INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG5)

APPENDIX 1

Outcomes of the Fifth Meeting of the AFI Air Navigation Service Providers

(Lomé, Togo, 28 March - 1st April 2022)

Agenda Item 2:   Review of the status of implementation of the recommendations of the last meeting of the African ANSPs

Challenges:
- Severe impact of the COVID-19 Pandemic;
- Lack of clarity in the definition of the scope of the peer review;
- Language barriers;
- Low reporting/sharing on the implementation of Pilot Peer Reviews CAPs;
- Lack of training of Peer Reviewers;
- Peer Review Questionnaire limited to the ATS area;
- Lack of consensus on the use of the African ANSPs Peer Review Manual as reference for the conduct of reviews.

Way forward:

- Adapt the definition of the scope of each review to the extent of activities to cover;
- ANSPs to make available to the reviewers the documentation in one of the alternate French/English language;
- ANSPs to reinforce capacity of their reviewers in alternate language;
- Peer Reviewers Training Programmes and Plans to be revised consolidated and effectively implemented;
- Peer Review Questionnaire to be revised to include all ANS areas and beyond all related areas;
- The current African ANSPs Peer Review Manual, taking into account the CANSO Standard of Excellence and the lessons learnt from the recent review activities, to be revised and approved as unique reference for the Peer reviews;
- Revitalize the activities of the African ANSPs Peer Review Management Team.

Agenda Item 3:   AFI Air Navigation Service Providers (ANSPs) Peer Review mechanism

Challenges:

- Pending deficiencies in communication infrastructure and facilities;
- Threats to the aeronautical frequency band by non-aeronautical applications users (*interferences from 5G IMT stations on VSAT and aircraft radio altimeters, FM Radio Station on VHF*);
- Low level of interconnectivity and interoperability of the current ATM/CNS infrastructure;
- The obsolete components of the current network do not support the emerging IP based applications;
- Lack of reporting for a data-driven Performance Management of Air Navigation Services;

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- Difficulty for ANSPs providing domestic air navigation services to conduct peer reviews.

Way forward:

- Expedite the resolution of pending deficiencies in communication infrastructure and facilities by leveraging cooperation through exchange of spare parts, technical personnel, and expertise;
- Expedite the implementation of interconnectivity of AFI VSAT Networks with full cyber-secured IP capabilities to accommodate new and future services;
- Contribute to States support to ICAO position for WRC23;
- Establish a mechanism at regional level for sharing performance data as a basis for the review of regional priorities under the ASBU framework;
- The Peer review Management Team to include ANSPs providing domestic air navigation services into the peer review mechanism.

Agenda Item 4:   Air navigation services and the COVID-19 pandemic

Challenges:

- Reduction in staff numbers resulting in low turnover;
- Increase of human factors issues in Air traffic services;
- Loss of revenue for ANSPs due to the drop of traffic in an increasing travel cost environment;
- Reduction in the investment in CNS/ATM systems;
- Difficulty to deliver continuous theoretical as well as practical trainings for operational staff;
- Probable insufficient preparedness and readiness to cope with the post Covid-19 air traffic growth.

Way forward:

- Implement innovative and efficient working solutions (AIDC, ATFM, …) to address human factors issues;
- Identify and give priority to the implementation of projects that contribute to the resilience of the Air navigation system;
- Take advantage of the innovative solutions to implement remote learning programmes;
- Develop and harmonize a regional ANSPs post Covid-19 cooperative restart and recovery mechanism.

Agenda Item 5:   Support to the AU Single African Air Transport Market (SAATM) flagship programme

Challenges:
- Increased cost of travel that continues inhibit demand recovery.
- Limitation of traffic growth and ANSPs revenue resulting from:
  - the non-granting of the fifth freedom among African States in the framework of SAATM;
  - Low cooperation and code-sharing among African airlines;
- Pending engagement of some States in the SAATM;
- Lack of an Air Navigation Systems Architecture and Roadmap for a Seamless Sky in Africa;
- Low pace of development of the AFI ATM Master Plan (AAMP).

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Way forward:

- Encourage AFCAC and State to work on a strategy aiming at reducing travel cost on the continent;
- Encourage States that have engaged in the SAATM to sign the MoU for its effective implementation including the fifth freedom as well as the removal of any other identified barriers to improved connectivity and the growth of air transport;
- Encourage the continent airlines to increase cooperation including code-sharing among themselves;
- Encourage the SAATM Champion and the interested States to finalize their engagement;
- ANSPs to enhance collaboration for the establishment of the Air Navigation Systems Architecture and Roadmap towards a Seamless Sky in Africa in support to SAATM implementation;

Agenda Item 6:   Implementation of the Global and Regional Air Navigation Plans (GANP & AFI ANP) and ANSPs Priority Areas of Cooperation

Challenges:
- Planning and implementation of Air navigation services;
- Non-start of PBN implementation in some States;
- No systematic update of PBN flight procedures in some States;
- Resources mobilization and staffing issues for the AFPP;
- Lack of measurement of Co2 emission balance when introducing changes to the air navigation system.

Way forward:

- ANSPs who have not done so, to develop an ATM Master Plan as part of the National Air Navigation Plan, in line with the GANP/RANP, to guide their planning and implementation;
- ANSPs who have not done so, to expedite the effective implementation of PBN, with the support of the AFPP;
- ANSPs to update their PBN flight procedures on a systematic basis, in accordance with national regulations;
- ANSPs to support States for the resources mobilization for the sustainable functioning of the AFPP;
- ANSPs to support States in implementing the AFPP Steering Committee's decision on to consider secondee personnel as consultant;
- ANSPs to develop a common baseline for the conduct of systematic carbon footprint assessment of air navigation system changes.

Agenda Item 7:   Future work programme

See Attachment

Agenda Item 8:   Any Other Business

Challenges:
- Impact of unmanned aircraft systems (RPAS) or drones on ATC operations;

Way forward:

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- Encourage States, to develop and implement with the assistance of ICAO, the regulatory framework for the integration of RPAS into the air traffic management system;
- ANSPs to share experiences in integrating RPAS into the air traffic management system.