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International Civil Aviation Organization
African Flight Procedure Programme

10th Meeting of the African Flight Procedure Programme Steering Committee
(Dakar, Senegal, 19 to 21 November 2024)

Agenda Item 4: Project terminal report

Working Paper 4.1: Follow up of the project objectives

(Presented by the Secretariat)

EXECUTIVE SUMMARY

In accordance with the Project document for the African Flight Procedure Phase III, a project terminal shall be prepared and submitted to the Steering Committee for review and approval. This working paper provide a follow up of the Project objectives.

Action by the meeting is indicated in section 3.

REFERENCES

Phase III project document
Steering Committee meetings' deliberation

1. INTRODUCTION

- 1.1 The project context, schedule, objectives, deliverables and activities as well as its resources, the legal framework, and the governance rules are provided in the Phase III project document.
- 1.2 Relationships between individual project members and ICAO is provided in the Management Service Agreement (MSA) signed by the ICAO secretary General and the project member.
- 1.3 According to the Project document, paragraph 9.2.2, "Towards the end of the project, ICAO will prepare a project terminal report (PTR) for review and approval by the Steering Committee during its last scheduled meeting". Based on the project scope, the Steering Committee should review the operational results four months prior to the end of each Phase and decide on the implementation of the subsequent phase.
- 1.4 This working paper presents a follow up of the project objectives and activities.

2. DISCUSSION

- 2.1 In 2007, ICAO developed the concept of Performance-based navigation (PBN) and given its benefits, call upon States to implement it for all phases of flights through Assembly Resolution A36-23.



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- 2.2 In 2010, the 37th Session of the ICAO Assembly, in its Resolution A37-11, reaffirmed the global commitment for PBN implementation and requested ICAO to develop a coordinated action plan to assist States in the implementation of PBN and to ensure development and/or maintenance of globally harmonized Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS) and guidance material, including a global harmonized safety assessment methodology to keep pace with operational demands.
- 2.3 Subsequently, African States agreed to establish a PBN flight procedure programme, the African FPP (AFPP), with the objective of developing their capabilities in the instrument flight procedure domain and to increase safety and efficiency of Instrument Flight Rules (IFR) procedures, improve accessibility and achieve environmental benefits of PBN in Africa.
- 2.4 The Programme started in June 2014 and covers renewable periods years. The details of the projects phases is provided below:
- Phase I : 2 June 2014 to 7 February 2019 (Extensions decided by the steering Committee)
 - Phase II: 8 February 2019 to 31 July 2022 (Extensions decided by the steering Committee)
 - Phase III : 1 August 2022 to 31 July 2025.
- 2.5 As outlined in the Project Phase III document, “The Programme objective is to assist States to develop sustainable capability in the instrument flight procedure (IFP) domain so as to meet their commitments under Assembly Resolution A37-11 for Performance Based Navigation (PBN) implementation and their obligations for the quality of their IFPs. This will be accomplished through training, assistance with quality assurance, procedure design and access to IFP-related automation solutions.
- 2.6 The project objective and activities are detailed in Section 2 of the Project document. Capacity building activities relates to the provision of trainings and workshops while assistance deals with conduct of flight procedure design projects or any assistance which might be requested by project members.
- 2.7 Four objectives including 5 outputs and sixteen activities were assigned to this Phase III. As detailed in Attachment 4.1, almost all the objectives are achieved. However, two activities are still pending:
- a) For Objective O₁, it was not possible to “obtain recruitment of the two core experts (ASECNA and TCAA)” because ASECNA is still lacking senior experts. The Programme should be allowed to seek such profile elsewhere, among the Project members.
 - b) Objective O₂ “Availability of flight procedure design related software or middleware (design, charting, validation, etc.)’ is partially achieved. Charting software tool is not availed because they are expensive. Discussions are still ongoing with Kenya which offer to partially sponsor the software.



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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) Encourage Project members to release senior flight procedure designers and
- c) Sponsor a license of aeronautical charting software tool.

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