



# ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

SIXTH MEETING OF DIRECTORS GENERAL OF CIVIL AVIATION (DGCA/6)  
(Brazzaville, Congo, 2 – 4 November 2016)

## Agenda Item 4: Air Navigation Capacity and Efficiency

### Towards a Unified AFI SKY

(Presented by IATA)

SUMMARY
<p><i>This Paper presents a proposal for the development of a vision and strategy that will drive implementation of a Unified AFI SKY in the region.</i></p>
<p><b>REFERENCE(S):</b></p> <p>ICAO Global Air Navigation Plan (2016-2031)</p>
<p><b>Related ICAO Strategic Objective(s):</b></p> <ul style="list-style-type: none"> <li>• <b>Safety</b> : Enhance global Civil Aviation Safety</li> <li>• <b>Air Navigation Capacity and Efficiency:</b> Increase capacity and improve efficiency of the global civil aviation system.</li> <li>• <b>Economic Development of Air Transport:</b> Foster the development of a sound and economically-viable civil aviation system.</li> <li>• <b>Environmental Protection:</b></li> </ul>

## 1. INTRODUCTION

1.1. Different regions have either implemented or are in the process of implementing ATM modernization programs that are geared towards the provision of seamless, globally interoperable and harmonized air traffic management designed to support safety, efficiency and the environment in the aviation industry. These include SESAR (Europe)

NextGen (US), ATM Seamless Plan (APAC) and MAEP (MID). With the projected growth of aviation industry in Africa, and in particular the inevitable take-off of the Yamoussoukro decision, a safe and efficient use of airspace is critical resulting to the need for States to implement harmonized standards and procedures, regulations and training and qualifications of the next generation of aviation professionals. Unified AFI SKY provides such an opportunity.

- 1.2. There is a need for a platform through which current and future enhancements of air navigation services, which are engraved in the AFI Air navigation Plan (ANP) and the Global Air Navigation Plan (GANP), can be actualized in a coordinated manner in order to support economic growth in Africa through improvements in safety and efficiency in the aviation industry and taking cognizance of the environment

## **2. DISCUSSION**

- 2.1. For some time now member airlines have decried the lack of clear, attainable and coordinated regional implementation of efficient and consistent air traffic infrastructure improvements; that support provision of vibrant air traffic management, which is aligned with the policies of ICAO. Operators recognize the resource challenges and economic constraints that face AFI States and ANSPs in the provision of air traffic services; however, we see the need to implement sustainable strategies which would have long term effect on enhancing safety and efficiency while integrating future concepts that improve airspace capacity.
- 2.2. There have been many attempts at starting up regional cooperation and coordination mechanisms that are designed to ensure seamlessness, globally interoperable and harmonized air traffic management with mixed success. Therefore, there is a need to implement a single sky concept that can best support the socio-economic development of the continent through the growth of aviation industry.
- 2.3. A Unified and Harmonized Sky can be a key contributor to the achievement of regional integration and an enabler for economic growth for Africa. Unified AFI SKY has the potential to provide an effective remedy to air transport capacity bottlenecks, fills gaps in the air traffic management systems, enable significant reduction of CO<sub>2</sub> emissions, reduce the overall costs in air transport but more importantly, increase the level of safety in the region.
- 2.4. Through the regional ‘building blocks’ such as ASECNA, EAC Upper Airspace concept, the SADC Civil Aviation Commission Unified Upper Airspace initiative; a

Unified AFISKY implementation is possible provided there is a concerted effort from the aviation community.

- 2.5. In order to ensure the implementation of a Unified Africa Airspace, it is necessary to have a clear and an agreed, all-encompassing roadmap, in consultation with users. There is a need to develop a Roadmap or Master Plan that will drive the project deployment, providing the basis for timely, coordinated and efficient implementation of future technologies and procedures, while taking advantage of existing ones. The Roadmap or Master Plan should emphasize the deployment of a phase-based approach to implementation; developing roadmaps for each of the phases with a clear view of the ATM Technology Changes required and updating them periodically. There is a need to prioritize a set of essential systems upgrades that provide significant performance benefits for all stakeholders based on service level agreement between end users and States/ANSPs; and promote and ensure harmonization and interoperability (at global level), in particular in the context of ASBU and in accordance with the regional air navigation agreements contained in the AFI Air Navigation Plan (ANP).
- 2.6. States, ANSPs, IATA and other Stakeholders, need to agree and spearhead the development of a vision and strategy that will drive implementation of a Unified AFI SKY in the region.

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

- 3.1 The meeting is invited to:
  - a) Agree to the development of a working document/strategy paper that spells out a roadmap for the implementation of ‘Unified AFI SKY’ through AFCAC with membership from States, ANSPs and Users (IATA);
  - b) Identify and task regional organizations (e.g. RECs, groupings of States, etc.) that will form the building blocks and the backbone of a ‘Unified AFI SKY’ to start to implement ‘Single sky’ in a phased approach; and
  - c) Identify a framework of cooperation and coordination to be used in implementation of ‘blocks of airspace’ that are specifically geared towards a harmonized, interoperable and seamless Air Traffic Management (system) without necessarily delegating control the airspace.

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