



African Flight Procedure Programme  
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# Quarterly report



**Year 2022**  
**Quarter 1**

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## 1 Introduction

The 2022 first quarter was relatively short as two of the core staff members were unavailable respectively in February and March. Nevertheless, activities were conducted during the period, including the preparation and the conduct of the extraordinary AFPP Steering Committee meeting.

The purpose of this report is to update project members on the activities conducted during the said period, ie from 1<sup>st</sup> January to 31<sup>st</sup> March 2022. As usual, the report will start with the membership status, followed respectively by the report on the activities conducted, which will provide a focus on the deliberations of the extraordinary Steering Committee meeting. The status of the Project finances will follow and then, the last section will pay tribute to special personalities whose contributions were decisive for the success of the Programme.

## 2 Membership

The core membership of the Programme comprises the participating members:

- ✚ **Active Members:** All **African participating members** that commit to provide annual financial contributions to AFPP (**10 000 USD per year**);
- ✚ **Users (US):** All African participating Members that are not an Active Members, but intends to use the services of the AFPP;
- ✚ **Observers (OBS):** Participating Members that are not Active Members or Users;
- ✚ **Donors (DON):** **Participating Members that supports the AFPP** by secondment of experts and/or provision of equipment, trainings, finances and any other proposed activities endorsed by the Steering Committee.

The status of the AFPP membership is summarized in the following sections.

## 2.1 Active participating members (APM)

There is no change. The status of the membership application of Namibia is still pending for signature. Consequently, the number of active members remains unchanged.

1. Angola	13. DRC	25. Mozambique
2. Benin	14. Equatorial Guinea	<b>26. Namibia<sup>1</sup></b>
3. Botswana	15. Eswatini	27. Niger
4. Burkina Faso	16. Gabon	28. Nigeria
5. Cabo Verde	17. Gambia	29. Sao T & Principe
6. Cameroon	18. Ghana	30. Senegal
7. Central Af. Rep.	19. Guinea Bissau	31. Sierra Leone
8. Chad	20. Guinea Conakry	32. Somalia
9. Comoros	21. Kenya	33. Tanzania
10. Congo	22. Madagascar	34. Togo
11. Côte d'Ivoire	23. Mali	35. Uganda
12. Djibouti	24. Mauritania	36. Zimbabwe

## 2.2 Users

Currently and considering the above subsection, there is no User member.

## 2.3 Observers

The African Civil Aviation Commission is considered as a special observer with voting rights.

## 2.4 Donors

As per provision 5.2.4 of the Programme Document, Donors are “Participating members that support the African Flight Procedure Programme by secondment of experts and/or provision of equipment, trainings, finance and any other proposed activities endorsed by the Steering Committee”.

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<sup>1</sup> Namibia has signed the Prodoc since 11 January 2022. The application will be completed with the countersignature of the ICAO Secretary General.

As such, the following members are deemed to be Donors:

- ASECNA: is the Host Administration and has seconded personnel and pays the annual financial contribution for its members States since 2017;
- DGAC France (CAA) is a strong support of the Programme since its launch; DGAC seconded the first AFPP manager, funded his salary for the first phase, donated flight procedure design software and middleware, trained the first experts and provided trainings.
- Airbus provided trainings;
- KCAA (Kenya CAA) seconded experts, funded some of the AFPP activities and donated a charting software;
- TCAA (Tanzania CAA) seconded a permanent expert and funded trainings;
- ANAC Côte d'Ivoire (Côte d'Ivoire CAA) seconded a designer from its national ANSP (SODEXAM);
- GCAA (Ghana CAA) seconded a designer;
- CCAA (Cameroon CAA) seconded a designer.

## 2.5 AFPP membership at a glance

Status	APM	US	OBS	DON	Total*
Number	36	0	1	8	39

### Note:

1. Zambia is not a participating member but has already supported the Programme by hosting some of its activities;
2. \*As per the definition of "Donor" stated in section 2.4 above, some of the APM are also deemed to be donors; that is why the total is 39 instead of 44.
3. Namibia has signed the Prodoc as active member; countersignature of the ICAO SG is ongoing;
4. During the last Steering Committee Meeting, it was decided that those active members who have more than three years' arrears in the annual contributions by 31 July 2022 will be demoted as User Members unless they provide an acceptable payment plan and start implementing it.

## 3 Report on the activities conducted during last quarter

### 3.1 Administrative activities

As previously stated in the introduction, the first quarter of year 2022 was focused on the preparation and the conduct of the extraordinary Steering Committee meeting:

- Logistics management;
- Preparation of the relevant documents:
  - ✚ Invitation letters;
  - ✚ Opening and closing remarks;
  - ✚ Working and information papers;
  - ✚ Provision of reports;
  - ✚ Coordination activities: Regional Offices, chairpersons, ICAO HQ and core partners;
  - ✚ Etc.

The following administrative and coordination activities were conducted during this period:

- Follow-up of the payment requests for the AFPP financial annual contributions or for the projects;
- Follow-up of the assistance projects: Cabo Verde, Guinea, Liberia, Burkina Faso, Niger, Cameroon, Sao Tome and Principe and Eswatini;
- On-going coordination with TCB for the provision of the charting software license;
- Preparation of trainings: The East African School of Aviation (EASA) requested the AFPP to facilitate an instrument flight procedure refresher course in Nairobi;
- Preparation of meetings (Steering Committee, States/Organizations, ICAO, etc.);
- Finalization of the report on the Steering Committee meeting.

### **3.2 Participation in meetings**

During 2022-Q1, AFPP participated in many meetings:

- AFPP internal coordination meetings;
- WACAF Regional Office Meetings (Weekly meetings and non-regular meetings);
- Coordination meetings with APAC FPP on PBN matters;
- MID FPP SC/1 preparatory meeting;
- APIRG and RASG/AFI report to SRP and AFI plan project meeting;
- Informal coordination meeting with French DGAC;
- WACAF plan for return to office meeting;
- WACAF Global engagement survey meeting;
- ASBU elements applicable to AFI, Gap analysis and alignment of project teams activities;
- Internal validation of the Sao Tome conceptual design;
- Fifth meeting of the African Air Navigation Service Providers (ANSP) held in Lomé.

### **3.3 Training and workshops**

Given the extraordinary Steering Committee meeting and the partial unavailability of the core staff members, no training or workshop was organized during this quarter. However, we participated in the AFRAA/FSF global safety assessment workshop held virtually.

As stated in section 3.1, the East African School of Aviation (EASA) has requested AFPP to facilitate a flight procedure design refresher training course at Nairobi for its personnel. We're actively preparing this first post-Covid-19 face-to-face event which is opened to two other States.

### 3.4 Project-oriented activities

Project-oriented activities consist generally in the design visual or instrument flight procedure. As much as possible, we take opportunity of such projects to conduct OJT training for trainees who have never got opportunity to be involved in real flight procedure design activity and deliver awareness trainings on PBN concept and relevant topics (quality assurance, CCO/CDO, Conops, flight procedure regulatory approval, etc.). As of 31 March 2022, the status of these projects is provided in the below table.

#	Project	Site(s)	Status
01	Conventional & PBN flight procedure design	Conakry, Guinea	Completed
02	Local charts design	Conakry, Guinea	Waiting for payment
03	PBN flight procedure design	Sal and Praia, Cabo Verde	Completed
04	PBN flight procedure design	Robertsfield, Liberia	Temporarily paused due to changes in the CAA.
05	Conventional flight procedure design with full OJT	Matsapha Sikhupe (KM III)	Design is ongoing OJT completed
06	Visual flight procedures' design	Namissiguima, Burkina	Paused due to security issues
07	PBN flight procedure design	Dompta, Belabo, Cameroon	Just started on 18 April
08	Conventional & PBN flight procedure updating	Banjul, Gambia	IFP design is completed Design of local charts is ongoing
09	Conventional & PBN flight procedure design	Arlit, Niger	Design is completed 5LNC request is ongoing
10	PBN flight procedure design	Sao Tome	Kick-off planned on 16 May

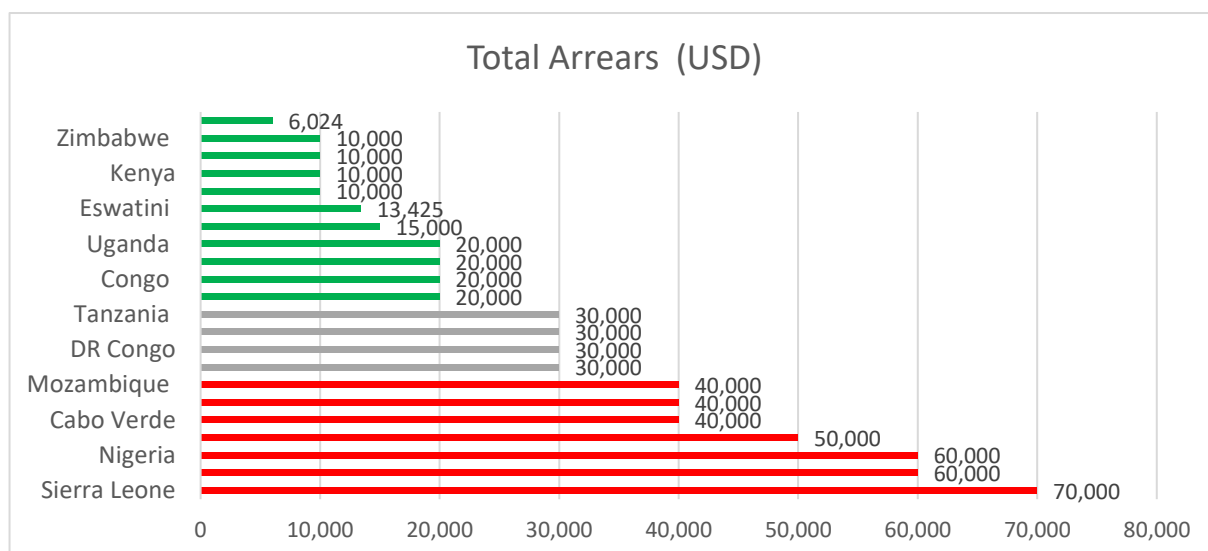
## 4 Finance

Following the information provided in the previous quarterly report on the status of each member State or Organization and decision to demote active members having more than three years arrears in the annual subscriptions, some of members have cleared partially their arrears; as of 31 December 2021, the payment status is therefore as shown below:

#	State/Org.	Total years	Total amount (USD)	Comments
01	Angola	5	50 000	May be demoted
02	Benin	0	0	
03	Botswana	3	30 000	
04	Burkina Faso	0	0	
05	Cabo Verde	4	40 000	May be demoted
06	Cameroon	0	0	
07	Central A. R.	0	0	
08	Chad	0	0	
09	Comoros	2	20 000	
10	Congo	2	20 000	
11	Côte d'Ivoire	0	0	
12	Djibouti	6	60 000	May be demoted
13	DR Congo	3	30 000	
14	Eq. Guinea	0	0	
15	Eswatini	2	13 425	Prorated payment for 2020
16	Gabon	1	10 000	
17	Gambia	3	15 000	Cleared partially
18	Ghana	3	6 024	Cleared 30 000 CAD (23 976 USD) instead of 30 000 USD. Balance is therefore 6 024 USD
19	Guinea Bissau	0	0	
20	Guinea C.	4	40 000	May be demoted
21	Kenya	1	10 000	
22	Madagascar	0	0	
23	Mali	0	0	
24	Mozambique	4	40 000	May be demoted
25	Mauritania	3	30 000	
26	Niger	0	0	
27	Nigeria	6	60 000	May be demoted
28	Sao Tome	1	10 000	
29	Senegal	2	20 000	
30	Sierra Leone	7	70 000	May be demoted
31	Somalia	0	0	
32	Tanzania	3	30 000	
33	Togo	0	0	
34	Uganda	2	20 000	
35	Zimbabwe	1	10 000	

As shown in the table and in the pivot chart, seven (07) members (in red on the pivot chart) may be demoted as per decision SC/7-Dec13, while three other members may be added to them if payment of year 2022 is included and if payment plan is not provided.





The payment requests for 2022 could not be issued during the first quarter of 2022 as requested by the project members. ICAO is working on the documents and will send them to the project members as soon as possible.

## 5 Focus on the extraordinary AFPP Steering Committee meeting

### 5.1 The main decisions

The report on the extraordinary AFPP Steering Committee meeting held virtually on 14 January 2022 have been finalized and will be uploaded to AFPP webpage. The meeting was attended by eighty-nine (89) participants, including five Directors General of CAA. As usual, the meeting reviewed the performance of the Programme and took important decisions.

Having noted that some of the member States have not yet implemented any of the PBN element despite the well-established benefits, AFPP was directed to provide tailored assistance to such States (SC/7-Dec01).

Many other important decisions were taken during this meeting:

- SC/7-Dec02: Revision of the AFI PBN roadmap;
- SC/7-Dec03: Member States requested to support Airspace design workshop. Such States will benefit reduced cost for CCO/CDO implementation on one airport;
- SC/7-Dec04: AFPP is authorized to conduct face-to-face trainings;
- SC/7-Dec05: Extension of the Programme Phase II up to 31 July 2022;
- SC/7-Dec06: Decision to conduct the Programme Phase III with effective date on 1<sup>st</sup> August 2022 and extension of the assignment of the Programme Manager to cover Phase III duration.
- SC/7-Dec07: For more flexibility, decision to amend the Programme governing documents with the development of a Management Service Agreement (MSA) in addition to the Programme Document for the future signatures.

- SC/7-Dec08: Extension of the contract of the Programme Manager until end of the Project Phase III (31 July 2025)
- SC/7-Dec08: Recruitment of two consultants from Tanzania and ASECNA as flight procedure designers.

For more details, refer to the full report on the AFPP webpage.

## 5.2 The PBN implementation status

With regards to the PBN implementation, the target date was 2016 for the completion of the PBN elements (mainly national PBN plan and PBN approaches and SIDs/STARs). As of 14 January 2022, the implementation status is as follows:

- National PBN plan implementation : 80%;
- RNP APCH : 59%;
- RNP APCH with baro-VNAV : 35%;
- SID : 30%;
- STARs : 37%

Despite the AFPP assistance, some of the States have not yet implemented PBN in the international airports:

- National PBN plan : Burundi, Central African Republic, Djibouti, Eritrea, Eswatini, Guinea Bissau, Lesotho, South Sudan and Zambia.
- PBN flight procedures : Burundi, Cabo Verde, Eswatini, Sao Tome and Principe, Zimbabwe.

## 6 Tribute to key personalities

During its first Steering Committee meeting held on December 2014 in Nairobi, Kenya, Mr Gilbert M. Kibe, has been elected as the chairperson of the AFPP for Phase I. In February 2019, the Steering Committee renewed its confidence to him for the Programme Phase II.

After seven years as the Director General of Kenya Civil Aviation Authority, he reached the term of his contract and left on 22 February.

Greatness, yes, Captain Kibe showed it, but rather a greatness of soul. We will keep in memory his generosity, his listening quality, reactivity and availability. Greatness and competence also in the management of KCAA and AFPP which benefited from his services during the seven years he led respectively as Director General and Chairman of the Board. Finally, we will remember his rigor, his seriousness, his professionalism and his commitment to everything that affects the development of civil aviation in Africa, all things that earned him a unanimous testimony and a medal awarded by ASECNA at the fifth ANSP meeting held in Lomé in March 2022.

## **7 Conclusion**

Aviation industry is recovering from Covid-19 and the financial situation of the programme is improved with the payment of the annual contribution of the seven-teen ASECNA member States and the partial settlement by some active members. We hope that the status of the arrears in the annual contribution provided herewith will assist active members in providing a payment plan and start implementing it.

Despite the effect of the pandemic, the Programme is kept on delivering virtual training and workshops and providing assistance to member States through many flight procedure design activities.

The Programme is still very attractive as welcomed a new member, the Civil Aviation Authority of Namibia (NCAA).

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