

Atlantic Conference on Eyjafjallajökull and Aviation
September 15-16, Keflavik Airport, Iceland
SESSION No. 8
Questions and Remarks from the Audience

Mr. Joseph MBOLIDI Meteorologist Engineer. Member of IVATF for ASECNA.

and

Mr. Moïse BETOLE ADA Meteorologist Engineer, member of IAVWOPSG for ASECNA.
ASECNA Delegates at the Conference

Thank you for giving us the floor for a comment.

I'm Joseph MBOLIDI coming from Dakar Senegal, Delegate of ASECNA
(ASECNA website: <http://www.asecna.aero/>)

ASECNA is Agency for air Safety Navigation in Africa and Madagascar, created in 1960.

Today ASECNA has 17 African Member States, more than 16 million square KM, a single sky with six FIR.

Yesterday and today, all presentations mentioned the importance of coordination between different actors, the importance of safety management and the need of best regulation when we have volcano eruption and Ash dispersion.

In the area belonging o ASECNA there are three main active volcanoes: **Mont Cameroun** in Cameroon, **Kartala** in Comoros, **Piton de la Fournaise** in La reunion, Antananarivo FIR. In our neighborhood, we have got two other active volcanoes: **Niragongo** and **Nyamulagira** in D.R Congo.

We are very happy to participate to the present conference which is a big opportunity for us to take advantage of all the experiences presented here.

Since June 2010, ASECNA is member of IAVWOPSG and IVATF.

We are now planning a coordination meeting on Volcano eruptions for January or February 2011 in Douala Cameroon for all our Member States. Invitations will be sent to ICAO, IATA, WMO and some of present distinguish delegates in order to help us in this issue.

Thank you for attention.

Annexes



Mont Cameroun



Kartala



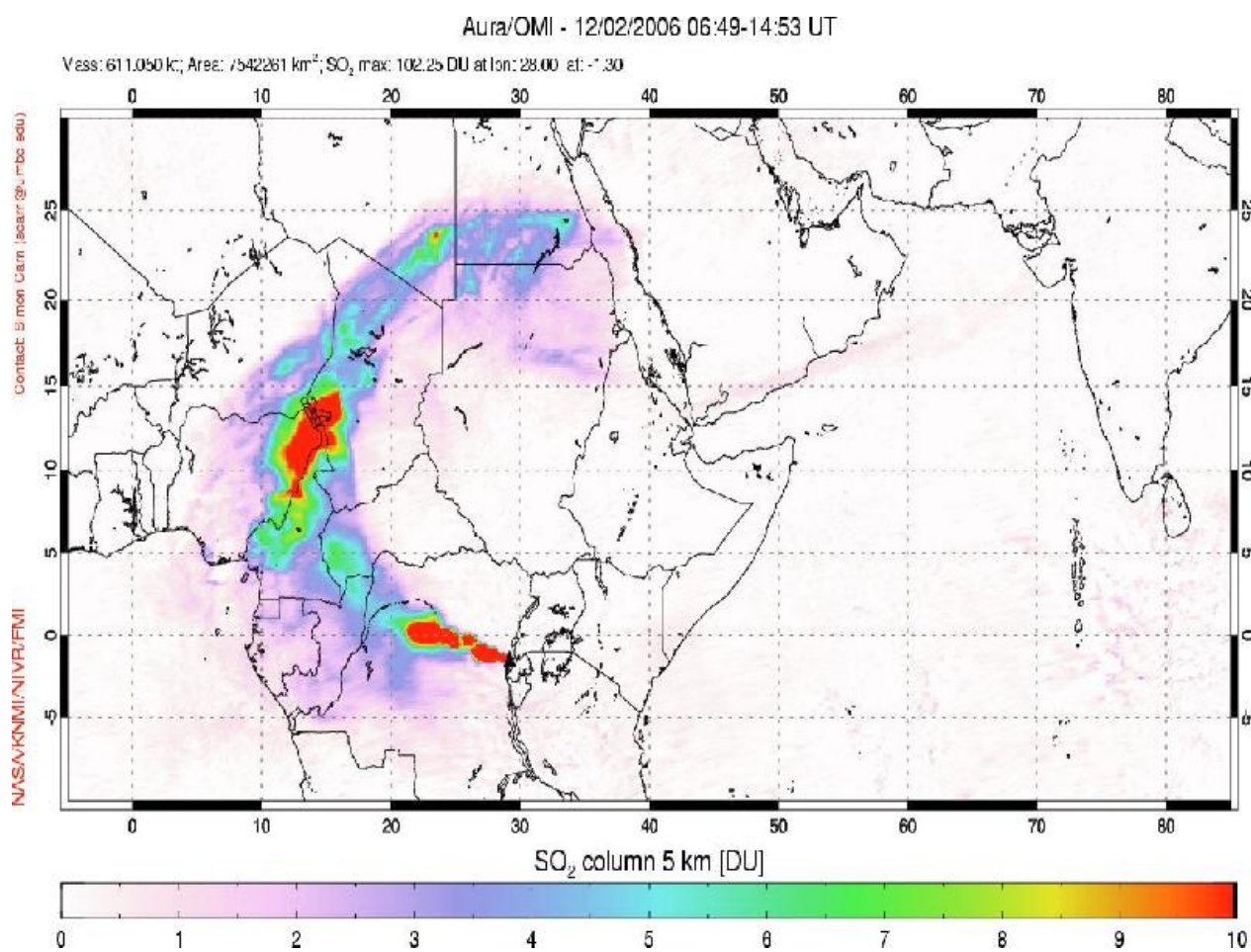
Piton de la Fournaise



Nyiragongo



Nyamulagira



Ash Clouds from Nyamulagira in February 2006 (DR Congo, CAR, Congo, Gabon, Cameroon, Nigeria, Niger, Chad, Libya and Egypt concerned).

[Afrique en ligne](#)

Africa to remain vigilant to volcanic ash effects

[Africa to remain vigilant to volcanic ash effects](#)

[News - Africa news](#)

Dakar, Senegal - North Africa was nearly affected by ash clouds from the Icelandic volcano, called "Eyjafjallajökull 1702-1702", Head of the Meteorology Management Unit at the Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA), Joseph Mbolidi, told PANA here Friday.

Mbolidi, who based his statements on information that "the ashes are likely not to reach Africa", however, called for vigilance, noting that such a situation might well happen in the ASECNA zone, which covers 17 countries in an area of 16 million square kilometres.

"The possibility for these clouds to move towards the African continent is not completely ruled out, as the spread of volcanic clouds is dependent on the speed and height of the wind," he said.

Yet, disruptions caused by the Icelandic volcano pointed undoubtedly to the problem of monitoring mechanisms mainly in the region of Africa and the Indian Ocean, which also has active volcanoes, including Mount Cameroon (Cameroon), Karthala (Comoros) and the Piton de la Fournaise (Reunion).

Strict directives based on the International Civil Aviation Organisations (ICAO) recommendations enable ASECNA to manage the eruption of such active volcanoes existing in its area of responsibility.

Thus, since 2008, ICAO and ASECNA organized several awareness workshops for the benefit of African meteorologists on meteorological vigilance in the region, including the management of volcanic ash clouds.

Seminars have been held in Dakar, Senegal and Niamey, Niger, while a "large-scale test" carried out in 2009 on the whole continent proved to be conclusive, said Mbolidi.

ASECNA, which has been in existence for 50 years, has some experience in the control of volcanic ashes in its region, where they could stop airplane engines and erode airplane components when planes flew through these clouds.

These also give rise to very dangerous altitude losses that endangered passengers due to the density of clouds in corrosive and harmful chemicals, in addition to the high temperatures of engines.

In terms of collateral damage of Icelandic volcanic ashes, the mostly affected are actors in the sectors of transport, travel, car rental, and tourism agencies, according to Mbolidi.

The consequences of a disaster are incalculable, said Siméon Zoumara, a meteorology engineer and head of ASECNA Metrology Department, noting that "if prevented, the effects could be lessened."

ASECNA also seems not to have been spared from the damage.

Among West African countries, only the Commercial Department of the ASECNA office in Burkina Faso has for the moment provided numerical data on the economic impact on the products of its activity, following the cancellation from 15 to 19 April of Air France and Air Burkina flights.

Losses related to passengers, freight, fuel, parking, security, the service of shuttle buses and taxes on the use of air transport tickets amount to some 32,942,038 CFA francs (about US\$ 65,884), following the cancellation of Air France flights and 6,653,777 CFA francs (about US\$13,307), following the cancellation of Air Burkina flights to Europe.

Dakar - Pana 24/04/2010

ASECNA PRESENTATION

ABOUT ASECNA

The Agency for Air Navigation Safety in Africa and Madagascar (ASECNA in French; *L'Agence pour la Sécurité de la Navigation aérienne en Afrique et à Madagascar*) is a public corporation, a multinational, legally established through:

- The Convention of Saint-Louis, Senegal, 12 December 1959; and
- The Convention of Dakar, Senegal, 25 October 1974.

The Agency, a model of cooperation and integration of African States in air navigation safety, has 18 Member-States: Benin – Burkina Faso – Cameroon – Central Africa – Chad – Comoros – Congo – France – Gabon – Guinea Bissau – Guinea Equatorial – Ivory Coast – Madagascar – Mali – Mauritania – Niger – Senegal – Togo.

<http://www.asecna.aero/> and <http://www.afraa.org/partners/asecna.htm>

MISSIONS

- To provide services related to flight safety in its airspace;
- To manage or maintain aeronautical and meteorological infrastructures/equipments on a multilateral agreement of all member States, or according to specific bilateral contracts;
- To assist and cooperate with any State or Organization in Aeronautics and Meteorology, under conditions set by signed agreements;
- To establish agreements with non-member States willing to use her services.

ASECNA ORGANS

The Committee of Ministers in Charge/The Executive Branch	The Board of Directors
The Director General	The Accountant
The Financial Controller	The Audit Committee

STAFF

5466 agents, including 2199 Officers (January 2006)

AIRSPACE & AIRPORTS

- 16.1 millions Km² of airspace, covering six (6) Flight Information Regions (FIR) of the International Civil Aviation Organisation (ICAO);
- 28 International Airports, which fall in a multilateral agreement of member States;
- 100 Regional and National Airports, which mostly fall in specific bilateral agreements.

INTERNATIONAL AIRPORTS PERFORMANCES IN 2004

- Aircraft movements:	290 000
- Commercial passengers:	7 803 000
- Freight:	167 748.2 Tons

ASECNA PRESENTATION

WHAT WE DO

Airspace management

On her covered airspace and airports –either in en-route, approach, or in landing phases– the Agency assures the design, implementation, and management of both the facilities and services related to:

- Message transmission, technical and traffic;
- Aircraft guidance;
- Air Traffic Control;
- In-flight aircraft information;
- Meteorological/Weather forecast and data transmission;
- Computerized information and management systems.

Engineering & Studies

ASECNA is competent in:

- Airport site assessment / Master Planning;
- Airport infrastructure design, construction, extension, and control ;
- Airport equipment installation;
- Fire and Rescue services;

Maintenance

The Agency –through outstanding logistics, fast, and quality service– maintains all kinds of airport infrastructures and equipments related to aeronautics and meteorology.

Calibration

The Agency offers ISO 9001-2000 certified calibration services through her state-of-the-art equipped ATR-42 aircraft, not only for member States' airports, but also for those of non-member States, on the base of availability.

Airport management

ASECNA attaches a great importance to this sector in which, for better efficiency, she operates either directly or indirectly through shares/stocks in airport companies, thus improving competitiveness and viability.

Schools

ASECNA has four (4) schools, which offer state-of-the-art training:

- EAMAC (African School of Meteorology and Civil Aviation);
- ERSI (Regional School of Fire Fighting);
- ERNAM (Regional School of Air Navigation and Management); and
- AVSEC (Centre of Aviation Security).

CURRICULUM VITAE

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Personal Public Informations:

Date and place of birth: 1955 at Obo (Central African Republic)

Family situation: Married, 8 Children

Public Administration : Cadre A1

Recruitment in ASECNA: October 15th, 1979

Honorific Distinction: Officer in the Central African Merit Order

Actual Occupation:

Head of the Meteorology Management Unit at ASECNA Headquarters

Actual Activities:

Management of all operational MET assistance to Air Navigation in the 17 Member States of ASECNA

Professional Experience:

- 2000- 2007 : Responsible of the MET operational Office at ASECNA headquarters, Dakar;
- 1999- 2000 : MET Expert at ASECNA headquarters, Dakar, Senegal ;
- 1993- 1999 : Responsible of the national MET Center of Bangui-Mpoko (CAR) ;
- 1987- 1993 : Chief MET forecaster in the national MET Center of Bangui-Mpoko (CAR);
- 1980- 1987: MET forecaster in the national MET Center of Bangui-Mpoko (CAR).

Main Academic formation :

1979: Meteorologist engineer of the Civil Aviation and Meteorological School of Borj El Amri, Tunisia.

1974: Scientific Bac for University entrance, Barthélémy Boganda high school Bangui

Qualifications :

- 2008 (Toulouse): Training in Operational Management and NLP (neurolinguistic programming);
- 2005 (Dakar): English training (Level 5 British Council) ;
- 2003 (EAMAC, Niamey) : Training on METEOSAT second generation satellite ;
- 1998 (EAMAC, Niamey) : ASECNA Weather forecasting course (seventh edition) ;
- 1998 (EAMAC, Niamey) : Training on ASECNA MET trainers
- 1997 (EAMAC, Niamey) : Training in meteorological satellite pictures and products;
- 1994 (Genève, Suisse) : Training in International Negotiations (Application : The UN convention to combat desertification and drought) ;
- 1993 (Boston, USA) : Training on Biotic Interactions of Climate Change ;
- 1992 (Nairobi, Kenya) : Training on Global Climat change ;
- 1991 (Geneva Switzerland) : Training in International Negotiations (Application : The UN Framework Climate Change Convention);
- 1989 (ENM, Toulouse) : Training on new technologies and Methods) ;
- 1980 (CEMS Lannion, France) : Training on Spacial Meteorology ;
- 1975: Intermediate II English level (International House, London).

Languages :

Reading, writing and speaking: French (Good), English (Medium)

Other Activities

- Representative of ASECNA to ICAO International Task Force on volcano Ash (IVATF);
- Member of SADIS OPS Group for ASECNA;
- ASECNA Head Delegation to the WMO CBS Meeting in St Petersburg, Seoul and Dubrovnik (2005, 2006 and 2008);
- WMO Consultant for the Regional Hydrological and Meteorological Information System for the Congo dock States (1998) ;
- Reporter of the ACCT (Francophone) Working Group on The UN convention to combat desertification and drought (1993 to 1994);
- Central African Head Delegation for the UN Climate change Framework Convention negotiation, 1990 to 1992 ;