



SAFE SKIES.
**SUSTAINABLE
FUTURE.**

**First Meeting of the Africa - Indian Ocean
Aviation System Planning and
Implementation Group (AASPG/1)**

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Update on the African Flight Procedure Programme



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Introduction:

Discussions

Action by the meeting

❑ The African Flight Procedure Programme: an ICAO African initiative to develop States' capability in instrument flight procedures and all related-domains focusing on PBN operations.

☞ The objective of the paper:

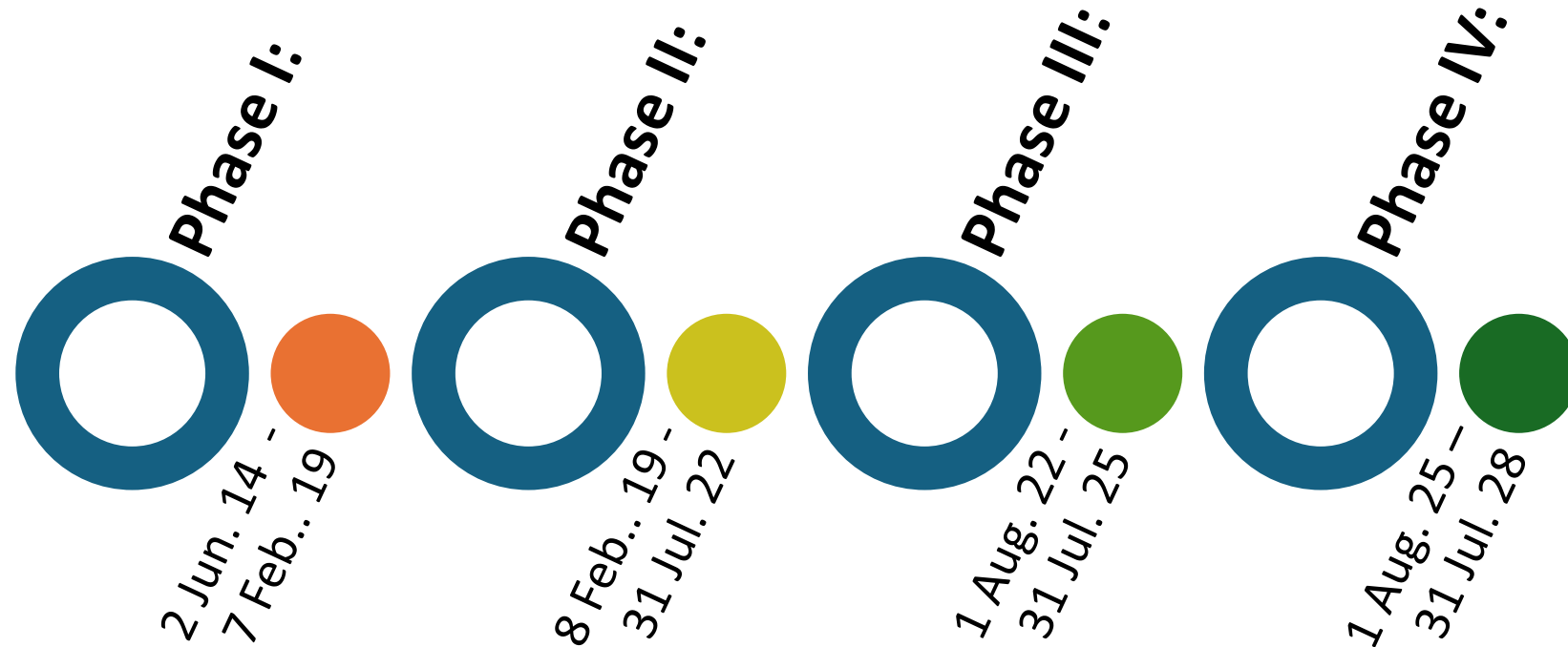
- Present the status of the Programme, eleven (11) years after its launch:

- ✈ Status of the membership;

- ✈ PBN implementation status in the AFI Region.

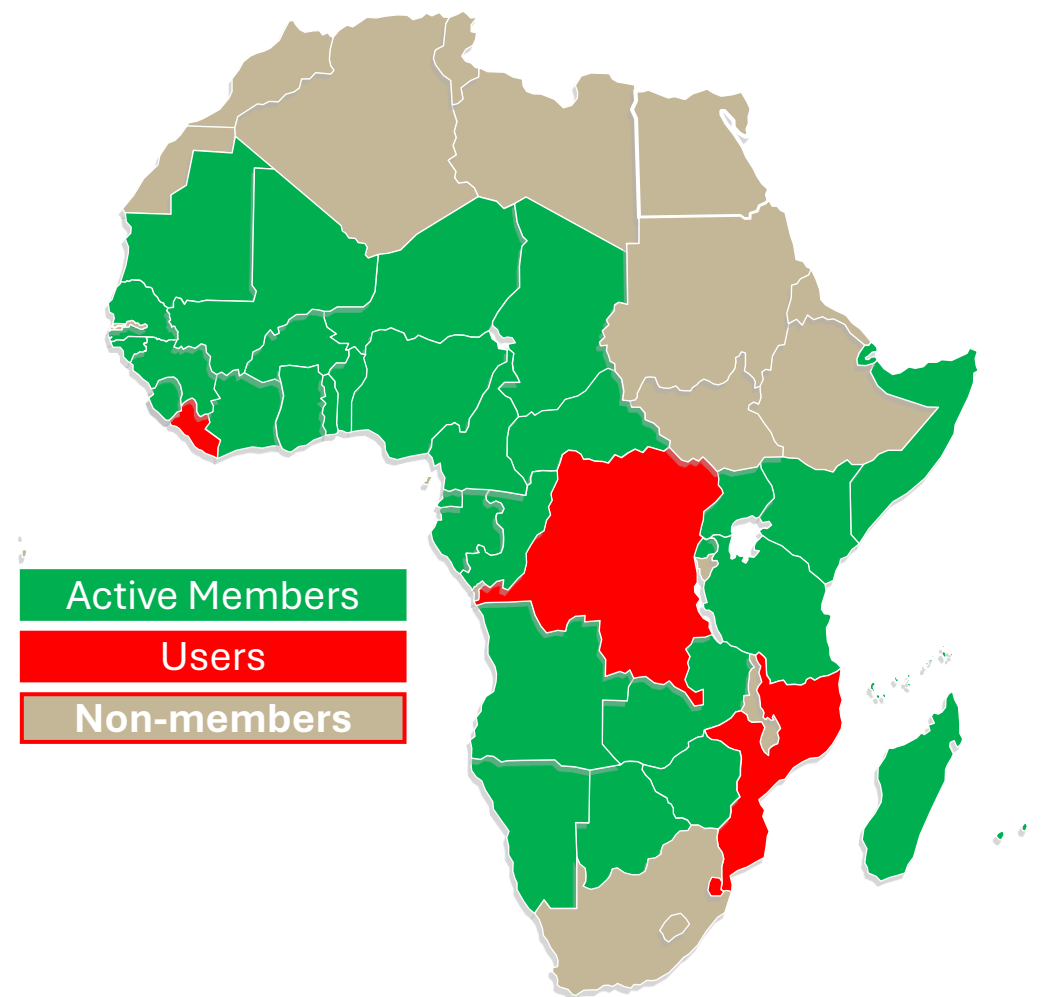
- Discuss on the remaining challenges.

Background



Discussions

- ❑ Project members : 58
 - ✎ Active members States : 30 (63%);
 - ✎ Active member Organizations : 1;
 - ✎ User Members States : 7;
 - ✎ User Members Organizations : 1 (15%);
 - ✎ Implementing agency ICAO : 5
 - WACAF, ESAF, MID, EUR/NAT, CDI.
 - ✎ Cooperating agencies : 1
 - AFCAC.
 - ✎ Donors : 8
 - ASECNA, Airbus, France, Kenya, Côte d'Ivoire, Ghana, Cameroon, Tanzania.
- ❑ Non-members States : 16 (23%).



❑ According to Assembly Resolution A36-23, all contracting States should have completed:

☞ Development of National PBN Implementation Plan by 2009;

☞ PBN approaches by 2016.

☞ Implemented PBN for en-route and terminal operations.

❑ With AR 37-11, the above-mentioned resolution has become a matter of urgency

❑ However, to date, this commitment is not yet met by certain States despite the efforts deployed by the Programme.

National PBN Implementation Plans (NPIPs)

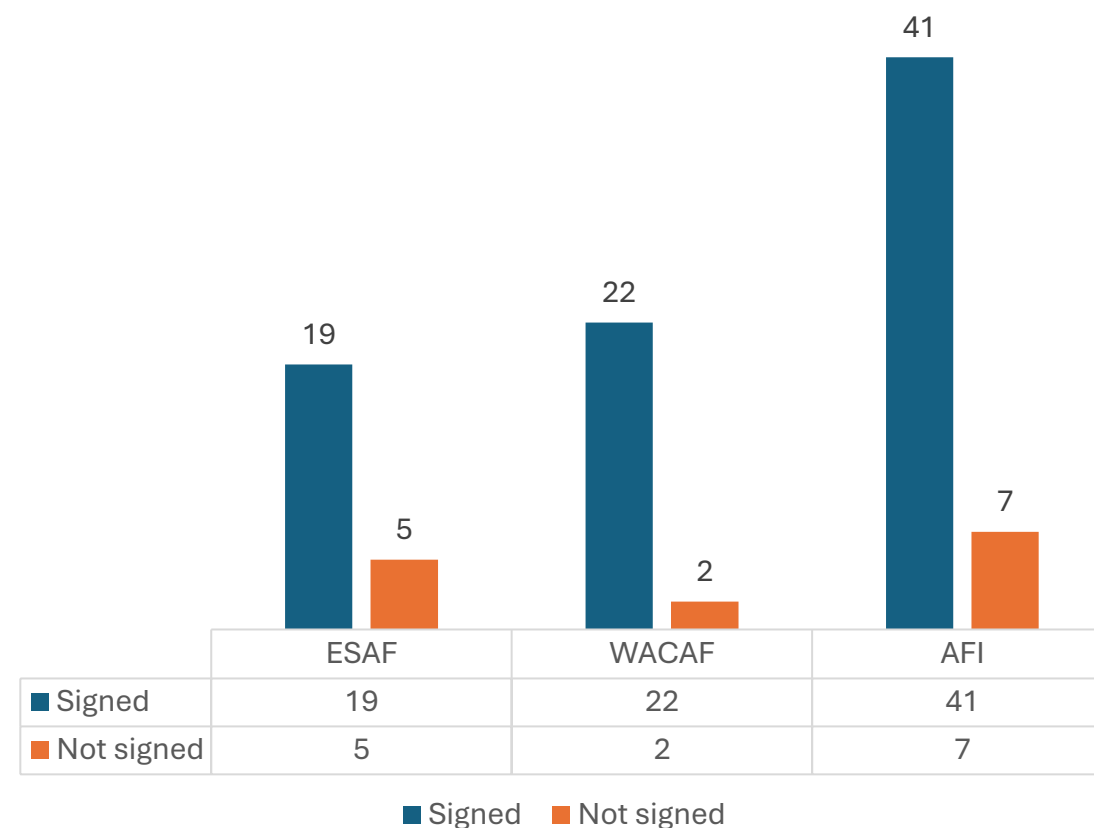
☐ Total AFI States : 48

☐ States with NPIPs : 41 (85%)

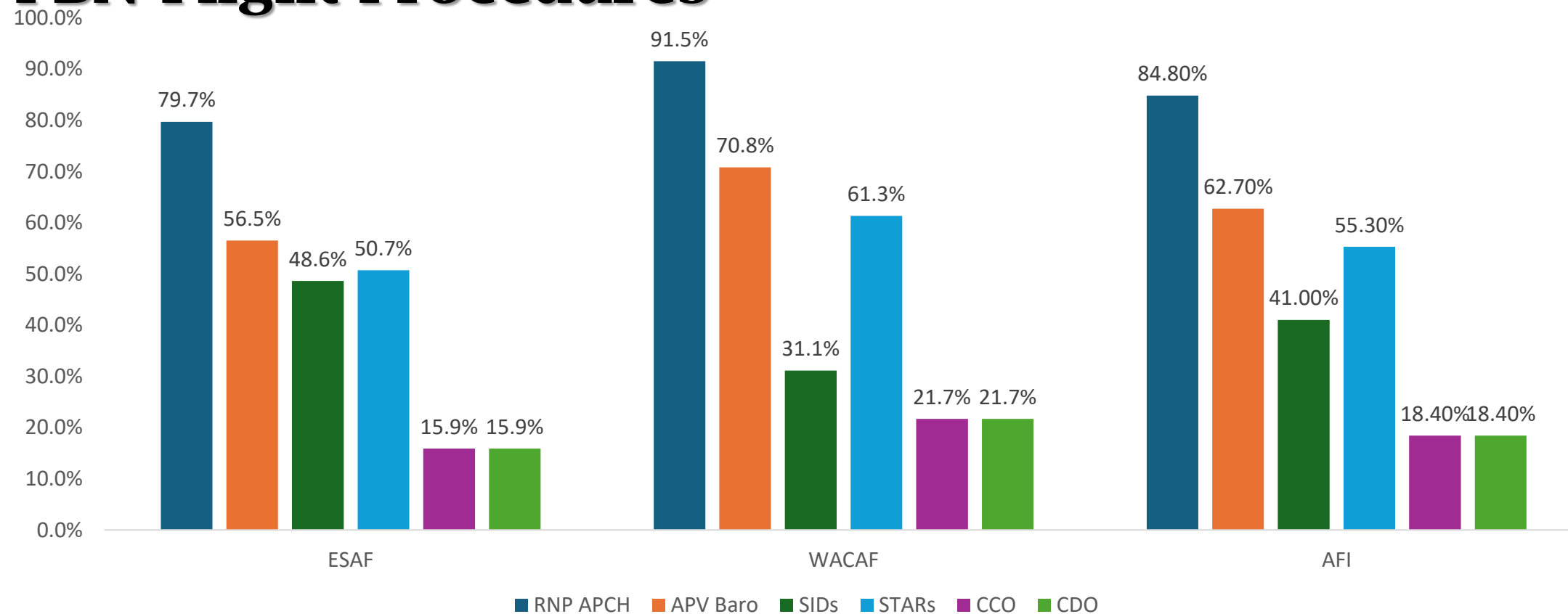
☞ ESAF : 19 (76%)

☞ WACAF : 22 (92%)

- Burundi;
- Central African Republic;
- Djibouti;
- Eritrea;
- Guinea Bissau;
- Lesotho;
- South Sudan.



PBN Flight Procedures



- ❑ As evidenced in the previous slides, 17 years after AR 36-23 was taken and 11 years after the AFPP launch, PBN implementation is still a big challenge in the AFI Region:
 - ☞ 8 States has not yet developed national PBN implementation plans;
 - ☞ The full implementation target is not reached (85%);
 - ☞ PANS-OPS is still a big issue and is involved in most of the safety significant concerns.
 - ☞ To avoid getting SSCs during USOAP CMA audits, some CAAs, suspend the instrument flight procedure without responding to the following questions:
 - Is it a sustainable solutions?
 - Is it not risky for the safety of air navigation for which we are working?

❑ The root causes of SSC are well understood:

- ☞ Inadequate WGS-84 periodic surveys;
- ☞ Insufficient navaid calibration;
- ☞ Gaps in flight procedure validation;
- ☞ Weak PANS-OPS regulation and oversight;
- ☞ Shortage of qualified PANS-OPS inspectors;
- ☞ Lack of skilled flight procedure designers;
- ☞ Delays in revising instrument flight procedures

❑ So why wait for problems to arise?

❑ Let's address these issues proactively and efficiently—before they compromise safety and compliance.

Action by the meeting

❑ The meeting is invited to:

☞ Acknowledge the information presented in this paper;

☞ Encourage States to:

- Develop and implement comprehensive training plans for flight procedure designers;
- Introduce retention strategies to motivate and retain qualified flight procedure designers;
- Adopt cooperative approaches recommended for navaid calibration and flight procedure validation;
- Join AFPP for enhanced competency sharing;
- Secure dedicated budgets for periodic obstacle surveys to ensure compliance and safety.



Thank You!