



ICAO

UNITING AVIATION

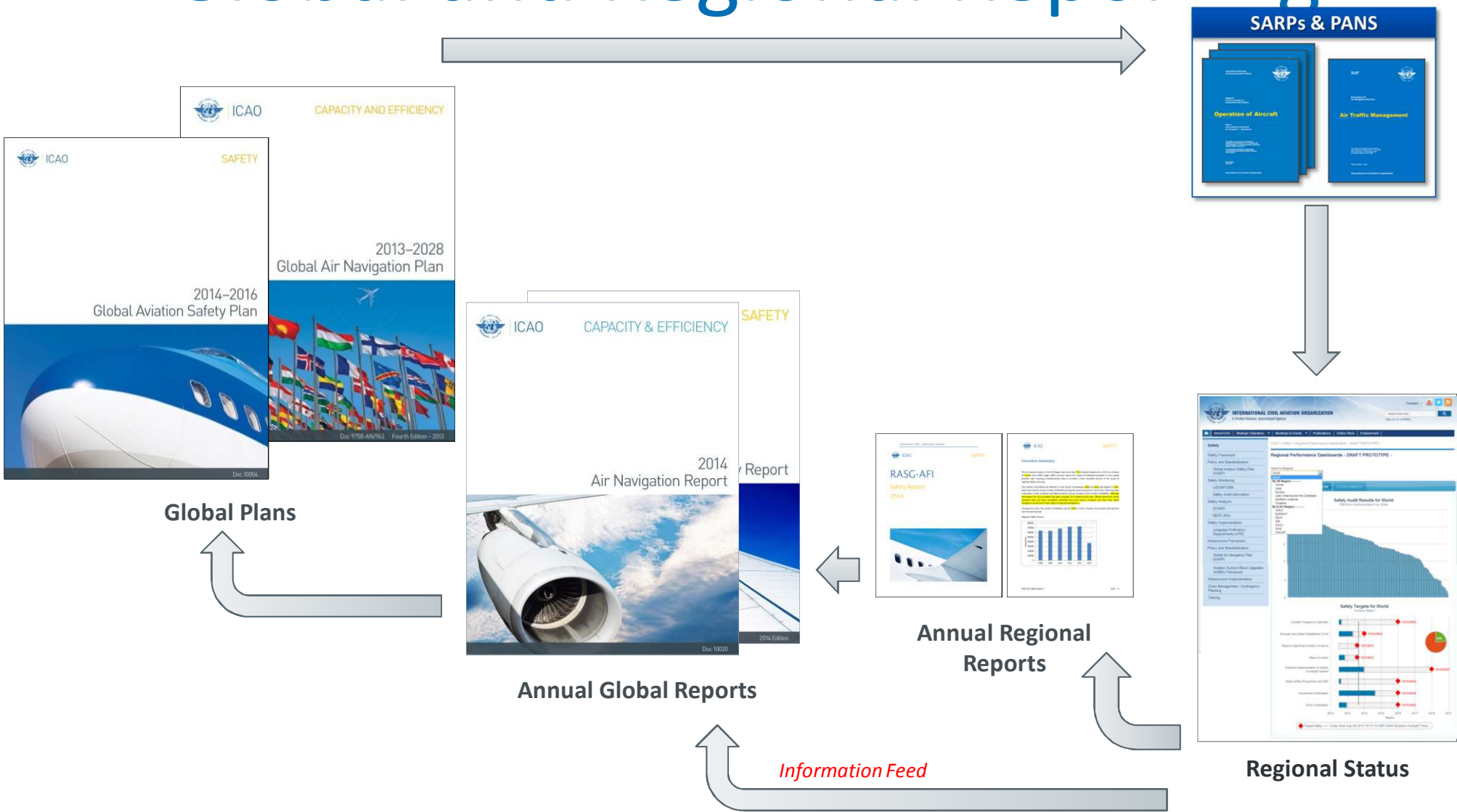
AFRICAN FLIGHT PROCEDURE PROGRAMME (AFPP)

FIRST MEETING OF THE STEERING COMMITTEE

ANS INDICATORS

*Presented by Mr. Prosper Zo'o Minto'o,
Ag. Regional Director, IACO ESAF Regional Office*

Global and Regional Reporting





Global Priorities for Regional Indicators

SAFETY

State Safety Oversight System

Significant Safety Concerns

Accidents

Aerodrome Certification

State Safety Programme

AIR NAVIGATION

Performance-based Navigation

Air Traffic Flow Management

Aeronautical Information Management

Ground-Ground Digital Coordination/Transfer

ASBU Environmental Benefits



Regional Safety & AN Priorities & Targets

- **Priorities**

- *“What is most important?” – based on Global Plans*

- **Indicators**

- *“What are you measuring?”*

- **Metrics**

- *“How are you measuring it?”*

- **Targets**

- *“When and at what level would you like to achieve it?”*



Regional Targets

| AIR NAV. REGION | REGIONAL OFFICE | SAFETY | AIR NAVIGATION |
|-----------------|-----------------|--|---|
| AFI | ESAF | ADOPTED ✓ (Abuja Ministerial – July 2012) | ADOPTED ✓ (APIRG/19 – October 2013) |
| | WACAF | | |
| MID | MID | ADOPTED ✓ (DGCA-MID/2 May 2013) (Review – 27-29 April 2014) | ASBU Workshop / MSG Meeting (September/November 2014) |
| ASIA/PAC | APAC | RASG-APAC/4 (November 2014) | APANPIRG/25 (September 2014) |
| NAM | NACC | US CAST/Canada | ADOPTED ✓ (NACC/DCA/5 – April 2014) |
| CAR | | ADOPTED ✓ (NACC/DCA/5 – April 2014) | |
| SAM | SAM | ADOPTED ✓ (RAAC/13 - December 2013) | ADOPTED ✓ (RAAC/13 - December 2013) |
| EUR | EUR/NAT | ADOPTED ✓ (RASG-EUR/03 - February 2014) | ADOPTED ✓ (EANPG/55 - November 2013) |
| NAT | | ADOPTED ✓ (NAT SPG/49-June 2013) | TBA |



Abuja Ministerial Targets

| No | Targets | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
|----|---|------|------|------|------|------|------|
| 1 | Reduce Runway related accident and serious incident by 50% | | | | | | |
| 2 | Reduce CFIT related accident and serious incident by 50% | | | | | | |
| 3 | Establish autonomous CAAs or delegate to RSOO or other African States | | | | | | |
| 4 | Resolve existing SSCs | | | | | | |
| 5 | Implement ICAO Plans of Actions | | | | | | |
| 6 | Increase EI score to no less than 60% by 19 States | | | | | | |
| 7 | Increase EI score to no less than 60% by 38 States | | | | | | |
| 8 | Increase EI score to no less than 60% by 54 States | | | | | | |
| 9 | Implement SSP and SMS | | | | | | |
| 10 | Certify all international aerodromes | | | | | | |
| 11 | Require African airlines obtain IATA-IOSA | | | | | | |



Implementation of Abuja Safety Targets

- *AFI Plan SC14:*
 - *AFCAC is encouraged to continue to sensitize States for the implementation of the Abuja Safety Targets.*

- *AFI Plan SC14:*
 - *The AFI Plan Secretariat is requested to launch, with the support of AFCAC, the evaluation of the implementation of the Abuja Safety Targets in 2015.*



Adoption of AFI Air Navigation Performance Indicators and Targets

- *AFI Plan SC14:*
 - *The AFI Plan Secretariat is to present the Air Navigation Performance Indicators approved by the 14th Steering Committee meeting, to the next APIRG meeting, for the development and adoption of the associated targets.*
- *AFI Plan SC14:*
 - *AFCAC is encouraged to coordinate with the African Union for the endorsement of the AFI Air Navigation Performance Indicators and Targets to be adopted by APIRG.*



PBN related Air Navigation Service Performance Indicators

AFI Plan SC/1

| Targets | Linkage with ASBU | ANS Performance Indicators/Metrics | Qualitative performance benefits associated with Safety key performance area | |
|--|---------------------|--|--|--|
| Implement Performance Based Navigation (PBN) | ASBU Module B0-APTA | Number of PBN routes | Increased safety through stabilized approach paths Reduced runway safety related accidents/incidents and CFIT | |
| | | Number of International Aerodromes/TMAs with PBN SIDs implemented | | |
| | | Number of International Aerodromes/TMAs with PBN STARs implemented | | |
| | | Number of International Aerodromes with Approach Procedures with vertical guidance (APV) | | Increased safety through optimization of airspace use in the vertical and horizontal planes. |
| | | Number of International Aerodromes with Approach Procedures with lateral guidance (LNAV) | | |



PBN related Air Navigation Service Performance Indicators AFI Plan SC/1

| Targets | Linkage with ASBU | ANS Performance Indicators/Metrics | Qualitative performance benefits associated with Safety key performance area |
|--|--------------------------------|---|--|
| Implement Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) | ASBU Modules B0-CDO and B0-CCO | <p>Number of International Aerodromes/TMA with CDO implemented</p> <p>Number of International Aerodromes/TMAs with CCO implemented</p> <p>Annual environmental benefits attained (reduced fuel consumption/GHG emissions)</p> | <p>More consistent flight paths and stabilized approach paths.</p> |



AFPP Programme Document, Section 4 (Expected Outcome)

Operational improvements

- Increase in robust State PBN implementation Plans
- Increase in the number of PBN procedures implemented and published in States AIP
- Increase in the number of TMAs with approved PBN operations
- Increase in the number of approved local carriers for PBN operations
- Demonstrated evidence for improved safety and efficiency of flight operations



Conclusion

The AFPP should ensure that relevant inputs are provided to APIRG to support of the regional reporting and monitoring of PBN related performance indicators.



North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montreal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Office
Bangkok

Thank You

A world map is shown in a light blue color. Seven colored dots (one orange, six blue) are placed on the map to indicate the locations of ICAO regional offices. Lines connect these dots to text labels positioned above the map. The orange dot is in North America, and the other six blue dots are in South America, Africa, Europe, the Middle East, and Asia. A large, light blue rounded rectangle with a dark blue border is centered over the map, containing the text 'Thank You' in a bold, dark blue font.