



COMPREHENSIVE REGIONAL IMPLEMENTATION PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)

NINETEENTH AFI PLAN STEERING COMMITTEE MEETING

(Gaborone, Botswana, 23 May 2017)

Agenda Item 1.5: Report on activities of the African Flight Procedure Programme (AFPP)

(Presented by AFI Plan Secretariat)

EXECUTIVE SUMMARY

This paper presents the activities of the African Flight Procedure Programme (AFPP) during Phase I between June 2014 and May 2017 and proposed operations for Phase II.

Action: The Steering Committee is invited to:

- a) Note the information contained in the paper;
- b) Support the implementation of Phase II of the AFPP; and
- c) Provide further guidance for effectiveness and sustainability of the AFPP.

1. INTRODUCTION

1.1 The objective of this paper is to report on activities conducted by the African Flight Procedure Programme (AFPP) during Phase I (June 2014 to May 2017) as well as proposed operations for Phase II (2017/2020).

2. DISCUSSION

2.1 As presented in the ICAO State Letter of February 2013, the goal of the Programme was to "develop States' capabilities in support of PBN implementation".

2.2 Since its inception in June 2014, the AFPP has been hosted by ASECNA in Dakar, Senegal and supported by ASECNA and France, with seconded personnel, as well as by ICAO (HQ, ESAF and WACAF Regional Offices). AFPP commenced operations on 2 June 2014 for a 3-year period. AFCAC and AIRBUS have also been supporting AFPP activities since the launch date.

2.3 To date, thirty (30) African States are members of the AFPP, twenty-six (26) as Active Participating States (APS) and four (4) as User States (Ref. AFPP Programme Document). The Programme is funded by annual contributions (10,000 USD) paid by the APS and by incomes received through design activities.

2.4 The AFPP is administrated by the Steering Committee composed of APS, ASECNA as Host Administration, AFCAC, France and AIRBUS as Donors and ICAO. It is chaired by Kenya (CAA Director General).

2.5 The AFPP team is composed of the Manager seconded by France and experts in flight procedure design seconded by ASECNA and Tanzania CAA (i.e.as Chief Designer and Designer respectively) who are qualified as PANS OPS Instructors. Experts from Kenya CAA participated in AFPP activities as facilitators.

2.6 In order to meet the goal of the ICAO Assembly Resolution A37-11 related to implementation of PBN procedures, the AFPP Annual Work Programme was developed during Phase I in accordance with the objectives presented in the Programme Document. Activities consist of training, workshops, assistance and flight procedures design.

2.7 Representatives from forty-two (42) African States, AFPP members and non-members, participated in workshops and training sessions conducted by the AFPP since June 2014. Workshops were dedicated to National PBN Implementation Plan, Quality Assurance process for flight procedure implementation, PBN Airspace Design, PBN for ATC/ATM and Aeronautical Data Origination. These workshops were held in Cameroon, Kenya, Niger, Senegal and Tanzania.

2.8 Twenty-five (25) experts from thirteen (13) African States and Organizations were trained as PANS-OPS flight procedure designers for conventional and PBN flight procedures, and OJT sessions were conducted for five of them from four (4) different African States. Seventy-eight (78) experts from nineteen (19) African States and twelve (12) Air Operators participated in PBN OPS Approval courses in two (2) different sessions. These sessions were held in Tanzania and Togo.

2.9 Dedicated assistance was provided to nine (9) African States for development and finalization of their National PBN Implementation Plan. To date 38 African States have submitted their national plans to the ICAO Regional Office. Dedicated assistance was also provided to seven (7) African States for implementing flight procedures (conventional and PBN) in accordance with the ICAO Quality Assurance process for flight procedures implementation.

2.10 The AFPP flight procedures designers developed flight procedures design projects for implementing thirty-five (35) conventional and forty-seven (47) PBN procedures at sixteen (16) airports in five (5) different African States.

2.11 Facilitation of workshops and training courses was provided by experts from the AFPP, ICAO HQ, ASECNA, ENAC and DGAC (France), Kenya CAA and EASA, Nairobi and AIRBUS.

2.12 The 2017 AFPP Work Programme includes PANS-OPS flight procedure design initial course and possible OJT sessions, PBN OPS Approval training course, PANS-OPS flight procedure course for Flight Procedures Oversight Services, dedicated assistance for the ICAO Quality Assurance process for flight procedures implementation and for development, and finalization of the National PBN Implementation Plans. Design projects are scheduled for 2017 and 2018 for 10 airports in 2 States.

2.13 The AFPP is involved in the Global Showcase of AIRBUS for Roberts FIR States (Guinea, Liberia and Sierra Leone) consisting of PBN flight procedures design at Freetown International Airport and training activities for experts from the three (3) States in accordance with the ICAO Quality Assurance process for flight procedures implementation. The AFPP is also involved in the ICAO-UE Project "Capacity Building for CO₂ mitigation from International Aviation" and will provide assistance for implementation of CCO and CDO at Libreville and Ouagadougou International Airports, respectively in Gabon and Burkina Faso.

2.14 The Third meeting of the AFPP Steering Committee, held in Livingstone, Zambia, in November 2016 and the Fourth meeting held in Abidjan, Cote d'Ivoire, in April 2017, approved the launch of Phase II of the AFPP according to the need for African States to develop PBN to meet the ICAO goals and consolidate activities developed and results achieved during Phase I. Conditions for operating Phase II of the AFPP were validated by the fourth Steering Committee meeting.

2.15 It was noted that seven (7) APS out of 21 have not paid their contribution for 2015 and that nine (9) APS out of 24 have also not paid their 2016 contribution.

2.16 The following decisions were approved by the AFPP Steering Committee meeting, regarding AFPP Phase II:

- Transition period of Phase I extended until November 2017; Phase II will start from December 2017 to November 2020;
- The present AFPP Manager is maintained in position until end of the transition period. France accepted to fund the Manager's salary up to June 2017 then the Manager's salary will be funded by the AFPP Budget from July to November 2017;
- ASECNA will continue to host the AFPP during Phase II;
- After validation of the proposed 3-year AFPP budget by the meeting, rate of the Annual Contribution is maintained at 10,000 USD. The ASECNA Board of Directors will confirm in July 2017 decision to pay AFPP Annual Contribution for 17 ASECNA States;
- A Professional Vacancy Notice will be posted by ICAO for recruitment of the AFPP Manager for Phase II, whose salary will be funded by the AFPP Budget; and
- Experts seconded by African States will be gratified with monthly and pro rata allowances, funded by the AFPP Budget, the amount for which will depend on the category of expert, permanent or for dedicated activities; financial support allowance will be added in case of permanent residence in Dakar, Senegal.

2.17 The AFPP Manager will be recruited by ICAO for the Phase II pursuant to the post Professional Vacancy Notice.

2.18 The following Secondments to the AFPP have been confirmed: ASECNA two (2) designers, Tanzania one (1) designer, Kenya three (3) designers and experts for dedicated activities and Ghana one (1) designer.

2.19 It was indicated that the AFPP budget is critically based on APS annual contributions and incomes from flight procedures design activities, and therefore sustainable payment of the annual contribution by APS is needed to fund the AFPP budget in order to conduct scheduled activities of the Work Programme and pay salary and allowances.

2.20 Secondment of experienced experts to the AFPP is essential to increase internal capability of the AFPP in order to conduct the Work Programme and provide requested assistance to Member States in an effective manner.

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