

PBN implementation status in Tunisia

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Category	Sub-category	Value
PBN	Category 1	100%
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	Category 2	100%

PBN IMPLEMENTATION STATUS
- The status of PBN implementation in Tunisia is as follows:
- The status of PBN implementation in Tunisia is as follows:
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INTRODUCTION
The purpose of this report is to provide a comprehensive overview of the PBN implementation status in Tunisia. It covers the context, purpose, structure, and summary of the report.

Context & purpose
The purpose of this report is to provide a comprehensive overview of the PBN implementation status in Tunisia. It covers the context, purpose, structure, and summary of the report.

Structure of the report
The report is structured as follows:
1. Introduction
2. Context & purpose
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4. Summary

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PBN	Category 1	100%
	Category 2	100%
	Category 3	100%
	Category 4	100%
PBN	Category 1	100%
	Category 2	100%
	Category 3	100%
	Category 4	100%

PBN IMPLEMENTATION STATUS
The PBN implementation status in Tunisia is as follows:
- The PBN is implemented in all sectors.
- The PBN is implemented in all sectors.
- The PBN is implemented in all sectors.

Presentation Overview

- General overview
- Civil aviation authority actions
- PBN current state of the art
- LPV in MONASTIR success
- Barriers to implementation
- Summary

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INTRODUCTION

- PBN describe the broad range of technologies that are moving aviation away from a ground-based navigation system toward
- It involves a major shift from conventional ground-based navigation aids and procedures to satellite-based navigation aids and area navigation procedures



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Category 1	Sub-category 3	Value 3
Category 2	Sub-category 1	Value 4
Category 2	Sub-category 2	Value 5
Category 2	Sub-category 3	Value 6

PBN IMPLEMENTATION STATUS
- The main work is still ongoing in Tunisia
- The main work is still ongoing in Tunisia
- The main work is still ongoing in Tunisia

In 2007 the International Civil Aviation Organization (ICAO) passed a General Assembly resolution that calls on States to complete an implementation plan for PBN by 2009.



ICAO Implementation Goals

(as contained in A36-23)

States and/or regions to develop an **implementation plan** by 2009 to achieve the following goals:

- where RNAV operations are required, enroute (oceanic and continental) and terminal ATS routes to be implemented according to PBN,
- all instrument runway ends to have an approach procedure with vertical guidance (APV), either as the primary approach or as a back-up for precision approaches by **2016**
- States are encouraged to develop APV's for runways that are currently non-instrument runways and operated by aircraft in excess of 5700 kg.

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INTRODUCTION
The purpose of this report is to provide a comprehensive overview of the PBN implementation status in Tunisia, highlighting the challenges and opportunities for its successful implementation.

Context & purpose
The PBN implementation is a key component of the national strategy for sustainable development, aiming to enhance the efficiency and effectiveness of the public sector.

Key findings
The implementation of the PBN in Tunisia has made significant progress, particularly in the areas of digitalization and process optimization. However, there are still challenges to be addressed, such as the need for further training and capacity building.

Category	Value
Overall Status	Good
Process Efficiency	High
Cost Reduction	Medium
Service Quality	High
Customer Satisfaction	High
Employee Satisfaction	Medium

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Civil aviation authority actions

- The Tunisia CAA agreed in 2009 to the development of a National PBN plan
- A PBN committee is set up under CAA control introduced by ministerial ORDER , to which the following are associated the Ministry of Defense; OACA; representatives of all Tunisian airlines companies.
- This committee had the task developing, implementation and monitoring of PBN operations in Tunisia. had developed PBN master

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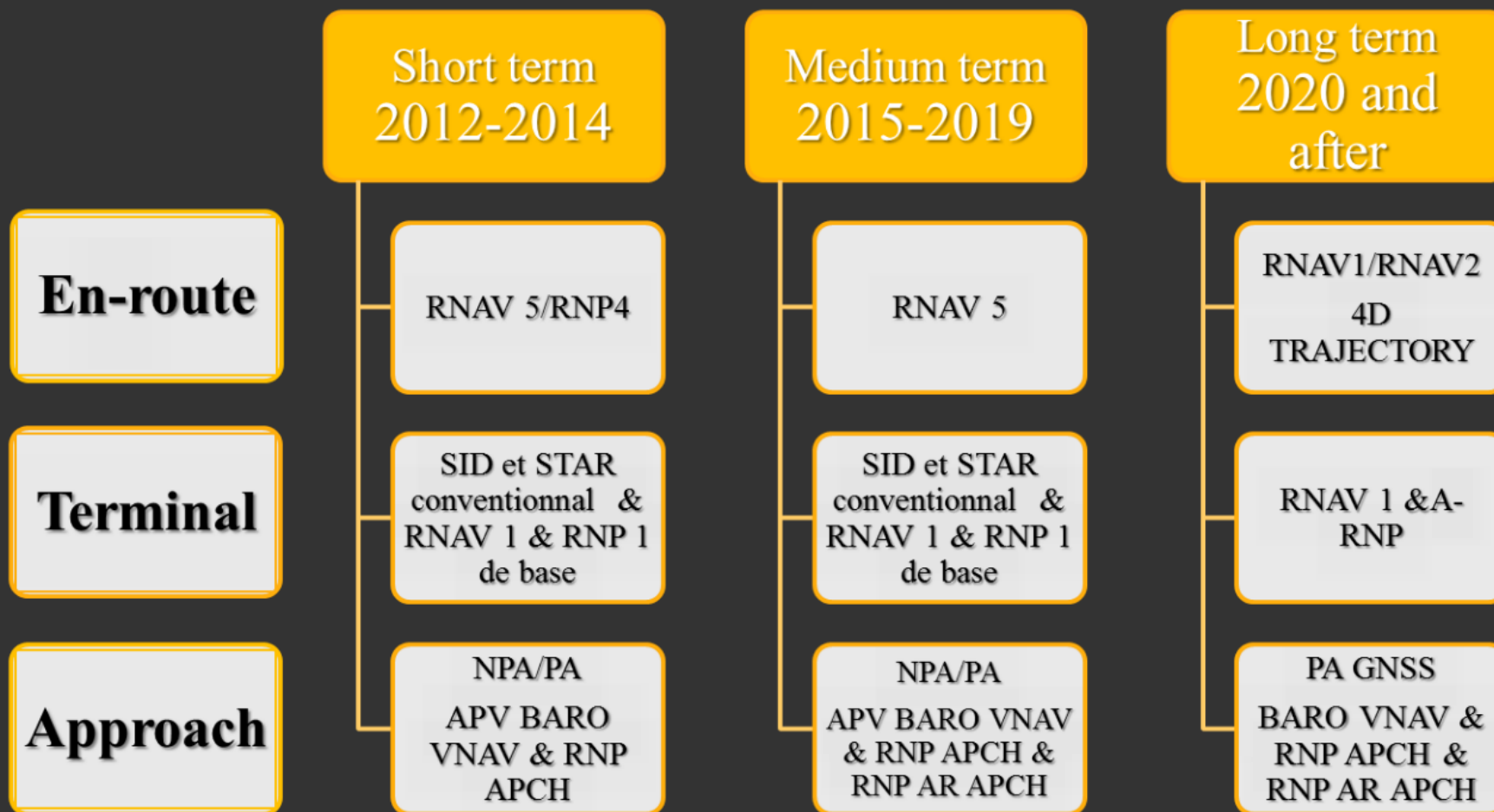
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PBN IMPLEMENTATION STATUS

- **En-route: RNAV & RNP Operations in Tunisia Airspace**

From December 2014:

B-RNAV (RNAV 5) became applicable on all Tunisia ATS routes in controlled airspace area (1,2,3 and 4) as promulgated in the Tunisia AIP

RNP 4: became applicable on southern part of Tunis FIR/UIR

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PBN

IMPLEMENTATION STATUS

Approach:

- DTTJ RNAV GNSS RWY27 LNAV only
- DTTX RNAV GNSS RWY15 AND 33 LNAV AND LNAV/VNAV
- DTTG RNAV GNSS RWY06 AND 24 LNAV only
- DTTZ RNAV GNSS RWY27 AND 09 LNAV only
- DTMB RNAV GNSS RWY07 AND 25 LNAV , LNAV/VNAV and LPV.
- DTTZ RNAV GNSS RWY09 AND 27 LNAV , LNAV/VNAV (planned for 2014)

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Objectives
The main objectives of this report are to assess the current status of PBN implementation, identify the key challenges, and propose effective solutions to accelerate the process.

Methodology
The research methodology employed in this report includes a combination of qualitative and quantitative data collection methods, such as interviews, surveys, and document analysis.

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979. PBN Implementation	980. PBN Implementation	981. PBN Implementation	982. PBN Implementation	983. PBN Implementation	9

PBN IMPLEMENTATION STATUS
The current status of PBN implementation in Tunisia is as follows:
- The PBN implementation is currently in progress.
- The PBN implementation is currently in progress.
- The PBN implementation is currently in progress.

LPV

in MONASTIR success

- In the frame work of Euromed GNSS II/MEDUSA project which deals with the introduction of the European (EGNOS) in the MEDA region
- MEDUSA's team led by Telespazio as a project manager and composed by ENAV, OACA, INECO and Helios with ESSP and eurocontrol assistance, have validated GNSS-based approach procedures for for Monastir airport
- The performances obtained during more than 4 months period has shown that the implementation of EGNOS based operations was feasible, in particular LPV approach procedures

PBN implementation status in Tunisia

Introduction
Context & purpose
Structure of the report
Summary

INTRODUCTION
The purpose of this report is to provide a comprehensive overview of the PBN implementation status in Tunisia. It covers the context, purpose, and structure of the report, as well as a summary of the findings.

Context & purpose
The PBN implementation is a key component of the national strategy for sustainable development. It aims to promote the use of public transport and reduce the number of private vehicles on the road.

Structure of the report
The report is structured as follows:
1. Introduction
2. Context & purpose
3. Implementation status
4. Challenges and opportunities
5. Recommendations

Category	Sub-category	Value
PBN	Public transport	100%
	Private transport	100%
	Commercial transport	100%
	Government transport	100%
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	Private transport	100%
	Commercial transport	100%
	Government transport	100%

PBN IMPLEMENTATION STATUS
The PBN implementation is currently in progress. The main challenges are the lack of infrastructure and the need for more public transport services. The government is working to address these challenges and improve the PBN implementation.

LPV in MONASTIR success :

- The validation flights campaign was carried out by ENAV with the support of TLZ OACA and ESSP in order to obtain a qualitative assessment of the procedure design including obstacle, terrain and navigation data, and provide an assessment of the flyability of the procedure

PBN implementation status in Tunisia

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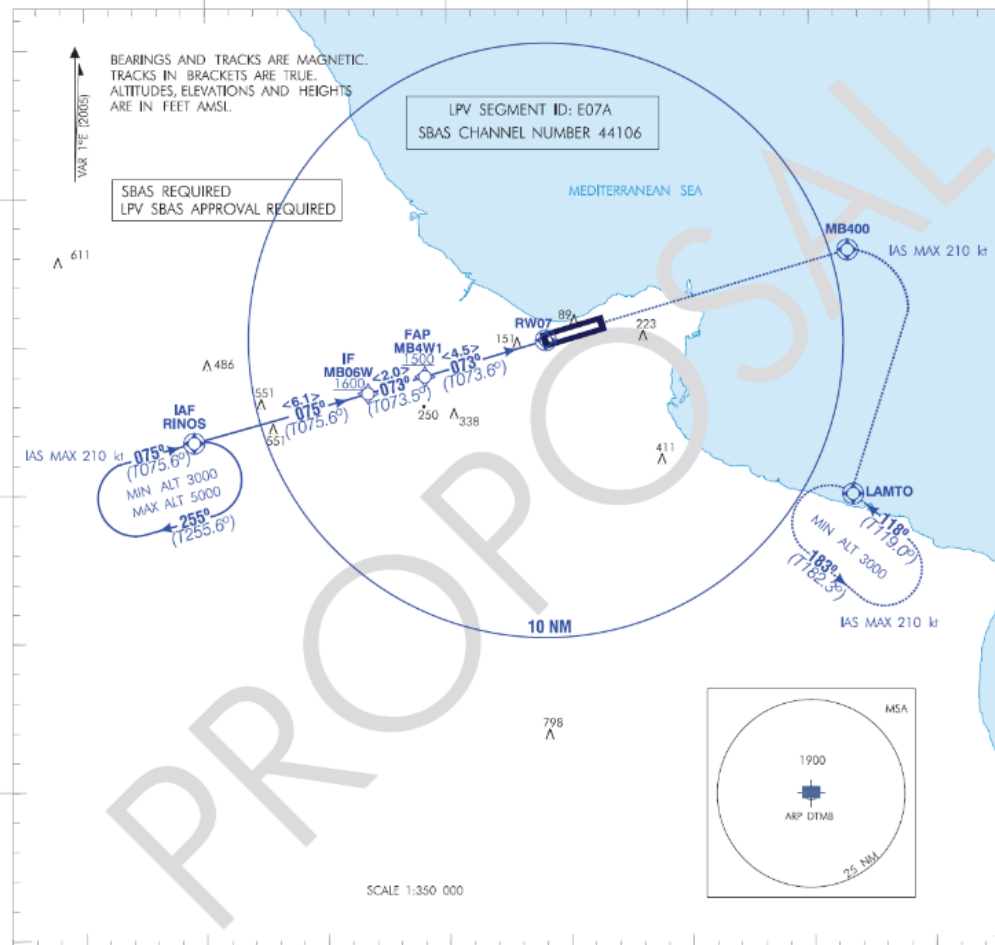
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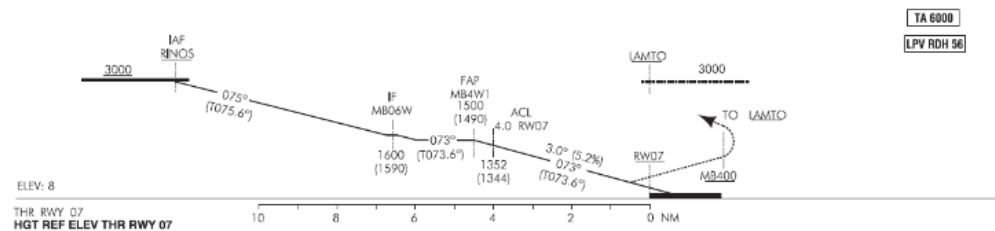
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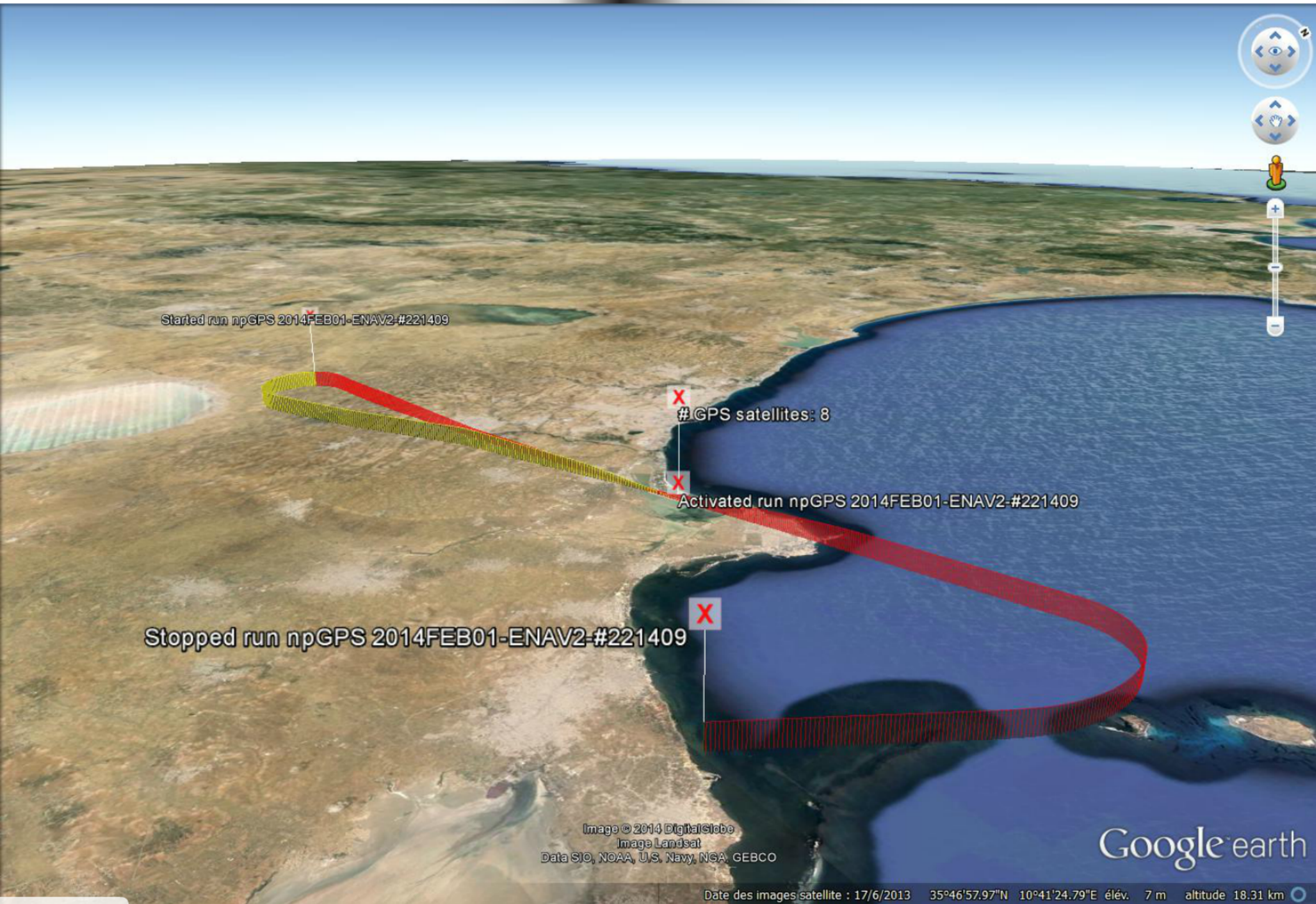


CHANGES: NEW CHART



OCA/H	A	B	C	D
STA	258 (250)	270 (262)	278 (270)	289 (281)
LPV				
Circling approach (ft) above 9	500 (490)	580 (570)	690 (680)	760 (750)

GS		kt	80	100	120	140	160	180				
FAF-THR: 4.5 NM		mins	3:20	2:40	2:14	1:54	1:40	1:29				
FAF-MAPT:		mins										
ROD: 5.2 %		ft/min	425	531	637	743	849	955				
ALT/HGT RWY 07 FNA												
13 NM	12 NM	11 NM	10 NM	9 NM	8 NM	7 NM	6 NM	5 NM	4 NM	3 NM	2 NM	1 NM
									1360 (1350)	1030 (1020)	710 (700)	390 (380)

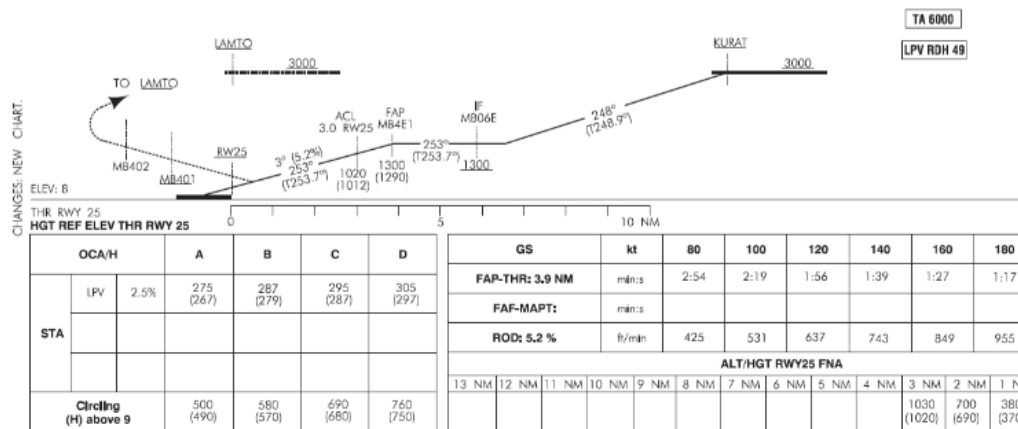
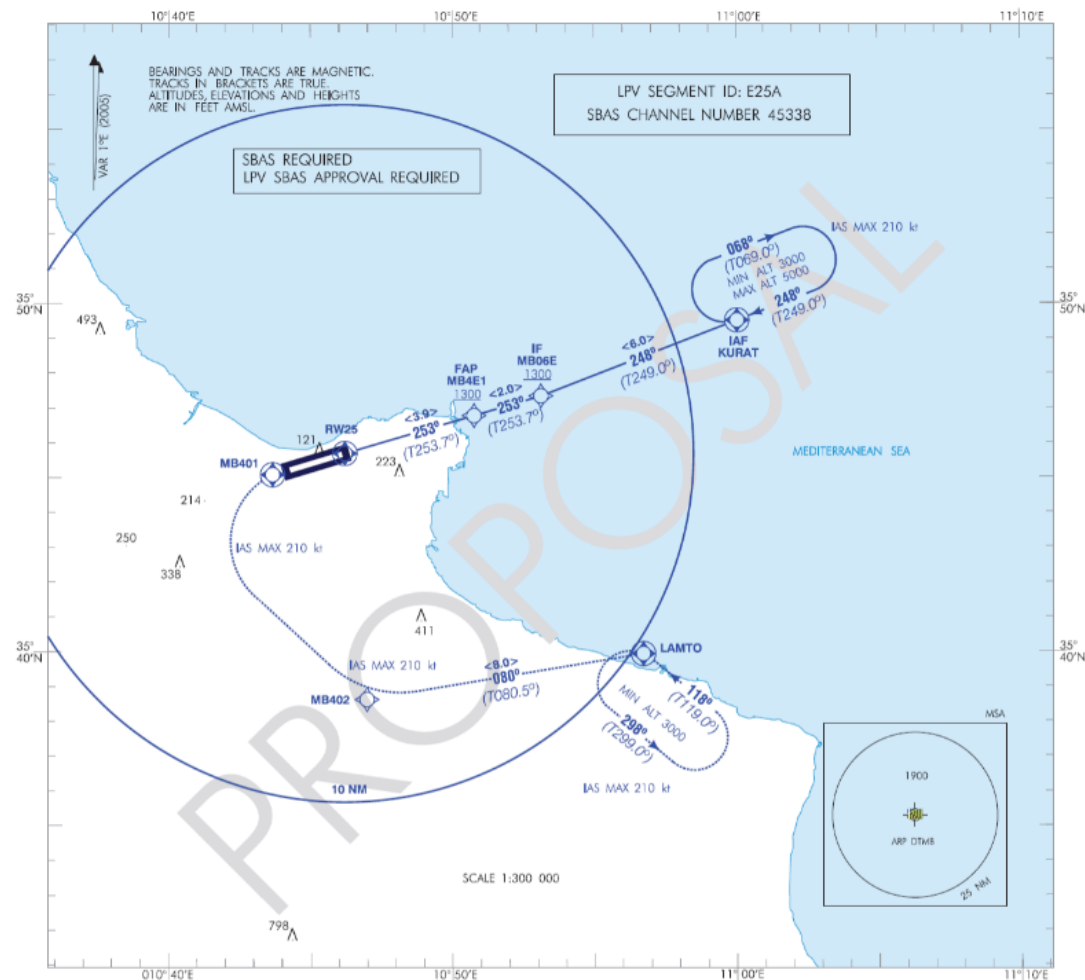


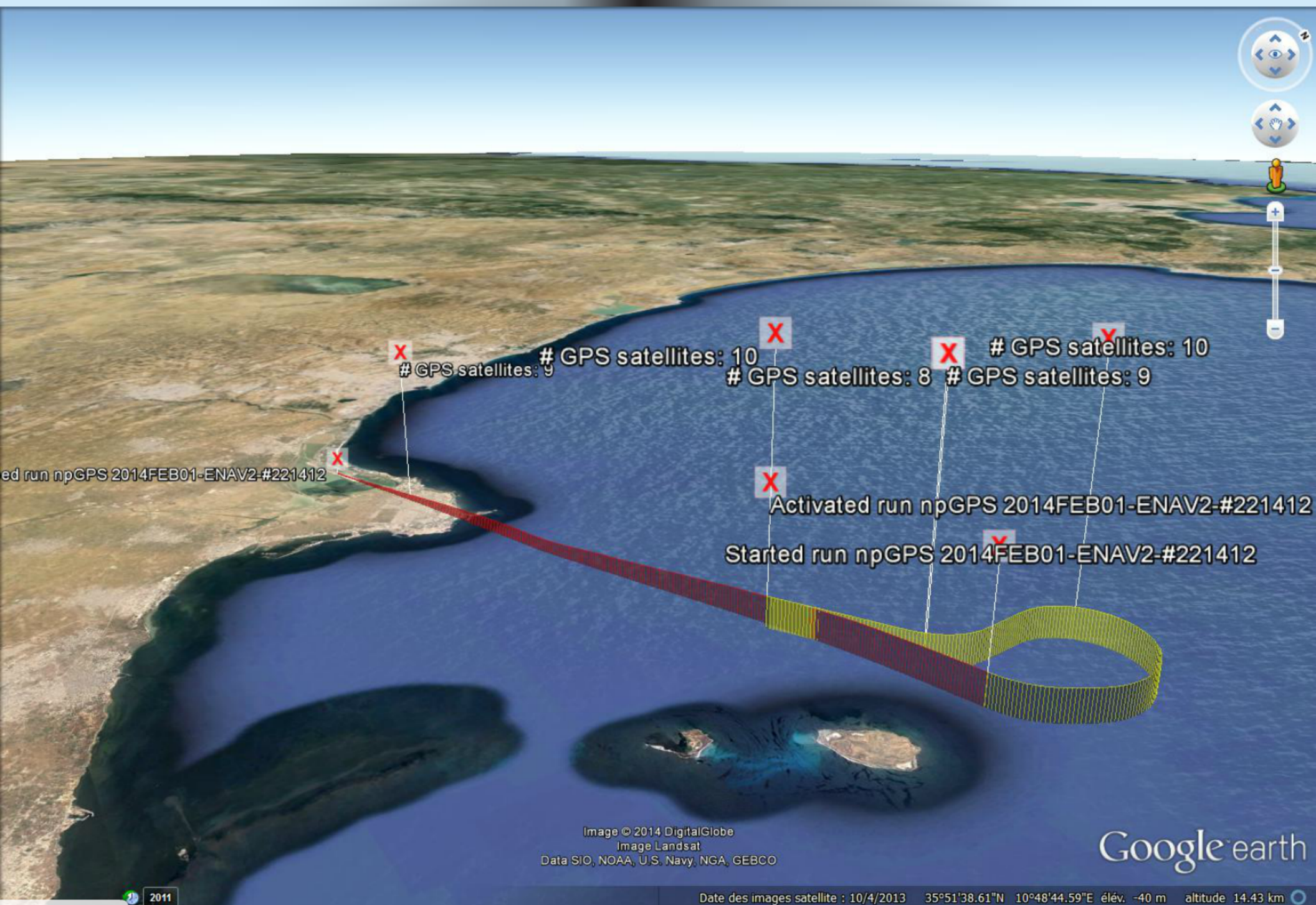
MEDUSA PROJECT
PROPOSAL OF INSTRUMENT
APPROACH CHART - ICAO

ELEV AD
9

TWR 118.300
APP 119.300
ATIS 128.125

MONASTIR - Habib Bourguiba
RNAV (GNSS) Z RWY 25





ed run npGPS 2014FEB01-ENAV2-#221412

GPS satellites: 9

GPS satellites: 10

GPS satellites: 8

GPS satellites: 9

GPS satellites: 10

Activated run npGPS 2014FEB01-ENAV2-#221412

Started run npGPS 2014FEB01-ENAV2-#221412

Image © 2014 DigitalGlobe
Image Landsat
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Google earth

2011

Date des images satellite : 10/4/2013 35°51'38.61"N 10°48'44.59"E élév. -40 m altitude 14.43 km

PBN implementation status in Tunisia

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Category	Sub-category	Value
Category 1	Sub-category 1	Value 1
Category 1	Sub-category 2	Value 2
Category 1	Sub-category 3	Value 3
Category 2	Sub-category 1	Value 4
Category 2	Sub-category 2	Value 5
Category 2	Sub-category 3	Value 6

PBN IMPLEMENTATION STATUS
The status of PBN implementation in Tunisia is as follows:
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LPV in MONASTIR success

- EGNOS service availability at monastir is sufficient to support LPV approaches.
- Good opportunity to count the benefits of EGNOS-based operations and the added value LPV approaches in a concrete case
- Monastir presents an encouraging model for the exploitation of RNAV APCH procedures down to LPV minima
- Stimulate and motivate the decision-makers In order to generalize this model to several northern airports.

POW IMPLEMENTATION STATUS

• The existing POWs in POW Operations in Toronto Airports

Report September 2016

• POWs POWs to be used as applicable in all Toronto ATIS, weather, low visibility, runway status, and to be implemented in the future.

• POWs to be used as applicable in the future part of Toronto ATIS.

Barriers to implementation

GNSS an essential key enabler for PBN implementation but:

- Guidance on the steps necessary to put in place monitoring and recording systems
- Signals are very reliable but What about jamming and a backup plan
- AUGUR coverage was limited to ECAC airspace only.



PBN implementation status in Tunisia

Introduction
The PBN is a new concept that aims to improve the efficiency of the PBN in Tunisia. It is a new concept that aims to improve the efficiency of the PBN in Tunisia.

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Category	Value
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Category 2	Value 2
Category 3	Value 3
Category 4	Value 4
Category 5	Value 5
Category 6	Value 6
Category 7	Value 7
Category 8	Value 8
Category 9	Value 9
Category 10	Value 10

PBN IMPLEMENTATION STATUS
The PBN is a new concept that aims to improve the efficiency of the PBN in Tunisia. It is a new concept that aims to improve the efficiency of the PBN in Tunisia.

SUMMARY

- TUNISIA PBN PLAN UPDATE
Interest in APV SBAS
- The implementation of PBN operations in Tunisia will be closely related to the various changes taking place at a European level and the decisions that may be made.
- Will gradually be adjusted in relation to international works.

thank you for your kind attention