International Civil Aviation Organization
African Flight Procedure Programme

Sixth Meeting of the African Flight Procedure Programme Steering Committee

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Sixth Meeting of the African Flight Procedure Programme Steering Committee
(3 September 2020)

AGENDA ITEM	3:	Presentation of information papers by Stakeholders
Working paper	3.1:	Assistance to States to develop sustainable capability in flight procedure design domain

(Presented by Kenya)

SUMMARY
AFPP Steering Committee decision SC/5-Dec12 required AFPP Management to source the expertise where there is no internal capacity available. Additionally, the Second meeting of the AFPP Taskforce proposed implementation of a Hybrid system where, a combination of fixed office and involvement of personnel working from remote locations to alleviate the challenges faced by states in seconding the experts to the program.   This paper outlines key milestones that Kenya has made in the area of Flight Procedure Design, that is available as support to AFPP.   **Action by Steering Committee is indicated in section 3**
REFERENCE(S)   • Assembly resolution A37-11   • Assembly resolution A39-14   • APIRG meeting, Conclusion 19/17 – AFI Flight Procedure Programme (AFI-FPP)   • ICAO Doc 9906 (Vol. 1-6): Quality Assurance Manual for flight procedure design   • Annex 11- Air Traffic Services Appendix 7   • AFPP SC/5 meeting Decisions and Recommendations   • AFPP SC/2 AFPP Phase II Task Force
Related ICAO Strategic Objective(s):   A, B and E Safety, Capacity and Efficiency, Environmental Protection

1.   **INTRODUCTION**

1.1 High level requirements in reference to flight procedure design have been issued to States as regional decisions, Assembly resolutions and also captured in the Technical Guidance Materials(TGMs).

a) Assembly resolution A39-14: Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets – urges Member States to utilize the Flight Procedures Program, where available, for PBN implementation. The AFPP activities are developed through training, support and assistance to African States.

b) States ensure that an instrument flight procedure design service organization utilizes a quality management system at each stage of the design process. Quality management systems shall be implemented and maintained encompassing all functions.

c) ICAO Doc 9906 Volume 2, (Flight Procedure Designer Training) requires states to develop competency-based training and assessment to ensure skills, knowledge and attitudes are based on a systematic approach including determining how these competencies have to be been achieved.

d) ICAO Doc 9906 Vol. 5 (Validation of Flight Procedures) offer guidelines to state to implement Flight validation which is a mandatory step in the flight procedure design process flow. There are two types of activities in the flight validation: simulator evaluation and flight evaluation.

e) To effectively implement the Standards and Recommended Practices for flight procedures, State ensure establishment of a safety oversight system to assume the responsibilities of a Regulator. The oversight body must have stated safety regulatory functions, objectives and safety policies that can effectively control the processes.

1.2 Sustainable development of Civil Aviation remains a key focus of the global aviation sector hence the basis of ICAO's support for the establishment of regional flight procedure programs to assist States develop sustainable capability in the instrument flight procedure (IFP) domain

1.3 Noting the challenges with limited resources vs the demand for flight procedure design services in the region, the Steering Committee (SC/5-Dec12) requested the AFPP to source the expertise where no internal capacity is available within AFPP.

1.4 Additionally, the Second meeting of the AFPP Taskforce proposed implementation of a Hybrid system; a combination of fixed office and personnel working from remote locations to alleviate the challenges faced by states in seconding the experts to the program.

2.   **DISCUSSION**

2.1 To mitigate against constrains in financial resources and lack of subject matter experts in Flight Procedure Design, the AFPP and other States should consider establishing agreements with States that have capability for the design, training, validation and even regulatory oversight framework for instrument flight procedure design services.

2.2 It is in this interest that Kenya wishes to share information on progress made in the area of Flight Procedure design.

2.3 Kenya has developed initial and periodic assessments competency framework that require designers to demonstrate the required competencies in fulfilment of ICAO Doc 9906 Volume 2, (Flight Procedure Designer Training) guidelines. The framework addresses the challenges of determining the initial, periodic and recurrent competences of Procedure designers.

2.4 Kenya has enhanced its system of managing Flight procedures by establishing a fully automated Flight Procedure Design Lab and regularly updating the necessary systems and tools required for airspace management, flight procedure design and flight Validation.

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2.5 Kenya has continued to build capacity for procedure design both in the Air Navigation Services provider and oversight functions.

3. **CONCLUSION**

3.1 The rationale of establishing Regional Flight procedure program such as AFPP was to facilitate resource sharing while ensuring no country is left behind in the implementation of PBN. The value addition the AFPP as had in the region cannot be overstated. Time has come however for the region to explore all other options available to remain focussed on the program objective amidst the limited resources.

3.2 The steering committee in their decision on the establishment of virtual offices set the strategic direction that is an opportunity that remains unexploited.

3.3 Kenya remains committed to the strategic objectives of ICAO with respect to enhancing the global aviation safety and security, improving efficiency of aviation operations, minimizing adverse environmental impacts from air transport and strengthening the laws governing civil aviation and has put in place adequate systems that can support AFPP activities remotely in order to meet the high demand for Flight Procedure Design Services in the region.

4. **ACTION BY THE MEETING**

4.1 The meeting is invited to note the information in the paper regarding progress made by Kenya in establishing Flight Procedure Design Services and the willingness to share its resources including expertise and software tools towards supporting AFPP and by extension other AFI States.

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