iPADIS
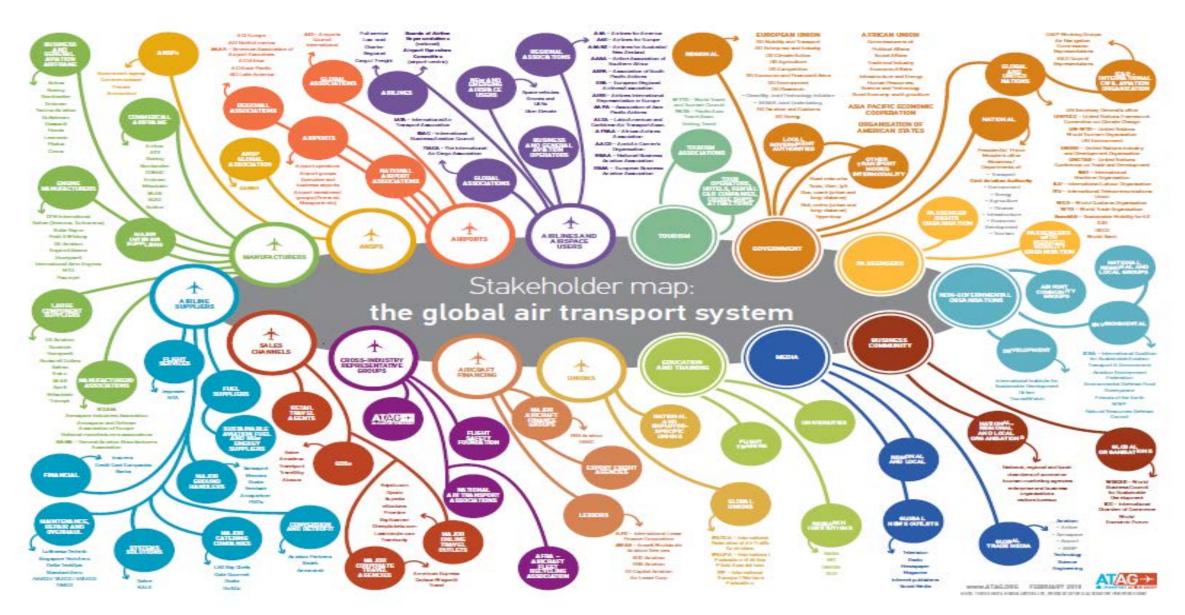

Enhancing Aviation Development, Innovation and Sustainability in the African Region

By

Dr. Olumuyiwa Benard Aliu, President of iPADIS.

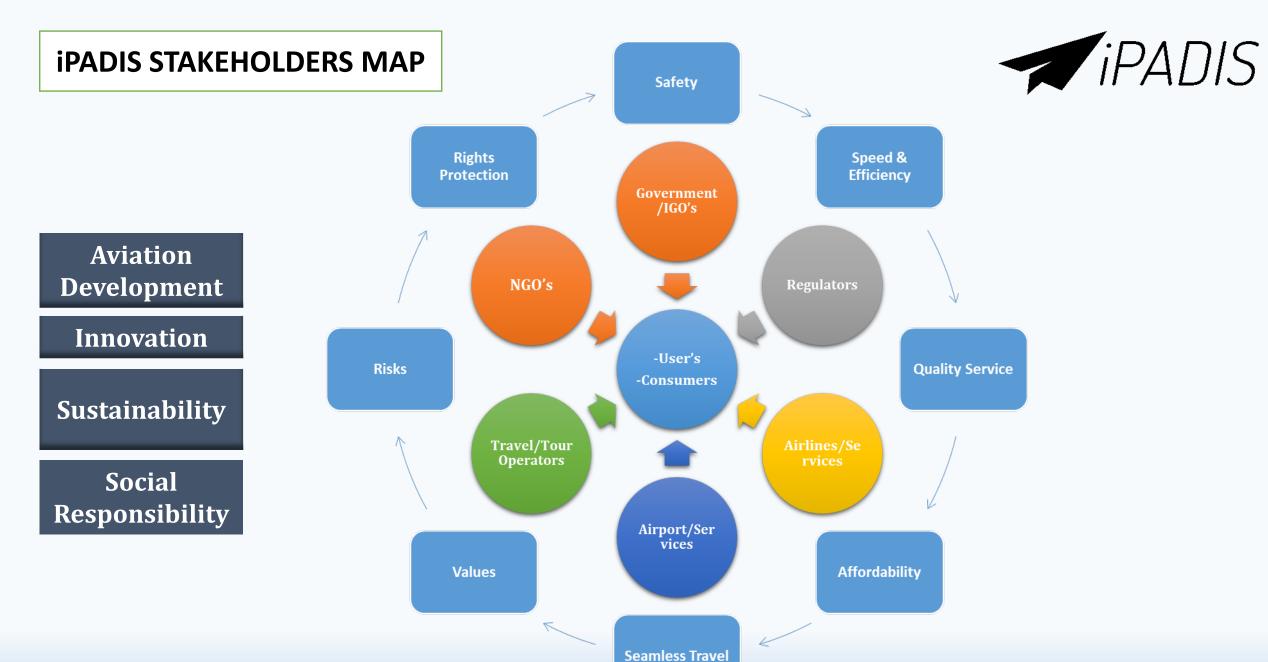www.ipadis.org

Stakeholder map: the global air transport system

 International Partners for Aviation Development, Innovation and Sustainability

1. iPADIS is an international NGO est. in 2020 in Montreal, Canada.

2. Not-for-profit; independent; no political, ideological or other special interests.

3. Think-tank; Advocacy; interface between aviation industry and civil society.

4. Promote interests of users and expectations of civil society.

5. Want every community to have access to aviation's benefits: Social progress; economic growth; and sustainability (3 pillars of sustainable development & UNSDGs)

6. Promote "AVIATION BENEFITS FOR ALL" strategy

Cooperation and Partnerships

iPADIS

1. iPADIS partners with governments, organizations, industry and civil society stakeholders
   - MoU and observer status with ICAO
   - MoU with Regional Organisations - AFCAC, LACAC, IAC
   - MoU with the UAE; Collaborated with Nigeria and other States
   - MoU with other NGOs - ALICANTO, Hermes, Keroul
   - Collaboration with financial and academic institutions

16 PEACE, JUSTICE AND STRONG INSTITUTIONS

Collaboration and cooperation are drivers for peace and security- iPADIS embodies the ideals of diplomacy, collaboration and cooperation as important drivers for peace and security.

17 PARTNERSHIPS FOR THE GOALS

iPADIS partners with governments, UN agencies, regional organisations, industry, NGOs etc. to enhance air connectivity, technology and international trade, and help States achieve SDG targets

1. High-Level Ministerial Meeting On Enhancing Air Transport Connectivity and Growth in Western Africa, March 2021
   - COMMUNIQUE and PLAN OF ACTION mapped out 15-point strategies for post-covid recovery and the long-term sustainable development of air transport in the region

2. High Level/Ministerial Meeting on SAATM and Sustainable Development of Air Transport Within the Eastern Africa, Southern Africa, and Indian Ocean Region - is being planned

3. Support to African Aviation Initiatives
   - World Bank High-Level Webinar on African Aviation and COVID-19 Pandemic, 2020
   - AU High-level Meeting on Vaccine Passport and Its Implication to African Air Transport Industry, 2021

Innovation

1. Innovation - in technology, process, approach, thinking

2. Innovation is an opportunity for technological development

3. Don't reinvent the wheel - look beyond traditional technology/ops

4. Focus on cost-effective, novel, leap-frogging technology/applications

5. Apply experience and synergies from other sectors e.g., ICT, Fintech, etc.

6. Multi-purpose, adaptive, adaptable, user and environmentally friendly are success factors

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

11 SUSTAINABLE CITIES AND COMMUNITIES

iPADIS promotes innovation, modernization of aviation Infrastructure, and efficient intermodal transport systems towards bridging the digital divide, ensuring equal access to information and knowledge among States and building sustainable cities and communities

1. Spaced-based ADSB; remote and digital towers
2. Drones
   - Navaids inspection
   - Delivery of blood, medicines, vaccines and parcels
   - Monitoring of oil & gas operations and pipelines;
   - Immigration, land and maritime border security
   - National Security - terrorism, banditry, kidnaping, piracy
   - Wildlife management, fire fighting etc.
3. Urban air mobility
4. E-passports, bio-metrics for pax facilitation
5. Big data; fintech apps for sales and revenue management
6. Use of photo luminescent paints at aerodromes
7. IoT, AI, block-chain, and cyber security

Innovation in Regulatory Services

1. National Aviation Policy to promote Innovation

1. Strategic Planning and intersectoral synergies.

2. Keep an open mind and be receptive to new entrants, and ideas

3. Opportunity to develop new skills

4. Implement innovation incubators, regulatory accelerators

5. Adapt ICAO SARPs or develop new regulations

6. Reasonable safeguards – safety, security, privacy, ethics, liability

7. Share experience with ICAO and other CAAs
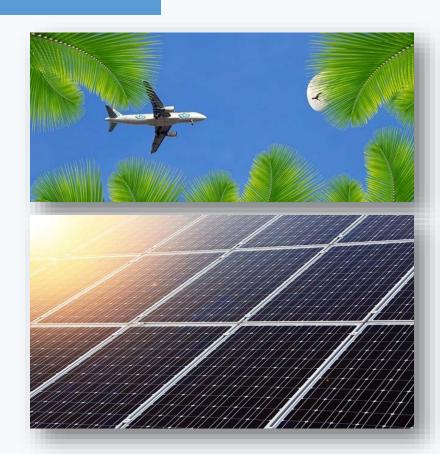
8. Regional cooperation for cross border operations

Sustainability

1. ICAO basket of measures
   - Aircraft technology- CO_2 emissions standards;
   - Enhanced Air Navigation efficiency
   - Sustainable Aviation Fuel(SAF)
   - CORSIA, MBM

2. ICAO working on LTAG.

3. R&D on electric, hydrogen and solar power

4. SAF has best potential of meeting LTAG

5. How can African countries benefit?

Climate change is an existential challenge – iPADIS promotes urgent action by the aviation industry to combat climate change and minimize its impact.

Sustainable Aviation Fuels

1. Emerging sector – space for new entrants

2. Opportunity to diversify economy
   - Non-oil producing countries
   - Feed stocks available in many developing States.
   - Several approved pathways and feasibility studies done
   - Range of ops - production, transportation, storage, distribution

3. Technology transfer; access to financing; capacity building

4. High-level engagement and sensitisation is required
   - National/Regional Policy
   - Collaboration with other sectors- air transport is end user

Social Responsibility

1. The UN puts a lot of premium on social responsibility, so should Aviation

2. Social responsibility is a critical factor for long term sustainability
   - Not limited to environmental protection
   - Gender equality, inclusion and accessibility, youth empowerment, worker's welfare, humanitarian assistance, consumer protection, wildlife protection, etc.

3. Youth and future generations will reward those companies that add net value to society
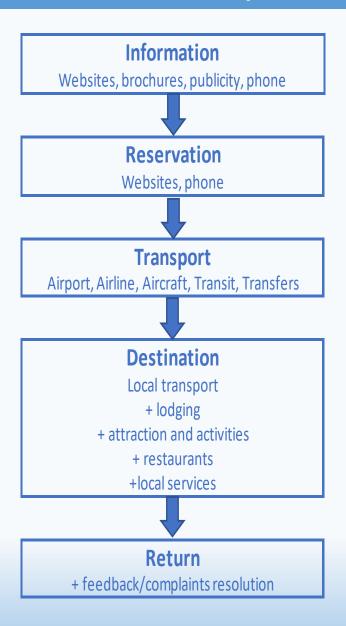
Persons with Disability (PWD)

1. PWD constitute > 15% of world population; > 1 billion pax
   - Also increase in aging population globally

2. States have international obligations
   - UN Convention on the Rights of Persons with Disabilities
   - ICAO, UNWTO policies and standards

3. PWD face significant challenges
   - Poor culture of inclusion & lack of awareness
   - Barriers to mobility including in Air travel
   - No harmonised Accessibility regulations and best practices

4. Accessibility is a matter of social importance and an economic imperative

5. Aviation sector needs to act and lead!

Global Air Travel Accessibility Programme

iPADIS

1. Global Air Travel Accessibility Programme (GATAP)
   i.   Model Policy and Guidance on Accessibility (MPGA)
   ii. Accessibility Evaluation and Promotion for Air Travel and Tourism (ACCEPT)
   iii. Technical Assistance
   iv. Global Accessibility Awareness Campaign

2. MPGA based on existing treaties, policies, standards and industry best practices to facilitate accessibility throughout air travel supply chain

3. ACCEPT is the flagship programme under GATAP
   - assist operators, at their request, evaluate & enhance policies, systems, procedures
   - benchmark operations and promote international best practices
   - enhance user friendliness and social responsibility credentials
   - attract new customers and ultimately enhance profitability
   - not a regulatory oversight tool but helps identify where State support is needed

Conclusion

1. Promote "AVIATION BENEFITS FOR ALL" strategy
2. iPADIS is here to help; expand cooperation and partnership with NGOs and CSOs
3. Innovation is an opportunity. Regulators should innovate and support innovation
4. High-level sensitisation needed to promote advantages of SAF
5. Enhancing Accessibility for PWD is socially responsible and financially rewarding

THANK YOU!

Please visit: www.ipadis.org

Email: info@ipadis.org