



ICAO

## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### Twenty Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26)

7 - 8 November 2023

#### 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

##### CANSO Mombasa ATFM Roadmap Implementation Status

*(Presented by CANSO)*

#### SUMMARY

Annex 11 states that ATFM will be implemented in airspaces where “Demand exceeds Capacity”. With the fluctuation in demand for air transport, political challenges, and the rise of new airspace users in Africa, ATFM procedures are essential for ensuring safety, capacity, and efficiency performance, while reducing impact on the environment.

ATFM procedures are not currently utilized in most African regional airspaces; where it is utilized, it is not always documented.

The CANSO Mombasa ATFM Roadmap was developed to enhance the implementation and the documenting of ATFM procedures in the AFI Region.

#### Action by the Meeting

#### The Meeting is invited to:

- a) Note the efforts by CANSO in ensuring the implementation of ATFM in the AFI Region, as a seamless operations concept.
- b) Note the changes in the ASBU related to ATFM in line with the GANP 6<sup>th</sup> and 7<sup>th</sup> Edition.
- c) Note the proposals for changes in the ATFM proposed during the ICAO ATMRPP.

#### REFERENCE(S)

1. CANSO Mombasa ATFM Roadmap
2. ICAO Doc 9971 Manual on Collaborative Air Traffic Flow Management
3. CANSO Guide to Seamless Operations
4. ICAO Global ATM Operational Concept, Doc 9854

#### Related ICAO Strategic Objective(s):

- i. Safety,
- ii. Air Navigation Capacity and Efficiency,
- iii. Security and Facilitation,

- iv. Economic Development of Air Transport, and
- v. Environmental Protection, which are designed to benefit the global civil aviation and Member States.

The MOMBASA Roadmap supports all the above objectives by creating an environment that is conducive and adaptable for all airspace users.

## 1 INTRODUCTION

1.1 ATFM procedures are implemented to ensure that demand does not exceed capacity, but some airspaces will now and again experience challenges due to social instability, weather patterns, and industrial action by ATS personnel. The need to reduce environmental impact and challenges around new airspace entrances requires an innovative approach to managing airspaces.

1.2 ATFM is expected to play a pivotal role during Contingencies by participating in the ICAO Contingency Coordinating Team (CCT) to ensure that safety is not compromised, and efficiencies are always kept at an acceptable level in support of the airspace users.

1.3 It is anticipated and expected that all AFI States/ANSPs will participate in the AFI ATFM procedures, at a different level, in accordance with their airspace capacities.

1.4 CANSO is partnering with CADENCE (CANSO ATFM Data Exchange Network), at no cost to the region, to ensure the effective implementation of ATFM.

## 2. DISCUSSION

2.1 APIRG Conclusion 21/8 called for all Regional Economic Communities (EAC, ECCAS, ECOWAS, COMESA, SADC) and ANSPs to develop a clear and agreed roadmap, in consultation with users for the implementation of seamless, harmonized, interoperable Air Traffic Management systems.

2.2 The CANSO Mombasa ATFM ROADMAP was adopted and endorsed as one of the Pillars to achieve seamless Sky operations in the AFI Region.

2.3 The roadmap was endorsed at APIRG/22 in ACCRA, GHANA in 2019, and a recommendation that more awareness needed to be carried out and that the roadmap be aligned with existing AFI Regional programs.

2.4 APIRG/24 further endorsed the roadmap and requested that, to foster a harmonized approach in ensuring seamless operations in Africa, States, ANSPs, and Industry Stakeholders who are not yet part of the program are encouraged to embrace the initiative and endeavour to participate in it.

2.5 The CANSO Mombasa Roadmap implementation plan prioritised in the implementation of Collaborative Decision Making (CDM) as the first step implementation and the following CANSO members have implemented CDM:

- i. ASECNA (19 States)
- ii. Morocco – ONDA
- iii. Tanzania-TCAA
- iv. South Africa - ATNS and,
- v. Zambia-ZACL

2.6 CANSO office is now assisting other ANSPs on the implementation of CDM.

2.7 The Next phase of implementation is Airport Collaborative Decision Making (A-CDM)

### **3. PROPOSED CHANGES IN ATFM**

- 3.1 States shall ensure that an air traffic flow management (ATFM) service is established and that it supports cross-border ATFM collaboration.
- 3.2 States shall designate those controlled aerodromes for which a strategic capacity value is warranted to facilitate an effective ATFM service.
- 3.3 The appropriate ATS authority shall declare the strategic capacity for all controlled airspace and those controlled aerodromes designated by the State in accordance with (as above).
- 3.4 ATC units shall declare the operational capacity of the airspace and aerodromes specified above.

### **4. ACTION BY THE MEETING**

- 4.1 The meeting is invited to:
  - a) Note the efforts by CANSO in ensuring the implementation of ATFM in the AFI Region, seamless operations concept.
  - b) Note the changes in the ASBU related to ATFM in line with the GANP 6th and 7th Edition.
  - c) Note the proposals for changes in the ATFM implementation.