



ICAO

International Civil Aviation Organization  
African Flight Procedure Programme

**Sixth Meeting of the African Flight Procedure Programme Steering Committee**  
(3 September 2020)

**Agenda item 4 : Review and approval of the 2020 - 2021 work programme**

**Working paper 4.2: Flight procedure design challenges**

(Presented by the Secretariat)

<b>SUMMARY</b>
This working paper provides the challenges faced by the African Flight Procedures Programme (AFPP) in assisting Participating Members to meet the targets set by the ICAO Assembly through its Resolution A36-23 and A37-11 relevant to PBN flight procedures implementation in Africa.
<b>Action by the Steering committee ins indicated in section 3.</b>
<b>REFERENCE(S):</b> AFPP Programme Document
<b>Related ICAO Strategic Objective(s):</b> Air navigation safety Air navigation capacity and efficiency Environmental protection

**1. INTRODUCTION**

- 1.1 AFPP has been established to assist States and their national aviation counterparts to develop sustainable capability in the Instrument Flight Procedure (IFP) domain in order to meet their commitments under Assembly Resolutions A37-11 for Performance-Based Navigation (PBN) implementation through training, assistance with quality assurance, procedure design and access to IFP-related automation solutions.
- 1.2 IFP-related automation solutions encompass inter alia flight procedure design software and charting software. A designed instrument flight procedure needs to be displayed on a chart and published before being used.

**2. DISCUSSION**

- 2.1 With the advent of area navigation and associated airborne database navigation systems, good quality instrument flight procedures rely on the use of efficient automated flight procedure design and charting software.
- 2.2 As per the Letter of intent signed by ICAO Secretary General, ASECNA and French DGAC, ASECNA committed to provide respectively the site host and infrastructure while DGAC France is providing automated flight procedure design software (initially 5 licenses).
- 2.3 Due to the lack of automated design and charting solutions, many States/Organizations still rely on AFPP for their instrument flight procedure design/updating and charting and they request high standard charts.

- 2.4 However, it shall be noted that up to now, the Programme doesn't have an efficient charting software after more than six (06) years in operation. As a consequence, it cannot design or update en-route charts nor other charts which require the use of computer assisted solution, thus taking too long to design a chart.
- 2.5 Furthermore, a great number of flight procedure designers have been trained using AFPP expertise. However, they unable to assist their relevant administration without the availability of the above automation solution. As a result, and regrettably, the efforts made to train them become wasted after a period of inactivity.
- 2.6 In order to address the above challenges and enable States to comply with the ICAO Assembly resolution A40-6, AFPP active members are urged to support the Programme by sponsoring it to acquire an efficient GIS charting software. Such State/Organization may be given a discount in case it uses AFPP design or charting services.

### **3. ACTION BY THE MEETING**

#### **3.1 The meeting is invited to:**

- a. Take note of the challenges faced by the Programme in the domain of the flight procedure charting automated solutions.
- b. Take appropriate decisions in order to foster the PBN implementation in the continent and reduce the cost of the procedure design projects.

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