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International Civil Aviation Organization  
African Flight Procedure Programme

**9th Meeting of the African Flight Procedure Programme Steering Committee**  
(Lomé, Togo, 23 to 25 October 2023)

**Agenda Item 3: Review of the implementation status of the Programme**  
**Working Paper 3.5: Flight procedure design projects implementation status**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This working paper presents the implementation status of the instrument flight procedure projects conducted by the Programme following agreements with States or Organizations.

The review shows a satisfactory implementation rate as well as the issues faced by both the AFPP and the concerned air navigation service providers (ANSPs).

**Action by the meeting is indicated in section 3.**

**REFERENCES**

ICAO Assembly Resolution A37-11  
AFPP Programme Document

**1. INTRODUCTION**

- 1.1 Assistance to States and organizations is one of the secondary objectives of the Programme. As presented in WP6.4 (Review of the AFPP products and services) during the last Steering Committee meeting (SC/8), the portfolio of products and services proposed by AFPP includes tailored trainings, flight procedure design and charting, conduct of safety studies, free access to automated solutions for design and charting, development of national PBN implementation Plans (NPIPs), regulatory approval of instrument flight procedures (IFPs), assistance for the preparation of ICAO audits, assistance for the resolution of Significant Safety Concerns (SSC), assistance for impact studies for new obstacles, etc.
- 1.2 As many States and organizations have still neither expertise, nor automated resources for the design or the maintenance of the flight procedures, the Programme is often called upon to carry out these activities through bilateral agreements. In recent years, for security and safety reasons, mining companies are more and more using our services for their private airfields.
- 1.3 The objective of this working paper is to update the meeting on these projects and the difficulties faced by the Programme in the framework of their conduct. Seven projects are concerned, namely ESWACAA (Eswatini), ASA (Cabo Verde), COTCO (Cameroon), GCAA (Gambia), ENASA (Sao Tome and Principe), LCAA (Liberia) and ORANO (Niger).



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- 1.4 The design generally involves arrival, departure and approach procedures, as well as assistance for the regulatory approval and the conduct of the safety studies.

## 2. DISCUSSION

- 2.1 As presented in the table below, 86 per cent of these have been completed on the AFPP side. However, even if the design is completed, the procedures cannot be published until flight validation, safety assessment, regulatory approval and concept of operation (CONOPs) training are conducted.

#	Project	Site	State	Status
01	PBN flight procedure design	Praia, Sal	Cabo Verde	Design completed <b>Settlement completed</b> Pending Conops training
02	Conventional Flight procedure	King Mswati III (Sikhuphe)	Eswatini	Pending for validation
03	Conventional and PBN flight procedure	Banjul Int'l	Gambia	Design completed <b>Pending settlement</b> Pending for approval
04	PBN flight procedure Design	Roberts Field	Liberia	Pending for Safety assessment and Approval
05	Design of PBN procedures	Sao Tome	Sao Tome and Principe	Design completed <b>Pending for settlement</b> Pending for flight validation and approval
06	Design of PBN, conventional and local charts	Arlit	Niger	Design completed <b>Pending for settlement</b> Pending for approval
07	Design of PBN procedures	Belabo, Dompta	Cameroon	Design completed <b>Pending for settlement</b> Pending for approval

- 2.2 Challenges in these projects are related to the settlement of invoices upon their completion. In order to minimize their impacts on the work, the advance payments were raised to 50 per cent of the total project cost.
- 2.3 On the other hand, States refer to AFPP generally when they are facing the ICAO USOAP CMA audits. It is important to remind that WGS-84 data, flight procedures and Nav aids have to be maintained and that a design takes at least nine months for non-complex aerodromes.



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**3. ACTION BY THE MEETING**

3.1 The Steering Committee is invited to:

- a) Take note of the information provided in this paper;
- b) Advise States and ANSPs to plan and ensure appropriate maintenance of their instrument flight procedures which will avoid wasting resources in the implementation of Corrective Action Plans.
- c) Advise concerned States and Organization to settle the remaining projects fees; and
- d) Call upon for the AFPP to assist them in all identified PANS-OPS related domains.