



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**Twenty-Seventh Meeting of the AFI Planning and Implementation Regional Group
(APIRG/27)**

5 to 6 November 2024

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the Regional Air Navigation Plan

3.6. Other Air Navigation Initiatives

Establishment of National Air Traffic Management (ATM)/Communication, Navigation & Surveillance (CNS) Implementation Committee

(Presented by South Africa)

SUMMARY	
<p>This working paper presents the requirement for the establishment of National ATM/CNS Committees as a Collaborative Decision-Making Platform, emanating from APIRG/12 and 13, where ANSPs and Airspace users can collaborate on the implementation of APIRG Conclusions and Decision including the enhancement of the ATM System on a short, medium- and long-term requirements.</p>	
<p>Action by the Meeting is provided in Paragraph 3 of this paper.</p>	
<i>Strategic Objectives</i>	<p>A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.</p>

1 INTRODUCTION

- 1.1 Coordination and establishment of National platforms to assist States with the implementation of Standards and Recommended Practices (SARPs) aligned to the AFI Regional Air Navigation Plan is critical to ensure globally harmonised and interoperable ATM system within the AFI Region.
- 1.2 During APIRG/12, held in Tunis between 21 – 25 June 1999, APIRG was briefed on the role of the Implementation Coordination Groups (ICG) Coordinators and on, their working procedures in relation to the implementation of ICAO SARPs, the Global Aviation Navigation Plan as well as Regional Requirements contained in AFI Regional Air Navigation Plan.
- 1.3 APIRG agreed that, to facilitate implementation and coordination of these requirements, it was necessary that National ATM/CNS bodies be established in all AFI States and that

focal points of contact be designated within each national body for coordination with the relevant ICG coordinator.

1.4 APIRG therefore developed the following conclusion:

1.4.1 Conclusion 12/45: National CNS/ATM bodies, focal points of contact and ICG Coordinators, that:

“a) State Air Navigation Service providers, which have not yet done so, establish a National CNS/ATM body.

b) the head of this body be designated as the focal point of contact for purposes of coordination with the relevant ICG coordinators.

c) If a State is elected as ICG coordinator of one of the 10 areas of routing in the AFI Region, the National focal point of contact referred to in (b) above be designated as the ICG coordinator or appoints a suitable person to act as area of routing coordinator; and

d) ICAO provide to States and International organizations concerned with the list of coordinators and their contacts.”

Note:

The terms of reference of the ICG Coordinators are as follows: The ICG coordinator will be responsible to initiate and coordinate actions required to carry out implementation as mentioned in the worksheets among all concerned; facilitate the elimination of shortcomings and deficiencies as noted in the ICG meetings; report to the CNS/ATM subgroup on progress and eventual constraints being experienced, or on any other matters of concern; and to assist States as required.

1.5 During APIRG/13 held in Sal, Cape Verde, from 25 – 29 June 2001, and in alignment with APIRG/12 Conclusion 12/45. APIRG 13 further adopted the following conclusion:

1.5.1 Conclusion 13/74: Establishment of National CNS/ATM bodies and designation of focal points of contact

“That, as a matter of urgency, States which have not done so be requested to implement APIRG Conclusion 12/45 on the establishment of National CNS/ATM bodies and the designation of focal points of contact and notify ICAO Regional Offices of the action taken in this respect. in so doing, they should refer to guidance provided by ICAO (National plan for CNS/ATM systems (circ 278)).”

1.6 Pursuant to this conclusion, the National Department of Transport (DOT) of South Africa sanctioned the formation of a National ATM/CNS Implementation Committee with a core membership comprising of Air Traffic and Navigation Service (ATNS) as Chair, DOT and South Africa Civil Aviation Authority (SACAA). Other members of the Committee comprise of airspace users, Airports Company South Africa (ACSA), and South African Air Force (SAAF), Representation of equipment/technological developers, and representation of civil aviation training organizations.

1.7 The Terms of Reference (ToR) was developed for the Committee and published through Aeronautical Information Circular (AIC) 40.8 dated 15 January 2003.

2 DISCUSSION

- 2.1 The National ATM/CNS Implementation Committee was established to provide a platform and an ongoing forum and process, to enable the ATM Community Members and stakeholders, to participate in the planning of relevant procedures, services and infrastructure, in accordance with the requirements related to near- and mid-term implementation strategies as defined in the ICAO Global and Regional Plans and the South African National Airspace Master Plan (NAMP).
- 2.2 The function of the Committee is to structure and give effect to the National ATM/CNS Plan, to facilitate the transition to ATM/CNS, and to ensure alignment and coordination with the AFI Regional CNS/ATM Plan by:
- 2.2.1 Facilitating strategic Collaboration within the ATM Community on issues of implementing the agreed to facilities, procedures and where appropriated, processes, as it pertains to the ICAO Global and Regional Plans and the South African National Airspace Master Plan (NAMP).
- 2.2.2 Proposing the enhancement of safety levels, generally.
- 2.2.3 Providing guidelines as to how the ATM System may assist air traffic service (ATS) in enhanced capacity to handle user expectations, thereby meeting the forecasted demand without significant delays.
- 2.2.4 Providing methodologies aimed at balancing various user requirements.
- 2.2.5 Providing the required guidance as to how best harness combined, collaborated resources, processes and procedures, thereby enabling an ATM service in a cost-effective manner.
- 2.2.6 Providing guidance and processes to ensure interoperability with adjacent airspaces and services.
- 2.2.7 Promoting the adoption of common standards, specifications and functionalities that will standardize the ATM environment.
- 2.2.8 Ensuring alignment by involvement in the rolling out of the Global Air Navigation Plan (GANP- Doc 9750) and the National Airspace Master Plan.
- 2.3 The National ATM/CNS Implementation Committee conducts its work through 5 Workgroups (WGs), being: the Airspace and Route Efficiency Working Group (AARE) Working Group (WG), the Electronic Terrain and Obstacle Data (e-TOD) WG, Unmanned Aircraft (UA) Working Group, Space Weather Working Group (SWX WG), and the Communication, Navigation and Surveillance (CNS) Working Group.
- 2.4 The National ATM/CNS Implantation Committee has, through its WGs, achieved the following South African Strategies, including the National Airspace Masterplan, Lowveld (Sabi Sands and Malelane) Special Rules Area, and Automatic Dependent Surveillance - Broadcast (ADS-B) Mode S 1090 Extended Squitter (ES) aircraft transponder mandate. Other plans include:

- 2.4.1 National Airspace Masterplan
 - 2.4.2 National Surveillance Strategy
 - 2.4.3 National Communication Strategy
 - 2.4.4 National Navigation Strategy.
- 2.5 The activities of the committee, through its WGs, contributes toward the development of future strategies that seek to promote aviation in South Africa.
- 2.6 The Committee establishes a Collaborative Decision Making (CDM) platform to engage in a collaborative manner on aspects relating to Air Traffic Management (ATM) / Communication Navigation Surveillance (CNS) strategic planning, services, infrastructure and new developments in ATM modernization consolidating National and Regional requirements.

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- 3.1.1 Note the content of this working paper, the progress and achievement which South Africa has been able to make through the Establishment of the National ATM/CNS Implementation Committee.
 - 3.1.2 Request States to implement APIRG/12 Conclusion 12/45 and APIRG 13 Conclusion 13/74, calling for the establishment of the CDM (ATM/CNS Implementation Committees) Platforms in line with the current APIRG procedural handbook and structure.
 - 3.1.3 Request States to provide a status update on the establishment of the National Committee at APIRG 28.

APIRG/27 Decision xx/xx: ESTABLISHMENT OF NATIONAL ATM/CNS BODIES AND DESIGNATION OF FOCAL POINTS OF CONTACT

That, as a matter of urgency, States which have not yet done so, be requested to implement APIRG Conclusion 12/45 and Conclusion 13/74 on the establishment of national ATM/CNS implementation committees and the designation of focal points of contact and notify ICAO regional offices of the action taken in this respect. In so doing, they should refer to guidance provided by ICAO (*national plan for ATM/CNS systems* (Circular 278)).