

INTERNATIONAL CIVIL AVIATION ORGANIZATION**Fifth Meeting of the APIRG Airspace and Aerodrome Operations Sub-group
(AAO/SG5), virtual, 23 to 26 August 2022****Agenda Item 3.1: Achievements in Airspace and Aerodrome Operations****ICAO AFI ATM SUMMIT 2023/24***(Presented by IATA)***SUMMARY**

Implementation of a harmonized, Interoperable and Seamless Air Traffic Management (ATM) and Systems that support ‘Africa Single Sky’ concept is an imperative. A seamless ATM is an important clog in the realization of the Single African Air Transport Market (SAATM) initiative.

One of the critical undertaking by AAO SG in the realization of a Seamless ATM is the collaborative development of AFI Vision and CONOPs (concept of operations) and the AFI ATM Master Strategy projects. These two projects are intended to provide the basis of a Regional and State national aviation infrastructure and investment Plans. When completed and adopted, the CONOPs and the AFI Master Plans will guide a common agenda for aviation development in Africa, in a collaborative and synergistical manner through implementation of a cost-effective infrastructure investment in ATM and communications navigation and surveillance (CNS), particularly through the Regional Economic Communities (RECs).

It’s important that AFI Master Plans, national plans, regional plans and continentwide plans are in tandem with the strategy and implementation plans of Africa Planning and Implementation Regional Group (APIRG) and are engraved in the Air Navigation Plan (AFI ANP), where applicable. All stakeholders should therefore, work in collaboration with APIRG and APIRG bodies to achieve a harmonized, interoperable and Seamless ATM systems and operations.

There is a need to avoid any fragmented approach to the implementation of Seamless ATM and therefore, there is the need for Africa ATM Summit to endorse and adopt the AFI ATM Master Strategy

REFERENCE(S): ICAO Global Air Traffic Management Operational Plan (Doc.9854); ICAO Global Air navigation Plan (GANP Doc. 9750); APIRG Conclusions.

Related ICAO Strategic Objective(s):

A- Aviation Safety, **B** -Air Navigation Capacity and Efficiency, **D**-Economic Development and **E**-Environmental Protection.

1. INTRODUCTION

1.1 The post-COVID recovery in the aviation sector is on the upward trend. There is no doubt that the recovery will reach and even surpass the pre-COVID figures. There is a need for Africa to prepare

for this growth and to remove any impediments that retard the development of aviation in the continent.

1.2 AU has identified seven (7) Aspirations of the Africa we want' as envisaged in AU Agenda 2063. Aviation has the potential to contribute to several of these aspirations including, job creation, movement of passengers/cargo, social transformation, tourism, trade etc. In particular, the implementation of seamless air traffic management (ATM) through a common approach to systems development and infrastructure investment is imperative. This can only be achieved through a common vision for Africa, a common concept of operations and a single AFI ATM Master Plan.

1.3 Several initiatives have attempted to consolidate seamless ATM e.g., regional economic communities such as East Africa Community (EAC) seamless upper airspace, the South African Development Community (SADC) single upper airspace and the eighteen (18) ASECNA States represented by one ANSP. Others are the initiatives by COMESA, AU and AU subsidiary bodies e.g., AFCAC, AUC, PIDA, all with a convergence of ideas to implement seamless ATM/Africa Single Sky.

1.4 ICAO regional offices working under the Global Air Navigation Plan (GANP) under which AFI Air navigation Plan is imbedded. APIRG has had discussions on seamless ATM and have agreed on APIRG 21 Conclusion 21/08, for synergetic implementation of seamless sky. Africa Development Bank (AfDB) has also developed its own aviation policy in recent years.

1.5 AAO SG and IIM SG project management approach have consolidated several initiatives that embrace collaborative decision making process (CDM) that are focused a common approach to systema and infrastructure investment through various strategy including surveillance, navigation, and communication (CNS) strategies.

2. DISCUSSION

2.1 AAO SG and IIM SG projects focused on collaborative approach to development and implementation of ATM/CNS strategies that support a harmonized, interoperable, and seamless ATM within the APIRG structures.

2.2 ASBU priority modules identification and implementation to support flight, airspace, and environmental efficiencies in collaboration with airspace users and guided by Global Air Navigation Plan. ASBU implementation is undertaken within APIRG structures.

2.3 AU, AUC and other AU subsidiary bodies initiatives focused on seamless ATM, Single Africa Sky, common strategies for implementation of communication, navigation and surveillance architecture are discussed outside of the APIRG structures. There is a need to bring these with APIRG.

2.4 AfDB and other financial partners need to be brought on board the APIRG structures to support aviation systems and infrastructure investment in a cost effective manner. AfDB has developed aviation policy which provide rules of engagement with States/ANSPs, RECs and industry.

2.5 To achieve seamless ATM, all the different single sky initiatives by the different stakeholders must be consolidated into one single strategy, a Master ATM Infrastructure Strategy for Africa, that will deliver a unified seamless air traffic management across the continent.

2.6 None of the initiatives can succeed on their own. Its only when we pool together that we can truly achieve the desired seamless sky and when mature, a Single African Sky that encompasses ATM/CNS and other supporting aviation related infrastructure

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the Working Paper
- b) Consolidate all the initiatives to implement seamless sky into APIRG structures in order to have a common strategy in improvement of aviation in Africa.
- c) Finalize the development of AFI Vision and concept of operations (CONOPS) and AFI Master ATM Strategy in coordination with other projects in AAO and IIM SG.
- d) Schedule an ICAO AFI ATM Summit in 2023 to discuss and adopt AFI ATM strategy which should be endorsed by aviation stakeholder and the African Union leadership structures.
- e) Identify strategic stakeholders to support and participate in the hosting of the ICAO AFI ATM Summit
