INTERNATIONAL CIVIL AVIATION ORGANIZATION

Seventh Meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG7)

Dakar, Senegal, 5 - 8 August 2024

Agenda Item 3: Achievements in Infrastructure and Information Management

3.5 Other Air Navigation initiatives

WP3.5I- Update of the AFI Air Navigation Summit

(Presented by the Secretariat)

<table>
<tr><td colspan="1" align="center">SUMMARY</td></tr>
<tr><td>This working paper provides background information on APIRG conclusions and decisions pertaining to the organization of an AFI ANS Summit in 2024 and well as related implementation actions undertaken by the assigned stakeholders.

Action by the meeting is in paragraph 3.</td></tr>
<tr><td>REFRENCE(S):

Global Air Navigation Plan (GANP)
APIRG 21, 22, 23, 25 and 26 reports
ICAO State Letter 2024-T17-0579
</td></tr>
<tr><td>Related ICAO Strategic Objective(s): B-Air Navigation Capacity and Efficiency</td></tr>
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1. **INTRODUCTION**

   1.1. The Global Air Navigation Plan (GANP) is an important planning tool for setting global priorities to drive the evolution of the global air navigation system and ensure that the vision of an integrated, harmonized, globally interoperable and seamless system becomes a reality.

   1.2. The evolution of the GANP throughout years has brought in some changes in the approach to regional air navigation planning and implementation. Changes in the GANP led APIRG to take some decisions and conclusions to ensure a harmonized collaborative and performance-based approach to planning and implementation in the AFI region that is aligned with the global air navigation plan.

2. **DISCUSSION**

2.1. APIRG/21 recognized the need to develop national air navigation plans aligned with the regional and global plans and encouraged the development of a regional modernization programme in the AFI Region based on strategic air navigation regional performance objectives, aimed to materialize the performance-based approach adopted by the Region for the planning and implementation of new air navigation improvements.

2.2. Furthermore, the meeting noted that, enhanced benefits could be realized from the cost-effective and comprehensiveness of an AFI –wide seamless air traffic management services as opposed to the sub-regional approaches currently being pursued, and accordingly encouraged AFI to continue efforts towards single AFI airspace ATS system. The following conclusions were issued to address the challenges raised by the meeting.

Conclusion 21/01: Coordinated Approach to Air Navigation Planning and Implementation

That, in order to facilitate harmonization and efficiency in the implementation of SARPs, global and regional requirements that effectively support national and regional development:

a) *the AFI Region should adopt a coordinated performance-based approach to air navigation planning and implementation based on regional priorities; and*

b) *based on the Regional ANP, AFI States develop national air navigation plans linked to national development plans, highlighting the importance of aviation as an enabler to address national socio-economic issues and ensure the availability of sufficient deployment resources.*

APIRG Conclusion 21/08: Seamlessness of Air Traffic Management in Africa

That, in order to facilitate the synergetic implementation of an AFI Seamless Sky:

a) All the Regional Economic Communities (e.g. EAC, ECCAS, ECOWAS, COMESA, SADC) and ANSPs serving multiple States (e.g. Roberts FIR, and ASECNA), are invited to develop a clear and agreed roadmap, in consultation with users, for the implementation of seamless, harmonized, interoperable Air Traffic Management systems and procedures with clear benefits to the aviation stakeholders;

b) Sub-regional economic bodies be requested to establish mechanisms that will facilitate timely, coordinated and efficient implementation of future technologies and procedures, while taking advantage of existing ones in order to achieve a coordinated implementation of Seamlessness of Air Traffic Management in the Region; and

c) AFCAC is requested to facilitate and provide support where political sensitization is necessary.

2.3. APIRG/22, considering conclusion 21/08, recognized that an adequate ATM Infrastructure should support the implementation of the Single African Air Transport Market (SAATM) initiative which is intended to drive the economic development and betterment of air transport in the continent. Accordingly, it formulated the following conclusion.

APIRG/22 Conclusion 22/35: Seamless Air Traffic Management

That, in order to improve the seamless flow of air traffic in the AFI Region:

a) *the development of an AFI ATM regional Vision Document, Concept of Operations and ATM Master Plan with enabling Infrastructure Strategy for Africa, is endorsed;*

b) *the ATM Infrastructure Strategy should be developed in collaboration with aviation stakeholders;*

c) *the ICAO Regional Offices consider the hosting of an AFI Air Navigation Summit on seamless ATM system for the AFI Region in 2020;*

d) *the finalized Master ATM Infrastructure Strategy for Africa should be endorsed and approve by the African Union through the appropriate channels and following an agreed process including timelines;*

e) *the process and timelines for the implementation of the strategy and the cascading of the strategy to States should be achieved through the development of National Aviation Master Plans and an agreeable funding model; and*

f) *AFCAC should monitor and follow up with States the implementation of the process, and encourage States to remove Foreign OpSpecs requirements as per ICAO Annex 6 and Doc. 8335 and improve the process of timely approval of overflight clearance.*

2.4. During APIRG/23, the status report on the seamless air traffic management was presented through an ATM Master plan document. The meeting noted that all activities listed to be taken were components of the Global ATM Operational Concept (Doc 9854), for which the development of a comprehensive Regional ATM Master Plan was required. It was found that development of the Master Plan, encapsulating the expected outcomes, and appropriately linked to national ATM Master Plans, would be a more prudent approach. In this regard, the meeting formulated the following decision:

APIRG/23 Decision 23/01: Establishment of an AFI ATM Master Plan Project Management Team (AAMP PMT)

That, in order to foster the development of the AFI ATM Master plan required to provide the roadmap for the implementation of a seamless AFI ATM system:

a) *an AFI ATM Master Plan Project Management Team (AAMP PMT) be established; and*

b) *tasks assigned to the Project Team may include any other identified experts from the region as considered necessary.*

2.5. At APIRG/25, the progress report towards the AFI ATM Summit was presented. The meeting noted the importance of the CDM approach and process adopted by the team. The approach to system and infrastructure investment through various strategies including communication, navigation and surveillance (CNS) was emphasized as necessary for a harmonized and interoperable seamless Air Traffic Management system. The meeting formulated the following Conclusion:

APIRG/25 Conclusion 25/09: Regional ATM Summit

That, to implement a harmonized, interoperable and seamless Air Traffic Management (ATM) systems in the region, the Secretariat to coordinate with relevant stakeholders for the convening of an ATM Summit by December 2024.

2.6. The APIRG/26 meeting noted the request for consolidation of all the initiatives by the various organizations, in delivering a Seamless Africa Sky under one single ICAO driven APIRG mechanism and called on the stakeholders to commit both financial and human resources and actively participate in the preparations for the Summit.

2.7. The meeting also requested to establish a Steering Committee (SC) or Round Table Team (RTT) consisting of, but not limited to ICAO, IATA, CANSO, AFRAA, AFCAC, ATNS, ASECNA, IFATCA, IFALPA, RECs and AUC that will ensure the delivery of a successful AFI ANS Summit and the AFI ANS Master Strategy.

2.8. Finally, the meeting noted the request to adopt the project approach in the delivery of the Summit, however recalled that several similar initiatives were already in progress and the need to coordinate the activities of the Summit and those of the existing ones. The meeting tasked the Secretariat to coordinate the establishment of a small task force, which will develop the roadmap for the delivery of the Summit. The following decision was therefore agreed.

APIRG/26 Decision 26/24: The ANS Summit

That to ensure an effective preparation of the AFI Air Navigation Service Summit, IATA in collaboration with ICAO to coordinate by March 2024, a Team of Experts composed of all the stakeholders to review existing Air Navigation related frameworks, consolidate initiatives and expected outcomes, including the ongoing AU/AFCAC/ICAO Aviation Infrastructure Gap Analysis for Africa, develop and compile costed projects, and identify specific activities with clear objectives, timelines and responsibilities of each stakeholder toward the conduct of the ANS Summit called by the APIRG Conclusion 22/35.

2.9. In application of APIRG/26 Decision 26/24, several preparatory meetings were conducted virtually as from January 2024 under the coordination of IATA. A roadmap as well as terms of references of the contributory bodies of the summit were proposed and discussed. The first work@lab took place in June 2024 in Bela Bela (South Africa). The summary of discussions is in appendix A to the working paper.

2.10.	The secretariat however, noted with concern that some planned activities and processes towards the ANS Summit 2024 are not aligned with the APIRG procedural Handbook provisions, and cannot allow large participation of States and other stakeholders in the said activities. The Secretariat therefore issued the State letter 2024-T17-0579 dated 29 July 2024 to clarify the spirit of the APIRG/26 Decision 26/24 as well as some key aspects contained in the handbook. The State letter 2024-T17-0579 is in appendix B to this working paper.

## 3.	ACTION BY THE MEETING

3.1	The meeting is invited to:

a)	Take note of the information provided in this working paper.

b)	Review the outcomes of the first work@lab and provide guidance as appropriate on the next steps;

c)	Propose a more effective way to implement APIRG Decision 26/24 in line with the APIRG Procedural Handbook provisions; and

d)	Encourage States to effectively support the successful preparation of the AFI ANS Summit.