

THIRD MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 April 1999)

- Agenda Item 3: Review of follow-up actions to the World-wide CNS/ATM Systems Implementation Conference**
- Agenda Item 4: Financing issues**
- Agenda Item 5: Interregional coordination and harmonization mechanism**

COMMENTS BY THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP

(Presented by the Chairman of the APIRG)

SUMMARY

This paper provides information on APIRG's views on the agenda items indicated.

1. AGENDA ITEM 3: REVIEW OF FOLLOW-UP ACTIONS TO THE WORLD-WIDE CNS/ATM SYSTEMS IMPLEMENTATION CONFERENCE

1.1 Introduction

1.1.1 APIRG has not yet considered the report of the Rio World-wide Conference, but certain recommendations from that Conference do involve APIRG in the implementation thereof or follow-up thereon.

1.1.2 These recommendations are the following:

- a) Recommendation 2/7 – Establishment and management of CNS/ATM systems at the national, regional and global levels

APIRG is closely following what is being done at the level of States and at the level of their regional structures such as ASECNA, SADC and COMESA.

- b) Recommendation 2/8 – Need for political commitment for implementation of CNS/ATM systems

AFCAC is the political instrument of the OAU responsible for managing air transport problems and it has become involved in CNS/ATM implementation.

- c) Recommendation 2/10 – Identification of homogenous ATM areas and major international traffic flows at the global, regional and subregional levels

The AFI CNS/ATM implementation plan is based on 10 homogenous traffic routing areas, each of which contains the most significant traffic flows.

The implementation coordination groups are made up of elements from the Region and adjacent areas. That is why we asked for the participation of Australia, India and the Maldives for AR-10 (Trans-Indian Ocean).

- d) Recommendation 2/11 – Planning and implementation of CNS/ATM systems by service providers and airspace users

The AFI CNS/ATM implementation plan was developed together with organizations such as ASECNA and FIR Roberts, as well as IATA and IFALPA.

- e) Recommendation 2/12 – The need to adopt planning methodologies that are cost-beneficial

We take account of the new planning methodologies; but in practice the prices established by the equipment manufacturers are inescapable, especially for the developing countries.

- f) Recommendation 2/15 – ICAO's central role

We have established a task force responsible for the introduction of GNSS in Africa. ICAO provides the Secretariat functions for it.

- g) Recommendation 4/2 – Role of technical cooperation in CNS/ATM planning and implementation

With EGNOS, ECAC supports our effort to implement GNSS. This once again shows that the well-off States have to help the less well-off States.

- h) Recommendation 6/14 – Adoption of a regional approach to CNS/ATM training

AFCAC has started an inventory of African civil aviation schools and subregional integration has become a reality. The national desire for training should be encouraged as a matter of priority.

- i) Recommendation 6/15 – Role of ICAO Regional Offices in CNS/ATM training

The action by our offices is to be welcomed. We were entitled to seminars and/or workshops and meetings with appropriate documentation.

- j) Recommendation 6/16 – Inclusion of training plans in the regional air navigation plans

APIRG welcomes this initiative which could stimulate States' training programmes.

2. AGENDA ITEM 4: FINANCING ISSUES

2.1 Introduction

2.1.1 At the initiative of AFCAC, a CNS/ATM systems financing mechanism is being developed with the European Union. Other initiatives are envisaged which tie in CNS/ATM systems effectiveness with air transport safety in Africa, safety which could then be financed under the programme “Safe Skies in Africa.”

2.1.2 However, whatever the outcome, provision should be made for subsidies or technical assistance in view of the slender resources of certain States, on the one hand, and the low volume of traffic, on the other hand. Furthermore, within the framework of repayable financing, clauses must provide for the long term.

2.2 Autonomous entities

2.2.1 We remain convinced at the level of our region that the development of international civil aviation can only be ensured if there is effective management of this sector. This is why many countries which have understood this have either privatized or accepted the participation of the private sector.

2.3 Business cases

2.3.1 AFCAC is aware of the difficulties that we risk encountering and it is considering establishing, in collaboration with ICAO and APIRG, a detailed plan for CNS/ATM implementation in Africa. This plan could be used to attract investors within the framework of implementation. Presented in an attractive manner, this plan should be able to be self-financing.

2.3.2 Furthermore, we are going to rely on certain States and on certain regions such as ASECNA, SADC, etc., to take advantage of their experience.

2.4 Worldwide Conference on the Economics of Airports and Air Navigation Services

2.4.1 As for the ANSConf 2000, the AFI Region is going to prepare for this worldwide conference.

3. AGENDA ITEM 5: INTERREGIONAL COORDINATION AND HARMONIZATION MECHANISM

3.1 Agenda Item 5.1: Uniform methodology for assessing air navigation shortcomings and deficiencies

3.1.1 The methodology advocated is the one which we use at the level of the AFI Region and which was recommended by the AFI/7 RAN. Everyone contributes to the collection of information and the identification of the corrective measures is done together. Four priorities — U, A, B and C — are selected. A model table for the identification, assessment and prioritization of the shortcomings has been established. It is understood that each subject (ATS, SAR, COM, AIS/MAP, MET) has a different table.

3.2 **Agenda Item 5.2: Harmonization of regional basic ANP and FASID**

3.2.1 A task force responsible for the FASID has been established. The mandate of this task force involves, *inter alia*, reviewing the AFI ANP and FASID projects and complementing them as required so that they can be adopted by APIRG and then approved in accordance with the approval procedures in force at ICAO. The first meeting of this task force is planned for June.

3.3 **Agenda Item 5.3: Expanded role of PIRGs for participation of financial institutions in PIRG meetings**

3.3.1 For information purposes, yes.

3.4 **Agenda Item 5.4: Status of implementation of WGS-84**

3.4.1 With the exception of Libya, Guinea-Bissau, Sudan and Somalia, all the other countries of the region have indicated that they have published or are about to publish the NOTAM on WGS-84.

3.4.2 However, most of these countries have only published the first part. The other aspects of WGS-84 require resources that States do not have. Assistance from ICAO is desirable.

3.5 **Agenda Item 5.6: Interregional input for the CAR/SAM/3 RAN Meeting**

3.5.1 The ocean-side States of the South Atlantic are affected by this meeting within the framework of AR-2. They will present working papers on this subject in the CNS/ATM field in particular.

3.6 **Agenda Item 5.7: Y2K date change preparations**

3.6.1 This ICAO paper and the IATA paper were received by all States which therefore made preparations as a consequence. Whenever the occasion arises, APIRG and its sub-groups invite States to complete the ICAO and IATA questionnaires urgently, bearing in mind the deadlines set in this regard.

3.6.2 Committees to monitor the transition to the year 2000 have been established at the level of States and that of enterprises. They are also asked to assign absolute priority to the financing of the programmes related to the transition to the year 2000. Other advice is also given free to States.

3.6.3 However, the Y2K assessment criteria are not yet available at the level of the States of the region which could use them to respond to ICAO in time.

3.6.4 We fully appreciate the work done by ASECNA and the ICAO Dakar Office which are drawing up the inventory and learning about our neighbours' situations before establishing the emergency plan.

3.7 **Agenda Item 5.8: ICAO position for WRC-2000**

3.7.1 APIRG has asked the aeronautical authorities to familiarize themselves with the ICAO position for WRC-2000 and to do everything possible to include it in the national working papers for WRC-2000.

3.7.2 APIRG has also asked these administrations to take an active part in the preparatory meetings organized by States and to include aeronautical experts in the national delegations.