

RECONNECTINGTHEWORLD

9th Meeting of the AFPP Steering

Committee

Lomé, Togo

23 to 25 December 2023



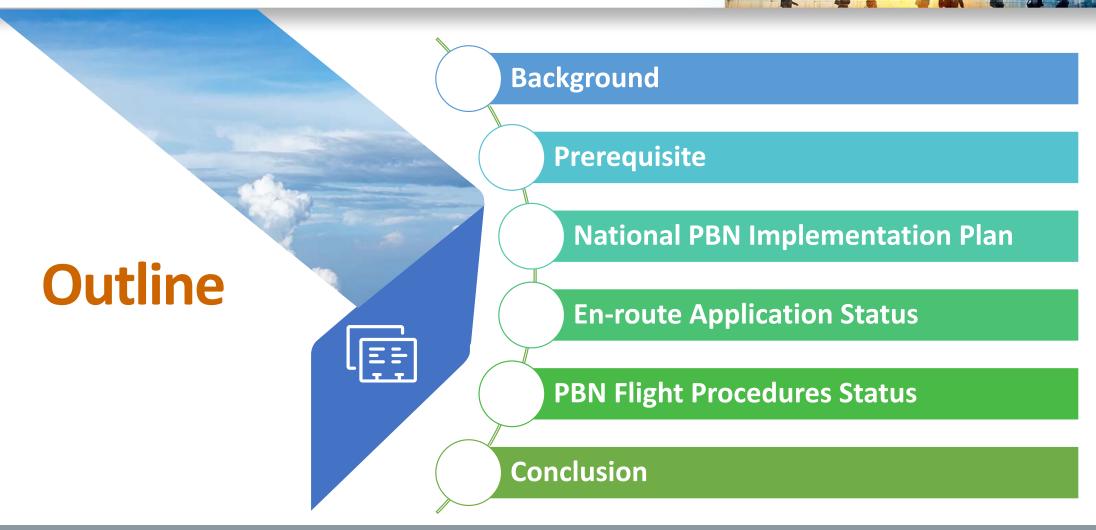
Agenda item 3: Review of the implementation status of the Programme Working Paper 3.4: PBN implementation Status in the AFI Region







RECONNECTINGTHEWORLD





Background

African Flight Procedure Programme (AFPP)

In 2008 ICAO developed the performance-based navigation (PBN) concept and called Member States to develop National PBN Implementation Plan (NPIP) to implement it for all phases of flight by 2016

To this end, the AFI Region provided a PBN implementation roadmap to serve as model for the development of their own plan

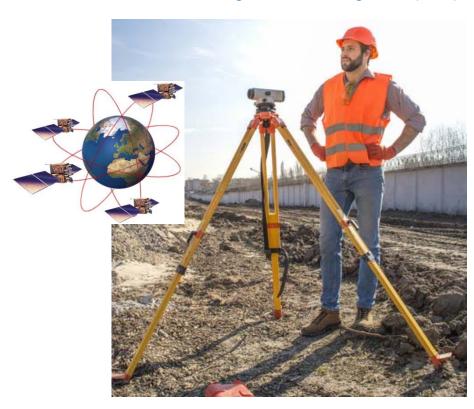
PBN implementation starts with prerequisites followed by a national PBN implementation plan and then, design of routes and flight procedures

The current WP presents the implementation status of these elements as of 23 October 2023



Prerequisite for PBN implementation

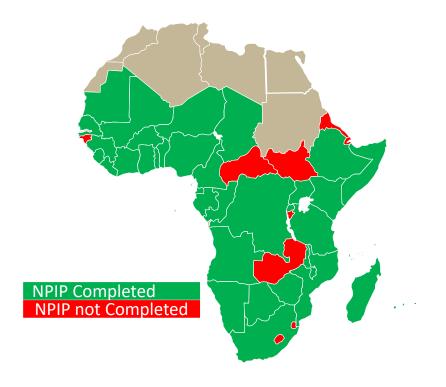
- Prior to PBN implementation, WGS-84 data meeting the ICAO accuracy requirements (Annex 15, Doc. 9674) shall be availed:
 - The data must be current
 - Less than five (05) years
 - Data shall be collected and processed by a registered company
 - Data to be collected are related to:
 - Runway features (THR, Profile)
 - Navaids and landing aids
 - Obstacles.





National PBN Implementation Plan

- NPIP completion:
 - Initial target date (A36-23): 2016
 - [™]Now:
 - A mater of urgency (A37-11)!
- ☐ Total AFI States: 48
- NPIP completed:
 - **WACAF: 22 (92%)**
 - **ESAF** : 17 (71%)
- Remaining States:
 - **WACAF: 2 (8%):**
 - Central African Republic and Guinea-Bissau.
 - **ESAF** : 7 (29%):
 - Burundi, Djibouti, Eritrea, Eswatini, Lesotho, South Sudan and Zambia.





En route application status

African Flight Procedure Programme (AFPP)

Monitored by the Regional Offices:PBN Route Lab workshop





PBN Flight Procedures Status

- ☐ PBN flight procedures refer here to:
 - Two types of STARs:
 - PBN standard STARs;
 - STARs using Continuous Descent Operations Techniques (CDO).
 - Two types of SIDs:
 - PBN standard SIDs;
 - STARs using Continuous Climb Operations Techniques (CCO).
 - Instrument Approach Procedures:
 - RNP APCH (with LNAV minima);
 - APV baro-VNAV (RNP APCH with LNAV/VNAV minima).



PBN Flight Procedures Status

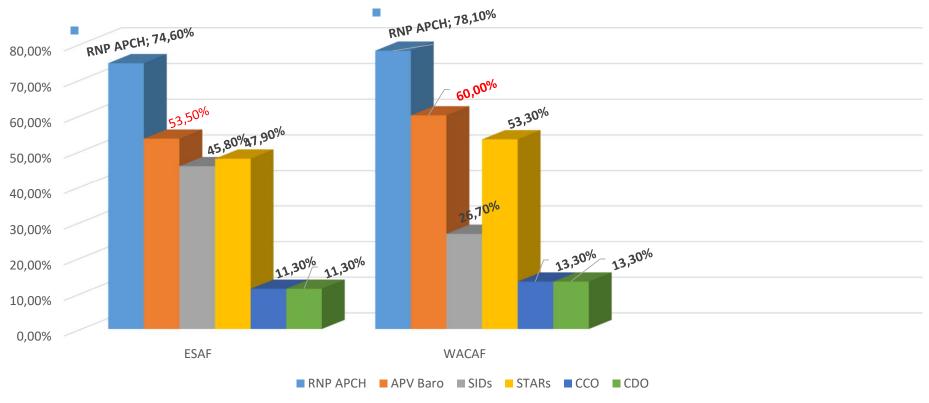
Reg. Office	# Inst. RWY	RNP APCH	APV Baro	SIDs	STARs	ссо	CDO
ESAF RO	142	106 (74.6%)	76 (53.5%)	65 (45.8%)	68 (47.9%)	16 (11.3%)	16 (11.3%)
WACAF RO	105	82 (78.1%)	63 (60.0%)	28(26.7%)	56 (53.3%)	14 (12.9%)	12 (12.9%)
TOTAL	247	188 (76.1%)	139 (56.3%)	93 (37.7%)	124 (50.2%)	30 (12.1%)	30 (12.1%)



PBN Flight Procedures Status

African Flight Procedure Programme (AFPP)

Ratios per type of flight procedure and per Regional Office





African Flight Procedure Programme (AFPP)

PBN Implementation rate per other States (RNP APCH)_ESAF

States	Angola	Botswana	Comoros	Djibouti	Eritrea	Ethiopia	Kenya	Lesotho	Madag.	Malawi	Mauritius	Mozambique
# Int. A/P	2	5	3	1	2	4	2	1	7	2	1	10
# inst RWYs	4	9	3	2	3	9	6	2	12	4	2	18
RNP APCH	3	7	3	2	2	9	6	2	6	4	2	16
Rate (%)	75.0	77.8	100.0	100.0	67.7	100.0	100.0	100.0	75.0	100.0	100.0	88.9



African Flight Procedure Programme (AFPP)

PBN Implementation rate per other States (RNP APCH)_ESAF

States	Namibia	Reunion I.	Rwanda	Seychelles	Somalia	South Africa	South Sudan	Tanzania	Uganda	Zambia
# Int. A/P	3	1	1	1	5	10	1	3	1	4
# RWYs	5	4	1	2	3	25	2	6	2	8
RNP APCH	4	3	1	2	1	15	2	6	2	6
Rate (%)	80.0	100.0	100.0	100.0	33.3	60.0	100.0	100.0	100.0	75.0



African Flight Procedure Programme (AFPP)

PBN Implementation rate per other States (RNP APCH)_WACAF

States	Benin	Burkina Faso	Cameroon	Cabo Verde	Central Af. Rep.	Chad	Côte d'Ivoire	DR Congo	Eq. Guinea	Gabon	Gambia	Ghana
# Int. A/P	1	2	5	2	2	1	1	5	1	3	1	1
# RWYs	2	4	10	4	4	2	2	9	2	5	2	2
RNP APCH	2	4	6	4	2	2	2	7	2	5	2	2
Rate (%)	100.0	100.0	60.0	100.0	50.0	100.0	100.0	77.8	100.0	100.0	100.0	100.0



African Flight Procedure Programme (AFPP)

PBN Implementation rate per other States (RNP APCH)_WACAF

States	Guinea	Guinea Bissau	Mali	Mauritania	Niger	Nigeria	Congo	Senegal	Sierra Leone	Togo
# Int. A/P	1	1	5	4	3	5	2	2	12	1
# RWYs	2	2	8	2	6	10	4	3	2	2
RNP APCH	2	2	8	2	6	9	4	3	2	2
Rate (%)	100.0	100.0	100.0	100.0	100.0	90.0	100.0	100.0	100.0	100.0



African Flight Procedure Programme (AFPP)

- ☐ As a conclusion, efforts need to be made to achieve full PBN implementation in the Region
- ☐ Overall implementation rate:

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**RNP APCH : 76.1%;
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APV baro : 56.3%;

SIDs : 37.7%;

** STARs : 50.2%;

© CCOs : 12.1%;

© CDOs : 12.1%.



- ☐ Main shortcomings :
 - Non-realistic number of international airports in the AFI eANP;
 - Maintenance of the procedures:
 - Lack of archives;
 - Lack of regulatory approval;
 - Lack of flight validation;
 - Aerodrome obstacle non-periodically or preventively (WGS-84 survey or resurvey):
 - WGS-84 survey must be performed maximum every five (05) years.



- □ Non-realistic number of international airports in the eANP:
 - Some of the "international" airports are VFR airports
 - Mauritania: Nema, Atar, Zouerate;
 - Central African Republic: Berberati;
 - Comoros: Anjouan;
 - Mauritania: Nema, Atar, Zouerate;
 - Mozambique: Mocimboa da Praia;
 - Somalia: Burao;
 - Zambia: Ndola.



- ☐ States without PBN implementation:
 - Sao Tome and Principe:
 - Designed and pending for flight validation
 - Burundi
 - Eswatini
 - Pending for regulatory approval
 - Zimbabwe
 - Liberia:
 - Pending for safety assessment and approval

