



# International Civil Aviation Organization

## African Flight Procedure Programme

Steering Committee Meeting #2  
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### DRAFT AFPP STRATEGIC ACTION PLAN SUMMARY

#### 1. INTRODUCTION

1.1. According to the Decision SC1/Dec04 b) of the AFPP SC/1 Meeting, the Strategic Action Plan was developed with clear objectives and consistent with the AFPP Programme Document, for expeditious implementation of PBN to ensure that all African States implement PBN approach procedures by the end of 2016 in accordance with Assembly Resolution A37-11.

1.2. The AFPP Strategic Action Plan describes the strategies to be provided to be taken by the AFPP from 2015 to 2017 to achieve the expected outcomes outlined in the AFPP Programme Document, such as increase the number of National PBN Implementation plans and the number of PBN IFPs in accordance with A37-11, and improve the rate of PBN Operations Approvals. The Strategic Action Plan has detailed Work Plans and makes provision for the participation of industry partners and other stakeholders to support the attainment of AFPP objectives.

#### 2. PBN IMPLEMENTATION IN AFRICAN STATES, CHALLENGES, OPPORTUNITIES AND RISKS

2.1. Using its considerable high-level expertise in flight procedures implementation according to issues, tasks and expected outcomes presented in the AFPP Programme Document, the strategy of the AFPP is to implement a holistic approach in providing all the needed support to African States to reach the 2016 ICAO targets of 100% implementation of PBN instrument flight procedures. The approach consists of supporting the development and implementation of appropriate PBN Implementation Plans and PBN flight procedures when State internal capability is not available or sustainable, and training experts from States to develop a sustainable flight procedures design and oversight capability through workshops and courses.

2.2. In relation to risks in Financial, Expertise and Support domain, States will be asked to commit and participate to the AFPP when it helps to solve their issues in PBN implementation and accordingly pay the annual contribution if any. To provide activities, the AFPP needs experts to be seconded by States what are requested to respond according to their internal expertise. Donors and other stakeholders would be obviously part of the success of the Programme development.

#### 3. STRATEGIC ACTION PLAN

3.1. PBN Focal Points for States



3.1.1. The Strategic Action Plan proposes to have the National PBN Programme Manager/Coordinators (NPPM/C) as focal point for each State for consistency and follow-up of AFPP activities in accordance with the State's National PBN Implementation Plan.

### 3.2. Status of PBN implementation

3.2.1. The current status of PBN flight procedures implementation in African States is presented according compiled from information provided by States, ICAO Regional Offices and extracts from the ICAO/AFPP/AFCAC Survey on PBN Implementation (Appendix D) sent to all African States and NPPMs/Cs.

3.2.2. In ESAF area, 48 PBN approach procedures have been implemented at 65 International airports which represents 30% of runway ends with PBN approach procedures. To reach the 2016 ICAO target for PBN implementation (100% of runway ends equipped with RNP Approach procedures), it is necessary to implement 112 RNP approaches in 19 different States.

3.2.3. In WACAF area, 72 PBN approach procedure have been implemented at 69 International airports representing 49% of runway ends with PBN approach procedures. To reach the 2016 ICAO target, it is necessary to implement 74 PBN approach procedures in 16 different States.

### 3.3. The Implementation Objectives for Years 2015, 2016 and 2017

3.3.1. Considering the initial need for major international airports and the airports with commercial traffic to provide one runway end with PBN approach procedures, it is proposed to support the implementation of PBN approach procedures for 70 runway ends (in ESAF area) and 40 runway ends (in WACAF area) to have a percentage of 75% (ESAF area) and 80% (WACAF area) of runway ends by mid-2017.

3.3.2. The proposed projection for Years 2015 to 2017 is as follows:

	Oct 2014	2015		2016		Mid 2017	
ESAF	48	+18	66	+35	101	+18	119
160	30%		41%		63%		75%
WACAF	72	+10	82	+20	102	+10	112
146	49%		56%		70%		80%

3.3.3. The projections will be attained using the internal capability of States where the flight procedure implementation expertise exists or is partly/fully externalized, or the AFPP capability.

3.3.4. The States will have the opportunity to learn new skills in PBN flight procedures implementation and PBN Operational Approval process for local air carriers through the training, assistance and support activities proposed by the AFPP.

### 3.4. AFPP Actions concerning National PBN Implementation Plans

3.4.1. Under the monitoring and follow-up of the ESAF and WACAF, the AFPP will encourage States to develop and implement appropriate PBN Action Plan. Therefore, when an activity is conducted for a State, the AFPP will ensure that this activity is consistent with the National PBN Implementation Plan.

### 3.5. AFPP Actions concerning Instrument Procedure Design, Ops Approval and Airspace Design

3.5.1. To promote the holistic approach for instrument procedure design activities, the AFPP will assist States to implement the whole QA process and will follow up implementation. Activities will be conducted to provide opportunities for African States to develop their internal capability in PBN implementation or assist them. It is also proposed to assist States to conduct PBN Operations approval for local carriers.

### 3.5.2. Workshops/Seminars

3.5.2.1. The Workshops/Seminars will be organized to cover the following domains of the PBN Flight Procedure Implementation process: Quality Assurance, Airspace design, Data origination, Ground and flight validation and PBN training courses for ATM.

3.5.2.2. The expected outputs of the Workshops/Seminars are provision of knowledge and expertise for the flight procedure implementation.

### 3.5.3. Training activities

3.5.3.1. They will consist of

a. Flight procedure design training courses, conducted by AFPP PANS OPS Instructors, in order to enable States to develop an internal flight procedure design capability. The course contents will cover conventional and PBN flight procedure design, including OJT.

b. PBN Operational Approval provided to the Regulatory Authorities and Air Operators, in order to improve the understanding and approval timeframe of the process.

3.5.3.2. The expected outputs of the Training activities are to complete flight procedure design training for African States personnel and improved knowledge of PBN Operational Approval by both regulatory authorities and air operators.

3.5.4. The support activities will consist of designing flight procedures, focusing on PBN, in respect to the ICAO documentation, and will be conducted primarily on request from AFPP Active Participating States (APS) and User States (US).

3.5.5. The assistance activities will entail helping States with PBN flight procedure implementation as described in the AFPP Programme Document.

### 3.6. Performance Monitoring

3.6.1. The AFPP will monitor the progress of PBN implementation by reviewing the following performance indicators annually :

- a. Total Number of State PBN implementation Plans;
- b. Total Number of PBN procedures implemented and published in States AIP;
- c. Total Number of TMAs with approved PBN operations;
- d. Total Number of approved local carriers for PBN operations; and
- e. Demonstrated evidence for improved safety and efficiency of flight operations.

### 3.7. Support from industry partners and other stakeholders

3.7.1. Support to AFPP activities provided by partners and stakeholders towards aviation safety in Africa could consist of provision of expertise, logistical support or donation, including financial or personnel secondment.



3.7.2. Example of support that could be provided by partners or stakeholders: Participation in an AFPP proposed training showcase. Based on a dedicated airport and air operator, the showcase would focus on the implementation of all required steps in ICAO Doc 9906 (Quality Assurance for flight procedures design) for instrument flight procedure implementation and training of experts when necessary. This show case would be facilitated by the AFPP and include partner and/or stakeholder experts recognized by AFPP.

### 3.8. The 2015 AFPP Activities and the draft Strategic Action Plan

3.8.1. In the draft Strategic Action Plan, objectives for PBN flight procedures implementation are presented for ESAF and WACAF area States in section 3.4. For the year 2015, it was expected to implement 18 PBN procedures ESAF area States and 10 in WACAF area States.

3.8.2. Regarding the WACAF States area, it could be considered that 4 international airports will be have their runways equipped with PBN procedures (Togo/Niamtougou, Mali/Gao, Cote d'Ivoire/Yamoussoukro and Cameroon/Maroua) which represents **8 PBN approach procedures**.

3.8.2.1. Out of the scope of the AFPP activity, Cape Verde CAA informed they intend to complete the implementation of PBN procedures (designed by a private company) at 4 airports by the end of year 2015. And DRC launched a global plan to implement PBN procedures in 24 airports of the States but no details was given to date.

3.8.3. Regarding the ESAF States area, it could be considered that 1 international airport will be have their runways equipped with PBN procedures (Djibouti/Djibouti) which represents **2 PBN approach procedures**.

3.8.3.1. Out of the scope of the AFPP activity, the design (provided by a private company) and implementation of PBN procedures for Namibia airports is on-going (see 3.4.3.) but no details was given to date. Burundi CAA started the implementation of PBN procedures (designed by a private company) at Bujumbura airport. And Zimbabwe CAA has started the process to implement PBN procedures at Victoria Falls International airport (see 3.4.4.).