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International Civil Aviation Organization
African Flight Procedure Programme

10th Meeting of the African Flight Procedure Programme Steering Committee
(Dakar, Senegal, 19 to 21 November 2024)

Agenda Item 4: Project terminal report

Working Paper 4.6: Projects outputs

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper reports on the operational improvements achieved by the Project during Phase III, in accordance with the Programme Document.

Action by the meeting is indicated in section 3.

REFERENCES

Phase III project document

1. INTRODUCTION

1.1 According to the Programme document, operational improvement is achieved through:

- a) The increase in the number of robust State PBN implementation plans
- b) The increase in the number of implemented PBN procedures, including regulatory approval, and published in States Aeronautical Information Publications (AIP);
- c) The increase in the number of approved national carriers for PBN operations; and
- d) Demonstrated evidence for improved safety and efficiency of flight operations.

1.2 This paper presents the operation improvements achieved by the project during Phase III.

2. DISCUSSION

2.1 As presented in working paper 4.5:

- a) With an implementation rate of 81 per cent, the national PBN implementation rate is satisfactory;



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- b) The implementation rate of PBN flight procedures at 76.1 per cent is also acceptable;
- c) The oversight of the national carriers approved for PBN operations is difficult as the list of the PBN focal point is not updated. States don't respond to AFPP's surveys on this matter;
- d) The safety is improved with the implementation of the PBN flight procedures; however, we still have a lot to do to achieve the flight efficiency with the implementation of free route airspace, parallel routes and continuous climb and continuous descent operations (CCO/CDO) whose implementation rate is low (12.1 per cent).

3. ACTION BY THE MEETING

3.1 The Steering Committee is invited to:

- a) take note of the information provided in this paper;
- b) update the list of their PBN focal points;
- c) encourage States and air navigation service providers to implement parallel routes and CCO/CDO flight procedures to increase flight efficiency.

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