



ICAO

International Civil Aviation Organization
African Flight Procedure Programme

Eighth Meeting of the African Flight Procedure Programme Steering Committee

(Dar Es Salam, 23 - 24 August 2022)

Agenda item 6: Presentation of the AFPP Programme Document for Phase III 6.3: Review of the 2022 – 2023 work programme

(Presented by the Secretariat)

EXECUTIVE SUMMARY
<p>The African Flight Procedure Programme (AFPP) was established in order to increase safety and efficiency of the Instrument Flight Procedures (IFPs) in the continent by assisting States in developing sustainable capability in the area of IFPs so as to meet their commitments under Assembly Resolution A37-11 for performance-Based Navigation (PBN) implementation and their obligations for quality of their IFPs. This is done through trainings on related topics, assistance with quality assurance, procedure design and access to IPF-related automation solutions. Based on the said objectives and experience gathered since the kick-off of the project, this paper presents the proposed work programme for the period 2022 – 2023.</p>
<p>REFERENCES:</p> <ul style="list-style-type: none"> • AFPP Programme Document • Feedback from the ICAO USOAP audits • Requests from States
<p>RELATED ICAO STRATEGIC OBJECTIVE(S):</p> <ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency • Environmental Protection

1. INTRODUCTION

- 1.1 After the identification of the hurdles to the PBN implementation in the continent, the AFPP Programme Document recognized that the greatest concern in Africa is that many States are lacking expertise to establish a sustainable capability in the area of flight procedure design or more generally in the PANS-OPS related domain. The document therefore established a scope of activities to be conducted in this respect (Provision § 2.2.3).
- 1.2 In line with the scope of activities, the proposed work programme for 2022 – 2023 takes into account not only these hurdles but also includes the needs expressed by States and users as well as emerging issues such as PANS-OPS oversight issues revealed by the ICAO USOAP CMA audits.

2. Discussion

- 2.1 The 2022 – 2023 work programme is therefore composed of trainings, workshops and assistance activities which are tailored to address the above issues. Development and consolidation of National PBN Implementation Plans, workshops on flight procedures implementation process including validation and regulatory approval, PBN OPS Approval process, PBN airspace design (including Continuous Climb and Continuous Descent Operations (CCO/CDO)) and flight procedure designer training sessions have to be considered as essential in fostering PBN implementation in the Region.
- 2.2 Assistance for procedure design to States and organizations with no flight procedure capability will still be carried out. In this respect, the ongoing projects are kept and the Programme remains open to receiving new requests.
- 2.3 Members should note that with regards to the flight procedure designer training, the initial and PBN trainings should be completed through on-the-job training that will enable trainees to conduct a design project without external assistance. As much as possible procurement of automated flight procedure design and charting solutions. In the absence of such tools, in line with the Programme document relevant provisions, the AFPP is open to avail its tools for them.
- 2.4 As the implementation rate of the airspace design (mainly the CCO/CDO) is still very low in the Region, States and organizations should sponsor the organization of a full airspace design workshop.

3. Action by the meeting

- 3.1 The Meeting is invited to:
 - a) Take note of the information presented in this paper;
 - b) Keep on expressing their needs if not accounted herewith;
 - c) Accept hosting and funding the work programme events and take advantage to train many;
 - d) Review and approve the work programme as presented in Attachment A.

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