



| ICAO

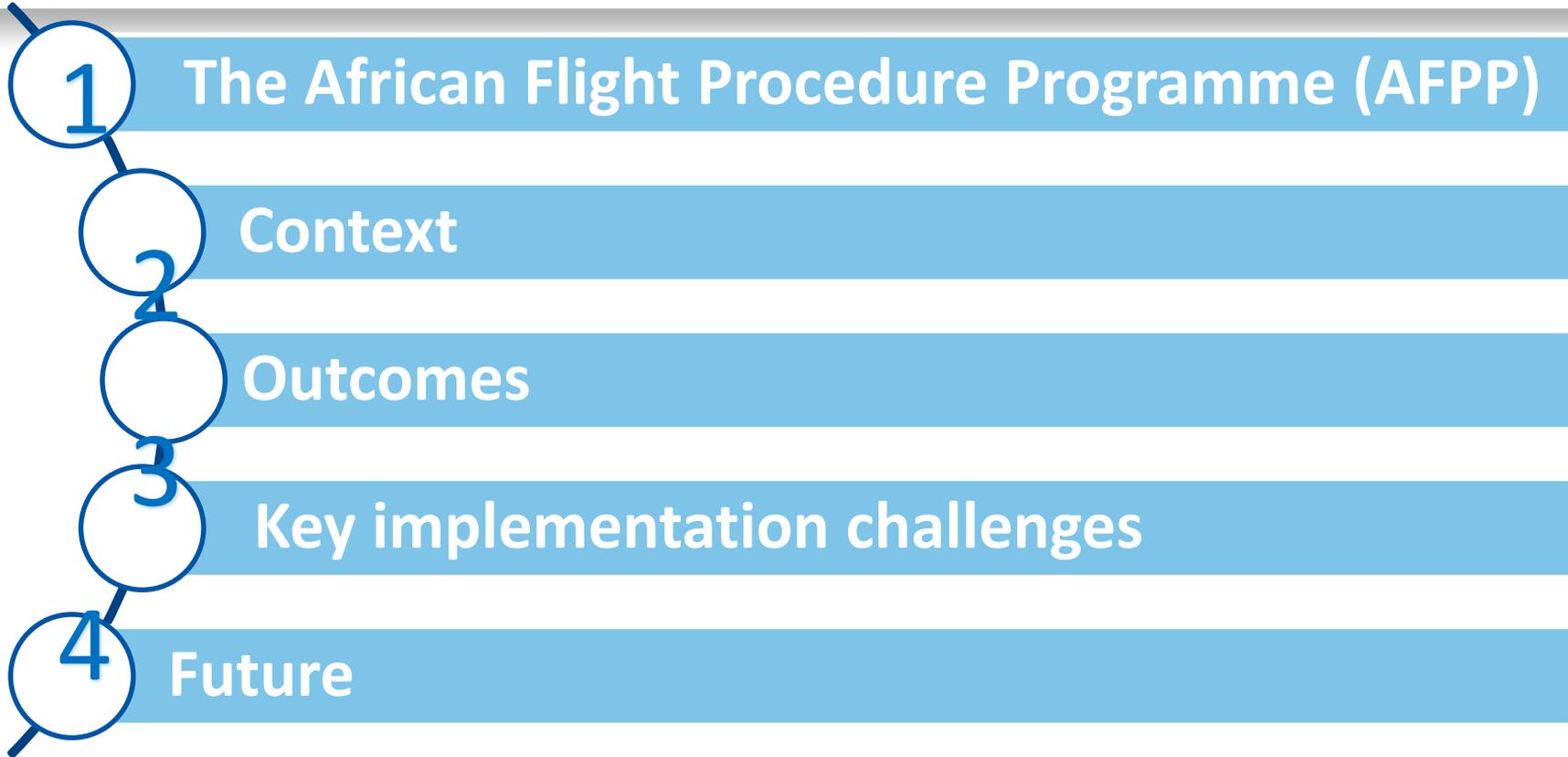
CAPACITY & EFFICIENCY

First MID FPP Steering Committee Meeting

Experience from the African Flight Procedure Programme

Alexandre DAMIBA

Manager – African Flight Procedure Programme



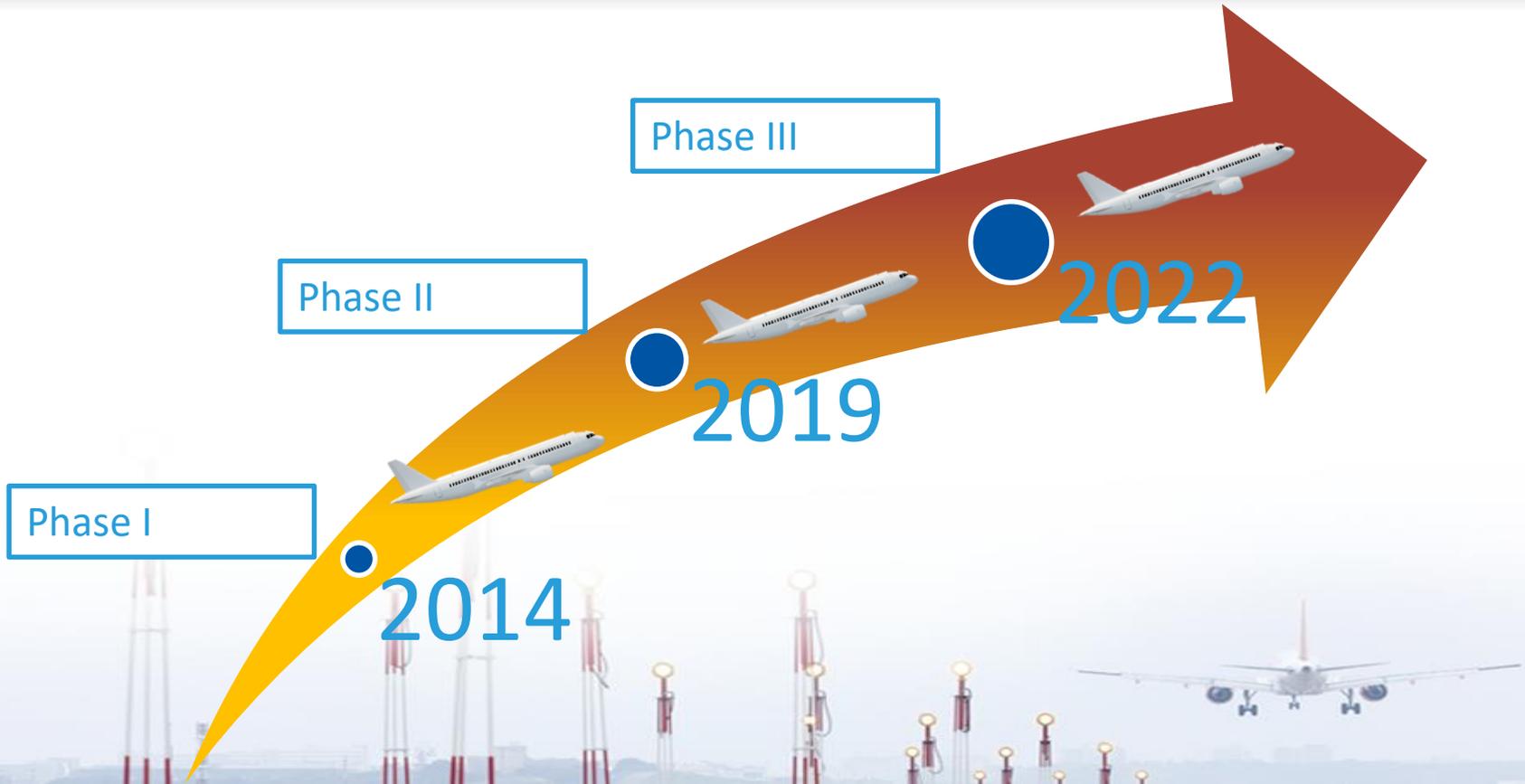
□ The African Flight Procedure Programme:

- ♪ Ambition to be a Centre of Excellence in PANS-OPS domain;
- ♪ Launched in June 2014;
- ♪ Hosted by ASECNA in Dakar, Senegal;
- ♪ Phase III starting on next August;
- ♪ Supported by ICAO Headquarters, ESAF & WACAF Regional Offices;
- ♪ Supported by ASECNA, AFCAC, DGAC France, AIRBUS;
- ♪ Seconded experts by African States/Organizations
- ♪ Funded by African States/Organizations.





The African Flight Procedure Programme





The African Flight Procedure Programme

Organizational Chart





The African Flight Procedure Programme

Active members: 35

Users: 0

Non-members: 20

Host administration

ASECNA

Donors: 8

ASECNA

France

Airbus

Kenya

Tanzania

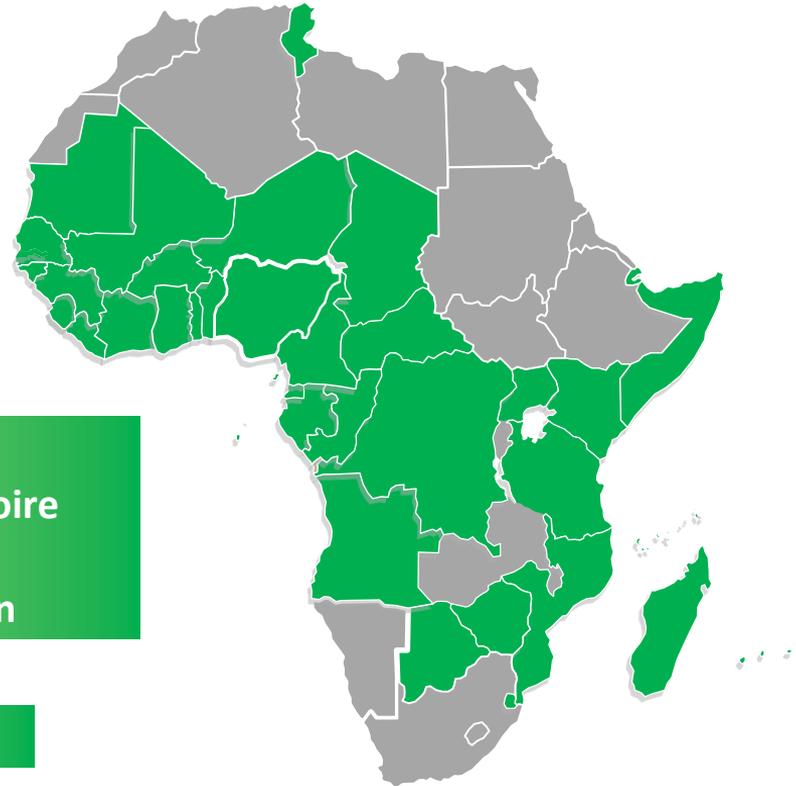
Côte d'Ivoire

Ghana

Cameroon

Observers: 1

AFCAC



□ Specific context:

- **Political instability :**
 - ☞ Chad, Mali, CAR, Guinea, Guinea Bissau, Sudan.
- **Increasing security threats:**
 - ☞ Burkina F., Mali, Niger, Chad, Cameroon, Nigeria, DRC, Mozambique, Somalia, Ethiopia.
- **Outbreaks and pandemic impacts:**
 - ☞ Ebola, Covid-19.
- **Poor internet connectivity in some States;**
- **Poor performance by some States;**
- **Diverse cultures, ethnicities, governments and aviation systems (least developed, landlocked, small islands, etc.).**





National PBN plan implementation status (NPIP):
States with NPIPs submitted : 43 (80%)



PBN flight procedures implementation status:

RNP APCH: 59%

RNP APCH with APV: 35%

SIDs: 30%

STARs: 37%

CCO/CDO: Ongoing survey

Key implementation challenges



PBN implementation:

- ☺ Some States have not yet implemented any of the PBN elements;
- ☺ Some of the PBN plans are not robust;
- ☺ Poor airspace design (CCO/CDO);
- ☺ Quality Management System for obstacles not in place.

Sustainability issues:

- ☺ Insufficient States commitment;
- ☺ Lack of expertise (Flight procedure & airspace design);
- ☺ Payment of the annual subscriptions by members States and Organizations;
- ☺ Lack of charting software;
- ☺ Lack of automated design tools in the States;
- ☺ Payment of allowances to secondees;
- ☺ Lack of staff.

Poor impact of the virtual trainings (flight procedure design).



Way forward:

- 😊 Non active member pays 1 000 USD as tuition fees;
- 😊 Flight procedure design are charged 500 USD/day;
- 😊 Active members non paying their subscription to be demoted as User Members.



ICAO

CAPACITY & EFFICIENCY



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European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

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Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU