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International Civil Aviation Organization
African Flight Procedure Programme

10th Meeting of the African Flight Procedure Programme Steering Committee

Lusaka, Zambia, 21 to 23 May 2025.

Agenda Item	5 :	Presentation by stakeholders
Working Paper	5.1 :	East African Community approach for joint flight calibrations and flight validation

(Presented by Uganda)

EXECUTIVE SUMMARY

East African Community (EAC) was established with objective to develop policies and programmes aimed at widening and deepening co-operation among the Partner States in political, economic, social and cultural fields, research and technology, defence, security and legal and judicial affairs for their mutual benefit.

The EAC Treaty provides that EAC States shall harmonise their policies on civil aviation to promote the development of safe, reliable, efficient and economically viable civil aviation with a view to developing appropriate infrastructure, aeronautical skills and technology in support of other economic activities.

Additionally, the EAC Treaty provides that the Partner States shall consider ways to develop, maintain and co-ordinate in common, their navigational, communications and surveillance facilities for the provision of safe air navigation and the joint management of their airspace.

The Partner States have agreed to carry out joint Flight Inspection of Air Navigation Systems and flight validation for instrument flight procedures. The AFPP has identified challenges of Flight Validation as contributing to the poor performance in the PANS-OPs domain. AFPP is invited to study the approach by the EAC States to cut costs while maximizing service delivery in the field PANS-OPs. The EAC is still discussing the various processes to start the Joint Flight Inspection of Air Navigation Systems and Flight Validation for Instrument Flight Procedures with the EAC.

REFERENCE

EAC Upper Flight Information Region (UFIR) Documents.



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1. INTRODUCTION.

- 1.1 East African Community (EAC) as re-established on 30th November 1999 has its objective to develop policies and programmes aimed at widening and deepening co-operation among the Partner States in political, economic, social and cultural fields, research and technology, defence, security and legal and judicial affairs for their mutual benefit, with the aim of creating a Political Federation.
- 1.2 The EAC Treaty Chapter 15 Article 92 (1) provides that the Partner States shall harmonise their policies on civil aviation to promote the development of safe, reliable, efficient and economically viable civil aviation with a view to developing appropriate infrastructure, aeronautical skills and technology, as well as the role of aviation in support of other economic activities.
- 1.3 Furthermore, the EAC Treaty Chapter 15 Article 92 (3) (h) provides that the Partner States shall consider ways to develop, maintain and co-ordinate in common, their navigational, communications and surveillance facilities for the provision of safe air navigation and the joint management of their airspace.
- 1.4 The EAC Partner States have also agreed to establish a Seamless Upper Airspace where each Partner State will maintain and harmonize her infrastructure and operations with other Partner States to enable interoperability and seamlessness in line with the emerging trends of Global Air Navigation Plan through International Civil Aviation Organization (ICAO) Aviation System Block Upgrade (ASBU) requirements and Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) recommendations.
- 1.5 The Partner States have thus agreed to enter a Memorandum of Understanding (MoU) to carry out joint Flight Inspection of Air Navigation Systems and Flight Validation for Instrument Flight Procedures. The MoU therefore serves as a mutual understanding for the EAC partner states to cooperate in the Flight Inspection of Air Navigation Systems and Flight Validation for Instrument Flight Procedures.

2. OBJECTIVE OF THE EAC MOU

- 2.1 The objective of the MoU is to establish the collaboration arrangement and legal framework that enables Partner States to carryout joint Flight Inspection of Air Navigation systems and Flight Validation of Instrument Flight procedure to ensure that all the air navigation equipment and systems in the region meet the national, regional and international civil aviation standards.



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3. AREAS OF COLLABORATION UNDER THE EAC MOU.

3.1 The scope of collaboration covers the following items.

- a) Establishment of Joint Flight Inspection of Air Navigation Systems and Flight Validation of Instrument Flight procedures of the EAC Partner States.
- b) Enhancement of collaborative activities in the provision of Air Navigation Services including the use of common service providers for Flight Inspection of Air Navigation Systems and Flight Validation of Instrument Flight procedures.
- c) Review of regional and national requisite policy, legal and regulatory framework for Joint Flight Inspection of Air Navigation Systems and Flight validation of Instrument Flight procedures.
- d) Joint, coordinated planning and execution of Flight Inspection of Air Navigation Systems and Flight validation of Instrument Flight procedures exercise.
- e) Any other area of mutual benefit that the Partner States may agree upon within the scope of Joint Inspection of Air Navigation Systems and Flight validation of Instrument Flight procedures.

4. TERMS OF REFERENCE

- 4.1 Terms of Reference (TOR) was developed by EAC and presented to the Calibration Service Provider for guidance and concurrence. The TOR may be amended from time to time as and when required.

5. JOINT FLIGHT INSPECTION AND VALIDATION SCHEDULE

- 5.1 EAC Partner States will prepare a Joint Flight Inspection and Validation Schedule coordinated by the EAC Secretariat.

6. PROCUREMENT ARRANGEMENT FOR SERVICE PROVIDER

- 6.1 The EAC Secretariat in consultation with the Partner States will be the procuring entity for the service provider.

7. COST SHARING AND MODALITY OF PAYMENT

- a) Cost of positioning to and from the region will be shared equally.
- b) Unless otherwise specified, each Partner State will assume the cost of flight inspection and validation in accordance with the scope of service notified in the Joint Flight Inspection and Validation Schedule.
- c) Modalities of payment to be determined by the procurement experts.



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8. **CONTRACT MANAGEMENT**

- 8.1 The EAC Secretariat in coordination with the Partner State's ANSP will be the contract manager(s) for the purpose of contract implementation.

9. **ROLES AND RESPONSIBILITIES OF PARTNER STATES**

- 9.1 Each Partner State is ultimately responsible for supervising Flight Inspection of Air Navigation Systems and Flight Validation of Instrument Flight procedures exercise on her respective FIR. It is therefore vital that the Partner State ANSP takes an active role throughout the exercise.

9.2 **Responsibilities.**

- Ensure that all systems and facilities to be flight inspected are operational and in a condition suitable for flight inspection on the scheduled dates
- Ensure that all instrument flight procedures are ground validated prior to flight validation.
- Ensure all systems and facilities are regularly ~~flight~~ inspected, complying with the State's regulatory requirement on the periodicity of flight calibration.
- Prepare an annual draft schedule of systems, facilities and procedures to be flight inspected and validated to facilitate early planning.
- Assist in obtaining all necessary clearances for the service providers, aircraft and crew.
- Provide necessary geographical information of systems and facilities under flight inspection and all necessary information regarding instrument flight procedures to be validated.
- Provide authorization for the service providers aircraft to fly below established minimum altitudes, together with all other necessary air traffic authorizations to accomplish the services.
- Provide qualified staff to be present during flight inspection and validation exercise;
- Review flight inspection and validation profiles with ATC and CNS to arrange discussion with the service provider/FCSP for any clarification, if required.
- Ensure service provider/FCSP obtain necessary permits to fly over areas for the planned flight inspection and validation
- Issue necessary NOTAMs for flight inspection and validation
- Review flight inspection and validation reports
- Publish the information regarding the status of the system.
- Provide all the necessary assistance and information to the service provider.



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10. BENEFITS OF JOINT CALIBRATION.

10.1 Realize economies of scale that come with a joint flight inspection program like:

- a) Reduced cost of validation
- b) Shared cost of positioning.
- c) Negotiation power as AFPP States.

11. ACTION REQUIRED BY THE SC OF THE AFPP

11.1 The meeting is invited to:

- a) Take note of the content of the IFP.
- b) Consider a Joint approach to IFP Validation by the AFPP.

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