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African Flight Procedure Programme

## 12<sup>th</sup> Meeting of the African Flight Procedure Programme Steering Committee

Ouagadougou, Burkina Faso, 15 - 17 July 2026

### Agenda Item 3: Review of the Programme implementation status

#### Working Paper 3.6: Follow up of the capacity building activities conducted

(Presented by the Secretariat)

#### EXECUTIVE SUMMARY

Since its inception, the African Flight Procedure Programme (AFPP) has made capacity building one of its core strategic objectives to support the sustainable implementation of ICAO Standards and Recommended Practices relating to flight procedures and Performance-Based Navigation (PBN) across Africa. To date, the Programme has organized 63 training activities benefiting 1,464 experts from Member States and partner organizations. While these achievements have significantly strengthened regional capabilities, challenges remain regarding the completion of the full Flight Procedure Design (FPD) qualification pathway and the availability of operational software required for practical implementation.

This paper reviews the status of the Programme's capacity-building activities, identifies the main challenges, and proposes actions for consideration by the Meeting.

**Action by the meeting is indicated in section 3.**

#### REFERENCES

- Programme document
- AR 37-11

### 1. INTRODUCTION

- 1.1 One of the primary objectives of the African Flight Procedure Programme (AFPP) is to strengthen the institutional and technical capacities of African States to enable the sustainable implementation and maintenance of instrument flight procedures in accordance with ICAO Standards and Recommended Practices (SARPs).



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- 1.2 To achieve this objective, the Programme delivers competency-based training activities covering the various disciplines required for the development, implementation, oversight and maintenance of instrument flight procedures and Performance-Based Navigation (PBN).
- 1.3 The AFPP capacity-building portfolio includes, inter alia:
- a) Flight Procedure Design;
  - b) PBN Flight Procedure Design;
  - c) Flight Procedure Design On-the-Job Training (OJT);
  - d) Flight Procedure Design Refresher Courses;
  - e) Flight Procedure Design Training for PANS-OPS Inspectors;
  - f) National PBN Implementation Plan (NPIP) Development;
  - g) PBN Operational Approval;
  - h) PBN Airspace Design;
  - i) PBN Awareness;
  - j) Data Origination (WGS-84);
  - k) Instrument Flight Procedure Concept of Operations (IFP CONOPS);
  - l) Quality Assurance for Instrument Flight Procedures;
  - m) Prevention and resolution of USOAP-CMA ANS-related Significant Safety Concerns.

## 2. DISCUSSION

### 2.1 Overall achievements

- 2.1.1 Since the establishment of the Programme, AFPP has become the leading regional capacity-building mechanism in the field of instrument flight procedures.
- 2.1.2 To date, the Programme has organized 63 training activities, benefiting 1,464 aviation professionals from African States and partner organizations.
- 2.1.3 Female participation currently represents 12.5 per cent of all participants, demonstrating encouraging progress while highlighting the need for additional efforts to improve gender balance within the PANS-OPS profession.
- 2.1.4 The main Flight Procedure Design training activities conducted since the inception of the Programme are summarized below.

| Training activity               | Number of trainings | Number of beneficiaries |
|---------------------------------|---------------------|-------------------------|
| Initial Flight Procedure Design | 9                   | 171                     |
| PBN Flight Procedure Design     | 9                   | 152                     |
| Flight Procedure Design OJT     | 9                   | 33                      |

- 2.2 In addition to these core courses, AFPP has successfully delivered numerous specialized courses covering PBN implementation planning, quality assurance, operational approval, WGS-84 data



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origination, airspace design, PANS-OPS oversight and other technical areas supporting the implementation of ICAO provisions.



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#### 2.3 Capacity-building activities during the current operating period

- 2.3.1 Since the commencement of the current operating period in August 2025, the Programme has organized five (5) training activities benefiting 111 experts from Member States.
- 2.3.2 A major milestone during this period was the successful organization of the Flight Procedure Design Instructors Training Course, held in Accra, Ghana, in June 2026. This first-ever course organized by ICAO in Africa qualified four (4) Flight Procedure Design instructors, thereby establishing a sustainable pool of regional instructors capable of supporting future AFPP training activities and strengthening national training capabilities.
- 2.3.3 The qualification of regional instructors represents a significant step towards reducing dependence on external expertise while ensuring the long-term sustainability of capacity development within the continent.

#### 2.4 Challenges identified

- 2.4.1 The competency requirements for Flight Procedure Designers and PANS-OPS Inspectors require successful completion of the entire qualification pathway comprising:
- a) Initial Flight Procedure Design Training;
  - b) PBN Flight Procedure Design Training; and
  - c) Supervised On-the-Job Training (OJT).
- 2.4.2 Training statistics indicates that although a significant number of experts complete the Initial Flight Procedure Design course, few continued to the PBN module and a small number completed the mandatory OJT. Consequently, many States still have personnel who have only partially completed the ICAO competency pathway and are therefore unable to independently design or maintain instrument flight procedures.
- 2.4.3 Another major challenge is the availability of Flight Procedure Design software. Since procedure design is entirely software-based, many States and Air Navigation Service Providers (ANSPs) do not have the required design tools or appropriate licences. As a result, trained personnel are often unable to apply and consolidate the competencies acquired during training.
- 2.4.4 In this regard, Member States are encouraged to make greater use of the AFPP assistance mechanism to complete the qualification of their experts through OJT activities and to facilitate the practical application of acquired competencies until sustainable national capabilities are established.
- 2.4.5 Addressing these challenges is essential to ensure that investments in training translate into sustainable national capabilities capable of supporting the continuous design, maintenance and periodic review of instrument flight procedures.



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**3. ACTION BY THE MEETING**

**3.1 The Steering Committee is invited to:**

- a) note achievements of the AFPP capacity-building programme since its inception;
- b) recognize the contribution of the Programme to strengthening Flight Procedure Design competencies across the AFI region;
- c) encourage Member States to nominate candidates for the complete Flight Procedure Design qualification pathway, including the Initial, PBN and OJT phases;
- d) urge Member States and Air Navigation Service Providers to provide newly trained personnel with opportunities and the necessary technical resources, including Flight Procedure Design software, to apply and maintain their competencies;
- e) encourage Member States requiring assistance to utilize AFPP support mechanisms to complete the qualification of their Flight Procedure Designers and PANS-OPS Inspectors;
- f) encourage Member States to increase the nomination of female professionals in future AFPP training activities with a view to improving gender balance within the PANS-OPS domain; and
- g) support the continued implementation and expansion of the AFPP capacity-building programme as a key enabler for the sustainable implementation and maintenance of instrument flight procedures and PBN in Africa.

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