

**59<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Cebu, Philippines  
14 to 18 October 2024*

AGENDA ITEM 8: CAPACITY DEVELOPMENT AND  
IMPLEMENTATION

**ONE DECADE BEYOND - 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/Administrations 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 was reinforced in Assembly Resolution A37-11. It states why we still need the program after ten years since its establishment and calls for support to its continuing success in Phase 5.

## **ONE DECADE BEYOND-APAC FLIGHT PROCEDURE PROGRAMME (FPP)**

### **1. INTRODUCTION**

1.1 ICAO Asia and Pacific Flight Procedure Programme (FPP) is a programme managed by ICAO APAC Regional Office and supported by Capacity Development and Implementation Bureau (CDI). The purpose of the programme 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 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 assistances to States/Administrations in the Asia and 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 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 2024, the APAC FPP has presented training courses and implementation workshops that have covered 30 States/Administrations in the region and 5 States outside the region. This significant output includes 94 courses and workshops of varying durations, involving 3132 participants and 977 training/class days (excluding weekends and public holidays). The achievements of APAC FPP provide sound experience to the establishment of similar FPPs in Africa and Middle East Region.

#### **Membership of Phase 5**

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 the fourteenth meeting on 29 - 30 November 2022. The FPP Steering Committee Meeting 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 Currently, the member States of APAC FPP are as follows:

#### **Activate States/Administrations (8)**

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

**Donor States (1)**

- i. France

**User States (10)**

- i. Cambodia
- ii. Fiji
- iii. Malaysia
- iv. Maldives
- v. Mongolia
- vi. Nepal
- vii. Pakistan
- viii. Lao PDR
- ix. Sri Lanka
- x. 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, 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 of the programme. This mechanism has been successful due to generosity and due to the high level of commitment of the active participating States to 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 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 and 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 SARPs, particularly in areas of Aerodromes and Ground Aids and Air Navigation Services. These are among the most important areas for a safe and efficient air transportation system. When these areas are improved, they deliver benefits that extend beyond national borders. Recently, some Significant Safety Concerns (SSCs) have been identified during the USOAP audit that are related to publications and associated oversight/regulatory inadequacies of IFPs. The FPP intends to mitigate risks of such SSCs in the APAC Region and further strengthens the oversight framework and Quality Assurance of IFPs in the States through expanding portfolio of activities and services to better address the needs of the Region.

2.9 The statistics show that States and/or Air Navigation Service Providers in APAC region 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 about 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 means to assist Participating States/Administrations and related Air Navigation Service Providers to address the issues noted above.

2.10 As the success of the FPP can only be ensured by continuing participations by its Member States/Administrations, all non-participating States in the Asia and Pacific region are

encouraged to join the FPP and support its expansion in phase 5 (2024-2026). 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 respective 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 achievement of APAC FPP contained in this paper; and
- b) urge the User States in the Asia-Pacific region to join the FPP as Active States.

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