



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP**  
**NINETEENTH MEETING (APIRG/19)**  
**((Dakar, Senegal, 28-31 October 2013))**

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation**

**3.2 Air Traffic Management/Search and Rescue (ATM/SAR)**

**FRANCE'S CONTRIBUTION TO THE  
AFI FLIGHT PROCEDURE PROGRAMME (AFI-FPP)**

*(Presented by France)*

<b>SUMMARY</b>	
This paper presents a summary of the contribution of France to the AFI-FPP.	
<b>REFERENCES:</b> Assembly Resolution A37-11, October 2010 State Letter AN 11/45.2.1-13/18, 28 February 2013	
<i>Strategic Objective(s)</i>	This Information Paper is related to Working Paper 25

**1. INTRODUCTION**

1.1 The AFI Flight Procedure Programme has been established by ICAO for all the States in AFI Region, in accordance with the recommendation of the ICAO Special Regional Air Navigation Meeting of 2008. Its initial duration is 3 years.

1.2 France has a long experience of PBN flight procedures which, for safety matters, she is willing to share with the international aviation community. For this matter, France was also supporting the APAC-FPP.

**2. DISCUSSION**

2.1 France, being after ASECNA one the first country that decided to support the FPP-AFI, is willing to share her experience with the African community and to present how and why she decided to support the FPP-AFI.

2.2 The French contribution to the FPP-AFI will be :

- Financing of the Head of AFI-FPP Office for 3 years.
- Provision of GeoTITAN licences (automated design procedure software).
- Provision of short term experts from DGAC.

2.3 France has chosen to support this programme because:

- of the importance of the quality of the flight procedures for safety;
- of the relevance of the scope of the FPP-AFI programme.  
The FPP-AFI encompasses all the steps of the chain, which guarantees the safety of flight procedures. Indeed its scope begin with the mapping and goes until the entry into service and the operational approval of airlines.
- of the Pan-African dimension of the programme.  
This Pan-African dimension will enable to gather the experiences and know-how of all the African countries involved in the programme and will end up with the building a living network of PBN experts throughout the continent.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the contents of this paper.

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