

INTERNATIONAL CIVIL AVIATION ORGANIZATION

First Meeting of the Africa-Indian Ocean Aviation System Planning and Implementation Group

Projects Review and Coordination Committee (PRCC/1)

Dakar, Senegal, 11 to 12 September 2025

Agenda Item 2: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan**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>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 AFI 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 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 need for an effective preparation of the AFI Air Navigation Service Summit, and tasked IATA in collaboration with ICAO to coordinate by March 2024, a Team of Experts composed of all the stakeholders to review existing Air Navigation related frameworks, consolidate initiatives and expected outcomes, including the ongoing AU/AFCAC/ICAO Aviation Infrastructure Gap Analysis for Africa, develop and compile costed projects, and identify specific activities with clear objectives, timelines and responsibilities of each stakeholder toward the conduct of the ANS 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 a terms of reference 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 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 to reframe the project in alignment with the AASPG handbook. A new framework was developed and submitted to the stakeholders for review. It was mainly agreed that the ANS SUMMIT should be run as an AASPG programme including several projects that will ultimately deliver the ANS Master Document including a Projects catalogue for the AFI region.

2.2 Coordination meetings and exchange of correspondences with stakeholders such as IATA were conducted to fine tune and agree on the new framework by leveraging on 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 Attachment 1 to this paper.

Challenges and lessons learnt

2.3 The adjustment of the ANS SUMMIT framework document 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). It was however noted that the AFI ATM Master Plan document was still under review by the AAMP PMT, and that the report of the Africa Aviation infrastructure gap analysis was not comprehensive enough to cover the need of the ANS Master document to be developed for the ANS SUMMIT. Therefore, additional works are required from 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 as inputs to 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 newly designated experts was proved challenging given the scarcity of qualified ANS personnel across States. It was noted that a more effective approach would be to leverage on existing AASPG project teams experts enhanced as necessary by additional expertise from States and industry.

2.5 The ANS SUMMIT is a regional inclusive initiative that should ensure involvement and consideration of all States and organizations under the ICAO strategic goal of “No Country Left Behind”. It was noted that the initial approach of physical meeting for the work@lab did not favour the participation and contribution of the majority of States and industry. In accordance with AASPG handbook, working arrangements should include various meeting formats - such as online discussions and physical or hybrid work@lab - to ensure consistent participation of State’s focal points.

2.6 The Africa Aviation infrastructure gap analysis should also support the development of the ANS Master Document, within the framework of the ANS Summit, tailored to the States’ and regional needs in line with APIRG/26 conclusion 26/24. However, it was observed that some parallel initiatives from

the Africa Aviation Infrastructure Gap Analysis Technical Working Group, were being built out of the framework of the ANS summit. Pursuing two similar initiatives risks duplicating efforts and undermining the objectives of harmonization, interoperability and seamlessness of Air Navigation System in Africa while also reducing the confidence of potential investors. Therefore, Stakeholders of the ANS SUMMIT should continue their coordinated efforts under the framework of AASPG to ensure a successful and effective seamless ANS implementation and improvement in the continent. A table summarizing key deliverables and timeline towards the ANS Summit as well as responsibilities is presented as Appendix 1 to this paper.

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, costed 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 report and the outcomes of the first work@Lab.

2.9 The proposed new 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) 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 is tasked to identify relevant projects and propose a preliminary list of projects containing high level description for each 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 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. 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 and other relevant documents will be consolidated in the single AFI ANS Master Document to be reviewed by the PRCC and submitted to AASPG for consideration.

2.14 The ANS Master Document endorsed by AASPG will be presented to the ICAO council for further guidance as appropriate and taking into account development in other PIRGs.

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

2.16 The outcome of the AU review of the ANS Master Document will guide the conduct of the ANS Summit to publicize the document and fund raising to support the national and regional implementation.

2.17 A list of projects, to be included in the catalogue, was submitted for review and discussions during the eighth meetings of the AAO and IIM Subgroups. The subgroups supported the proposed list which is presented as Appendix 2 to this paper.

3. ACTION BY THE MEETING

The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Consider and support the approach leading to the development for the ANS Summit;
- c) Review and support the proposed draft decision related to the revised framework of the ANS summit preparation; and
- d) Provide further guidance as deemed necessary.

<i>Draft AASPG/1 Decision 1/XX: Endorsement of the revised framework document for the ANS SUMMIT</i>					
Why:	<i>That to ensure the effective and timely preparation and delivery of the AFI ANS SUMMIT</i>				
What:	<i>a) The revised framework document for the ANS SUMMIT is endorsed. b) ICAO and IATA to coordinate its timely implementation and provide update at the next AASPG meeting.</i>				
Who:	<i>a) AASPG b) ICAO & IATA</i>				
When:	<i>a) 7 November 2025 b) at AASPG/2</i>				
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

END

APPENDIX 1 - KEY DELIVERABLES OF THE ANS SUMMIT PREPARATION

Deliverable	Tasks	Lead	Deadline	Status	Comment
DEL1- Establishment of ANS SUMMIT Preparation Team	Selection of Experts in AGA, ANS	ICAO	Feb 2024	Completed	
DEL2- Development of ANS Master document	Conduct of work@lab 1	IATA	JUN 2024	Completed	
	Submission of ANS Master document to APIRG	IATA	NOV 2024	Not completed	Process suspended for readjustment
DEL3- Reframing of the ANS SUMMIT	Revision of the ANS SUMMIT framework	ICAO	MAR 2025	Completed	
	Validation of revised framework and establishment of TOE at AASPG Sub-groups	ICAO	JUL-AUG 2025	Completed	Revised framework validated at AAO/SG8 and IIM/SG8
	Review and consideration of the revised framework	PRCC	SEP 2025		
	Conduct of the work@lab 2 for the validation of identified list of projects	IATA	OCT 2025		
	Endorsement of the proposed revised framework	AASPG	NOV 2025		
DEL4- Development and approval of the ANS Master strategy	Development of sectorial projects documents	Team of Experts Coordinator	APR 2026		
	Validation of consolidated draft ANS Master document	ICAO & IATA	JUN 2026		
	Review of the ANS Master document	PRCC	SEP 2026		
	Endorsement of the ANS Master document	AASPG	NOV 2026		
	Presentation of the ANS Master strategy document to the ICAO Council	ICAO	JAN 2027		
DEL-5 Conduct of the ANS Summit	Submission of the ANS Master	AUC & AFCAC	FEB 2027		

	Document to AU				
	Adoption of the ANS Master strategy by the AUC Ministerial conference	AUC & AFCAC	AUG 2027		
	Holding of the ANS Summit	AUC & AFCAC	DEC 2027		

APPENDIX 2 – LIST OF PROPOSED PROJECTS

Technical area	Project Title
AOP	Aerodrome Certification
	A-CDM Implementation
	Training and Qualification of Aerodrome Operations and Inspectors
	Airport Master Planning
	Emergency planning at Aerodromes
AIM	AIM ADQ: Monitoring of the Aeronautical information quality and Improvement of NOTAM
	AIM AMDIFP: Implementation of Aerodrome mapping data sets and Instrument flight procedure data sets
	AIM CBTS: Implementation of Competency-Based Training Standards for AIS personnel in the AFI Region
	AIM AIXM: Implementation of the AIXM database and electronic AIP
	AIM TOD: Implementation of Terrain and Obstacle Data Set
	AIM-MET QMS: Implementation of QMS for AIM and MET
ATM	Airspace optimization and modernization
	Reduced and harmonized longitudinal separations in remote and oceanic airspace
	Civil/Military Cooperation in ATM & Flexible Use of Airspace implementation
	Cross-border ATFM implementation
	Cross-border FRA implementation
	Air Traffic Services upgrade and harmonization
	ATC training harmonization and upgrade
	ATM Oversight enhancement
CNS	Cross-border contingency arrangement implementation
	GNSS monitoring and integrity systems at national and regional levels
	AFI-GGCOM AFI: Regional Ground Communication Modernization
	AFI NAVMOD AFI: Navigation Modernization Initiative
	AFI-SPEC: AFI Aviation Spectrum Coordination and Protection Initiative
	AFI SURVDATA: AFI Surveillance and Data Sharing Enhancement Initiative
	AFI-IATI: AFI Integrated Aeronautical Telecommunication Infrastructure
	AFI-SWIM: Implementation of System Wide Information Management (SWIM)
	AFI-COMMOD: Modernization of Air-Ground Communication Infrastructure
	AFI-ATSEP: Capacity building and harmonization of training for ATSEP
MET	AFI-CYRES: AFI Cyber Resilience in CNS/ATM Systems
	Project on Strengthening Aeronautical Meteorological Personnel Competency Implementation in the AFI Region (AFI-AMP-COMP)
	Project on Enhancing Space Weather Readiness and Service Provision in the AFI Region (AFI-SPWX)
	Project on Improving OPMET Delivery and MET Products Access in the AFI Region (DISMET-AFI)
	Project on Enhancing Digital Exchange of Aeronautical Meteorological Information in the AFI Region (DIGIMET-AFI)
	Project on Calibration and Control of Surface-based MET Sensors and Instruments (AFI-METCAL)

	Project on Strengthening Wind Shear Warning Capabilities in the AFI Region (AFI-WARN)
	Implementation of the SADIS API system for the provision of WAFS gridded forecasts and datasets (AFI_SADIS)
	Implementation of aeronautical data link (D-VOLMET) and broadcasting (VOLMET) services (V-AFI)
	ATIS-AFI: Implementation of ATIS (voice-ATIS and D-ATIS) (ATIS-AFI)
PANS-OPS	Departure and arrival trajectories optimization at international airports
	Quality assurance implementation in Instrument Flight Procedure Design
	Capacity building in IFP design and approval
	Capacity building in PANS OPS oversight
SAR	Multistate SAR agreement
	RCC/RSC efficiency enhancement
	National SAR oversight enhancement
	Establishment of JRCC/JRSC
	Training of SAR personnel including Conduct of SAREX