INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Fifth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/25)

Kigali Rwanda, 7-11 November 2022

Agenda Item 3: Implementation of air navigation goals, targets and indicators, including the priorities set in the regional air navigation plan

3.6 Other Air Navigation Initiatives

Status of the implementation in Nigeria

(Presented by Nigeria)

SUMMARY
This information paper presents the implementation of APIRG and RASG-AFI conclusions by Nigeria to ensure safety, air navigation efficiency and capacity. It also highlights some of the improvements Nigeria has made to its CNS/ATM infrastructure for greater safety and efficiency

Action by the Meeting is outlined under item 3 of this paper

Related Strategic Objectives	**A – Aviation Safety**
	B – Air Navigation Capacity and Efficiency.
	E –Environmental Protection

1.0 INTRODUCTION

1.1 Nigeria is aware of the significance of the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), in ensuring the implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plans (GASPs) at the Regional and State levels.

1.2 Common resolutions reached, which are documented in the form of decisions and conclusions provide guidance and direction to States, operators, service providers and stakeholders to plan and implement actions which are geared towards having a safe, efficient, economic and environmentally friendly seamless and interoperable global air navigation.

1.3 Nigeria attaches significance to the conclusions reached and has always ensured the implementation of all those relevant to its peculiarities.

1.4 While it is desired that implementation of conclusions reached are done within stated time frame, resource limitations, lack of technical expertise, structural inadequacies, legal and regulatory framework limitations, has hindered the timely implementation of some of the conclusions. However, Nigeria has made significant gains in the implementation of the conclusions that emanated in the previous APIRG and RASG-AFI meetings.

2.0 DISSCUSIONS

2.1 One of the rationales behind the development of the GANP is to provide collective solution to the challenges posed by the growth of air traffic, which is doubling every 15 years. The global air navigation system needs to adapt to this increased traffic. The GANP serves as a worldwide reference to transform the air navigation system in an evolutionary and inclusive manner so that no state or stakeholder is left behind.

2.1 Nigeria, the largest economy in Africa, experienced a great leap in the growth of air traffic and numbers have surged beyond pre-COVD-19 period in 2022. There are eleven domestic schedule airline operators with large number of fleets operating several frequencies across the country. There are a large number of applications for Air Operator Certificates (AOCs) that are going through processing for schedule and non-schedule general aviation operations respectively. There is equally a growing number of general aviation and privately owned aircraft. There are thirty-five airports of which five are international. Several International schedule and non-schedule flights arrive and depart Nigeria through these five major airports.

Airport Certification

2.2 Nigeria has five airports which are designated as international. Nnamdi Azikiwe International Airport Abuja (NAIA) and Murtala Mohammed International Airport (MMIA) were certified in 2017 while the process for the certification of the other three, Mallam Aminu Kano International Airport (MAKIA), Port-Harcourt International Airport (PHIA) and Akanu Ibiam International Airport (AIIA) have been ongoing since 2018 with the conduct of technical inspection by ACI APEX. This was followed by the composition of the CAAs certification teams for each of the airports to ensure compliance with regulatory provisions.

2.3 The COVID-19 pandemic has stalled the progress of the certification process but there has been renewed effort to ensure that it is successfully completed based on a road map developed.

2.4 Based on the road map, the International Airports were classified into two groups of A and B respectively. Group A airports include NAIA and MAKIA, whose certification is expected to be completed by end of December 2022. Group B comprises MMIA, PHIA and AIIA. Their certification is expected to be completed by the end of march, 2023

Global Reporting Format (GRF) Implementation and Monitoring

2.5 Nigeria developed an implementation action plan for the GRF. Implementation has since commenced with very few challenges noted. Overall, of the fifteen areas of the action plan, over 85% implementation has been achieved.

Free Route Airspace (FRA)

2.6 Following the successful implementation of the Flight Plannable Direct Routing via AIRAC AIP Supplement AS04/2021 of 17th December 2020, Nigeria has since implemented FRA within the Kano FIR in compliance with APIRG/24 Conclusion 24/08. An AIRAC AIP Supplement AS09/2021 was issued on 18th November, 2021 with an effective implementation date of 30th December 2021.

2.7 More operators are taking advantage of the FRA and there is a noticeable increase in traffic volume over the KANO FIR and numbers have already surpassed pre-COVID-19 periods.

2.8 All entry and exit points have been strategically designated to have a seamless transition to regional routes. This will make FRA implementation by neighboring FIRs seamless. Four FRA vertical segments have already been designed and implemented for International Airports in Lagos, Abuja, Kano and Port-Harcourt. In total, there are Thirty-Nine (39) Route segments within the Kano FIR.

2.9 Nigeria is the second State within the AFI region to fully implement FRA and the first within continental airspace. Nigeria is open to collaboration and provision of technical support to other Member States in FRA implementation.

Implementation of AFI Secondary Surveillance Radar Code Management Plan (SSR CMP)

2.10 Nigeria successfully implemented the AFI Code Management Plan (CMP) envisioned in the AFI SSR Code Allotment and Assignment Review (ASCAAR) project.

2.11 APIRG/24 Conclusion 24/11 required Sates to promote awareness to all stakeholders on the AFI SSR CMP in preparation for the implementation date of 2nd December 2021.

2.12 To this end, a sensitization workshop was conducted by the AFI SSR Code Allotment and Allocation Review Project (ASCAAR) team for all stakeholders on 4th November 2021. The implementation commenced successfully on the stated implementation date.

Civil Military Cooperation

2.12 APIRG/24 Conclusion 24/15 requires States to promote a harmonized implementation of the provisions of the Manual of Civil/Military Cooperation in ATM (ICAO Doc 10088) in the AFI region.

2.13 Nigeria, guided by the provisions of Article 12 to the Convention on International Civil Aviation, took proactive steps to cooperate with her military authorities for reasons of national security and sovereignty. Other steps include the appropriate and timely coordination civil flight operations with military aviation to ensure the safety, regularity and efficiency of civil aviation as well as to ensure that the requirements of military air traffic are met.

2.14 To achieve these and many more, two (2) important Committees were formed: the high-level Civil-Military Aviation Cooperation Policy Team (CMAT) and Nigeria Civil-Military Cooperation Committee (NCMCC), to strengthen civil military coordination and cooperation in areas of mutual interest.

2.15 The CMAT is a high-level policy committee, while the NCMCC is an operational and tactical level committee.

2.16 A Memorandum of Cooperation (MOC) jointly developed by civil and military parties is expected to be signed before the end of 2022.

2.17 Memorandum of Understanding (MoU) have also been developed at the Operational and Tactical levels to ensure closer cooperation in key areas such as training, flexible use of airspace, licensing, VIP movement handling, etc.

2.18 Regular national awareness seminars, workshops are been conducted to foster closer ties between the two entities.

Other Areas

Performance Based Navigation

2.19 Nigeria has designed and implemented PBN procedures for all instrument runways. 100% PBN approach with lateral guidance has been achieved. Three (3) international airports have PBN approaches with vertical guidance designed. The designs are currently undergoing the process of regulatory approval.

2.20 SIDs and STARs have been designed for four (4) international airports and one domestic airport. The designs are also undergoing quality checks by the CAA. The incorporation of CCOs and CDOs into the SIDs and STARs is at an advance stage and implementation will commence soon.

2.21 Nigeria has restructured the National PBN Office to ensure complete implementation to provide for more efficient flight paths to improve safety, capacity and environmental sustainability in line with ICAO's strategic objectives.

Communication, Navigation Surveillance and Air Traffic Management (CNS/ATM) Infrastructure improvement.

2.22 Nigeria has ensured the improvement of CNS/ATM infrastructure to enhance safety and efficiency.

2.23 The Surveillance system is been re-conditioned and upgraded to incorporate Mode S for greater safety and efficiency. A surface Movement Guidance and Control System (SMGCS) is been installed at Lagos and Abuja Airports. A Multilateration (MLAT) project that covers Nigeria oil rich Niger Delta and the Gulf of Guinea has been completed and operations will soon commence.

2.24 Surveillance data sharing agreements with neighboring FIRs is been put in place to increase redundancy. This is in addition to an ADS-B project that will soon commence.

2.25 An extended VHF project is been undertaken to improve the radio reception in the upper airspace. This will be completed before the end of the year.

2.26 Doppler VORs and ILS CATIII have been installed in major airports across the country. A new CATII lighting system is been installed for RWY 18L/36R at Murtala Muhammad International Airport Lagos that will increase capacity for 24Hrs operations on all the two runways.

2.27 In all the above, the CAA has ensured through its surveillance obligations, compliance to Standard and Recommended Practices (SARPS) by operators and service providers.

2.28 To ensure capacity to carry out such surveillance inspections, regular training and re-training of Inspectors both locally and internationally is conducted. Nigeria has also extended its expertise by building capacity for other States, especially BAGASOO members.

2.29 Nigeria has demonstrated, despite the global pandemic, resilience through coordinated approach to improve the traffic volumes over its territory. The drive to improve CNS/ATM is geared towards improving, safety, capacity and economy of air navigation. The role of APIRG and RASGS decisions and conclusions in charting this course is well noted by Nigeria.

3.0 Action by meeting

3.1 The meeting is invited to note the information contained in this paper.

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