



International Civil Aviation Organization
Western and Central African Office

**Fourteenth Meeting of the Air Traffic Management/Aeronautical Information Management/Search and Rescue Sub-Group (ATM/AIM/SAR SG/14)
(Dakar, Senegal, 11 to 14 May 2015)**

Agenda Item 3: Status of implementation of the Sub-Group work programme and related Task Forces/Working Groups as assigned by APIRG related to ATM

3.1: Air Traffic Management

STATUS OF PBN IMPLEMENTATION

(Presented by the Secretariat)

SUMMARY
<p>This working paper presents an indication of progress achieved in the implementation of PBN.</p> <p>Action by the meeting is at paragraph 3.</p>
REFERENCES
<p>– APIRG/19 Report</p>
<p>This Working Paper is related to Strategic Objectives: A, B & E</p>

1. INTRODUCTION

1.1 The AFI Regional PBN Implementation Plan was formally adopted by the APIRG/17 Meeting in Ouagadougou, Burkina Faso, 2-6 August 2010, under Conclusion 17/46. Since then, the only substantial amendment has been inclusion of LNAV only procedures where altimeter setting does not exist and where aircraft of maximum certificated take-off mass of 5700kg or more, using an aerodrome are not suitably equipped for APV operations.

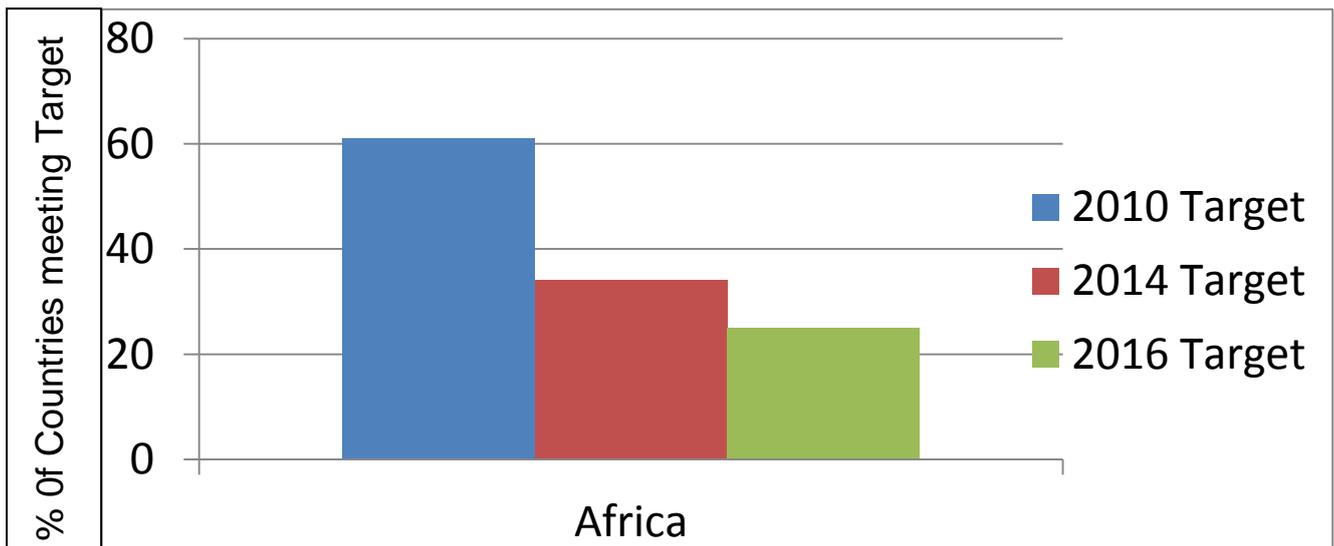
1.2 APIRG 17 adopted 10 more Conclusion related to PBN, aimed and facilitating implementation:

- Conclusion 17/ 46: AFI PBN Implementation Regional Plan*
- Conclusion 17/47: National PBN Implementation Plan*
- Conclusion 17/48: PBN Implementation Tools*
- Conclusion 17/51: Lowering of RNAV / RNP Routes UM214 and UM215*
- Conclusion 17/52: Dissemination of a Letter Inviting Proposals for Establishment of the AFI Flight Procedures Programme (FPP)*
- Conclusion 17/53: Training in Support of PBN Implementation***
- Conclusion 17/54: PBN Enabling Legislation*
- Conclusion 17/55: Participation of Representatives of States Involved in PBN Approval Process*
- Conclusion 17/56: Funding of the PBN Implementation Program*

2. DISCUSSION

2.1 As of April 2015, only 18 States, in the AFI ANP, had formulated national PBN implementation plans. Some of the plans, however, still require significant developments to support effective implementation.

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|---------------|------------------|--------------|
| 1) Ethiopia | 9) Nigeria | 17) Niger |
| 2) Botswana | 10) Rwanda | 18) Tanzania |
| 3) DRC | 11) Senegal | |
| 4) Ghana | 12) Seychelles | |
| 5) Kenya | 13) Cape Verde | |
| 6) Madagascar | 14) South Africa | |
| 7) Mauritius | 15) Togo | |
| 8) Namibia | 16) Uganda | |



2.2 Challenges faced by States in the implementation of PBN are many and varied. However, in most cases, the overarching challenges are resources and limited civil aviation activity. In order to assist States' implementation efforts, the SP AFI/08 RAN Meeting in Durban, 2008 identified the need for establishment of a Flight Procedure Office, later named Flight Procedure Programme (FPP). Subsequently however, it was decided to gain experience in the concept of FPP by first learning from the APAC FPP.

2.3 In 2013 it was finally concluded within the ICAO Secretariat that an FPP in the AFI Region would be viable. Following consultations with potential role players and other stakeholders and other introductory work, the African FPP (AFPP) was officially launched in May 2014 and opened for business on 2 June 2014. Further detail on AFPP will be provided in separated Working Paper.

2.4 It is expected that the AFPP, together with APIRG, ICAO Regional Offices and Headquarters will provide adequate support to African States to move significantly towards achieving the PBN implementation goals set by the Assembly (A37-11). However, "you may take the horse the horse to water but you can't make him drink." For any supportive efforts to bear fruit, the commitment of States is critically important.

2.5 The meeting will note that 4th Edition of the Global Air Navigation Plan (GANP (2013-2028)), while introducing the Aviation System Block Upgrades (ASBU) methodology, also highlighted PBN as "Our Highest Priority."

2.6 In view of the above, the Sub-Group may wish to review and update the AFI Regional PBN Implementation Plan, including proposed amendments as provided in **Appendix 4A** to this working paper. The update should however, taking into consideration the "Highest Priority" status of PBN, not relax or shift the Regional Plan implementation targets, which are based on global goals set by the Assembly. Rather, aim at implementation as soon as possible for any targets that have not been achieved or appear to be too close to achieve.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information this working paper;
- b) Update information on status of PBN implementation; and
- c) Review and update the Regional PBN Implementation Plan taking into consideration paragraph 2.6 of this working paper, with regard to target dates.
