



## **Fifth Meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG5)**

*(Virtual, 26 - 29 July 2022)*

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### **Agenda Item 3: Achievements in AIM, CNS and MET**

#### **3.1. Status of implementation of applicable ASBU elements**

#### **Outcomes of the Cost Benefit Analysis for the implementation of SBAS**

### **Appendix 1**

#### **INTRODUCTION**

The SBAS Continental hybrid Workshop has welcomed a good participation with 70 Participants and 90 participants connected via zoom from AU member States, regional organizations and key partners in the area of SBAS (IGAD, EAC, COMESA, ECOWAS..., and international organizations (AFRAA, ICAO, IATA, ASECNA, SATNAV JPO, EU, DT-Global...)).

The DT Global consultants delivered various presentations on Task 1, 2 and 3 for the continental CBA study on SBAS. The presentations were followed by a session of questions and answers as well as presentations and experience sharing from Member States and partner institutions

#### **KEY RECOMMENDATIONS**

1. The report has adequately highlighted the benefits of SBAS application in Africa and the participants have validated the data collection process used to undertake the CBA
2. The meeting noted that the feasibility of SBAS services provision in Africa in compliance with ICAO SARPS has been demonstrated and recognized under the ICAO Annex 10, Vol 1, Appendix B, table B-27 and attachment D paragraph 6.2.2
3. There is a need for National telecoms regulatory authorities to manage the assignment of frequency spectrum to any service at national level to avoid harmful interferences with SBAS signals with particular attention to uplink signals.
4. AUC and AFCAC in collaboration with the partners should develop the governance and institutional framework for SBAS including the financing models
5. There is need for AU Member States, in collaboration with ICAO, International Committee on GNSS (ICG) to jointly support the allocation and protection of frequency spectrum related to aviation sector through the ITU frequency allocation mechanism in line with ICAO SARPS.
6. The comments received from Airlines operating in Africa have demonstrated the value of SBAS in enhancing safety and improving efficiency at African international airports specifically domestic smaller aerodromes not equipped with ILS.
7. The workshop noted that airspace users support implementation of SBAS in Africa provided that;
  - a) no mandatory requirements by regulatory authorities to fit SBAS equipment to aircraft,
  - b) no unjustified restrictions to operations due to a lack of SBAS equipment; and
  - c) no costs or charges related to SBAS being imposed directly or indirectly to airspace users who do not use such technology.



8. Any envisaged rationalization and decommissioning of conventional navigation aids should take place with proper consultation with users through collaborative decision making process under ICAO, and specifically the AFI GNSS Strategy
9. The aviation states to support regional satellite service providers in the assignment of Pseudo Random Noise (PRN) code by the US space force for broadcast of SBAS signals in Africa and surrounding waters
10. In addition to the key Non-Aviation applications that were considered in the study, the participants highlighted other important ongoing SBAS applications in areas of urban planning, precision farming, precise geo-localisation information and in the area of road transport and cargo tracking systems.
11. The specialized institutions and partners are encouraged to undertake capacity building and awareness activities for the applications of SBAS in aviation and non-aviation sectors.
12. After incorporation of the comments made during the workshop in the SBAS final report, AUC and AFCAC are requested to submit the outcome of the continental CBA Study on SBAS for consideration by the AU Policy Organs

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