

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Sixth Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG6)

4 - 8 September 2023

Agenda Item 5: Air navigation deficiencies**SYNTHESIS OF AIR NAVIGATION-RELATED ISSUES IDENTIFIED BY AFCAC DURING
AFI-CIS MISSIONS***(Presented by AFCAC)***SUMMARY**

In order to eliminate safety deficiencies and improve aviation safety in the AFI Region, the African Civil Aviation Commission (AFCAC), with the technical support of ICAO, has established the AFI Cooperative Inspectorate, the AFI-CIS. The programme is implemented in accordance with the AFI-CIS Policies and Procedures Manual.

This paper presents a synthesis of air navigation-related issues identified by AFCAC during AFI-CIS missions.

REFERENCE(S):

- AFCAC Constitution
- AFCAC 10-Year Strategic Plan (2022-2032)
- AFI-CIS mission reports

Related ICAO Strategic Objective(s):

A- Safety, B- Capacity & Efficiency, E- Environmental Protection

1. INTRODUCTION

1.1 The AFI-CIS was established through the creation of a pool of available and qualified inspectors selected from the AFI region to assist AFI States to address their safety oversight deficiencies and, where necessary, their serious safety problems, in particular with regard to certification and surveillance. With the extension of the AFI plan to AGA and ANS systems, the scope of the AFI-CIS program has also been extended to these areas.

1.2 AFI-CIS aims to fill the gaps identified by the gap analyses carried out under the AFI Plan. Implementing the AFI-CIS standard has enabled States in the AFI region to have access to a group of

qualified and experienced safety inspectors, who will contribute to the resolution of air navigation issues impacting aviation safety.

2. DISCUSSION

2.1 AFCAC provides technical assistance to member States to strengthen their safety oversight systems. A number of common challenges have been identified particularly for those member States below 60% Effective Implementation. The following is a list of some key challenges:

- States are applying different business models to aviation in an attempt to meet their needs. Some States maintain a State controlled ATM system, others have evolved to a semi-privatized model and still others have fully outsourced components of ATM to other service providers;
- Resource constraints and the economic challenges of aviation are putting increased pressure on ATM to deliver capacity and efficiency improvements without sacrificing ATM's high levels of safety;
- Citizens are demanding increased environmental responsibility and ATM must deliver reductions in noise, pollutants and global warming impacts;
- Lack of robust mechanisms/ frameworks to support regional air navigation and aerodromes peer review programs in order to ensure 100% aerodromes and air navigation services certification in Africa.
- Lack of modern equipment/ infrastructure to support safe and efficient aerodromes and air navigation services;
- Limited access to funding for procurement of aviation equipment and also lack of technical and procurement skills to purchase relevant technology to support interoperability and regional integration;
- Lack of qualified technical personnel in all ANS and Aerodromes domains to support air navigation and aerodromes service providers certification programs – GSI-Aerodromes courses not available for member States.

2.2 AUC and AFCAC in collaboration with ICAO are undertaking several initiatives to address key challenges:

- Project to develop Seamless Airspace Architecture for Africa;
- Project to conduct the Aviation Infrastructure Gap Analysis for Africa;
- Capacity building programs through international partners;

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) take note of the information provided in this paper;
- b) include the issues identified during AFI-CIS missions as priorities in the work programme of the subgroup.
