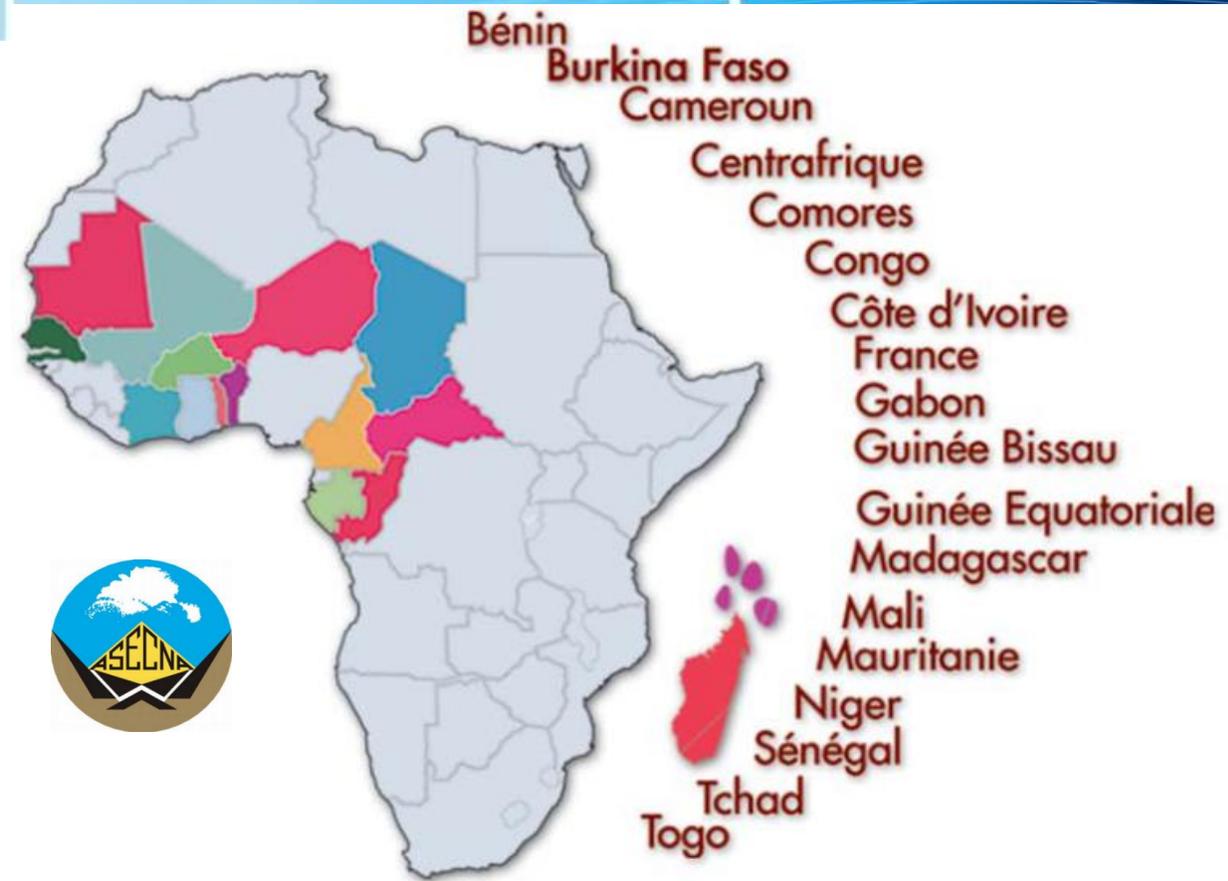


Coordinations mechanisms between ANSPs themselves and with States: case of ASECNA





OUTLINE



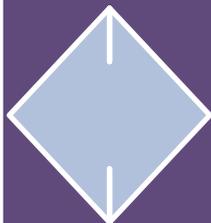
1. Coordination between ANSPs

- ❖ Issues
- ❖ ASECNA cooperation actions

2. Coordination between ANSPs and State

- ❖ Role of the State
- ❖ ASECNA: relations with Member States

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1. Coordination/cooperation between ANSPs

1.1 The stakes of the cooperation between ANSPs

In their mission to provide air navigation services (ATS, AIS, MAP, MET, CNS, SAR, PANS OPS and SMS), ANSPs are guided by the ICAO global cooperation framework:

- ✓ Operational concept of global ATM;
- ✓ Global Air Navigation Plan which aims at the construction of a sky that is to say a seamless air space based on:
 - Interoperability of CNS and ATM systems;
 - Harmonization of air traffic management procedures;
 - Optimization in the design of airspace (,,, air routes).

1. Coordination/cooperation between ANSPs

The major stakes for the provision of air navigation services are:

- ✓ **Ensure flight safety;**
- ✓ **Ensuring the adequacy of space capacity with traffic demand and the efficiency of air navigation;**
- ✓ **Contribute to the development of air transport;**
- ✓ **Contribute to the protection of the environment and the safety of the civil aviation system.**

1. Coordination between ANSPs

1.2 Coordination actions between ANSPs



require strong cooperation

❖ Multilateral and bilateral coordination between ANSPs.

- ✓ **Multilaterally at the global level:** (framework of CANSO at a global level).
- ✓ **At the multilateral African level:**
 - ❖ Several meetings convened for African ANSPs at the initiative of ASECNA that led to declarations and commitment for cooperation to build the “African Single Sky”
 - Almadines (Senegal) Declaration of 28 November 2002;
 - Gauteng (South Africa) Declaration of 05 November 2004;
 - Cotonou (Benin) Declaration of 26 November 2010,
 - ❖ Launch of the ASQA initiative on February 4, 2015 by African ANSPs at the instigation of the president of ICAO Council, through the establishment of a peer review mechanism to ensure quality and safety assurance in the provision of Air navigation service.
 - ❖ Signature on 6 April 2018 of a MoC between ASECNA / GCAA (Ghana) / NAMA (Nigeria) / ROBERTS FIR for among other surveillance data exchange for the construction of a seamless airspace in the Gulf of Guinea,

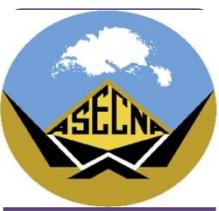
1. Coordination between ANSPs

1.2 Cooperation actions between ANSPs

✓ At the bilateral level:

❖ ASECNA has cooperation agreements with several ANSPs

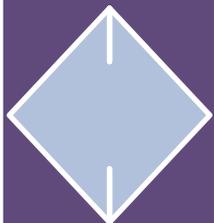
- ATNS
- DSNA France,
- ANA (Guinea),
- RVA; (DRC)
- GCAA (Gambia);
- ENNA (Algeria)
- ONDA (Marocco)
- etc



Challenges Areas of cooperation

- Exchange of information on programs and projects, research results or publications;
- exchange of personnel and expertise;
- Ensure the Interoperability between systems; challenges with circuits connecting
- AFTN/AMHS, AIDC and ATS/DS interconnections between AFISNET and SADC;
- improve Air Traffic Service operations between ATNS and ASECNA;
- best cost effective and maintenance solution of interconnection of networks;
- Ab-initio training and staff development ...

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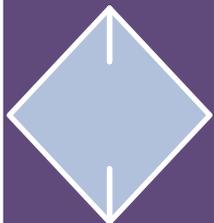




Challenges Areas of cooperation

- Implémentation of ASBU modules (FICE, SWIM,...)
- Migration towards full IP network
- Upgrade, interconnection, interoperability and integration with the neighbouring aeronautical VSAT network (African single sky)
- Cyber security
- VSAT band spectrum protection
- Re-engineering and modernization of network,
- Exchange of surveillance data (sharing regional project);

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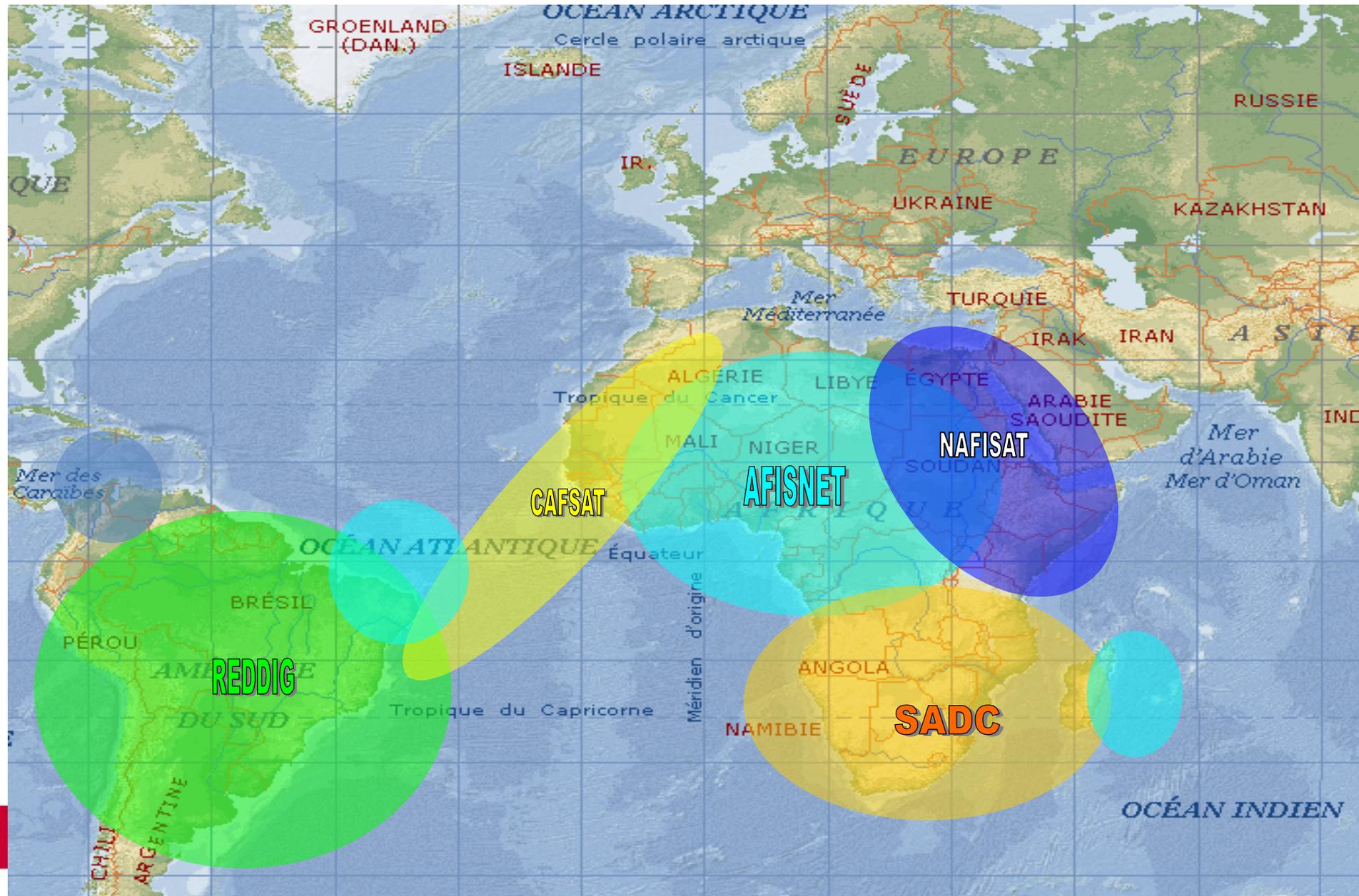
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Challenges

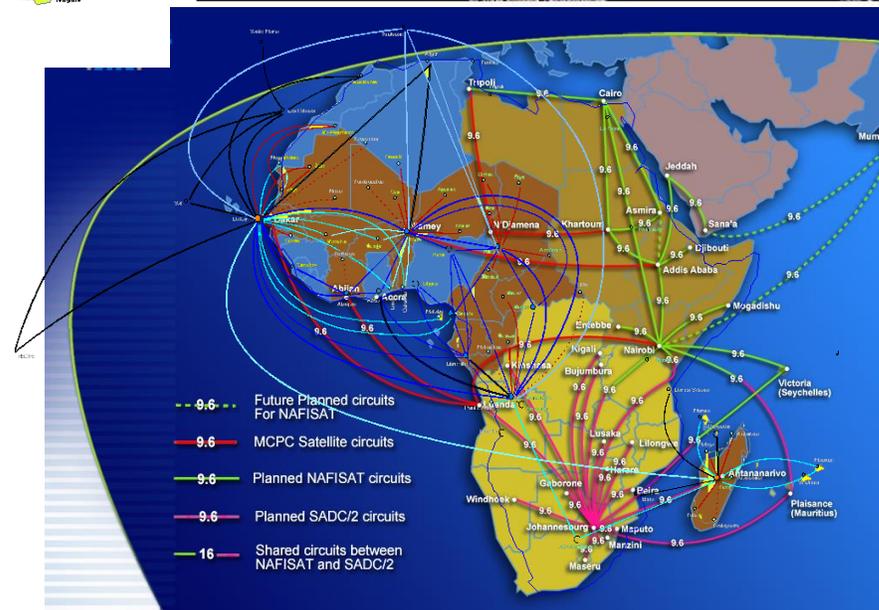
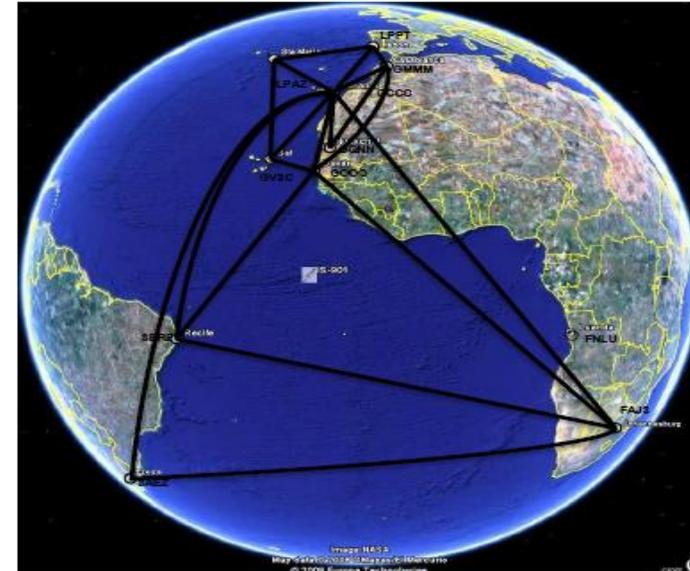
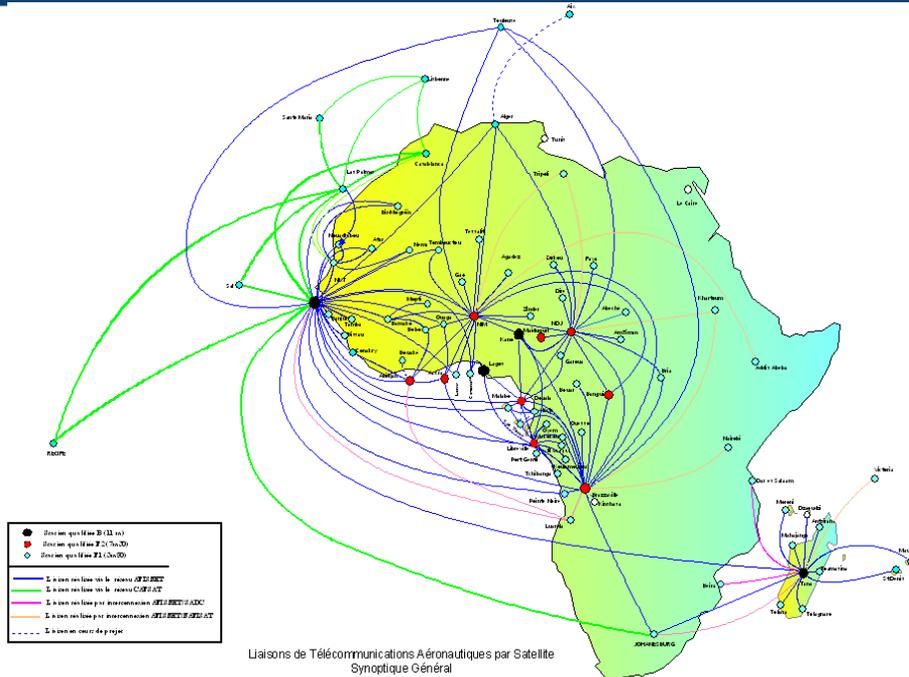
Interoperability/integration with the existing aeronautical VSAT networks (1)





Challenges

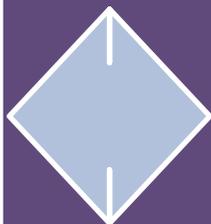
Interconnection to the AFI VSAT Networks (2)



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Aeronautical VSAT network infrastructure operating in C-Band supporting :

- AM(R)S (extended VHF)
- AFS Aeronautical Fixed Service
- ANRS (GNSS GBAS, SBAS)
- Meteorological Data exchanges
- Surveillance data exchanges



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2. Coordination between ANSPs and States

2.1 Role of the State in the provision of air navigation services

- ✓ Article 28 of the Chicago Convention on International Civil Aviation engages states to provide ANS services in the airspace above its territory and airports in its territory;
- ✓ ANSP provides the ANS service by state 's delegation : State 's responsibility remains.
- ✓ Principle of separation of roles strongly recommended by ICAO . States have to:
 - ❖ Establish the regulatory and oversight framework for service provision and the supervisory framework for ANSP activities;
 - ❖ Ensure the qualification of staff through the issuance of licenses to ANSP staff when required;
 - ❖ conduct oversight of ANSP activities;
 - ❖ Ensure the viability and economic balance of the ANSP and the sector;

2. Coordination between ANSPs and States

2.2 Role of States in the ASECNA environment

- ✓ ASECNA is a multinational framework, governed by an international convention that binds the parties (18 Member States);
- ✓ Each State established a regulatory framework that shall be align with the ICAO SARPs and ASECNA shall provide air navigation services in accordance with ICAO provisions in accordance with Article 2 of the Convention governing the ICAO

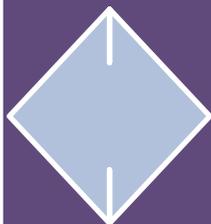
Collegial supervision mechanisms through the statutory bodies	Individual supervision mechanisms
<ul style="list-style-type: none">✓ Investment program and budget approval;✓ high level strategic guidelines approval ;✓ Strategic plan adopted for 2018-2032✓ DG elected every four years✓ Various comities composed of members of the board or independent bodies (safety, account	<ul style="list-style-type: none">✓ national regulatory framework including SSP and Alos;✓ issuance of license for the personnel;✓ operational documents approval;✓ Inspection activities (local and hqtrs);

But: A strong will from states for a collegial supervisory mechanism through the effective operationalization of a common RSSOO (AAMAC) in the field ANS.



Thank you for your kind attention

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