

**61st CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
7 - 11 September 2026*

**AGENDA ITEM 8: CAPACITY DEVELOPMENT AND
IMPLEMENTATION**

**EXTENDING INTO PHASE VI – PROGRESS OF ASIA PACIFIC
FLIGHT PROCEDURE PROGRAMME (APAC FPP)**

Presented by the International Civil Aviation Organization (ICAO)

SUMMARY

This paper presents the progress achieved by the ICAO Asia-Pacific Region Flight Procedure Programme (APAC FPP) in assisting States to develop sustainable capabilities in the instrument flight procedure (IFP) domain. The Programme supports States in meeting their commitments to Performance-based Navigation (PBN) implementation and enhancing the quality and oversight of instrument flight procedures. The paper highlights the continued need for the Programme in Phase VI (2027–2029) and encourages continued participation, support, and contributions from States and Administrations in the Asia-Pacific Region.

EXTENDING INTO PHASE VI – PROGRESS OF ASIA PACIFIC FLIGHT PROCEDURE PROGRAMME (APAC FPP)

1. INTRODUCTION

1.1 ICAO Asia-Pacific Flight Procedure Programme (APAC 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/Administrations 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 APAC 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 APAC 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/Administrations of APAC 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 Fora. The Procedure Design Training provided by APAC 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 APAC 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 From its establishment through the end of 2025, the APAC FPP has delivered training courses and implementation workshops that have covered 31 States/Administrations in the region and 5 States outside the region. This significant output includes 101 Courses and Workshops of varying durations involving 3449 Participants and 1056 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 Recognizing the value and achievements of previous phases and thus reaffirming the importance of supporting homogeneous implementation of PBN, the APAC FPP Steering Committee endorsed the extension of the Programme into Phase V during its fourteenth meeting on 29 - 30 November 2022. The APAC FPP Steering Committee also endorsed 'Expand Internal Capability' and 'Grow External Cooperation' as the Strategy Forward for the FPP Phase V which will guide FPP operations from 2024 - 2026.

2.5 Since DGCA/59, Indonesia, Bangladesh and Papua New Guinea have joined APAC FPP as User States. By now, APAC FPP has a total of 22 members including 8 Active Participating States/Administrations, 1 Donor State and 13 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 (13)

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

2.6 The APAC FPP continues to be funded through contributions from Active Participating States/Administrations including the Host State, supplemented by in-kind and financial support from donors and partners. User States do not provide regular annual contributions and are not Members of the Steering Committee.

2.7 This funding and governance mechanism has proven effective due to the commitment and support provided by Active Participating States/Administrations, and donors through financial contributions, technical expertise, and operational assistance.

Needs for Continuity and Support

2.8 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 APAC 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.

2.9 Despite significant progress across the Asia-Pacific region, ICAO audit results continue to identify challenges in the implementation of standards related to Aerodromes and Ground Aids (AGA) and Air Navigation Services (ANS). Deficiencies in these areas can affect the safety and efficiency of air navigation systems.

2.10 Recent audit findings in other ICAO regions have highlighted significant safety concerns (SSCs) associated with instrument flight procedure publications and oversight. To proactively mitigate similar risks within the AsiaPacific region, the APAC FPP seeks to expand its activities and services to further strengthen procedure design oversight and quality assurance capabilities among States and Administrations.

2.11 States and Air Navigation Service Providers (ANSPs) within the region are still facing some of the following challenges, including:

- 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.

The APAC FPP continues to provide a practical mechanism for assisting States and ANSPs in addressing these challenges.

2.12 To better understand the needs of the APAC States and enhance the project objectives, we conducted a survey with questionnaires sent to all members of APAC FPP and non-participating States in the Region in April 2025. Feedback has been received from 16 members of APAC 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 expressed support for participation in Phase VI and identified training needs in areas such as RNP AR, GBAS-SBAS procedure design, charting, coding, airspace planning, RNP VPT and IFPD safety oversight for regulators, etc.

2.13 The extension of the Programme into Phase VI and selection of China as its Host State were endorsed by the APAC FPP Steering Committee during its Seventeenth meeting on 11-13 November 2025. At the said meeting, the Steering Committee also endorsed the Strategy Forward for the APAC FPP Phase VI as a set of guiding strategies for FPP operations from 2027 to 2029. The Strategy Forward included two important areas as follows:

- (a) Expand Internal Capability
- (b) Enhance External Cooperation

2.14 As the success of the APAC 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 APAC FPP and support its extension into Phase VI (2027-2029). All ICAO Contracting State in the APAC 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 and endorsement by FPP Steering Committee for extension into FPP Phase VI; and
- c) encourage that the non-participating States in the APAC Region join the APAC FPP.

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