



INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa - Indian Ocean Aviation System Planning and Implementation Group (AASPG/1)

Libreville, Gabon, 3 - 7 November 2025

Agenda Item 4: Implementation of safety and air navigation goals, targets and indicators, including priorities set in the Regional Aviation Safety and Air Navigation Plans

4.4. AFI Airspace Monitoring

Update on the preparation of the AFI ANS Summit

(Presented by the Secretariat)

| SUMMARY |
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| <p>This working paper presents the status of the preparation of the AFI ANS Summit as directed by APIRG and outlines related implementation actions undertaken by the designated stakeholders. The paper also highlights challenges encountered and proposes the way forward.</p> <p>Action by the meeting is in paragraph 3.</p> |
| <p>REFERENCE(S):</p> <ul style="list-style-type: none"> - APIRG/25, 26 and 27 Reports - Report of the Africa Aviation Infrastructure Gap Analysis - SoD of ANS Summit Work@Lab 1 |
| <p>Related ICAO Strategic Objective(s):</p> <p>(B)-Air Navigation Capacity and Efficiency</p> |

1. INTRODUCTION

1.1 APIRG/25, through conclusion 25/09, called for the implementation of a harmonized, interoperable and seamless Air Traffic Management (ATM) systems in the region and requested the Secretariat to coordinate with relevant stakeholders for the convening of an ATM Summit by December 2024.

1.2 APIRG/26 recognized the need for effective preparation of the AFI Air Navigation Services Summit, and tasked IATA and ICAO to coordinate, by March 2024, a Team of Experts composed of all the stakeholders. The Team was to review existing Air Navigation frameworks, consolidate initiatives and expected outcomes - including the ongoing AU/AFCAC/ICAO Aviation Infrastructure Gap Analysis for Africa- and to develop costed projects with clear objectives, timelines and stakeholders' responsibilities.

1.3 In application of APIRG/26 Decision 26/24, several preparatory meetings were conducted virtually from January 2024 under the coordination of IATA. A roadmap and terms of reference of the contributory bodies of the Summit were developed and discussed. The first work@Lab took place in June 2024 in Bela Bela (South Africa).

1.4 APIRG/27 noted progress towards the organization of the Summit but identified several outstanding areas including limited time and resources, low States' participation, the need for alignment with the AASPG procedural handbook provisions, the integration of outcomes of the Africa aviation infrastructure gap analysis, and clarification on the stakeholders' roles and Summit objectives. The meeting therefore agreed on the postponement of the Summit in 2025 to allow adequate preparation.

2. DISCUSSION

Preparatory activities conducted since APIRG/27

2.1 In application of the directives of APIRG/27, the Secretariat undertook to reframe the project in alignment with the AASPG handbook. A revised framework was developed and shared with stakeholders for review. It was mainly agreed that the ANS Summit should be run as an AASPG programme comprising several projects leading to the development of an AFI ANS Master Document, including a catalogue of ANS Projects.

2.2 Coordination meetings and exchange of correspondences with stakeholders such as IATA were conducted to fine tune and agree on the new framework, drawing from the outcomes of the work@Lab 1 as well as the AFI ATM Master Plan document and the Africa Aviation infrastructure gap analysis report. The new framework including the implementation roadmap is presented as Appendix 1 to this paper.

Challenges and lessons learnt

2.3 The revised framework was based on the AFI ATM Master Plan, the Africa Aviation infrastructure gap analysis as well as the outcomes of the work@Lab 1. It was however noted that the AFI ATM Master Plan document was still under review by the AAMP Project Management Team, and that the Africa Aviation infrastructure gap analysis report was not comprehensive enough to cover the need of the ANS Master document. Further work is therefore required from the AAMP PMT as well as Gap analysis technical working group to ensure consistency and completeness of data inputs.

2.4 Persistent challenges were noted in mobilizing qualified human resources, particularly experts across the various ANS domains. The initial approach which consisted of establishing new project teams with newly designated experts proved challenging due to the limited availability of qualified ANS personnel within States. It was therefore agreed that a more effective approach would be to leverage existing AASPG project teams experts (AAO and IIM) and supplement them as necessary with additional expertise from States and industry.

2.5 The ANS Summit is viewed as an inclusive regional initiative aligned with the ICAO strategic goal "No Country Left Behind". The initial approach of physical meeting for the work@lab limited participation and contribution of most States and industry. In accordance with AASPG handbook, future working arrangements will combine physical, virtual, and hybrid modalities to enable consistent participation of a maximum of States' focal points.

2.6 The Gap analysis aimed to inform the development of an *ANS Master Document*, as a key enabler for the ANS Summit, in line with APIRG/26 conclusion 26/24 and to foster investors' interest. However, it was observed that certain activities initiated under the Africa Aviation Infrastructure Gap Analysis

Technical Working Group, were being pursued out of the framework of the ANS Summit. Pursuing parallel initiatives risks duplicating efforts, undermining the objectives of harmonization, interoperability and seamlessness of Air Navigation System in Africa while potentially reducing the investor confidence. Therefore, Stakeholders of the ANS Summit are urged to continue their coordinated efforts under the framework of AASPG to ensure a unified and credible regional approach. A table summarizing key deliverables, timelines and responsibilities towards the ANS Summit is presented in Appendix 2 to this paper.

Way forward

2.7 The success of the ANS Summit relies on the quality and anticipated impact of proposed projects. It is expected that all identified projects will be described, costed and consolidated in a single AFI ANS Master Document.

2.8 The development of these projects will build on existing AASPG projects deliverables, especially the AFI ATM Master plan, the AFI ATM Infrastructure Strategy, the Africa Aviation infrastructure gap analysis report and outcomes of the first work@Lab.

2.9 The proposed new preparation framework includes a three-layer structure: the AASPG Programme Review and Coordination Committee (PRCC); the Secretariat (ICAO ESAF & WACAF Offices) and IATA; and a Multidisciplinary Team of Experts from existing AASPG project teams (AAO and IIM) supplemented by additional experts from States and industry as appropriate as well as focal points from AFCAC, AUC and RECs.

2.10 The Team of experts will identify and propose a preliminary list of ANS projects containing high level description of each project's purpose, strategic and operational benefits, implementation timelines and resources requirements.

2.11 The Secretariat will provide administrative and technical support to the Team of experts and serve as liaison with the PRCC.

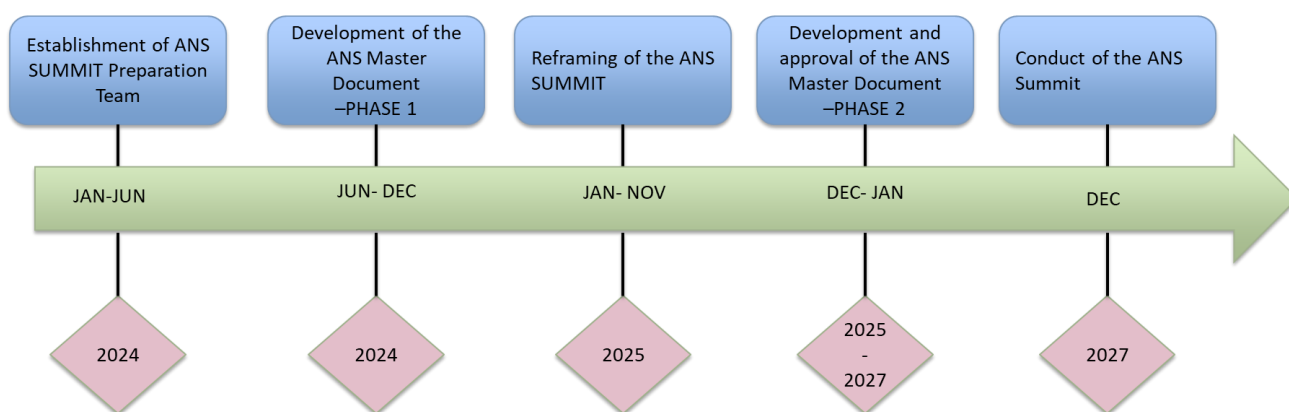
2.12 The PRCC will review the preliminary list and provide guidance as appropriate for further action. Based on guidance by the PRCC relevant AASPG projects Teams will prepare detailed project documents with clear objectives, scope, applicability, timelines, deliverables, cost estimates, cost benefit analysis and risk management.

2.13 All project deliverables and related documentation will be consolidated into the single AFI ANS Master Document to be reviewed by the PRCC and submitted to AASPG for endorsement.

2.14 Once endorsed by AASPG, the ANS Master Document will be submitted to the ICAO Council, taking into account development in other PIRGs.

2.15 The ANS Master Document reviewed by the Council will then be submitted to the African Union through AFCAC and the African Union Commission (AUC) for consideration and to ensure the high-level political buy-in for the programme.

2.16 The outcome of the AU's review of the ANS Master Document will guide the conduct of the ANS Summit which will serve to publicize the document and facilitate resource mobilization for implementation. Subject to successful achievement of related milestones, as shown in the graph hereinafter, the Summit is tentatively targeted to be held by December 2027.



2.17 A list of projects to be included in the catalogue was discussed during the eighth meetings of the AAO and IIM Subgroups. The implementation roadmap, the list of proposed projects, and the projects mapping table are presented, respectively, as Appendices 3, 4 and 5 to this paper.

3. ACTION BY THE MEETING

The meeting is invited to:

- Take note of the information provided in this working paper;
- support the proposed new approach for the preparation of the ANS Summit;
- Endorse the proposed decision related to the revised preparation framework and roadmap; and
- Provide further guidance as deemed necessary.

| AASPG/1 Decision 1/XX: Endorsement of the revised framework for the ANS Summit | | | | | |
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| Why: | That to ensure the effective and timely preparation and delivery of the AFI ANS Summit | | | | |
| What: | a) The revised framework and the roadmap for the ANS Summit is endorsed. b) ICAO and IATA coordinate its timely implementation and provide an update at the next AASPG meeting. | | | | |
| Who: | a) AASPG b) ICAO & IATA | | | | |
| When: | a) 7 November 2025 b) at AASPG/2 | | | | |
| Implementation following up | | | | | |
| Follow-up required | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Metrics | Metric 1: report update submitted | Means to collect data | Secretariat report to AASPG |