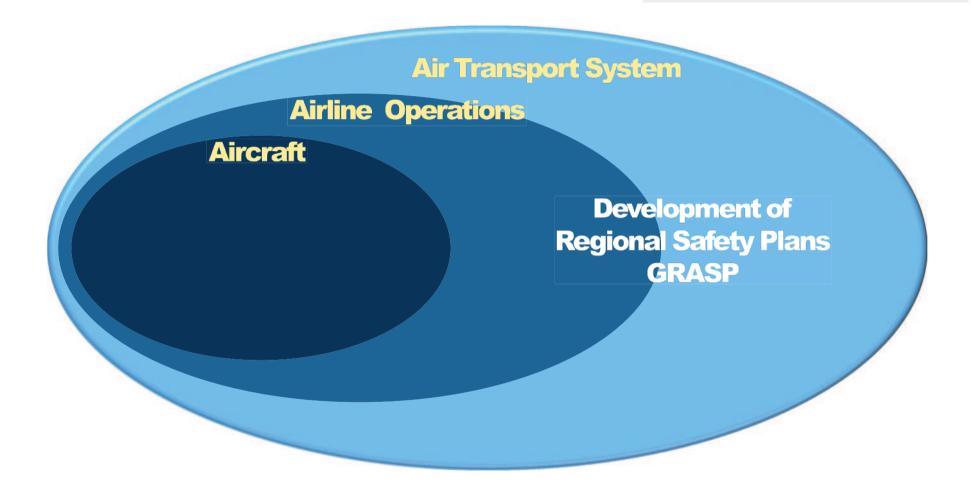




Airbus Safety Scope





ICAO Working Paper A37-WP/138

"ICAO controlled flight into terrain (CFIT) studies have shown that runway-aligned approaches (LNAV only) are 25 times safer than circling approaches, and that once some form of vertical guidance is added to approaches the safety margin is increased again by a factor of 8" [1]

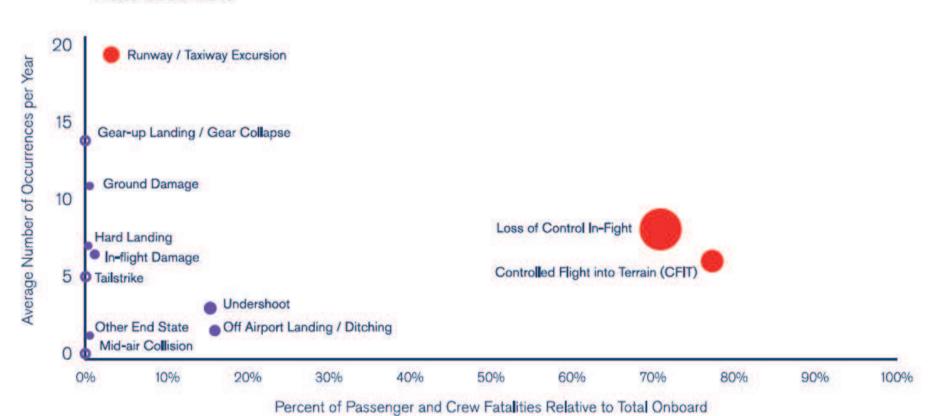
[1] Working Paper A37-WP/138, Performance-based navigation – the implementation challenge



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RWY Excursion remains #1 accident category





Note: Circle size increases as total fatalities increase; circles with white centers indicate no fatalities,

From IATA Safety Report 2013



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Contributing Factors for Runway excursions

In the RWY excursions reported to Airbus in 2011

WEATHER was a contributing factor in 70% of the events

LOSS VISUAL		40 %
DESTABILIZATION		40 %
RWY WET		50 %
TR QFF CL		60 %
TR LONG	→	50 %

Destabilization is one major contributing factor



Airbus Safety Initiative for Circle-to-land removal

RNP APCH and AR Deployment

In Aug. 2011, Airbus launched a worldwide program to support PBN implementation with a focus on **« RNP to replace Circle-to-Land »** Program

Airbus' intend is to have both a "Train the Trainer" and regional approach and to cooperate with local Authorities and airlines in order to facilitate the PBN deployment.



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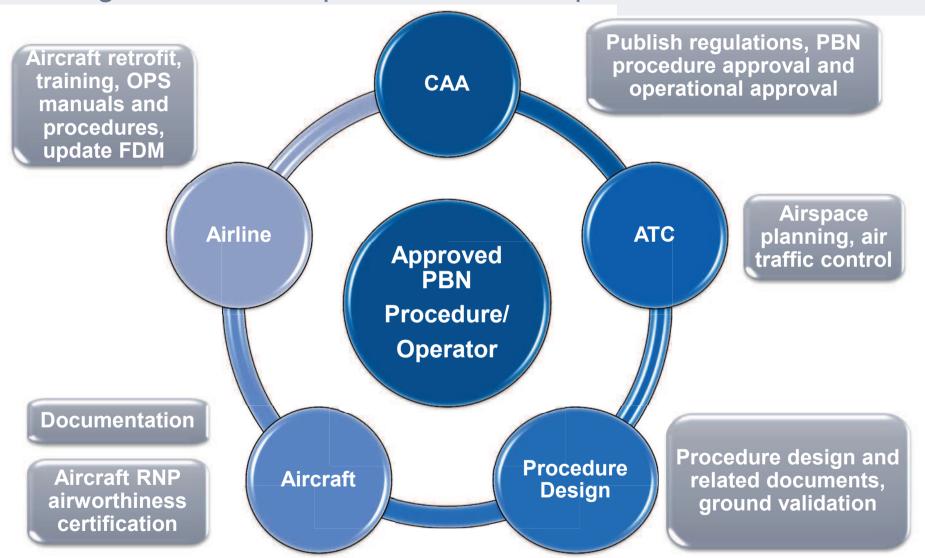
Airbus Regional Safety Initiatives with APS – PBN summary



Airbus Safety initiatives – launched



Airbus approach: « Train the trainer » Sharing "know-how" capabilities and best practices





Conclusion

- Trainings and workshops are key to provide foundations of a safe and efficient PBN deployment in Africa
- Airbus Safety is actively and financially supporting a safe and efficient PBN implementation worldwide
- Airbus is supporting ICAO Flight Procedure Programs
- Implementation of a show case is enabler to go from knowledge to PBN Deployment
 - ✓ PBN procedure implementation based on robust methodology and use of best practices

