



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
EIGHTEENTH MEETING (APIRG/18)  
Kampala, Uganda (27 – 30 March 2012)**

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**Agenda Item 3.0: Regional and National Performance Framework**

**AFI FLIGHT PROCEDURE PROGRAMME**

*(Presented by South Africa)*

<b>SUMMARY</b>
This information paper presents the progress made by South Africa with the development of its Flight Procedure Design Capabilities in the interest of hosting and facilitating AFI Flight Procedures Programme.
<b>REFERENCE(S):</b>  AFI RAN/08 Meeting APIRG/17 Meeting
<b>Related ICAO Strategic Objective(s): A &amp; C</b>

**1. INTRODUCTION**

1.1 The Special AFI RAN held in Durban, South Africa, in November 2008 recommended that (Recommendation 611) a Flight Procedure Programme (FPP) be established for AFI Region. The intention would be for an organization or State to host this programme in the facilitation and development of Flight Procedure Design capacity in the AFI Region. It would also serve the purpose of facilitating the introduction and implementation of Performance Based Navigation to the Region.

1.2 Subsequently at APIRG/17 meeting, (August 2010, Ouagadougou), conclusion 17/52 reads:

*"Conclusion 17/52: DISSEMINATION OF A LETTER INVITING PROPOSALS FOR THE ESTABLISHMENT OF THE AFI FLIGHT PROCEDURES PROGRAMME (FPP):*

*That, pursuant to Special AFI/08 RAN meeting Recommendation 6110, ICAO disseminate, as a matter of urgency, the letter inviting interested States and International Organisations to submit proposals/or establishment and hosting of the AFI FPP."*

1.3 State Letter ES AN 4/44 - 0090 sent on 08 February 2011 calls upon States and/or organizations to formally indicate, by response and submission of conclusive statistics and facts, the preparedness and willingness to host such a programme.

## **2. DISCUSSIONS**

2.1 South Africa, through its Air Traffic and Navigation Services Company (ATNS), decided to show an interest in hosting the programme at their premises, a response with answers on the questionnaire was sent to ESAF indicating this interest. Subsequent to the submission of the questionnaire and information, attempts to gather progress on the initiative resulted in ICAO indicating to South Africa that the process of appointing the host of the AFI FPP is subject to the expansion of the scope of the programme and a report on the study of APAC FPP has to be compiled and considered by the Air Navigation Bureau.

2.2 It is expected that further information will be shared at APIRG/18 meeting in Kampala, Uganda

2.3 ATNS has continued to develop its Procedure Design Capabilities through the following initiatives:

2.3.1 Two new trainees were recruited and commenced with formal and on-the-job training;

2.3.2 One existing staff member was subjected to distance learning and on-the-job training;

2.3.3 Procedure Design Capacity for ATNS will increase to the ICAO requirement by end of June 2012;

2.3.4 Quality procedures have been introduced, in order to exceed the requirements from ICAO in the design of flight procedures;

2.3.5 A national initiative is under way where ATNS will be responsible for the design, verification and validation of all flight procedures for South Africa;

2.3.6 The South African Civil Aviation Authority will be responsible for regulatory oversight;

2.3.7 This national initiative will result in ATNS being responsible for on-the-job training and development of all Flight Procedure Specialists in South Africa, with the South African Air Force (SAAF) being the first organization to nominate their trainees; and

2.3.8 All processes, procedures and standards implemented will exceed the requirements as stipulated by ICAO. The ATNS Flight Procedure Design Specialists have been trained to an advanced level, enabling them to meet all the design criteria as required by Performance Based Navigation.

## **3. CONCLUSION:**

3.1 The meeting is invited to note the contents of this information paper.

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