ASBU Workshop 2017
18 - 22 September 2017
Dakar

ASECNA INVESTMENT PLAN
2018-2022

SUMMARY

1. INTRODUCTION

➢Objective

The objective of the investment plan is to:

- ❖ Maintain an effective system of provision of air navigation services in ASECNA airspace;
- ❖ Strengthening the position of ASECNA as a leader of the AFI Region.

To achieve these goals, we need resources and they must enroll in an investment plan whose purpose is based on:

- ❖ short and medium term planning, investments to make and meet a strategic vision and specific service targets;
- ❖ Financial valuation of the retained investment programs;
- ❖ Fundraising necessary for the execution of this plan.

STRATEGIC ORIENTATION PLAN/INVESTMENT PLAN

The strategic orientation plan aims at the agency's good governance objectives by optimizing resources in order to continuously improve the Agency's performance as an ANSP, in view of the construction of the African Single Sky. In this context, five specific strategic objectives have been identified, namely:

- Air Navigation Safety;
- Financial and acounting Management;
- Human Ressources Management;
- Relationship with stakeholders;
- Investment Politic

2-INPUT ELEMENTS OF THE INVESTMENT PLAN

- Main considerations

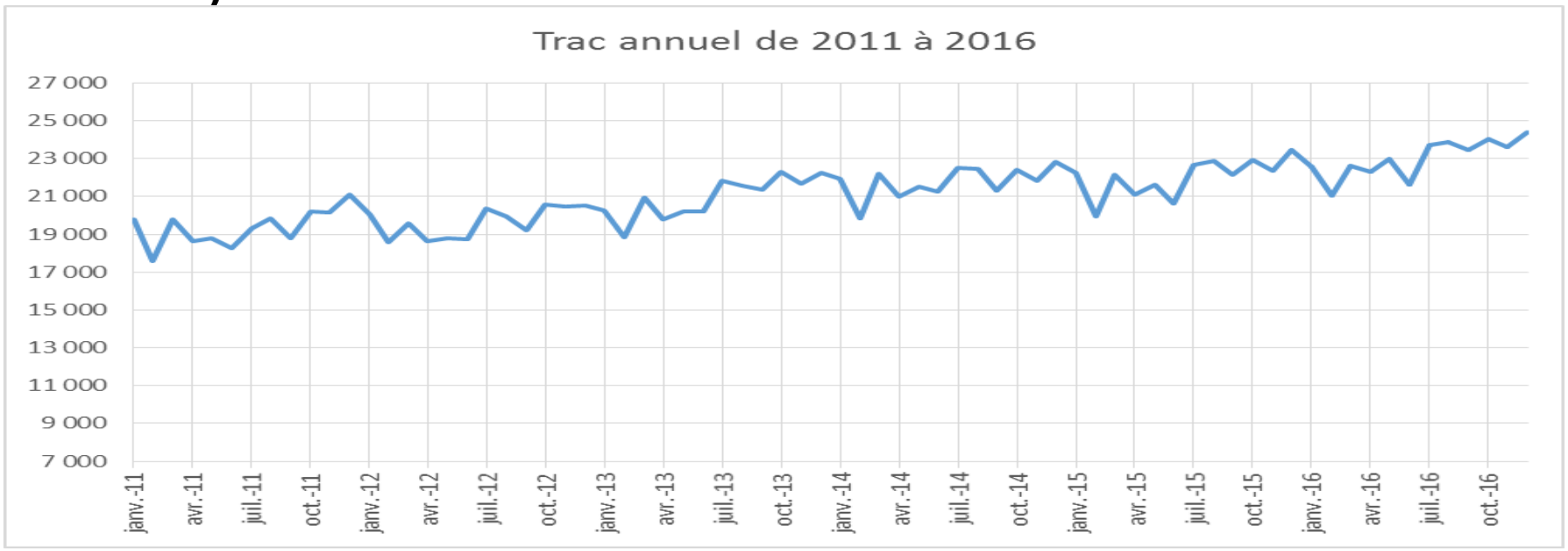
The project of investment plan was carried out taking into account several considerations, in particular :

- economic order
- Institutional
- Operational
- Strategic

2-INPUT ELEMENTS OF THE INVESTMENT PLAN

TRAFFIC ANNUAL GROWTH IN ASECNA

- Economic order (The annual growth rate over the period 2011-2016 of 3.50%.)



2-INPUT ELEMENTS OF THE INVESTMENT PLAN

- The provisions in the GANP regarding to ASBU Blocs ;
- The regional guidelines included in the AFI - Doc 7474;
- The objectives of Abuja meeting relating to the Infrastructure for the African continent;

2-INPUT ELEMENTS OF THE INVESTMENT PLAN

- Shortcoming and gaps from APIRG meetings;
- The state of implementation of previous investment projects;
- The actual capabilities of financing and implementation of projects.

3-OUTPUT: STOWAGE TO ASBU

Domaines de Performance (PIA)	BLOC 1 (2019)	BLOC 2 (2025)	BLOC 3 (2031 et plus)	Initiatives de l'ASECNA prévues au PSE 2018-2022
PIA 1 Airport Operations	**B-APTA**			**B0-APTA :** VOR/DME, ILS SBAS : - Déploiement progressif des services SBAS CAT-I à partir de 2023 -Démarrage étude phase B en 2018 GBAS : Poursuite de la recherche et développement; - Elaboration des procédures APV Baro-VNAV ;
PIA 2 Global Interoperable System and Data	**B1-FICE**	**B2-FICE**		AIDC, AMHS-VSAT Network
	B1-DATM	**B2-SWIM**		Mise en œuvre du projet AIMANT ; Renforcement du projet AIMANT et migration vers la version AIXM 5.1
	B1-SWIM			Mise en œuvre en cours
	B1-AMET			Mise en œuvre des projets SAOMA (Système automatique d'observation météorologique sur les aérodromes) et SAAPI

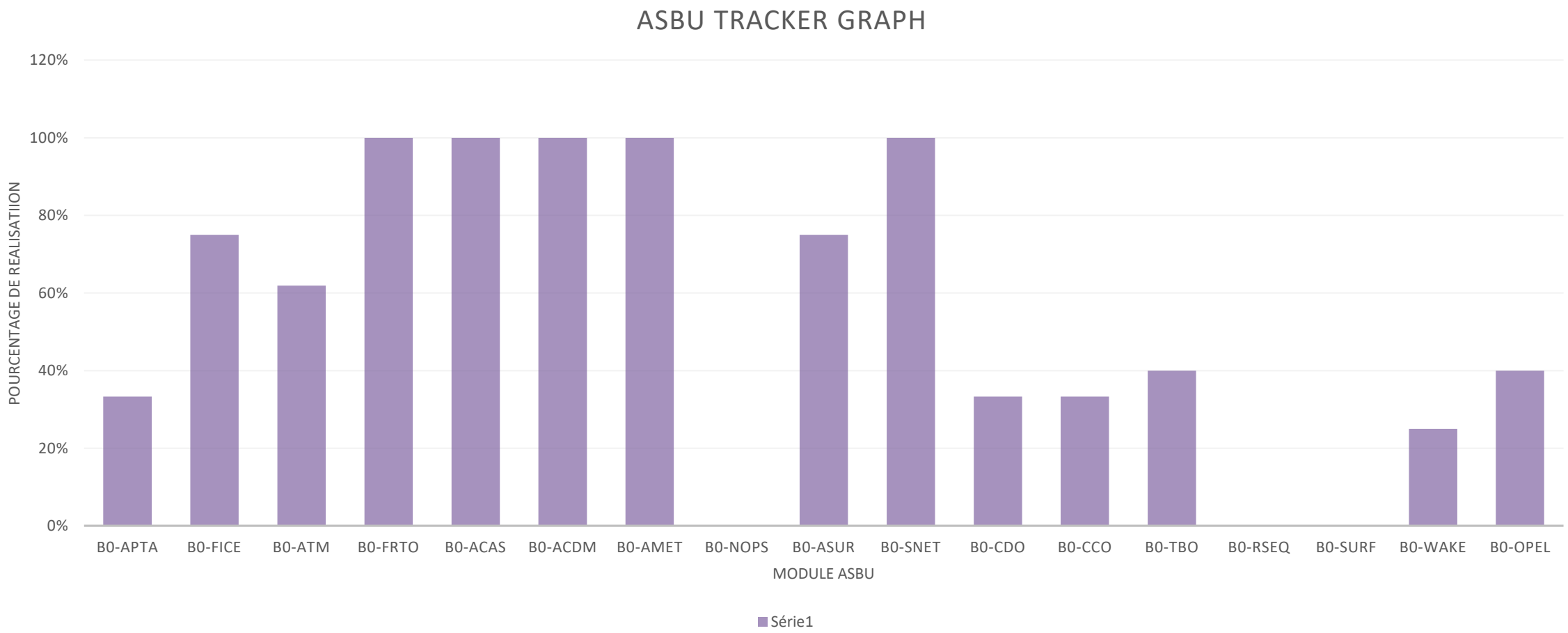
3-OUTPUT: STOWAGE TO ASBU

Domaines de Performance (PIA)	BLOC 1 (2019)	BLOC 2 (2025)	BLOC 3 (2031 et plus)	Initiatives de l'ASECNA prévues au PSE 2018-2022
PIA 3 Optimum Capacity and Felxible Flights- Through Global Collaborative ATM				PBN, FUA, Iflex -Optimisation des Procédures d'approches PBN-GNSS de base comme moyen primaire en route et supplémentaire en zone TMA ;
	B1-FRTO			iFLEX Routes ; RNAV5 ; PBN routes, RNP4
	B1-NOPS	**B2-NOPS**	**B3-NOPS**	ATFM : mise en œuvre d'un centre de gestion du flux trafic aérien ; ATN ; AMHS
				Projets RADARs, ADS-C/CPDLC, ADS-B. -ADS-B space based
	B1-SNET			Filets de sauvegarde associés aux systèmes ATM (FPCP, STCA, APW, DIAW, etc..)
PIA 4 Efficient Flight Path – Through Trajectory-based Operations	**B1-CDO**	**B2-CDO**		Mise en œuvre des procédures de descente continue (CDO)
	B1-CCO			Mise en œuvre des procédures de montée continue (CCO)
	B1-TBO		**B3-TBO**	ADS-C/CPDLC
	B1-RPAS	**B2-RPAS**	**B3-RPAS**	Procédures spécifiques avec l'armée Française à Niamey

4-STATE OF IMPLEMENTATION OF BLOCK 0

- Block 0 ends at the end of 2018. Thirteen(13) of the eighteen(18)modules interest the ANSPs, and have been implemented through the various projects in the last investment plans. Particularly with regard to the Baro-vnav approach procedures, they have all been designed but their effective implementation in on-going, which has been a subject of exchange with the board of directors in July 2017 in Madagascar. All of these projects are consolidated in this plan.

4-STATE OF IMPLEMENTATION OF BLOCK 0



5-PLANNING THE IMPLEMENTATION OF ASBU 0 and BLOC 1 FOR THE ASECNA AREA Up to 2024

Domaines de Performance (PIA)	Module	2019	2020	2021	2022	2023	2024
PIA 1 Aérodrome Operations	B1-APTA	X		X		X	X
	B1-WAKE	X	X	X	X		
	B1-RSEQ		X				
	B1-SURF						
	B1-ACDM	X	X	X	X		
	B1-RATS			X		X	X
PIA 2 Global interoperable system and data	B1-FICE	X	X	X	X		
	B1-DATM	X	X	X			
	B1-SWIM		X	X	X		
	B1-AMET	X	X	X	X		
PIA 3 Optimum Capacity and Flexible Flights – Through Global Collaborative ATM	B1-FRTO	X	X	X	X	X	X
	B1-NOPS	X	X	X	X	X	X
	B1-ASEP	X	X	X	X	X	X
	B1-SNET	X	X	X	X	X	X
PIA 4 Efficient Flight Path – Through Trajectory-based Operations	B1-CDO	X	X	X	X	X	X
	B1-TBO						
	B1-RPAS			X	X	X	X

6- STRATEGY OF ASECNA

- Introduction and extension of radar guidance from September 2017;
- Introduction of spatial ADS B from 2021 after an experiment to start in 2019;
- Implementation of PBN in spaces and at airports in accordance with the Agency's roadmap;
- Choosing the implementation of GNSS from 2022 as primary means of air navigation for the en-route phase and the non-routine renewal of the Navaids;

6-STRATEGY OF ASECNA

- Progressive implementation of CPDLC as primary means of communication, and maintenance of VHF and HF equipment as secondary means;
- Implementation of a seamless ASECNA airspace from 2020;
- Introduction of the SBAS from 2022 in experimentation for commissioning between 2025 and 2030.
- Consolidation of calibration activities for air navigation aids and verification and validation of instrument approach procedures (RNAV, PBN, ...) to the continent, by acquiring a new laboratory aircraft.

6-STRATEGY OF ASECNA

- new technologies for the efficient operation of CNS facilities and air navigation services;
- a management system integrating the safety, quality, safety, environmental, occupational health and safety, and information management system components;
- the interoperability of systems and resources

7- CONCLUSION

The ambitious investment program of the Agency is:

- ❖ justified to maintain the level and quality of service user satisfaction;
- ❖ Developed in a collaborative approach that integrates all stakeholders;

The meeting is invited to note the contents of this presentation

Thank you for attention