



Agenda Item 4: PBN implementation in Cabo Verde

PBN national plan of Cabo Verde

(Presented by Cabo Verde)

SUMMARY

This paper presents the actions taken in order to implement the PBN plan in Cabo Verde

Reference:

AFI PBN implementation plan
PBN national plan of Cabo Verde

1. Introduction

ICAO adopted the Resolution A36-23 requiring Regions to complete PBN Implementation Plan by 2009 and ICAO Assembly Resolution A37-11 urges States to develop their own PBN implementation plan as a matter of urgency and is geared towards achieving the global PBN performance objectives. These global performance objectives are required to ensure that the national PBN implementation efforts, coordinated at the regional levels by the ICAO Regional PBN task forces, are aligned and consistent with the ICAO Global ATM operational concept and Air Navigation Plan. In line with this recommendation the AFI PBN implementation strategy was established.

The AFI PBN (Performance Based Navigation) implementation plan contains the framework within which the ICAO PBN concept will be implemented in AFI region. This plan is guided by ICAO Doc. 9163 and relevant SARPs. The primary driver of this plan is to increase safety, balance air traffic demand and capacity and implement services and technology in consultation with relevant stakeholders.

The Cabo Verde PBN national plan is designed in line with AFI PBN plan and with ICAO relevant related documents.

As member of SAT group it is important to inform SAT members about the progress of Cabo Verde PBN national implementation plan in order to guarantee interoperability and global harmonization

2. Discussion

Cabo Verde PBN national plan was developed in order to follow the ICAO and AFI plans.

The main strategy (benefits) is aimed at:

- Increasing safety by using three-dimensional (3D) approach operations with course guidance to the runway, which reduces the risk of controlled flight into terrain (CFIT);

- Improving airport and airspace access in all weather conditions, and the ability to meet environmental and obstacle clearance constraints;
- Enhancing reliability and reduce delays by defining more precise terminal area procedures that feature parallel routes and environmentally optimized airspace corridors. Flight management systems (FMS) will then be poised to save operators time and money by managing climb, descent, and engine performance profiles more efficiently.
- Improving efficiency and flexibility by increasing use of operator-preferred trajectories at all altitudes. This will be particularly useful in maintaining schedule integrity when convective weather arises;
- Reducing workload and improve productivity of air traffic controllers;
- Supporting continued operations of aircraft with lower capabilities as long as operational practical;
- Use of the RNAV and/or RNP capabilities that already exist in a significant percentage of the aircraft fleet flying in EUR/SAM corridor;
- Reduced aircraft flight time due to the implementation of optimal flight paths, with the resulting savings in fuel and environmental protection (noise protection);
- Reducing the need to maintain sensor-specific routes and procedures, and their associated costs;
- Facilitating the operational approval process for operators by providing a limited set of navigation specifications intended for global use.

Within the framework of Cabo Verde PBN national plan, APV Baro-VNAV and RNAV1 SIDs and STARs will be implemented by mid-2016. RNP4 will be implemented as established by SAT group for the EUR/SAM corridor

3. Action by the meeting

The meeting is invited to

- Take note of this information paper in order to guarantee interoperability and global harmonization along EUR/SAM corridor.
- Encourage SAT states to implement their PBN national plan