



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP TWENTIETH MEETING (APIRG/19) (Yamoussoukro, Cote d'Ivoire, 30 November - 2 December 2015)

Agenda Item 2: Performance Framework for AFI Regional Air Navigation Planning and Implementation

2.2: Air Traffic Management and Search and Rescue (ATM/SAR)

STATUS OF AFRICAN FLIGHT PROCEDURE PROGRAMME (AFPP) IMPLEMENTATION

(Presented by Secretariat)

SUMMARY

This paper presents the implementation status of the African Flight Programme (AFPP) since the operations started in June 2014.

Action by the meeting is at paragraph 3.

REFERENCES:

- Assembly Resolution A37-11, October 2010
- State Letter AN 11/45.2.1-13/18, 28 February 2013
- AFPP programme Document
- AFPP SC/1 report
- AFPP Strategic Plan
- AFPP SC/2 meeting Decisions and Recommendations

Strategic Objective(s) This Working Paper is related to Strategic Objectives: **A, B & E**

1. INTRODUCTION

1.1 The African Flight Procedure Programme was established by ICAO with the support of France and ASECNA in February 2013 and formally launched in June 2014 for the purpose of assisting States to develop sustainable capability and / or be provided with services in the Instrument Flight Procedure domain so as to meet their commitments under ICAO Assembly Resolution A37-11 for Performance Based Navigation implementation. The Programme is a non-profit programme of excellence in the field of PBN implementation.

1.2 Twenty (20) African States became Member States during an official signature ceremony on the margins of the AFI Aviation Safety Symposium in Dakar, Senegal on 27 and 28th May 2014. Twenty-Seven (27) States are to date members of the AFPP.

1.3 The official start of the AFPP operations was given in 2nd June 2014 for a three-year period.

1.4 The AFPP activities were conducted during Years 2014 and 2015 regarding the AFPP Programme Document, the Work Programme and the Budget approved by the AFPP Steering Committee (SC) during its first meeting held on 16-17th December 2014 in Nairobi, Kenya. The 2016 activities will be conducted according to the Work Programme approved by the second AFPP SC meeting held on 21st October 2015 in Cidade Velha, Cabo Verde.

2. DISCUSSION

2.1 The aim of the African Flight Procedure Programme (AFPP) is to provide support to improve safety and efficiency of procedures in Africa in developing specific attention to PBN procedures in terminal and approach areas. Airspace and procedure design techniques are used to facilitate benefits to PBN.

2.2 Concerned aspects of PBN implementation are aeronautical data collection, airspace and PBN procedure design, safety case, quality assurance, operational validation, regulatory process approbation by civil aviation authorities, PBN procedure operational training for ATC/ATM personnel, and PBN operational approval for aircraft operators.

2.3 The AFPP is building its capacity to provide assistance, support and training related to the Programme activities. The human resources for the AFPP are defined as follows: AFPP Manager, Chief procedure designers, Chief operational training, aeronautical data specialist, procedure designers, procedure designer instructors, and administrative support and information technology staff.

2.4 AFPP Manager was appointed by ICAO. The Chief procedure designers was seconded by ASECNA and Tanzania CAA will second a senior designer. These experts were trained as PANS OPS course Instructors, providing the expertise for the AFPP to organize PANS OPS flight procedures designers training courses. Administrative support and Information Technology staff will be provided by ASECNA. All other human resources will have to be seconded to AFPP by participating States. The African States are invited to participate actively in the AFPP by seconding experts.

2.5 The activities are developed in workshops/seminars, assistance/support and training sessions, which will be organized in Dakar, Nairobi and any other location in Africa as needed, under the responsibility of the AFPP and conducted by the AFPP team and consultant experts when needed.

2.6 Workshops and courses on National PBN Plan, PBN Operations Approval, PBN Airspace Design, and Quality Assurance for Instrument Flight Procedures Implementation were conducted in 2014 and 2015. And thirteen (13) experts from nine (9) African States were trained as flight procedures designers. Assistance and support were conducted to respond to Nine (9) States' requests for instrument flight procedures approval process and National PBN Plan development.

2.7 The instrument flight procedures design is a major activity for the AFPP team. Flight procedure design projects were conducted for African States and are still in progress for In order to help African States to meet their obligations relating to ICAO Assembly Resolution A37-11 and APIRG 17 Conclusions, the AFPP SC/2 meeting approved a recommendation related to priority to the design, implementation and regulatory approval of PBN procedures at international airports to be given to States based on defined criteria. New international airport projects are also concerned.

2.8 Five (5) Instrument Flight Procedures Design projects were conducted to implement conventional and PBN flight procedures at International and Domestic airports. Some of them are still in progress. Technical and Financial proposal was provided on State' request and still under study.

2.9 According to a 2014 AFPP SC/1 Decision, the AFPP Strategic Plan was developed including detailed information to help the States for meeting the ICAO Resolution A37-11 goals. To take into account the AFPP SC/2 meeting recommendations, necessary increase of the active participation from African States is presented in order to give to the AFPP adequate expertise capacity to conduct the activities detailed in the 2016 AFPP Work Programme. The results of the ICAO-AFPP/AFCAC PBN Survey conducted in May 2015 should be improved for a better integration to the 2016 AFPP Work Programme.

2.10 AFPP Participating Member status are Active Participating State (APS), User State (US) or Observer State (OS). The details are presented in the AFPP Programme Document, section "Institutional Framework".

2.11 The AFPP budget is based on expenses for events organization and participation, and incomes from APS Member Annual Contribution and flight procedures design. As only **Twelve (12)** APS Members paid the 2015 contribution, the States are invited to pay urgently the 2015 contribution. As approved by the AFPP SC/2 meeting, the 2016 contribution should be paid in the first quarter of the year and two instalments may be agreed with the AFPP.

2.12 Other partners from aviation community or involved in aviation safety improvement are welcome for participation and financial and/or logistical support. These partners are economic communities, financial organizations, airline organizations, aircraft operators, aircraft manufacturers, aeronautical data providers and other organizations or private companies involved in aeronautical domains.

2.13 The Flight Procedure Programme for AFI Region was launched by the ICAO State letter AN 11/45.2.1-13/18 dated 28 February 2013. The official start of the AFPP operations was given in 2nd June 2014 for a three-year period. According to the activities and projection of the AFPP during the 2014/2017 period, it would be potentially continued after 2017 and the Programme renewed for a three-year period (2017/2020) as presented in the 2013 ICAO State Letter.

2.14 For this purpose, the AFPP SC/2 meeting decided the establishment of an AFPP Phase II Task Force to study the possible renewal and the conditions of the African Flight Procedure Programme for a three-year period (2017/2020).

2.15 In this regard, the following draft conclusion is proposed to the meeting.

DRAFT CONCLUSION 20/XX: STATUS OF AFRICAN FLIGHT PROCEDURE PROGRAMME (AFPP)

That:

- i. States be invited to participate actively in the AFPP activities and second qualified staff.
- ii. States be invited to pay urgently the 2015 AFPP contribution
- iii. States be invited to support creation of the AFPP Phase II Task Force.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this working paper; and
- b) agree on the draft conclusions in paragraph 2.15 above.
