Twenty-Sixth Meeting of the AFI Planning and Implementation Regional Group (APIRG/26)

7 to 8 November 2023

Agenda Item 3 Other Air Navigation Initiatives

3.6 AFI AIR NAVIGATION SERVICES (ANS) SUMMIT 2024

(Presented by IATA)

SUMMARY
This working paper presents the delivery plan for the AFI Air Navigation Service Summit 2024 which is planned in Q4 of 2024 as per the **APIRG Conclusion 22/35: Seamless Air Traffic Management and APIRG/25 Conclusion 25/09: Regional ATM Summit.** The paper presents the genesis of the AFI ANS Summit and the need to have a focused approach, in collaboration with all strategic stakeholders, in delivering a fully harmonized, interoperable seamless air traffic service in the AFI Region. The objective of the paper is to consolidate all the initiatives and work plans by various organizations, in delivering a Single (Seamless) Africa Sky under one, single ICAO driven AFI Planning and Implementation Regional Group (APIRG) mechanism. The paper motivates the need to strengthen the delivery of the current ICAO AFI Master Strategy project team through a selection of a team of experts in Africa who will support the development of Communication, Navigation and Surveillance strategies, including harmonized Air Traffic Management systems, processes and procedures for AFI Region. The work of the team of experts will culminate in to the AFI ANS Summit 2024, which will endorse the final AFI Master Strategy document. **Action by the Meeting is as per paragraph 3.**

Strategic Objectives	A- Aviation Safety, B- Air Navigation, Capacity and Efficiency, D - Economic Development of Air Transport and E – Environmental Protection

1 INTRODUCTION

1.1. In 2018 APIRG/22 discussed the need for implementation of seamless air traffic management in Africa vide APIRG/22 Conclusion 21/08, that called for,

a) Regional Economic Communities (RECs) e.g., East Africa Community (EAC), Southern Africa Development Community (SADC), Economic Community of West African States

(ECOWAS) etc. and Air Navigation Service Providers (ANSPs) serving multiples States e.g., ASECNA, EAC, Roberts FIR etc., to develop a clear roadmap in consultation with users, to implement a seamless, harmonized, interoperable air traffic management systems and procedures with clear benefits to users and aviation stakeholders.

b) Support by the African Civil Aviation Commission (AFCAC) and by extension, African Union (AU) and African Union Commission (AUC), to resolve any political challenges that may arise in the implementation of AFI Seamless (Single) Sky.

1.2. APIRG/22 Conclusion 21/12 also called for amendments of the AFI aeronautical surveillance strategy, considering the new technologies and the need to rationalize aeronautical infrastructure by 31 March 2018. The conclusion recognized the need to update the existing surveillance strategy.

1.3. Further, APIRG/22 Conclusion 22/33 called for implementation AFI Aviation Infrastructure Plan based on 25-year traffic growth projections, considering the outcome of the Africa GAP analysis recommendations. Again, States and RECs were called to action, to deliver national and regional Aviation Master Plans.

1.4. Additionally, APIRG/22 Conclusion 22/35 called for,

a) The development of AFI ATM Vision Document, AFI Concept of Operations (CONOPS), a Master ATM Plan with enabling Infrastructure Strategy for Africa in collaboration with aviation stakeholders.

b) Endorsement and approval of the AFI ATM Infrastructure Strategy for Africa by the African Union through appropriate channels and agreed timelines.

Note 1: It is important to note that the Vision Document, the CONOPS and the ATM Master Plan are at an advanced stage and is driven by various Project Teams under ICAO.

Note 2: It should also be noted that AU and AUC are at various stages in the implementation of actions called by the aforementioned APIRG Conclusions.

1.5. One challenge in all the proposed conclusions remained unresolved, funding the ensuring APIRG projects. To address this challenge, APIRG 22 Conclusion 22/34 called for a funding mechanism for APIRG projects through the establishment of a Round Table. Together with AFCAC, RECs and ICAO, the Round Table members were tasked to explore mechanism for the establishment of a framework for funding which would be shared by the AU and United Nations (UN) specialized institutions promoting sustainable development.

2. DISCUSSION

2.1. All the necessary ingredients necessary to implement a seamless, harmonized, and interoperable ATM in AFI are in place based on APIRG discussions, decisions, and conclusions, not to mention the various individual organizations' initiatives to implement of Single African Sky.

2.2. The approach to achieve a Single Africa Sky is, however, fragmented as different organization have adopted different approaches. While this should not necessarily be a negative construct, the various initiatives are uncoordinated, at times duplicated and not cost-effective in the long run, given the many resources constraints faced by the region.

2.3. There is a need for all the aviation stakeholders to come together in a concerted effort to develop one single roadmap towards realizing an AFI ANS Master Strategy, that will direct all the development of regional and national aviation CNS/ATM, MET, AIM and SAR master plans and their implementation thereof, in order to achieve a seamless AFI sky.

2.4. A steering committee (SC) or Round Table Team (RTT) should be selected to ensure the delivery of a successful AFI ANS Summit 2024. The team, once selected by this APIRG 26, must develop, and adopt a ToR by the 31 December 2023. The SC or RTT will consist of, but not limited to ICAO, IATA, CANSO, AFRAA, AFCAC, ATNS, ASECNA, IFATCA, IFALPA, RECs and AUC.

2..5 The SC or RTT will then assemble a team of experts in the different fields of specialization and forward the names to the respective Director-Generals of CAAs, CEOs of international organization and specialized entities, for secondment to each of the projects that are expected to contribute to the AFI ANS Master Strategy.

2.6 Secondment of personnel to the identified projects would ensure adequate time is allocated to the tasks assigned to the experts. The secondment may be for a specific period e.g., hours per day and/or days per week, which the experts will take away from normal business to concentrate on the projects assigned to them.

2.7 The projects that will contribute to the Master Strategy shall include, but not limited to, communication, navigation, surveillance, ATM, AIM, MET and SAR strategies. It is envisaged that the final ANS Master Strategy shall be discussed and adopted at the AFI ANS Summit 2024 at a venue yet to be agreed upon.

2.8. Each project steam shall have a Champion selected from the various organizations agreed/appointed by APIRG/26 i.e., AFCAC, AUC, CANSO, IATA, AFRAA, IFATCA, IFALPA, ASECNA, ATNS, EAC, ECOWAS, RECs etc. The project Champions will be responsible for developing the strategy for the different fields e.g., AFI Communication Strategy, AFI Navigation Strategy, AFI Surveillance Strategy, AFI ATM Strategy etc. and ensuring the teams are adequately resourced.

2.9 All the listed strategies identified in para. 2.8 shall be consolidated into the final AFI ANS Master Strategy. This document, when approved, will cascade into a regional and national (State) aviation plan. This approach will ensure CNS/ATM, MET, AIM and SAR strategies are implemented seamlessly and cost-effectively in the AFI Region.

2.10 All the Strategies need not start from zero since States/ANSPs and RECs have existing strategies which can be adopted and enhanced to develop each of the specific strategies. It is suggested that each project team collect and collate the existing strategies and amalgamate them into one single and coherent strategy.

2.11. The SC or RTT together with the Champions shall be tasked to discuss and agree on a funding mechanism to ensure resources are availed to the project teams, in order to deliver on each of the composite strategies that contribute to the AFI ANS Master strategy. The funding mechanism

shall ensure cost effectiveness and sustainability of aviation in AFI Region.

2.12 The meeting is requested to discuss and agree on the project plan described in Appendix A of this Working Paper, calling for the setting up of a team that will act as the steering committee of the AFI ANS Summit 2024 (SC or RTT), which will be responsible for the delivery of the AFI ANS Master Strategy.

2.13 All AFI States, the aviation stakeholders supported by development partners and users, and African Union will be expected to endorse the strategy at the AFI ANS Master Strategy.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

a) Take note of the information in the working Paper.

b) Select the Steering Committee (SC) or the Round Table Team (RTT) members.

c) Endorse the project/work plan in Appendix A.

d) Commit resources to the AFI ANS Summit through active participation and contribution of resources e.g., experts, direct funding, sponsorship of venue, tickets, hotel accommodation etc.

e) Attend the AFI ANS Summit 2024 in Q4 of 2024.

….End….

APPENDIX A: AFI ANS Summit 2024 Work Plan

1. Selection of the SC or RTT members 10 November 2023.

2. Development of the TORs for the RC/RTT 31 December 2023.

3. Selection of experts and secondment 31 December 2023.

4. Launch of project team leads for CNS/ATM & MET 31 January 2024.

5. Compilation and consolidation of AFI State/ANSPs strategies.

6. Consolidation of related work done by ICAO PMTs (AAO/IIM SGs)

7. **Workshop 1:** March/April 2024 West Africa.
   Objective: Delivery of Draft 1.0 of the AFI ANS Master Strategy
   Convener: ASECNA (support from AFCAC/AUC-TWG).

   Workshop 1 will be preceded by a preparatory Workshop by Core Team of experts.

   Summary:
   a. Pre-Workshop 1: West Africa. Develop Draft 1.0, Date: March 2024
   b. Workshop 1: ASECNA. Venue: offsite. Date: April 2024
   c. RC/RTT meeting May 2024 (Hybrid): Review work done by Workshop 1.

8. **Workshop 2:** June/July 2024 Southern Africa
   Objective: Delivery of Draft 2.0 of the AFI ANS Master Strategy
   Convener: ATNS (support from CANSO/AUC-TWG).

   Workshop 2 will be preceded by a preparatory Workshop by Core Team of experts.

   Summary:
   a. Pre-Workshop 2: Southern Africa. Develop Draft 2.0, Date: June 2024
   b. Workshop 1: ATNS. Venue: offsite. Date: July 2024
   c. RC/RTT meeting July 2024 (Hybrid): Review work done by Workshop 2.

9. Workshop 3: September/October 2024 East Africa.
   Objective: Delivery of Draft 3.0 of the AFI ANS Master Strategy
   Convener: ICAO ESAF (support from IATA/AUC-TWG).

   Workshop 1 will be preceded by a preparatory Workshop by Core Team of experts.

   Summary:
   a. Pre-Workshop 3: East Africa. Develop Draft 3.0 (Final Draft), Date:

September 2024

b. Workshop 1: ICAO ESAF. Venue: offsite. Date: October 2024
c. RC/RTT meeting October 2024 (F2F): Review work done by Workshop 3.
d. Delivery of AFI ANS Master Strategy. Final. October 2024.

10. **AFI ANS Master Strategy Summit:** November 2024 (TBN).

Attendance,

a. All the DGs from Africa, All Directors responsible for ANS from Africa
b. Airline CEOs, VP-Flight Operations etc.
c. Development partners e.g., FAA, EASA, AfDB
d. OEMs e.g., Boeing, Airbus etc.
e. RECs e.g., ECOWAS, SADC

11. Endorsement of the AFI ANS Master Strategy by AU: 31 December 2024.