

African Air Navigation Service Providers



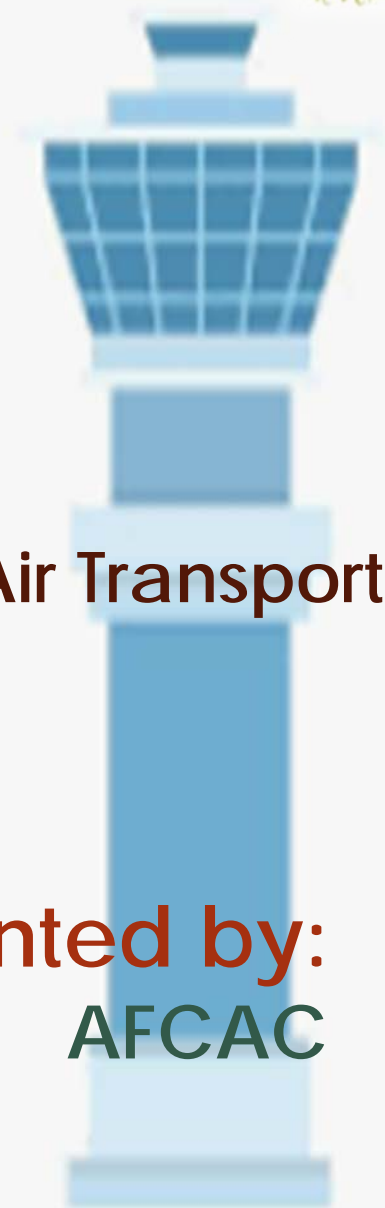
AFCAC
African Civil Aviation
Commission

**African ANSPs Meeting
Lome, Togo,
28 March–1st April 2022**

Agenda Item 5: Support to the AU Single African Air Transport Market (SAATM) flagship programme



**Presented by:
AFCAC**





Outline

- ➔ Decision On The Establishment Of A Single African Air Transport Market (SAATM)
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Decision On The Establishment Of A Single African Air Transport Market (SAATM)

Assembly/AU/Dec.665(XXX): 30th Ordinary Session of the Assembly, 28-29 January 2018, Addis Ababa, Ethiopia

- ❑ Implementation of the Yamoussoukro Decision on the Liberalization of Access to Air Transport Markets in Africa
- ❑ Realisation of SAATM is vital to the achievement of the long-term vision of an integrated, prosperous and peaceful Africa under the AU Agenda 2063
- ❑ SAATM opened to African Airlines within the framework of Agenda 2063 on 29th Day of January 2018 among the Member States that have declared their Solemn Commitment as of to-date and for those that join later
- ❑ SAATM will bring enhanced connectivity across the continent leading to sustainable development of the aviation and tourism industry with immense contribution to economic growth, job creation, prosperity and integration of Africa



Decision On The Establishment Of A Single African Air Transport Market (SAATM)

- ❑ HE Faure Gnassingbe, President of Togolese Republic was appointed as the Champion of the Single Air Transport Market (SAATM)
- ❑ Member States and the industry expect that the intra-African market will operate without the need for bilateral air service agreements between Member States
- ❑ To enhance the objectives of Agenda 2063 towards Boosting Intra-Africa Trade (BIAT) and fast tracking of the Continental Free Trade Area (CFTA) in relation to air transport, African States are encouraged to go beyond the market access provisions of the Yamoussoukro Decision in order to accelerate the attainment of the objectives of the SAATM



Decision On The Establishment Of A Single African Air Transport Market (SAATM)

- ❑ Subject to safety and security concerns of the aviation authorities of Member States, Regional Economic Communities (RECs) and the Executing Agency, eligible airlines of Member States and nationals operating under SAATM shall be entitled to file and fly on the basis of their own economic considerations and without any hindrance
- ❑ Completion of the activities on the SAATM Road Map, ensure awareness and dissemination of key continental aviation frameworks especially the Yamoussoukro Decision Regulatory and Institutional Texts, the African Civil Aviation Policy (AFCAP), as well as undertake capacity building of Member States and RECs on application and domestication of those instruments



Decision On The Establishment Of A Single African Air Transport Market (SAATM)

- ❑ *AUC and AFCAC to work on a framework of establishing the single African sky architecture by 2023 that will strengthen aviation safety, security as well as ensure efficient and harmonised seamless air navigational and communication systems*
- ❑ The AfDB Institutional Support Project to AFCAC for the operationalization of the SAATM is in progress and the Executing Agency is fully operational with the valuable assistance of ASECNA
- ❑ Other funding partners are invited to join the African Development Bank (AfDB) in the mobilisation of resources for the Executing Agency to enable it adequately carry out its functions in the management and supervision of the established SAATM

AFCAC perspective on the African ANSPs Cooperation

Cooperative Platform of African ANSPs

- ❑ All African ANSPs should contribute to the realization of the Single African Sky Architecture by 2023
- ❑ African ANSPs Cooperative Platform should be established in line with the Decision of the Assembly of Heads of State and Government of AU on the establishment of the Single African Air Transport Market (SAATM)
- ❑ African ANSPs Cooperative Platform should be established to bring all key stakeholders together to develop a seamless sky in Africa and also to establish a think tank towards the realization of a relevant continental ANSP Master Plan



AFCAC perspective on the African ANSPs Cooperation

Cooperative Platform of African ANSPs

The ANSPs Platform for African States should be a consultative forum established in line with the following provisions of the African Civil Aviation Policy (AFCAP):

- ✓ AUC and AFCAC should make concerted efforts towards the establishment of a single African Airspace in collaboration with ICAO and other stakeholders
- ✓ AFCAC shall facilitate collaboration among African Air Navigation Service Providers to expedite the establishment of a single/seamless airspace
- ✓ African ANSPs are encouraged to come together preferably under one Pan African umbrella organisation/association to coordinate their views and interests and foster harmonized implementation of the AFCAP



AFCAC perspective on the African ANSPs Cooperation

Cooperative Platform of African ANSPs

The Objectives and functions of the African ANSP Platform are:

- a) Enable and facilitate a forum for ANSPs discussions and coordination, to promote efficiency on air navigation services and a uniform level of safety for air navigation service providers in Africa;
- b) To recommend a framework for establishment of a continental ANSP Master Plan;
- c) To foster enhanced quality of service in air navigation in the spirit of the Almadies/Dakar Declaration (2002), Gauteng Declaration (2005) and Cotonou Declaration (2010) adopted by previous regional meetings of African ANSPs; and
- d) To recommend a framework for establishment of a seamless airspace in Africa in accordance with the relevant AFCAP provisions and AU Assembly decision



AFCAC perspective on the African ANSPs Cooperation

Cooperative Platform of African ANSPs

Activities of the African ANSP Cooperative Platform should be:

- Support and promote appropriate and harmonized regional initiatives (such as the Abuja Safety Targets and the African ANSPs Peer Review Mechanism) in order to increase the Effective Implementation of Safety by African ANSPs including the level of compliance to ICAO SARPs and other Regional Plans
- Promote uniform and effective implementation of ICAO GANP and GASP through harmonized regional programs
- Establish a framework for a continental ANSP Master Plan
- Establish a framework for a seamless airspace in Africa
- Determine a mechanism to develop, maintain and update harmonized regulations in Africa



AFCAC perspective on the African ANSPs Cooperation

Air Navigation Systems Architecture for a Single Sky in Africa

- ❑ While African States are implementing various ICAO ASBU modules to develop CNS/ATM systems, there is an urgent need to collaborate at the continental level to ensure commonality of systems and interoperability through an established continental ANSP Masterplan, which should include the Air Navigation Systems Architecture for a Single Sky in Africa
- ❑ There are regional mechanisms/entities such as ASECNA and Roberts FIR to provide air navigation services and infrastructure above the territories of their member States applying common rules and procedures for air traffic services
- ❑ There are also projects and initiatives conducted by RECs such as SADC, COMESA and EAC for the creation of common upper airspaces managed by common Area Control Centers covering the territories of their member States



AFCAC perspective on the African ANSPs Cooperation

Air Navigation Systems Architecture for a Single Sky in Africa

- ❑ A seamless airspace for Africa would minimize the current fragmentation of African airspace and air traffic management system through measures based on several parameters, including institutional, regulatory, operational, technological and structural factors.
- ❑ A seamless airspace will allow, in a context of continuous traffic growth, the safe and efficient use of the airspace concerned, and will provide all users with efficient routes.
- ❑ Airspace users will consequently achieve substantial fuel savings and reduce CO2 emissions.
- ❑ Issues of efficiency, competitiveness, performance, safety and environmental protection are therefore real challenges for the future of civil aviation and recommend pro-activity, that can be solved by an approach of a "seamless airspace."



AFCAC perspective on the African ANSPs Cooperation

Air Navigation Systems Architecture for a Single Sky in Africa

- ❑ The establishment of a relevant continental ANSP Masterplan as a result of assessments on gap analysis and needs analysis of the airspace to determine how best to address existing infrastructure deficiencies and cope up with forecasted traffic growth
- ❑ *The institutional, legal and regulatory framework*: How to have common regulations, civil and military coordination in the flexible management of airspace, including dealing with exceptional situations;
- ❑ *Infrastructure interoperability*: the compatibility of equipment, protocols, software and data exchanges;
- ❑ *Operational aspects*: classification of airspace and routes, airspace separation, balance between demand and capacity, performance-based navigation, aeronautical and meteorological information management



AFCAC perspective on the African ANSPs Cooperation

Air Navigation Systems Architecture for a Single Sky in Africa

- ❑ **Technical aspects:** communications (Networks, AMHS, SWIM, AIDC, Air/Ground, Ground/Ground, CPDLC), Navigation (conventional method, or satellite navigation), surveillance (Radar, MLAT, ABS-B, ADS-C)
- ❑ **Structural and transcendent means:** cyber resilience, security supervision, cost-benefit analysis, human resources
- ❑ **Level of aircraft on-board equipment:** All COM, NAV and SUR capabilities - aircraft and crew navigation specifications



Recommendations and Way forward

SAATM Joint Prioritized Action Plan (JPAP)

- ❑ 1st Pillar : Advocacy for enrolling more states to join SAATM
- ❑ 2nd Pillar : SAATM Regulatory Framework
- ❑ 3rd Pillar : Operationalization of the SAATM
- ❑ 4th Pillar : Aviation Infrastructure
- ❑ 5th Pillar : Enhancing Safety, Security and Environmental Protection
- ❑ 6th Pillar: Aviation Financing





Recommendations and Way Forward

4th Pillar : Aviation Infrastructure,

❑ Planning for future traffic growth

- Elaboration of the TOR of the Continental Aviation Infrastructure Master Plan and its development (Gap analysis realized by ICAO)
- Development of a continental master plan for aviation professionals (Roadmap realized by AATO)

❑ Single African Sky Architecture is established

- Continental cost-benefit analysis of SBAs implementation in Africa (Validation workshop in April 2022)
- Establish a cooperative platform for all RECs and African ANSPs to benchmark with Roberts FIR and ASECNA
- Consider ongoing initiatives in the development of a Seamless Airspace architecture



Recommendations and Way Forward

The ICAO Infrastructure Gap Analysis of 2019 concluded that African States and African Regional Economic Communities (RECs) should take specific actions, in cooperation and coordination with the AUC, NPCA, AfDB, UNECA, AFCAC, the African Airlines Association (AFRAA) and international partners to develop aviation infrastructure programmes and plans at national/regional levels based on a robust business case analysis, commensurate with the level of predicted traffic growth, and consistent with the ICAO Global Plans.



Recommendations and Way Forward

Air Navigation Systems Architecture for a Single Sky in Africa

- ❑ Identification of priority areas for technical assistance, agree and harmonize necessary interventions
- ❑ Advocate best practice in efficient ANSP services delivery to minimise user's costs
- ❑ Discuss emerging issues that affect aviation safety & security and develop harmonized approach for Africa
- ❑ Advocacy for planning of regional human resources capacity building and training



Recommendations and Way forward

- ❑ African States and ANSP are encouraged to support AFCAC in the establishment of the Air Navigation Systems Architecture for a Single Sky in Africa
- ❑ African ANSPs are invited to nominate Experts for the African Cooperative ANSPs Platform towards its inaugural meeting scheduled to take place in second quarter 2022
- ❑ African States and ANSPs are encouraged to support the AFI ATM Master Plan Project Management Team (AAMP PMT) established by APIRG/23
- ❑ African States and ANSPs are encouraged to determine the funding required to bridge the long term infrastructure gaps and identify appropriate financing mechanisms to equip and modernize air navigation systems in Africa
- ❑ African States and ANSPs are encouraged to consider the outcomes of the SBAS CBA in order to make informed decisions relating to development of air navigation systems at national and regional levels



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Thank you

