



ICAO

**Twenty-Third Meeting of the AFI Planning and Implementation Regional Group
(APIRG/23)
(Virtual 24 - 26 November 2020)**

Agenda Item 4: Other Air Navigation Issues

4.2: Regional and Interregional Activities.

EAST AFRICAN COMMUNITY (EAC) SEAMLESS UPPER AIRSPACE

(EAC Coordination States)

SUMMARY

This working paper presents progress made by the EAC Partner States in the implementation of the Seamless Upper Airspace over the airspace of six (06) Partner States.

The implementation process has taken place following a successful study conducted 2014-2017 in line with the EAC Treaty (Chapter 15 {Cooperation in Infrastructure and Services}, Article 92 [Civil Aviation and Civil Air Transport]) and paragraph 3 of the Treaty which provides for the establishment of a Unified Upper Area Control system.

Seamless operation is in line with the ICAO Global Air Navigation Plan vision and Abuja Safety Target No 3.

Action by the Meeting is outlined under item 3 of this paper

REFERENCE(S):	<ol style="list-style-type: none"> 1. EAC Treaty 2. ICAO Doc 9750 – GANP 3. Abuja Safety Targets 2012 as amended in 2017 4. APIRG 22 Decision 22/03 (Revised AFI SSR Code Management Plan) 5. ICAO Operational requirements for CNS(OPREC) and RVSM & Operational Safety in ATS (ROSATS) priority projects 6. ICAO Doc 4444 – PANS ATM 7. ICAO Doc 10066 – PANS AIM
Related Strategic Objectives	<ol style="list-style-type: none"> 1. Enhance global civil aviation safety 2. Increase the capacity and improve the efficiency of the global civil aviation system 3. Minimize the adverse environmental effects of civil aviation activities

1 INTRODUCTION

1.1 EAC currently has a membership of six (06) Partner States; Burundi, Kenya, Rwanda, South Sudan, Tanzania and Uganda.

1.2 The GANP vision reflects the ultimate objectives of the air navigation system as well as the emerging challenges and opportunities stemming from aviation and technological trends. The evolution driven by this vision is expected to yield a high-performing global air navigation system that meets the ever-growing expectations of society.

1.3 Abuja safety Target No. 13 requires that AFI States; Establish seamless Air Navigation Services in the Region by end of the year 2024; that all States ensure provision of harmonized Air Navigation Services in terms of flight separation, interoperability of CNS/ATM/AIM Systems to reduce airspace complexity and achieve seamless operations along major air traffic flows. Also outlines that various initiatives formulated by the Regional Economic Communities (RECs) and ANSPs within the AFI Region be harmonized.

1.4 A study was conducted within the EAC and concluded in January 2017. The study recommended creation of seamless operations at FL245 and above over Partner States airspace and it was approved within the EAC framework. It is envisaged that among other benefits in line with the GANP vision and objective coupled with the Abuja safety target No. 13, EAC Partner States will be able to provide services in a seamless and efficient manner in addition to reduced workload for pilots and air traffic controllers within the first implementation period of 2017-2021.

2. DISCUSSION

2.1. To realize the EAC seamless operations, a number of activities have been completed, namely; awareness workshops for the EAC regulators, development of harmonized EAC MANSOPS Blue print, operationalization of EAC SAR framework, review of MoUs, LoPs, route re-structuring, Sectorization of National Airspaces, making provisions for an EAC AIM Database, proposals for system interoperability platform and conducted data verification and fact finding mission to The Republic of South Sudan among others.

2.2 As far as surveillance is concerned, the EAC Partner States will be able to provide seamless surveillance and/or share surveillance data once the system interoperability platform process is completed. Progress has been made in realizing designs for the interoperability platform. However, in the interim, Partner States are able to leverage on the reviewed AFI SSR Code Management Plan (CMP).

2.3 EAC appreciates the support provided to States in January 2020 by holding an AFI Regional workshop (ASCAAR project) as agreed during APIRG 22 meeting held in Accra 2019. Through the workshop, some of the contentious issues were ironed out and all EAC Partner States were allocated SSR codes for assignment to international and Domestic flights.

2.4 EAC recognizes the effects of COVID-19 in the implementation of some of the solutions within AFI. However, it is worth noting that it would be advantageous to both pilots and air traffic controllers if rollout of the reviewed CMP is conducted while the traffic movements are still low since the solution would be deployed without pressure to the aforementioned.

2.5 To achieve 2.2 there is need to have a roll out date for the reviewed CMP since the target date of 30th November 2020 seems unattainable.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the progress made by EAC in the implementation of the seamless operations within Partner States airspace.
- b) Request ICAO to expedite completion of the processes of implementing the reviewed SSR CMP so as to facilitate roll out by the first quarter of 2021.
- c) Request ICAO to continue working with EAC in order to achieve Seamless Operations over EAC Upper Airspace and other initiatives.

END