

**60th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Sendai, Japan
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**AGENDA ITEM 8: CAPACITY DEVELOPMENT AND
IMPLEMENTATION**

**KEEP ON AND RUNNING INTO NEW PHASES – OVERVIEW
OF APAC FLIGHT PROCEDURE PROGRAMME (FPP)**

(Presented by the International Civil Aviation Organization)

SUMMARY

This paper presents the progress made by the APAC FPP to assist States to develop sustainable capability in the instrument flight procedure domain to meet their commitments under Assembly Resolution A36-23 for performance-based navigation (PBN) implementation and their obligations for the quality of their instrument flight procedures (IFPs) which were reinforced in Assembly Resolution A37-11. It states why we still need the program after fifteen years since its establishment and calls for participation, support and contribution to its continuing success.

KEEP ON AND RUNNING INTO NEW PHASES – OVERVIEW OF APAC FLIGHT PROCEDURE PROGRAMME (FPP)

1. INTRODUCTION

1.1 ICAO Asia-Pacific Flight Procedure Programme (FPP) is a technical cooperation project under oversight by ICAO Capacity Development and Implementation Bureau (CDI) and APAC Regional Office. The purpose of this project is to assist the States to develop sustainable capability in the instrument flight procedure (IFP) domain to meet their commitments under Assembly Resolution A37-11 for Performance Based Navigation (PBN) implementation and their obligations for the quality of their IFPs. In pursuit of its vision of becoming the Regional Center of Excellence in the Area of Procedure Design, the FPP continues its activities and has achieved tangible results and outcomes serving the objective of its establishment.

2. DISCUSSION

Activities and Achievements by the ICAO APAC FPP

2.1 Since its establishment in 2009, the FPP provides procedure design courses and assistance to its Member States in the Asia-Pacific region.

2.2 The PBN and Flight Procedures activities provided to the member states of FPP can be categorized into four (4) areas, namely: Training and Implementation Support, Consultation and Quality Assurance Services, Procedure Design Support and Participation in Relevant International Forum. The Procedure Design Training provided by FPP includes *PANS-OPS Procedures Design Course, PBN Procedure Design Course, RNP AR Training, Flight Validation for Pilots Training, Flight Procedure Design Refresher Course Training, Quality Assurance training, Charting and Coding training and Helicopter PinS Procedure Design training*. In addition to training activities, the FPP continues to support States/Administrations during their procedure design and validation process. This support is provided in terms of consultations and regular communications between State procedure designers and FPP instructors.

2.3 Since its establishment in 2009 to July 2025, the APAC FPP has presented training courses and implementation workshops that have covered 30 States and Administrations in the region and 5 states outside the region. This significant output includes 99 Courses and Workshops of varying durations, involving 3406 Participants and 1036 Training/Class days (excluding weekends and public holidays). The achievements of APAC FPP provide sound experiences for the establishment of similar FPPs in Africa and the Middle East Region.

Membership and Contribution

2.4 Having recognized the quality of the results obtained by the FPPs in previous phases and thus reaffirming the importance of supporting homogeneous implementation of PBN, the FPP Steering Committee endorsed the extension of the Programme into Phase 5 during its fourteenth meeting on 29 - 30 November 2022. The FPP Steering Committee also endorsed 'Expand Internal Capability' and 'Grow External Cooperation' as the Strategy Forward for the FPP Phase 5 which will guide FPP operations from 2024 - 2026.

2.5 Since the DGCA59, Indonesia and Bangladesh have joined FPP as the User States. By now, APAC FPP has a total of 21 members including 8 Active Participating States/Administrations, 1 Donor State and 12 User States. Details are as follows:

Active Participating States/Administrations (8)

- | | |
|-----------------------|------------------------|
| i. Australia | vi. Philippines |
| ii. China | vii. Republic of Korea |
| iii. Hong Kong, China | viii. Singapore |
| iv. Macao, China | ix. Thailand |

Donor States (1)

- i. France

User States (12)

- | | |
|---------------|----------------|
| i. Bangladesh | vii. Maldives |
| ii. Cambodia | viii. Mongolia |
| iii. Fiji | ix. Nepal |
| iv. Indonesia | x. Pakistan |
| v. Lao DPR | xi. Sri Lanka |
| vi. Malaysia | xii. Vietnam |

2.6 The FPP was funded by the active participating States/administrations including the Host State and executed by means of an ICAO Trust Fund project provided by the Active Participating States/Administrations, with in-kind and funding support from other States, donors and partners. The User States do not provide regular annual contributions and are not Members of the Steering Committee. This mechanism has been successful due to generosity and due to the high level of commitment of the Active Participating States/Administrations and Donors to provide technical experts, support and pay their annual contribution.

Needs for Continuity and Support

2.7 It is noted that the “*No Country Left Behind (NCLB)*” initiative highlights ICAO’s efforts to assist States in implementing ICAO’s Standards and Recommended Practices (SARPs). The main goal of this initiative is to ensure that the implementation of SARPs is better harmonized globally so that all States have access to the significant socio-economic benefits of safe and reliable air transport. The FPP, through its strategic goals, and leveraging on the goodwill and contribution by Active Participating States, is well positioned to promote this ICAO initiative by bridging the gaps between states capabilities and industry needs.

2.8 Asia & Pacific (APAC), one of the fastest growing regions, requires robust and effective safety oversight systems to be established by the States/Administrations. However, ICAO’s audit data highlights that States, including those in the APAC Region, continue to face significant challenges in implementing ICAO Standards, particularly in areas such as Aerodromes and Ground Aids and Air Navigation Services. These are among the most important foundational elements of a safe and efficient air transportation system, and when they’re improved, they deliver benefits that extend beyond national borders. Recently some Significant Safety Concerns (SSCs) have been raised during the USOAP audit in one Region which are related to publications and the associated oversight/regulatory inadequacies of IFPs. FPP intends to mitigate against such SSCs which could also pop up in the APAC Region by strengthening the oversight framework and Quality Assurance of IFPs in the States through expanding their portfolio of activities and services to better address the needs of the Region.

2.9 The statistics show that regional States and/or Air Navigation Service Providers are still facing some of the following main procedure design-related issues and problems:

- a) Need for enhancement of procedure design training: initial, on-the-job (OJT), and/or recurrent;
- b) High turnover among procedure designers;
- c) Insufficient procedure design work in some States to attain or maintain proficiency;

- d) Lack of depth in procedure design organization to perform quality assurance (QA);
- e) Insufficient expertise in procedure design organization to provide adequate QA of procedures;
- f) Lack of experience in both charting and navigation database coding;
- g) Lack of regulatory oversight framework; and
- h) Insufficient regulatory expertise to oversee the procedure design service provider.

FPP would serve as a means to assist Participating States/Administration and related Air Navigation Service Providers to address the issues noted above.

2.10 To better understand the needs of the APAC regional states and enhance the project objectives, we conducted a survey with questionnaires sent to all members of FPP and non-participating States in the Region in April 2025. Feedback has been received from 15 members of FPP including Australia, China, HK ASR, Macao SAR, the Philippines, Singapore, Thailand, ROK, France, Bangladesh, Cambodia, Lao PDR, Mongolia, Nepal, Pakistan, Vietnam. All of them confirm their interests in participating in FPP Phase 6 and require training priorities on RNP AR, GBAS-SBAS procedure design, charting, coding, airspace planning, RNP VPT and IFPD safety oversight for regulators etc. 7 of them prefer the term of phase 6 to be five years instead of three years like phase 5.

2.11 The 17th Meeting of the Asia-Pacific Flight Procedure Programme (FPP) Steering Committee (SCM/17) will be held from 11 to 13 November 2025 at ICAO APAC Regional Office in Bangkok, Thailand. Besides the Active Participating States/Administrations, User States are cordially invited to attend as observers. The attendance of the User States is especially important so that the Steering Committee can receive their input with respect to the work program of the FPP, to ensure it best meets their needs. The objective of this meeting is to review the progress of the APAC FPP in 2025 and the funding proposals, strategy forward, scope of activities for Phase 6, as well as the APAC FPP work program and budget for 2026.

2.12 As the success of the FPP can only be ensured by continuing participation by its Member States/Administrations, all non-participating States in the Asia-Pacific region are encouraged to join the FPP and support its extension into phase 6 (2027-2029). Any ICAO Contracting State in the ICAO Asia and Pacific region is eligible to join APAC FPP by signing on to the latest version of the APAC FPP Programme Document (Signed by Secretary General of ICAO and DG of CAA) and submitting that document through the ICAO Regional Office.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the activities and achievements of APAC FPP contained in this paper;
- b) note the strong demands of member States for extension into FPP phase 6; and
- c) encourage that the non-participating States in the Asia-Pacific region join the FPP.

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