



ICAO



AFCAC
African Civil Aviation
Commission

INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI AVIATION WEEK – EIGHTH EDITION

AFCAC PRESENTATION

SESSION 4 : AIR NAVIGATION CAPACITY AND EFFICIENCY

**2023 AVIATION INFRASTRUCTURE GAP
ANALYSIS**



- Executive Summary
- Introduction
- Project Scope
- Discussion and Key Recommendation
- Conclusion





Executive Summary

This presentation highlights key takeaways from the 1st Technical Working Group (TWG) meeting which was held from 27th to 30th June 2023 in Casablanca, Morocco to launch the 2023 Aviation Infrastructure Gap Analysis in Africa.

The overall objective of the workshop was to mobilize all concerned stakeholders to provide their technical expertise to lay the groundwork for the aviation infrastructure gap analysis through the Technical Working Group. The workshop outputs were (i) Project Document; (ii) Rules of Procedures; (iii) Coordination Strategy; (iv) Draft Work Plan and Responsibility Matrix.

Working Paper invites the meeting to: -

- a) Urge Member States to actively participate in the Sensitization Webinars for Experts on Aviation Infrastructure Gap Analysis; and
- b) Urge Member States, international organizations and all relevant stakeholders to support the initiative and provide the required data during the gathering and analysis processes.



INTRODUCTION

The 1st Technical Working Group Workshop on Aviation Infrastructure Gap Analysis in Africa appreciated support and good participation from 40 Participants from AU Member States (Burkina Faso, Botswana, Cameroon, Congo, Egypt, Ethiopia, Eswatini, Ghana, Kenya, Malawi, Mauritania, Morocco, Namibia, Niger, Nigeria, Rwanda, Uganda, South Africa, Zambia....), regional and international organizations such as AUC, AFCAC, AfDB, AFRAA, ICAO, IATA, COMESA, ASECNA, ANTS, BAGASOO, SATNAV JPO, and SASO.

In line with the Activity 4 and Activity 5 of the Pillar 5-Aviation Infrastructure Improvement of the JPAP/SAATM, the overall objective of the Workshop was to mobilize all concerned stakeholders to provide their technical expertise and assistance through the Technical Working Group, and make recommendations for a coordinated implementation Strategy and a Draft Work Plan for the conduct of the Africa-wide Aviation Infrastructure Gap Analysis exercise.



INTRODUCTION



Presentations were made by AUC, AFCAC, ICAO, IATA, AFRAA, COMESA, ATNS, ASECNA elaborate on essential elements required to set up the project.



PROJECT SCOPE

The Infrastructure Gap Analysis shall cover the entire African continent consisting of 55 African member States. It is necessary to identify and focus on key high level infrastructure related elements and determine the appropriate parameters to define the gaps in each of these.

The scope of work includes gathering specific data from member States relating to:

International aerodromes;

Air Navigation Services (ATM, CNS, Meteorology, Search & Rescue, AIM);

Airlines (aircraft fleet and equipage);

Traffic forecasts up to 25 years.



DISCUSSION AND KEY RECOMMENDATIONS

Discussions of the TWG included following key points:-

- 1) Requirements to establish an Aviation Infrastructure Gap Analysis project;
- 2) The need for AUC, AFCAC, ICAO, International Organizations and Member States to carry out sensitization and awareness campaign including capacity building activities as necessary;
- 3) Data gathering process and role of member States to provide relevant information requested through questionnaires;
- 4) Data analysis process and reporting;

Key Recommendations:-

- Ensure a higher or better response rate in the data collection;
- Ensure more time for member States to respond;
- Organize a workshop for State experts to understand what the survey is all about use of survey experts in designing the questionnaires.

- Participants to continue to familiarize themselves with the methodology and key outcomes/ lessons from the ICAO AFI Plan 2019 Aviation Infrastructure Gap Analysis for Africa.



DISCUSSION AND KEY RECOMMENDATIONS

- ❑ Advocacy to States to understand that reporting deficiencies or actual situation on the ground is not a failure but helps to improve safety
- ❑ Establish a clear distinction between the gap analysis aimed to address current deficiencies in BBBs and applicable ASBU module elements, and the infrastructural adjustments and/or enhancements intended to address future air navigation requirements.

- ❑ Clear guidelines and coordination procedures are needed among key stakeholders, such as Regulators, Air Navigation Service Providers, Aerodrome Operators, Airspace users, taking due account of existing global/regional mechanisms/frameworks (AUC, AFCAC, ACAO, ICAO, RECs, RSOOs, other International/Regional Organizations and Institutions, Donors, Partners, etc.)



DISCUSSION AND KEY RECOMMENDATIONS

❑ ICAO will provide support to the Aviation Infrastructure Gap Analysis, through technical expertise (including project management), IT platform, advice, other tools and forms (as required).

❑ Additional items for the 2023 Infrastructure gap analysis included:-
Ensure the gap analysis includes costing of the projects to be proposed based on the outcome of the project and to ensure a sustainable aviation infrastructure to be included in a proposed 10 years implementation plan.

❑ Adoption of a Governance Structure, project monitoring and evaluation techniques and use of survey experts.

❑ For consistency and in line with the global air navigation plan as well as the IWAF/3 Ministerial Declaration and frameworks for the plan of action for development of aviation infrastructure in Africa, it was agreed to maintain same scope for the 2023 gap analysis.



CONCLUSION

- ❑ To provide a safe, reliable and cost efficient Air Navigation Service, Africa needs to know the current and future demand, that would determine the future ANS infrastructure in the short (5 years), medium (10 years) and long term (>25 years), likely airport growth and airline requirements. The forecast of traffic demand is also essential for undertaking any cost/benefits of future ANS infrastructure to be implemented within the African seamless airspace architecture and addressing the needs of the end users. For consistency and in line with the global air navigation plan as well as the IWAF/3 Ministerial Declaration and frameworks for the plan of action for development of aviation infrastructure in Africa, it was agreed to maintain same scope for the 2023 Infrastructure gap analysis.
- ❑ In order to ensure success of the project, AUC, AFCAC, ICAO, International Organizations and Member States to carry out sensitization and awareness including capacity building activities as necessary; and Urge all stakeholders to participate in the Aviation Infrastructure Gap Analysis by providing the relevant data through the established mechanism.

Thank You for your Attention

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