



# African Flight Procedure Programme

Steering Committee Meeting #1  
16-17 December 2014  
Nairobi, Kenya

2014/SC1/WP03  
Attachment A  
16/12/14

Agenda Item 4: Report on the implementation of 2014 AFPP Work Programme

## REPORT ON THE IMPLEMENTATION OF 2014 AFPP WORK PROGRAMME

(Presented by the Secretariat)

### 1 Background

- 1.1 The African Flight Procedure Programme (AFPP) hosted by ASECNA in Dakar, Senegal and supported in addition by France and ASECNA with seconded personnel, and by ICAO (HQ, ESAF and WACAF Regional Offices) for monitoring of the activities, commenced its operations on 2 June 2014.
- 1.2 The AFPP Programme Document (ProDoc) is the reference document for activities, presenting the Operating Concept, the Programme implementation strategy, the expected outcome of the Programme, the institutional framework, the Programme review, monitoring and reporting, the Phase 1 (2014 to 2017) strategy forward, the inputs from Host Administration, Participating States and ICAO, the 2014 work plan and the Programme budget. This Programme Document was presented to African States in March 2014 as the reference documentation of the Programme.
- 1.3 On June 2014, the AFPP team was composed of the Programme Manager, seconded by France and the Chief of Flight Procedure Designers (CFPD), seconded by ASECNA for Phase 1.

### 2 Membership

- 2.1 During the AFI Safety Aviation Symposium, Dakar, Senegal, on 27 May 2014, nineteen (19) African States signed the ProDoc, as Active Participating States (18) and User State (1).
- 2.2 Since May 2014, several African States have adhered to or indicated interest in membership of the AFPP. These States, Active Participating States (APS) and User States (US) are grouped as follows:
- 2.3 States that have adhered (10/12/2014):



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- APS: Burkina Faso, Cabo Verde, Comoros, Congo, Cote d'Ivoire, DRC, Djibouti, Gabon, Gambia, Ghana, Guinea, Kenya, Mali, Mauritania, Mozambique, Niger, Nigeria, Senegal, Tanzania, Togo and Uganda;
    - APS (pending signature): Angola, Cameroon and Rwanda;
  - US: Guinea Bissau and Madagascar.
    - US (pending signature): Zimbabwe;

2.4 States having indicated interest: South Africa.

## 3 Activities for 2014

- 3.1 The activities conducted in 2014, are based on the 2014 Work Plan detailed in the Programme Document, Appendix 3, and were provided through seminars, workshops and training sessions. For implementation support, flight procedure design was provided for ANSP from Cote d'Ivoire for 5 domestic airports. Support and assistance activities were also launched but are not yet completed.
- 3.2 AFCAC/ICAO Joint Seminar/Workshop on PBN Implementation Plan: held in Dakar, Senegal, 24-26 June 2014; this was supported by AFCAC, AIRBUS, EUROCONTROL and ICAO WACAF Regional Office. 75 representatives from 22 States and 3 Organizations participated in the workshop at which States committed to submit their PBN Plan before the end of 2014, with possible AFPP assistance. The workshop was very fruitful and two (2) conclusions were adopted requesting ASECNA to conduct a workshop to share information on the preparation of PBN plans in its member States, and for ICAO/AFCAC to encourage DGCAAs to meet the PBN Implementation Plan submission deadline.
- 3.3 PBN Operational Approval Training Workshop: held in Dar Es Salaam, Tanzania, 14-16 October 2014. This was a lighter version of PBN Operational Approval Training Course. It was financially supported by AIRBUS and France, and supported by the ICAO ESAF Regional Office. Forty-five (45) representatives from eight (8) States and three (3) Air Operators attended and the PBN operations approval process was presented from both regulator and operator perspectives. The quality of the presentations and workshop activities were recognized very useful by representatives. Air Operators were not well represented. It'll be necessary to find a better way of having more participants from this group of stakeholders at the next workshop.
- 3.4 PANS-OPS Initial Flight Procedure Design (FPD) Training Course (1A): initially proposed to be held in the AFPP facilities, Dakar, Senegal, 27 October – 14 November 2014, was held at ENAC, Toulouse, same dates, due to difficulties for ENAC instructors to come to Dakar. The course was free of tuition fees for Active Participating States. It was supported by France and represents the first step for Flight Procedure Design training



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- for States to create internal capacity. The course was open to 15 candidates, and 10 candidates from Cape Verde, Cote d'Ivoire, Gabon, Kenya, Mauritania, Niger, Senegal and Uganda participated to the first AFPP FPD Training Course (1A). The next step (PBN FPD Course, 1B) will be held at AFPP Premises, Dakar, Senegal, 18 May – 12 June 2015. Participants will be the same as those of the 1A Training Course.
- 3.5 In addition to the AFPP 2014 Work Plan, through an ICAO Special Implementation Project (SIP), an AFPP Familiarization Seminar/Workshop was held in Addis Ababa, Ethiopia, 20-21 November 2014. The objectives was to provide States with necessary information to facilitate their effective participation in the AFPP. The Seminar was considered valuable by the participants.
- 3.6 To meet the goals of the implementation support, the AFPP responded to request for assistance from Cameroon CAA, to study and provide financial estimates for conventional and PBN flight procedures design for Maroua-Salak Airport, and Djibouti CAA for PBN flight procedures regulatory approval and departure/arrival routes design. Ghana CAA has also expressed interest in AFPP assistance in the area of Flight Procedure Design and regulatory approval. These activities are under development and not yet completed.
- 3.6.1 Additionally, Flight Procedures Design was accomplished for an ANSP in Cote d'Ivoire, SODEXAM. The design concerned PBN Flight Procedure Design for five (5) Domestic airports in the State. The procedures were implemented on June 2014, and the national carrier, Air Cote d'Ivoire started its operations in November 2014. This service was costed at 30,087,975 CFA Francs and is reflected in the 2014 Financial report.
- 3.7 AFPP website setup
- 3.7.1 For a better dissemination of information on the AFPP organization, Members, Donors and activities, an initial version of the AFPP website was activated in September 2014 under the following link: <http://www.icao.int/WACAF/African-FPP/Pages/default.aspx>. The website is expected to be completed by first Quarter 2015.
- 3.7.2 The AFPP website is also accessible from the Home Page of the ICAO WACAF website. It will be soon accessible from the Home Page of the ICAO ESAF and PBN websites.
- 4 Personnel**
- 4.1 As detailed in the Programme Document section 8, Inputs, the AFPP team is composed of the Programme Manager and experts seconded by States to the AFPP. Memorandum of Understanding will be signed between ICAO and Expert States Authorities.



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- 4.2 ASECNA seconded the Chief of the Flight Procedure Designers, a senior flight procedure designer expert in the ASECNA PANS-OPS Office, on June 2014. In 2014, according to an agreement with ASECNA, the work-time was shared between AFPP and ASECNA flight procedure design activities. The second expert to be provided by ASECNA in accordance with the Programme Document is yet to be seconded. Likewise, the Administrative support is not yet provided.
- 4.3 Tanzania announced decision to second an expert to the AFPP. The framework of the secondment would be specified.
- 4.4 Discussions are in progress with Nigeria CAA for an expert from NAMA to be seconded to the AFPP.

## **5 2014 AFPP Financial report**

- 5.1 The financial management of the Programme is entrusted to ICAO TCB through an agreement (as per Programme Document). For 2014, it was proposed that States contribute voluntarily. No contribution was received and therefore the AFPP depended on donations and sponsorships to execute its work Programme. However, an annual financial contribution of USD 10,000, is required of each APS member with effect from 1 January 2015, as endorsed in March 2014 Dakar meeting.
- 5.2 The detailed financial report is presented in Attachment B.