

**CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE**

CONCLUSIONS/DECISIONS OF THE APIRG/21 MEETING IN THE AREAS OF CNS

Agenda Item	Conclusion		Comments
3	Conclusion 21/12:	<p>Aeronautical Surveillance Strategy</p> <p>That: Considering the deployment of new technologies and the need for a rationalized aeronautical infrastructure, the IIM/SG develops proposals for amendments to the AFI Aeronautical Surveillance implementation strategy to be submitted for APIRG approval through the APCC by 31 March 2018</p>	
	Conclusion 21/13	<p>Aeronautical Spectrum issues</p> <p>That: In order to protect and maintain continuous vigilance on ongoing threats to the aeronautical frequency spectrum:</p> <p>a) ANSPs and airlines should regularly report cases of harmful radio interference within the aeronautical frequency spectrum to the national Telecommunication authorities through the Civil aviation authorities, ICAO and IATA; and</p> <p>b) The IIM/SG with the support of ICAO, should accordingly develop and maintain a regional database on reported cases of such harmful interference</p>	
	Conclusion 21/14	<p>AIXM Implementation</p> <p>That: In order to comply with the schedule for AIXM implementation based on the project deliverables for the AFI-Region as defined by the IIM/SG, States are urged to comply with the migration process to the identified Regional AIS Regional Databases in accordance with the AFI-CAD Concept</p>	

	Conclusion 21/21	Exchange of OPMET data in digital format That: To improve the exchange of OPMET data in digital format in the AFI Region, States that have developed capabilities for exchange of OPMET data in digital format are encouraged to implement Amendment 77 to ICAO Annex 3 to the Chicago Convention, with regard to the dissemination OPMET data.	
5	Conclusion 21/24	Availability of OPMET data at AFI data banks That: In order to improve on the availability of OPMET data at AFI OPMET data banks: a) States should endeavour to make available OPMET Data at the two AFI OPMET Data Banks of Pretoria and Dakar, in compliance with APIRG Conclusion 20/43, for regional and Global distribution; and b) Follow-up actions to be identified to address deficiencies in OPMET reporting as a matter of urgency	
	Conclusion 21/26	Implementation of AIDC That: The IIM/SG coordinate the implementation by AFI States of new AIDC capable systems aimed at ensuring the full compliance of their protocols in order to facilitate interoperability and interconnection; and ASECNA and GCAA are encouraged to complete the implementation of AIDC between Accra and Abidjan ACCs and share their experience for consideration by the relevant APIRG Project.	
	Conclusion 21/27	Deficiencies in aeronautical charting That: a) APIRG IIM Sub-group, in coordination with ICAO, addresses deficiencies in aeronautical charting should Phase 2 of a regional implementation strategy be needed; and b) States develop solutions and mitigating measures under the IIM/SG to address missing ATS Messages and States to implement automated flight planning systems.	
	Conclusion 21/32	Regional Coordination for surveillance data sharing That: a) States/ANSPs ASECNA, GCAA, NAMA, ROBERTS FIR pursue the interconnection of ATS surveillance facilities in the Gulf of Guinea with the support of their RECs and donors in order to provide a tangible example of achievement towards a seamless airspace in the AFI Region; b) ICAO Regional Offices continue to facilitate surveillance data sharing initiatives in the Region	

<p>Conclusion 21/33</p>	<p>Implementation of Surveillance Infrastructure in the AFI Region</p> <p>That: In order to facilitate harmonized implementation of infrastructure that support seamlessness in the provision of air traffic management and realization of associated benefits by all stakeholders, while avoiding unnecessary duplication of investments on the ground and in the air, AFI States are urged to:</p> <p>Apply the principles of collaborative decision making that include users at early stages when planning investments into surveillance infrastructure (SSR, ground-based ADS-B, space-based ADS-B, multilateration)</p> <ul style="list-style-type: none"> a) Follow the guidelines in the ICAO Circular 326 when implementing surveillance technology while ensuring economic transparency in accordance with ICAO principles of cost-relatedness as per ICAO Doc 9082 and Doc 9161; b) Avoid the imposition of mandates on a State by State or FIR by FIR basis. 	
<p>Conclusion 21/34</p>	<p>Cyber Safety and Resilience for the Air Navigation System</p> <p>That: In order to address the emerging issues related to cyber security, safety and resilience of the air navigation systems in AFI Region:</p> <ul style="list-style-type: none"> a) States should develop national frameworks including regulations, policy strategy and Plan linked to the National Civil Aviation Security Programme in collaboration with all concerned stakeholders; b) States should as a matter of urgency establish and maintain coordination procedures with their neighbouring States in order to share information on cyber events and ensure that safety and resilience policies and provisions will apply counter the increasing threats in particular those related to cyber-attacks; and c) ICAO in collaboration with industry stakeholders should endeavour to support to States through the provision of guidance material, training, Workshop/Seminars on ATM Security in particular on cyber safety and resilience of the air navigation service. 	
<p>Conclusion 21/35</p>	<p>Conduct of Volcanic Ash exercises in AFI Region</p> <p>That: In order to practice and develop inter-agency response to volcanic activity in the AFI Region, States are urged to develop and conduct Volcanic Ash exercises using guidance contained in Appendix F of ICAO Doc 9766 (Handbook on the International Airways Volcano Watch (IAVW)).</p>	