

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

## Eighth Meeting of the APIRG Airspace and Aerodrome Operation Subgroup (AAO-SG/8)

Dakar, Senegal, 14-18 July 2025

**Agenda Item 3: ACHIEVEMENTS IN AOP AND ATM/SAR****Update on the preparation of the AFI ANS SUMMIT***(Presented by the Secretariat)*

SUMMARY
<p>This working paper presents the status of the preparation of the AFI ANS Summit as directed by APIRG as well as related implementation actions undertaken by the assigned stakeholders. The paper highlights challenges and proposes a way forward.</p> <p><b>Action by the meeting is in paragraph 3.</b></p>
<p><b>REFERENCE(S):</b></p> <ul style="list-style-type: none"><li>- APIRG/25, 26 and 27 Reports</li><li>- SoD of ANS SUMMIT Work@Lab 1</li><li>- ICAO State Letter 2024-T17-0579</li></ul>
<p><b>Related ICAO Strategic Objective(s):</b></p> <p>(B)-Air Navigation Capacity and Efficiency</p>

**1. INTRODUCTION**

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

1.2 APIRG/26 meeting noted the request for consolidation of all the initiatives by the various organizations, in delivering a Seamless Africa Sky under one single ICAO driven APIRG mechanism and called on the stakeholders to commit both financial and human resources and actively participate in the preparations for the Summit.

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

1.4 APIRG/27 noted the progress towards the Summit. However, some outstanding challenges needed to be addressed such as time resource constraint, the low participation of States, the need for alignment with the AASPG procedural handbook provisions, the need to incorporate the outcomes of the Africa aviation infrastructure gap analysis, the need for clarification on the roles of stakeholders as well as the objectives of the Summit. The meeting therefore agreed on the postponement of the Summit in 2025 to provide more time for its preparation.

## 2. DISCUSSION

### *Preparatory activities conducted since APIRG/27*

2.1 In application of the directives of APIRG/27, the Secretariat undertook some work to reframe the project in alignment with AASPG handbook. A new framework was developed and submitted to the stakeholders for review. It was mainly agreed that activities to be conducted in preparation of the ANS SUMMIT should be run under the AASPG framework, including projects development that will deliver an ANS Projects catalogue in the end.

2.2 Coordination meetings and exchange with stakeholders such as IATA were conducted to fine tune and agree on the way forward, leveraging on the outcomes of the work@Lab 1 as well as the ATM Master Plan document and the Africa Aviation infrastructure gap analysis report. The reframed work programme is presented as Appendix A to this paper.

### *Challenges*

2.3 The adjustment of the ANS SUMMIT framework Terms of Reference was based on the AFI ATM Master Plan, the Africa Aviation infrastructure gap analysis as well as the outcomes of the work@Lab 1 (Appendix B to this paper refers). However, it was noted that the AFI ATM Master Plan document is still under review by the AAMP PMT and that the report of the Africa Aviation infrastructure gap analysis require some finetuning to cover the need of the ANS Master document to be developed for the ANS SUMMIT. Therefore, additional coordination is required with the AAMP PMT as well as the technical working group of the Africa Aviation infrastructure gap analysis to ensure consistency and completeness in the data to be used for the ANS Master document.

2.4 The resource mobilisation challenges, especially expertise in various ANS sub-areas, are persistent. The initial approach which consisted of establishing new project teams with new experts later revealed challenges due to the scarcity of qualified ANS personnel at State's level. It was noted that a more effective approach would be to leverage on existing AASPG project teams experts enhanced by new State's and industry's expertise as deemed necessary.

2.5 The ANS SUMMIT is a regional inclusive initiative that should ensure involvement and consideration of all States and organizations under the ICAO "No Country Left Behind" strategic goal. It was noted that the initial approach of physical meeting for the work@lab couldn't allow the comprehensiveness in participation and contribution of States and industry. In accordance with AASPG handbook, working arrangements should include different meeting modes such as online discussions and physical or hybrid to provide opportunity for consistent participation of State's focal points.

2.6 The ultimate goal of the Africa Aviation infrastructure gap analysis was to develop bankable projects implementable in African States on a need basis and foster interest of potential investors. The Africa Aviation infrastructure gap analysis project which was conducted by AUC, AFCAC and ICAO delivered a report which was to be considered for the development of bankable projects following the same coordination process among involved parties. However, it was observed that some parallel isolated initiatives were undergoing without prior coordination. The running of two similar initiatives represents duplication of efforts and may jeopardize the end objectives of harmonization, interoperability and seamlessness of Air Navigation System in Africa and may also lead to less trust from potential investors. All parties should therefore continue their coordinated efforts as initially under the framework of AASPG to ensure a successful and effective seamless ANS implementation and improvement in the continent.

## ***Way forward***

2.7 The success of the ANS SUMMIT relies on the quality and anticipated positive impact of proposed projects. It is expected that all identified projects will be described, evaluated and consolidated in a single ANS Master document named “THE AFI ANS PROJECTS CATALOGUE”.

2.8 The development of ANS projects for the AFI ANS SUMMIT will leverage existing AASPG projects deliverables, especially the AFI ATM Master plan, the AFI ATM Infrastructure strategy, as well as the Africa Aviation infrastructure gap analysis and the outcomes of the first work@Lab.

2.9 The proposed updated ANS SUMMIT preparation framework includes a three-layer structure made of the AASPG Project Review and Coordination Committee (PRCC), the Secretariat (ICAO ESAF & WACAF, IATA) and a multidisciplinary Team composed of experts from existing AASPG project teams (AAO and IIM) and enhanced with additional experts from States and the industry as appropriate as well as focal points from AFCAC and AUC.

2.10 The Team of experts will be tasked to identify applicable projects and propose a guideline document containing high level description of identified projects in terms of purpose, strategic and operational benefits, implementation timeline and required resources.

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

2.12 The PRCC will review the submitted ANS projects guideline and provide guidance as appropriate for further action. Subsequent tasks will be assigned to existing AASPG projects based on guidance by the PRCC for the development of detailed project documents with clear objectives, scope, applicability, timelines, deliverables, cost estimates, cost benefit analysis and risk management.

2.13 All deliverables from project teams will be consolidated in the single AFI ANS Projects catalogue to be reviewed by the PRCC and submitted to AASPG for consideration.

2.14 The ANS projects catalogue approved by AASPG will be submitted to the African Union Commission (AUC) through AFCAC for consideration and fundraising during the AFI ANS SUMMIT.

## **3. ACTION BY THE MEETING**

The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Consider the proposed framework for the ANS summit preparation;
- c) Urge States and the industry to fully support and participate in the preparation of the ANS Summit; and
- d) Provide further guidance as deemed necessary.

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END

**Attachment A – Updated framework for the ANS Summit preparation**

**Attachment B- SoD of work@Lab 1**