



ICAO

**SEVENTH MEETINGS OF THE SAT IMPLEMENTATION MANAGEMENT GROUP (SAT IMG/7)
AND
SAT SAFETY OVERSIGHT GROUP (SAT SOG/7)
Dakar, 6-10 April 2026**

Agenda Item : States/ANSP updates

Ghana state report

(Presented by Ghana)

SUMMARY

This paper presents traffic figures, operational status, and equipage percentages in Accra Oceanic FIR. Action by the Meeting is to take note of the information provided

<i>Strategic Goal</i>	A – Every Flight is safe and secure. C – Aviation Delivers Seamless, Accessible, and Reliable Mobility for All.
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1 INTRODUCTION

1.1 This report presents the operational status and ongoing implementation of air traffic management concepts within the Accra Oceanic FIR. It includes traffic statistics, forecasts, and equipage levels derived from data for 2022, 2023, 2024, and 2025. The report also provides insights into the progress of key initiatives, including AIDC, Free Route Airspace (FRA), the ADS-C/CPDLC, Contingency Plan, Performance-Based Communication and Surveillance (PBCS), and the deployment of Space-Based ADS-B.

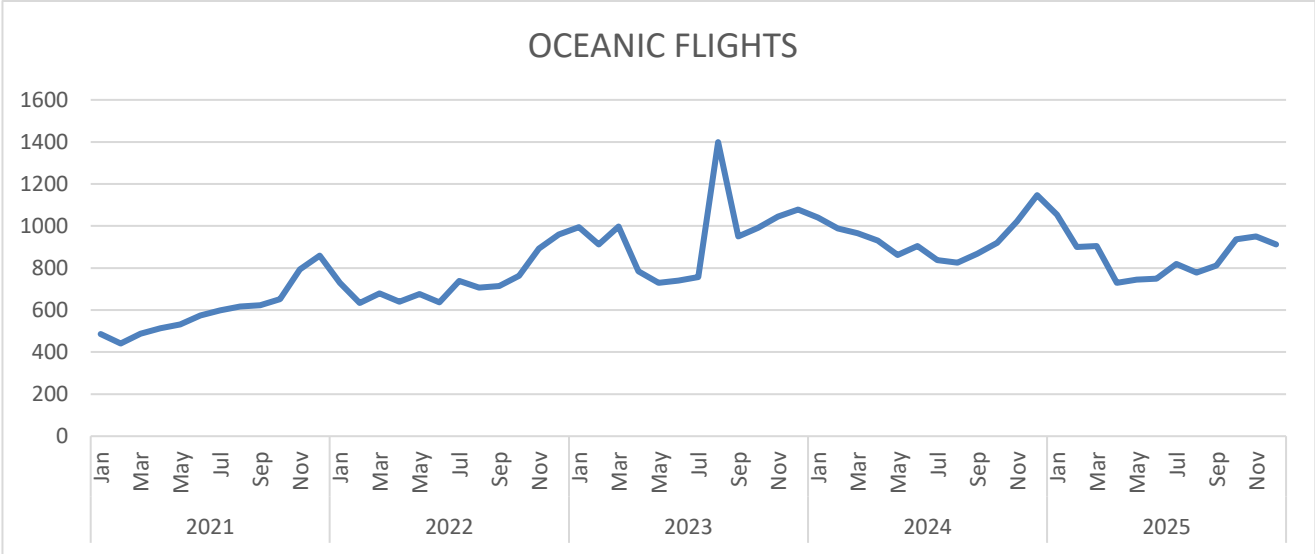
2. DISCUSSION

2.2 Not much has changed since the last IMG meeting; however, Ghana continues to intensify its efforts to complete all the initiatives discussed.

2.3 The air traffic in Accra's airspace has steadily increased since the COVID-19 pandemic. The recorded movements for the period under review are as follows:

Year	Traffic count
2021	62210

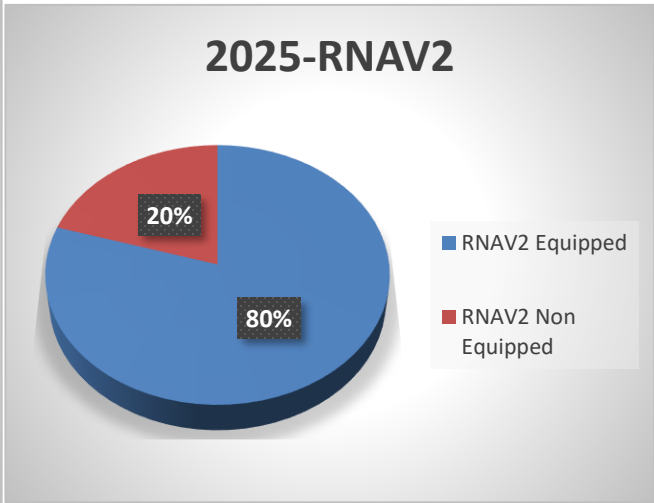
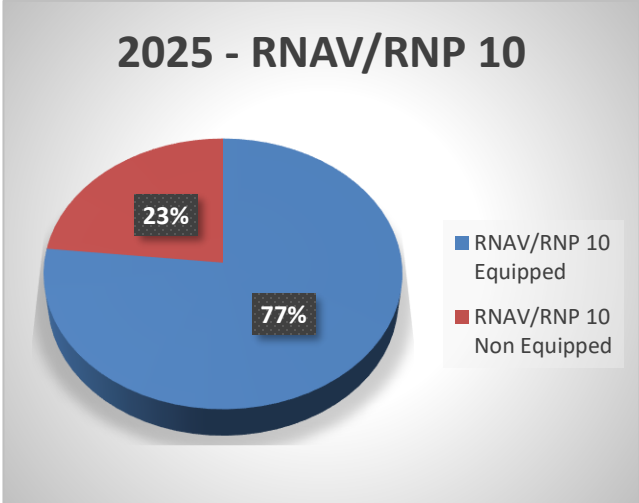
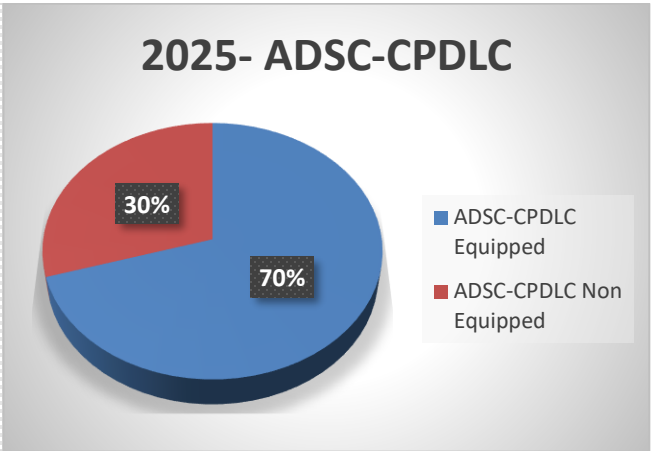
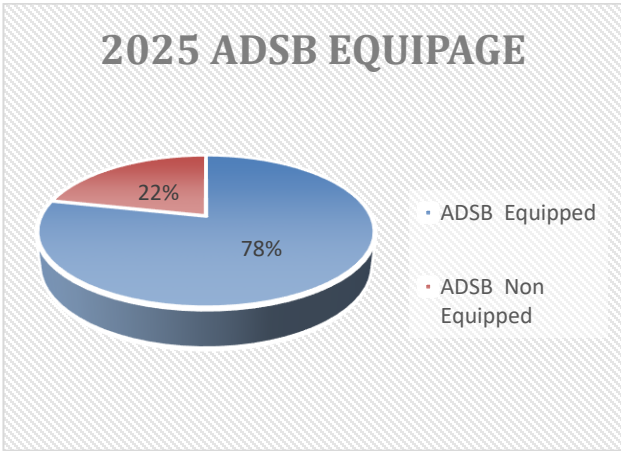
2022	75695
2023	80443
2024	81431
2025	83161

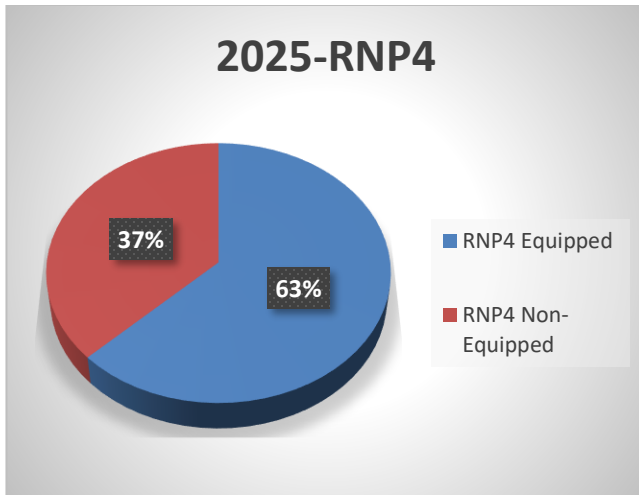


2.4

YEAR	ADSB	ADSB EQUIP	ADSC-CPDLC	ADSC-CPDLC EQUIP	RNAV/RNP10	RNAV/RNP 10 EQUIP	RNP4	RNP4 EQUIP	RNP2	RNP2 EQUIP
2022	6170	70%	5684	64.80%	7089	80%	5482	62.50%	7021	80%
2023	8729	76.70%	8102	64.80%	9540	83.80%	9585	84%	9585	84%
2024	8903	78.70%	8152	64.80%	8512	75.20%	7245	67%	9150	81%

2025	8075	86.09%	7239	77.23%	7892	84.17%	6461	68.88%	8208	87.49%	
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2.5 VHF /HF Oceanic Airspace

A VHF antenna has been installed in São Tomé, extending VHF coverage to approximately half of the oceanic airspace within the Accra FIR. In sectors where VHF is unavailable, data exchange via CPDLC remains the primary means of communication, with HF serving as the secondary option. Additionally, plans are well advanced to procure a new tactical long-range HF communication system to replace the current setup. We are in the process of identifying a supplier. Ghana continues to seek advanced technologies to achieve full communication coverage across the entire oceanic airspace, enhancing communication efficiency and overall service delivery.

2.6 ADSB.

GCAA is in the process of deploying space-based ADSB within the oceanic region of Accra FIR. The technical specification has been completed, and the procurement process has been initiated.

2.7 ADSC- CPDLC

ADS-C/CPDLC provides 100% coverage across the Accra FIR, ensuring efficient and effective air traffic services. However, it is primarily used over the oceanic areas where VHF coverage is unavailable, serving as the primary means of communication, with HF as the secondary option.

2.8 RNAV/RNP

The routes within the Oceanic airspace are RNAV/RNP 10 routes. Data is being analyzed to develop RNP 4 and 2 routes.

2.9 AIDC

ATS Units	Connection	Remark
Abidjan	Connected	Operational with LOAs
Lomé	Connected	Operational with LOA
Ouagadougou	Connected	Operational, Exchange Notification, coordination, and transfer of control. But technical and human factors issues. (LOA not signed)
Niamey	Connected	Operational, Exchange Notification, coordination, and transfer of control. But technical and human factors issues. (LOA not signed)
Brazzaville	Connected	Operable but without LOA
Sao Tome	Not connected	Not Operational
Luanda	Not connected	Not Operational (administrative processes initiated)

2.10 Performance-Based Communication and Surveillance (PBCS)

There is no change in the status of PBCS implementation.

The safety oversight organization is developing a policy and legal framework for adoption. Meanwhile, data collection and flight plan filing are yet to begin.

2.11 Contingency plan/airspace coordinates

The Accra FIR coordinates and the SAT operational area have been confirmed with the WACAF Office. Our Contingency Plan, including the reviewed routings, has been submitted to the AFI Contingency Team and APIRG.

FRA/Flight Plannable Direct Route

Flight-plannable Direct Route operations have been implemented in the Accra FIR above FL290 since April 2022.

Free Route Airspace was introduced within the continental Airspace of the Accra FIR between latitudes 2°N and 11°N on January 25, 2024.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information provided.
- b) Provide directions as deemed necessary.