 2008

Agenda Item 6: Development of a set of comprehensive work programmes in the air navigation field, aimed at improving efficiency of the air navigation system (Efficiency Committee)

ESTABLISHMENT OF AN AFRICA ICAO FLIGHT PROCEDURE OFFICE

(Presented by Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Congo, Côte d'Ivoire, Equatorial Guinea, France, Gabon, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Senegal, Togo, ASECNA Member States)

SUMMARY

This paper looks at the characteristics of PBN implementation and the benefits which ANSPs, airlines and airports can derive from it. In response to SP AFI/08-WP/12, presented by the ICAO Secretariat for the benefit of all States and users in the community, it proposes that ASECNA accommodate the ICAO Flight Procedure Office (AFI Flight Procedure Office – AFPO).

Action by the meeting is in paragraph 3.

1. INTRODUCTION

1.1 The advantages expected of the RNAV/RNP concept have finally become possible and they are unambiguously articulated in the fundamental definitions and clear characteristics indicated in the PBN concept. Whether they are realized, as is often the case, or prospective, these advantages are unanimously acknowledged by the various partners involved - the air navigation service providers, airlines and airport managers. Overall, they represent better solutions in terms of safety, efficiency and real costs for users.

1.2 We could list the following as examples of such advantages:

- a) increased access to aerodromes reducing CFIT;
- b) the possibility of preferential routes and trajectories;
- c) the consideration of environmental constraints; and
- d) the quality of seamless navigation; etc.

1.3 The implementation of the PBN concept is supported by all the stakeholders; notably, it is supported by the airlines, which are often hesitant as regards this kind of endeavour.

1.4 This made it possible early on for ICAO to consider PBN specifications for the sub-region which are concretely applicable and which have a clear implementation strategy, recalled below, to which ASECNA subscribes.

Applicable PBN Specifications and Implementation Strategy

Space Concerned	PBN Specifications	Implementation Strategy
Oceanic and desert routes	RNAV 10 and RNP 4	100% in 2010
Continental routes	NAV 5, RNAV 2, RNAV 1	70% in 2010 and 100% in 2014
Terminal areas	RNAV 2, RNAV 1 and Basic RNP 1	30% in 2010, 70% in 2014 and 100% in 2016
Approach	RNP APCH, RNP AR APCH	30% in 2010, 70% in 2014 and 100% in 2016
	APV at the end of all instrument runways	
	APV at instrument RWYs or non-instrument RWYs, but which allows the take-off of aeroplanes with MTWO of 5 700 kg	
	NPA everywhere that APV is not possible	

1.5 ASECNA's proposal to accommodate the Africa ICAO flight procedure office

1.5.1 Dispensing with false modesty, it can be said that ASECNA has a history several decades long and proven experience in the implementation of the above operations, particularly as regards flight procedure design.

1.5.2 Having long benefited from outside assistance, the Agency's efforts have, since 1994, resulted in a real transfer of expertise at the two EAMAC locales in Niamey and from the Operations Branch in Dakar. Two flight procedure design offices with technical and operational resources with twice the training capacity to maintain expertise [*sic*].

1.5.3 Since then, the Agency has established a multitude of operational procedures for over 20 States in the Africa and Indian Ocean region. Between 2001 and the present, for example, the Agency has established the following:

- a) 147 standard non-precision procedures (L VOR, DME) at 40 airports;
- b) 51 standard precision procedures (ILS) at 26 airports; and
- c) 40 GNSS procedures at 24 airports; etc.

1.5.4 While most of this work was carried out at airports in the 18 ASECNA Member States (Benin, Burkina Faso, Cameroon, Central African Republic, Chad, Comoros, Côte d'Ivoire, Equatorial Guinea, Gabon, Guinea-Bissau, Madagascar, Mali, Mauritania, Niger, Republic of the Congo, Senegal, Togo), several non-member AFI States received assistance from our Agency whenever it was requested.

1.5.5 The Agency has thus opened up its availability, very often for free, as a result of its awareness of the leadership role it plays in the sub-region. This awareness is further strengthened by

the view that the implementation of safety provisions will only be successful if the States in the sub-region all pull together to collectively deal with the matter.

1.5.6 Emboldened by this view, and in response to the call to the aviation community expressed in Assembly Resolution A36-23 (36th Session of the ICAO Assembly, held in Montreal from 18 to 28 December 2008 [*sic*]), ASECNA hereby declares itself in favour of its housing of the ICAO Flight Procedure Office (AFPO).

1.5.7 The details of the hosting facilities and the management modalities of such an establishment will later be specified in conjunction with the ICAO General Secretariat, the initiator of the project. At any rate, the Agency has both the hosting capacity necessary and considerable expertise to accommodate this undertaking.

1.5.8 In making this offer to the community, ASECNA confirms its solid intention to work unflaggingly for the safety and effectiveness of our region's air navigation system.

2. CONCLUSION

2.1 In stating its commitment to house the AFPO before the international community, ASECNA offers States the opportunity to promptly implement the applications of the PBN concept.

2.2 Users will benefit from the concept, as cited earlier, by having access to a non-profit centre of excellence specializing in flight procedure design in an area where such expertise is not commonly found. To ensure this and in order to meet the needs of users and of States, the centre will make use of best practices in training, automation, and quality assurance.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note this proposal by ASECNA and to adopt a corresponding resolution in furtherance of practical measures for the project's realization.

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