



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP**  
**TWENTIETH MEETING (APIRG/20)**  
**(Yamoussoukro, Cote d'Ivoire, 30 November to 2 December 2015)**

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**Agenda Item 2: Follow-up on the outcome of APIRG/19**

**REVIEW OF STATUS OF IMPLEMENTATION OF APIRG/19**  
**CONCLUSIONS AND DECISIONS**

*(Presented by the Secretariat)*

<b>SUMMARY</b>	
This paper presents the following-up action on the APIRG/19 Conclusions and Decisions. <b>Action by the meeting is at Paragraph 3.</b>	
<b>REFERENCE(S):</b> Refer to Para. 3 for action by APIRG Reference: APIRG/19 meeting report	
<i>Strategic Objectives</i>	This working paper relates to the Strategic Objectives <b>A, C and D.</b>

**1. INTRODUCTION**

1.1 The review of status of implementation of APIRG/19 Conclusions and Decisions is presented in the form of a table. The table provides the title of each APIRG/19 Conclusion/Decision, Deliverable(s)/Expected Outcome(s), and status of implementation by end.

**2. DISCUSSION**

2.1 APIRG/19 adopted 35 Conclusions and 13 Decisions which are presented in the **Appendix**. The Appendix provides the progress made in the implementation of the various Conclusions and Decisions and, where information is available, constraints to implement them are indicated. The Conclusions are addressed to States, ICAO and/or International Organizations.

2.2. In order for the Secretariat to report efficiently, there is need for States to improve on the level of providing information on a timely manner with regard to the status of implementation of these Conclusions.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the progress made on APIRG/19 Conclusions and Decisions as given at the **Appendix**;
- b) review and propose further action; and

- c) urge States to provide the Secretariat with the required information on the status of implementation of these Conclusions on a regular basis, in order to assess progress in the strengthening of the air navigation system.

-END-

APPENDIX

CONCLUSIONS/DECISIONS OF APIRG/19 - FOLLOW-UP ACTION PLAN

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
<b>Decision 19/01:</b>	Consolidation of Conclusions and Decisions from previous meetings	That the ICAO Secretariat should:  a) finalize the review of the Conclusions and Decisions from APIRG previous meetings, which require further consideration within the Secretariat; and  b) reflect the consolidation of the Conclusions and Decisions that are still valid in the action plan to be derived from the report of APIRG/19 Meeting.	APIRG Secretariat	Adequate management of Conclusions and Decisions	Noted.	31 December 2013	Completed by the Secretariat and reflected in project proposals developed by APIRG Sub- groups to be discussed under APIRG/20 Agenda Item 4.
<b>Conclusion 19/02:</b>	Follow-up to AN- Conf/12 Recommendations by States and International Organizations	That the States and International Organizations take follow-up action as appropriate on the applicable recommendations of the AN- Conf/12.	States & International Organizations	Implementation of AN-Conf/12 Recommendatio ns	Noted.	APIRG/20	Follow up action on AN-Conf/12 by States and International Organizations is on-going.

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1	2	3	4	5	6	7	8
<b>Decision 19/03:</b>	Follow-up to AN-Conf/12 Recommendations by APIRG	That the sub-groups of the APIRG examine the recommendations of the AN-Conf/12, initiate the follow-up action and submit the report to the APIRG/20 Meeting.	APIRG Secretariat	Follow up on implementation of AN-Conf/12 Recommendations	Noted.	APIRG/20	APIRG and its subsidiary bodies are in the process of implementing the provisions of the Global Air Navigation Plan 4 <sup>th</sup> edition.

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1	2	3	4	5	6	7	8
<b>Conclusion 19/04:</b>	Regional priorities and targets for Air navigation	<p>That:</p> <p>a) States establish, consistent with Recommendation 6/1 of the Twelfth Air Navigation Conference, priorities and targets for air navigation by May 2014;</p> <p>b) States share successful initiatives among each other;</p> <p>c) PIRGs utilize specific interface groups, where required, for addressing the harmonization of air navigation plans in adjacent regions; and</p> <p>d) The Secretariat develop a coordination mechanism between the APIRG and the RASG-AFI to ensure consistency of action and avoid overlap.</p>	<p>States</p> <p>States</p> <p>APIRG</p> <p>APIRG and RASG-AFI Secretaries</p>	<p>National air navigation plans with priorities</p> <p>Sharing of experience</p> <p>Interregional coordination</p> <p>Consistent air navigation and safety programmes</p>	<p>Noted.</p>	<p>31 May 2014</p> <p>APIRG/20</p> <p>APIRG/20</p> <p>30 June 2014</p>	<p>Regional priorities have been established by APIRG, for consideration by States when developing their national plans.</p> <p>Interregional activities in progress (e.g SAT Group meetings, , joint ASBU workshops in Dubai, Lusaka, Cairo).</p>

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<b>Conclusion 19/05:</b>	High Level Safety Targets-Abuja 2012 Ministerial Conference	That: a) AFI States be urged to strictly adhere to the AFI 2012 Ministerial Conference plan of action for the implementation of the Abuja Safety Targets in conformity with the established timelines; b) AFI States which have not yet done so should provide information/feedback on the implementation status of the Abuja Safety Targets to enable AFCAC monitor the level of implementation; and c) APIRG and RASG-AFI be urged to address and coordinate issues related to the implementation of Abuja Safety Targets.	States  States  APIRG and RASG-AFI Secretaries	Timely implementation of Abuja Safety Targets  Effective monitoring of Abuja Safety Targets implementation  Coordinated implementation of Abuja Safety Targets	Noted.	Done  30 April 2014  APIRG/20	Addressed by the AFI Plan Steering Committee, AFCAC, and RASG-AFI.  To be further discussed by RASG-AFI/3.

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<p><b>Conclusion 19/06:</b></p>	<p>Adoption of AFI Regional Air Navigation System Implementation Action Plan Aligned with the ICAO Aviation System Block Upgrades (ASBUs)</p>	<p>That:</p> <p>a) AFI States adopt the Regional Air Navigation System Implementation Plan aligned with the 18 Block 0 Modules of the ICAO Aviation System Block Upgrades (ASBU) Methodology, as provided at Appendix 3.0A to this report;</p> <p>b) That AFI States implement the adopted modules based on their operational needs, the categorization and the prioritization defined in the Action Plan;</p>	<p>States</p> <p>States</p>	<p>National air navigation plans with priorities</p> <p>Sharing of experience</p>	<p>Noted.</p>	<p>31 May 2014</p> <p>APIRG/ 20</p>	<p>The Regional Air Navigation System Implementation Plan was adopted by APIRG/19 with 18 ASBU Block 0 Modules.</p> <p>Implementation is in progress in some States.</p> <p>Several workshops have been organized to facilitate ASBU implementation by States, and exchange of experience.</p> <p>These activities are supported by ICAO, IATA, CANSO, AFCAC and States</p>





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		<p>e) ICAO continually provide capacity building through workshops and seminars to AFI States and regional stakeholders as the needs arise in the different levels of ASBUs; and</p> <p>f) The African Civil Aviation Commission (AFCAC), Regional Economic Communities and Financial institutions to provide their support and assist States the implementation of the AFI Regional Air Navigation System Implementation Action Plan</p>	AFCAC RECs	<p>Workshops and Seminars held on ASBUs</p> <p>Implementation of Air Navigation Plan elements</p>		<p>APIRG/ 20</p> <p>APIRG/ 20</p>	<p>ASBU implementation is included in Plans developed/ being considered between ICAO and regional organizations (AU, AFCAC, RECs, etc.)</p>

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<b>Conclusion 19/07:</b>	Integration of the AFI Traffic Forecasting Group in the APIRG	<p>a) the activities of the AFI Traffic Forecasting Group should be integrated in the APIRG, and aligned with the ICAO Aviation Data and Analysis Panel (ADAP);</p> <p>b) the forecasts developed by the AFI TFG should cover the major traffic flows and the routing areas in the AFI Region, as well as other planning requirements of the region;</p> <p>c) ICAO should implement an improved Form L (En-Route Services Traffic Statistics) to accommodate specific regional needs for traffic analyses in a changing environment; and</p> <p>d) States should fully participate in the ICAO Statistics Programme and provide the relevant FIR data identified by the AFI TFG to enable the development of reliable forecasts for traffic flows.</p>	<p>ICAO APIRG</p> <p>APIRG TFG</p> <p>ICAO</p> <p>States</p>	<p>Traffic Forecast activities integrated in APIRG and aligned with Global activities</p> <p>Relevant Traffic Forecast data</p> <p>En-route Service Statistics available</p> <p>Reliable forecasts for traffic flows</p>	<p>Noted.</p>	<p>30 June 2014</p> <p>APIRG/20</p> <p>31 Dec 2014</p> <p>APIRG/20</p>	<p>AFI Traffic Forecast Group maintained in the new APIRG Structure.</p> <p>Working arrangements with ICAO ATB and ADAP Panel are under development.</p> <p>Newly recruited Air Transport Regional Officer in ESAF Regional Office to coordinate States' inputs to the ICAO Statistics Programme.</p>

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<b>Conclusion 19/08:</b>	Aerodrome Inspector Training	<p>That:</p> <ul style="list-style-type: none"> <li>a) States wishing to get ICAO training (Integrated Safety Management Course, Aerodrome Inspector’s Courses and Aerodromes Certification Course) should send requests to ICAO Regional Offices, and where possible coordinate such requests with other States for Region-wide benefit, and that when such courses are organized, States should include participants from the “Regulator”, “Aerodrome Operator” and “Airline Operators”; and</li> <li>b) Regional Safety Oversight Organizations (RSOs) which have developed Aerodrome Inspector Training Systems should share them with others.</li> </ul>	<p>States</p> <p>RSOs</p>	<p>Training needs</p> <p>Aerodrome Inspectors Training Systems shared</p>	<p>Noted.</p>	<p>APIRG/20</p> <p>APIRG/20</p>	<p>The course is not yet available</p> <p>None of existing RSOs has developed Aerodrome Inspector Training to be shared</p>

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<b>Conclusion 19/09:</b>	ANP List of International Aerodromes	That ICAO should, where it has obtained official communication from the States, proceed with the amendment of the Air Navigation Plan (Doc 7474 Vol. I, AFI Basic ANP) – List of International Aerodromes, in accordance with the procedure for amendment approved by the Council of ICAO.	ICAO ROs	List of International Aerodromes kept current	Noted.		Amendment proposals received from States to be processed and reflected in the new eANP format
<b>Conclusion 19/10:</b>	Universal Safety Oversight Audit Programme (USOAP)	That:  a) In order to realize improved high effective implementation (EI) of the various Critical Elements, States should ensure aerodrome inspectors are adequately trained, including on-the-job training, specialized training, refresher training etc., to effectively perform all the safety oversight functions;	States	Enhanced aerodrome safety oversight capability	The Secretariat ensures that the APIRG is aware of the forthcoming PANS-Aerodromes and its content regarding aeronautical Studies.		Not implemented. Training courses are not available

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		<p>b) In some AFI States, where several aerodrome operator responsibilities are shared among several entities, the concerned States should identify and clearly designate which entity shall be certified and shall hold that certification on behalf of all the others and shall therefore have accountability on the activities of all the other entities; and</p> <p>c) ICAO should consider publishing for the use by States technical guidance material on the conduct of aeronautical studies and the use of the results of the aeronautical studies for the evaluation of requests for exemptions.</p>	<p>States</p> <p>ICAO</p>	<p>Accountability for aerodrome certification</p> <p>Technical guidance on aeronautical studies</p>			<p>ICAO Regional Offices have received no feedback from States</p> <p>DOC 9981 – PANS- Aerodromes developed by ICAO</p>

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<b>Conclusion 19/11:</b>	Runway Safety Programmes	<p>That:</p> <p>a) States, which have not yet done so, establish Runway Safety Teams (RSTs) at all international aerodromes; and</p> <p>b) The RSTs established should be appropriately mandated to monitor the runway incursion and excursion incidents and accidents and propose mitigation measures proactively.</p>	<p>States</p> <p>States</p>	<p>Establishment of Runway Safety Teams</p> <p>Monitoring of Runway incursions and excursions</p>	Noted.	<p>APIRG/20</p> <p>APIRG/20</p>	<p>Two RS Go-Teams established Very few RSTs established</p> <p>Established RSTs were requested to Monitor Runway incursions and excursions</p>

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<b>Conclusion 19/12:</b>	ICAO-ACI APEX Programme	<p>That States:</p> <ul style="list-style-type: none"> <li>a) Support the use of the APEX in Safety Programme at aerodromes in the AFI region;</li> <li>b) Encourage airport operators to approach ACI for assistance through the APEX in Safety Programme; and to recommend aerodrome operators in the AFI region to participate in the APEX Safety Reviews Programme and share relevant information on safety;</li> </ul>	States	Effective implementation of APEX Programme	Noted.	APIRG/20	<p>Some States provided experts to support APEX programme</p> <p>A limited number of Airports requested for APEX visits</p> <p>No feedback received from States</p>

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		<p>c) In the framework of APEX Programme, encourage the pooling of experts of States to carry out aerodrome certification audits, given the lack of human resource capacity at the national level;</p> <p>d) Encourage the sharing of experiences among ICAO States, COSCAP Projects and RSOOs; and</p> <p>e) Encourage the participation of these Organizations in the</p>					



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<b>Conclusion 19/13:</b>	Implementation of Air Traffic Control Service	<p>That,</p> <p>by 26 June 2014, AFI States that have not already done so, establish Class A airspace in accordance with Section 2.6 of Annex 11 to the Chicago Convention, and implement air traffic control service in the lower airspace as follows:</p> <ul style="list-style-type: none"> <li>a) establish Class A airspace above FL145 for all ATS routes referred to in Table ATS 1 of the AFI Air Navigation Plan (Doc 7474) as amended;</li> <li>b) establish Class A airspace above Flight Level 195 elsewhere within the FIR; and</li> <li>c) Implement effective and sustained air traffic control service in all terminal control areas (TMA) and control zones (CTR).</li> </ul>	States	Effective ATC service for en-route, terminal and aerodrome operations	Noted.	30 June 2014	Survey to be conducted on status of implementation of this conclusion.

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<b>Decision 19/14:</b>	Establishment of the AFI SSR Code Allocation and Assignment Working Group	That, the AFI SSR Code Allocation and Assignment Working Group (ASCAA WG) be established with the terms of reference as at Appendix 3.2B to this report, to review and update the AFI SSR Code Allotment Plan and code assignment principles.	APIRG	Review and update of SSR Code Allotment Plan	Noted.	APIRG/20	Related activities are included in the APIRG work programme.
<b>Conclusion 19/15:</b>	AFI ATS Route Catalogue (AARC)	<p>That, in order to facilitate the review and implementation of user ATS route requirements:</p> <p>a) the AARC Template is revised as at Appendix 3.2D to this report; and</p> <p>b) AFI States and concerned international organizations be urged to review the Catalogue every six (6) months (January and July), note developments, and take action as applicable.</p>	<p>APIRG</p> <p>States</p>	<p>AARC Template amended</p> <p>AARC kept current</p>	Noted.	<p>Done</p> <p>APIRG/20</p>	APIRG/20 will be updated on progress made on AARC development.

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1	2	3	4	5	6	7	8
<b>Decision 19/16:</b>	Reactivation and Review of the Terms of Reference of CNS/ATM Implementation Coordination Groups (ICGs)	<p>That, in order to facilitate coordination in the planning and implementation of CNS systems for ATM, as well as the harmonized implementation of ATM performance improvements:</p> <ul style="list-style-type: none"> <li>a) the Implementation Coordination Groups (ICGs) as established in the AFI CNS/ATM Implementation Plan (Doc 003) be reactivated;</li> <li>b) the activities of the ICGs be expanded to include ATM coordination tasks that had been carried out in informal ATM Coordination Meetings;</li> <li>c) the number and alignment of the ICGs take into consideration the added tasks, in particular those that are sub-regional in nature; and</li> <li>d) the terms of reference of the ICGs be revised as at Appendix 3.2E to this report.</li> </ul>	APIRG	<p>Functional Implementation Coordination Groups</p> <p>Coordinated implementation of ATM performance improvements</p> <p>ICGs Revised terms of reference</p>	Noted.	<p>Done</p> <p>APIRG/20 for b) and c)</p> <p>Done</p>	ICG activities are included in the work programme established by the Secretariat.

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<b>Conclusion 19/17:</b>	AFI Flight Procedure Programme (AFI-FPP)	<p>That:</p> <p>a) AFI States be invited to:</p> <p>i). indicate their needs for PBN procedure design to the AFI FPP as soon as possible, noting that the deadline in the State Letter Ref.: AN 11/45.2.1-13/18 dated 28 February 2013 from the Secretary General of ICAO has long elapsed; and</p> <p>ii). participate actively in the AFI-FPP activities by providing financial and/or in-kind support; and</p>	States	<p>Determination of PBN needs</p> <p>Support to AFI FPP</p>	Noted.	<p>2014</p> <p>2014</p>	<p>A reminder letter to be send to States by RO/ATM</p> <p>Invitation letter (ref 2014-T1/32-0075, 6 February 2014) to a preparatory session (24-25 March 2014), sent by Dakar Office ICAORD to States that indicated an interest to the services provided by the AFPP.</p>

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1	2	3	4	5	6	7	8
		<p>b) the Secretariat follows up on State responses relating to State Letter Ref.: AN 11/45.2.1-13/18 dated 28 February 2013.</p>	<p>APIRG Secretariat</p>	<p>Level of participation in the AFI FPP</p>		<p>30 March 2014</p>	<p>Two meetings held in 2014 Meeting in WACAF in March and ESAF in May as reflected in our W/Program</p> <p>1) Invitation letter (ref 2014-T1/32-0073, 4 February 2014) to a seminar (26-28 March 2014) on AFPP implementation, 2) 20 States adhered to the AFPP, during AFI Aviation Safety Symposium, 27-28 May 2015 in Dakar, Senegal.</p>

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1	2	3	4	5	6	7	8
<b>Decision 19/18:</b>	Establishment of the ATS Competencies Study Group	That, the ATSCSG be established with the Terms of Reference as at Appendix 3.2G to this report, in order to:  a) study the shortcomings in ATC training including States' (and ANSPs) training programmes and plans; and  b) establish and provide recommendations that would address issues relating to lack of competency of ATS personnel.	APIRG	ATS Proficiency	Noted.	APIRG/20	Meeting to be held in ESAF Office in April 2014. State letter to be issued
<b>Conclusion 19/19:</b>	Integration of the Volcanic Ash Contingency Plan to the Air Traffic Management Contingency Plan	That, the AFI Volcanic Ash Contingency Plan at Appendix 3.2J to this report be integrated as an Appendix to the AFI ATM Contingency Plan.	APIRG	Volcanic Ash Contingency Plan integrated in the AFI ATS Contingency Plan	Noted.	30 April 2014	RO/MET to follow-up
<b>Decision 19/20:</b>	Revised ATM/MET Task Force Terms of Reference	That, the Terms of Reference of the ATM/MET Task Force be updated as at Appendix 3.2I to this report.	APIRG	ATM/MET Task Force Terms of Reference amended	Noted.	Done	

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<b>Conclusion 19/21:</b>	SAR Data Collection and Development and Management of an AFI SAR Web Page	<p>That:</p> <p>a) AFI States provide SAR implementation information reflected in the questionnaire at Appendix 3.2K to this report , not later than 31 December 2013, to the ICAO ESAF and WACAF Regional Offices;</p> <p>b) ICAO develop and manage a webpage under ESAF and WACAF websites, to post information from AFI States on SAR implementation and activities; and</p> <p>c) AFI States forward to the ICAO Regional Offices regular information on their SAR activities, for posting on the website.</p>	<p>States</p> <p>ICAO</p> <p>States</p>	<p>SAR implementation information available</p> <p>AFI SAR Web Page</p> <p>Updated information on SAR activities</p>	<p>Noted.</p>	<p>31 January 2014</p> <p>30 June 2014</p> <p>APIRG/20</p>	<p>AFI SAR website has not yet been implemented.</p> <p>SAR performance indicator included in ANS indicators to be monitored under the AFI Plan.</p>

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<b>Conclusion 19/22:</b>	Establishment of a Team of SAR Experts	<p>That, in order to support the implementation of SAR services in AFI States</p> <p>a) ICAO establish a SAR Team of Experts that could, at the request of a State, be called upon to assist the State in the establishment of SAR systems including legislation frameworks and operational documentation; and</p> <p>b) AFCAC be requested to establish a SAR Support Project that will take over from the SAR Team of Experts to provide structured support to States.</p>	<p>ICAO</p> <p>ICAO AFCAC</p>	<p>SAR Team of Experts</p> <p>SAR Support Project</p>	<p>Noted.</p>	<p>30 June 2014</p> <p>APIRG/20</p>	<p>The SAR Team has not yet been implemented.</p>



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<b>Conclusion 19/23:</b>	Resolution of the issue of Missing Flight Plans	<p>That, in order to support the effective implementation of international standards relating to flight plan:</p> <p>a) operators and ANSPs should, take necessary measures to ensure that, prior to departure, flight plans are correctly filed and accepted;</p> <p>b) AFI States and Air Navigation Service Providers be urged to ensure that international flights are not released for departure without correctly filed flight plans;</p>	<p>States Air Operators ANSPs</p> <p>States ANSPs</p>	<p>Submission and acceptance of correct flight plans</p> <p>Correct flight plans</p>	Noted.	<p>APIRG/20</p> <p>APIRG/20</p>	<p>ESAF and WACAF to make a follow-up by issuing State letter for follow-up action</p>

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		<p>c) in the event of routine or repetitive non-receipt of standard flight plans, the appropriate ATS authority assess the risk and as necessary, arrange for the non-acceptance of subsequent, related operations over the territory of the State concerned. The operator(s) and adjacent ATS units will be informed in advance of this action being taken; and</p> <p>d) AFI States regulatory bodies take necessary action to ensure effective implementation.</p>	<p>States</p> <p>States</p>	<p>Mitigation of missing flight plans</p> <p>Enforcement of flight plan requirements</p>		<p>APIRG/20</p> <p>APIRG/20</p>	
<b>Decision 19/24:</b>	Dissolution of the AFI Flight Plan Transition (FPLT) Task Force	<p>That:</p> <p>a) the AFI Flight Plan Transition Task Force is hereby dissolved; and</p> <p>b) the ATM/AIM/SAR and CNS Sub-Groups should take necessary action to follow up on the post-implementation issues of the NEW ICAO Flight Plan format.</p>	<p>APIRG</p> <p>APIRG</p>	<p>Dissolution of AFI FPLT Task Force</p> <p>Follow-up of NEW ICAO Flight Plan issues</p>	Noted.	<p>Done</p> <p>APIRG/20</p>	<p>ROs CNS/ATM to follow-up with States</p>

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<b>Conclusion 19/25:</b>	Implementation of Voice over IP for ATS/DS	That:  AFI States implement Voice over IP (VoIP) as an evolution of the current point-to-point ATS/DS system, and conduct coordinated trials on VoIP prior to operational use.	States	VoIP trials for ATS/DS	Noted.	APIRG/20	ESAF/WACAF to follow-up with States
<b>Decision 19/26:</b>	Draft guidelines for the implementation of AMHS Systems in the AFI Region	That:  a) The AMHS Implementation Task Force should complete its work on the Draft AFI AMHS Manual, Draft Guidelines on Internet Protocol (IP)-based Infrastructure Tests and Draft AMHS Training Guidelines by 30 March 2014; and  b) The Secretariat circulate the Draft Guidelines to be developed by the AMHS Task Force (when available), as an interim measure to facilitate trials by States, pending their submission to the next APIRG meeting for formal adoption.	APIRG          ICAO ROs	Draft Guidelines on AHMS implementation and training      Draft Guidelines on AHMS implementation and training circulated to States	Noted.	30 March 2014       30 June 2014	RO/CNS to follow-up with States – Deadline <u>30/3/2014</u>      A meeting to take place in ESAF Office in May 2014 as reflected in our W/Program

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
<b>Conclusion 19/27:</b>	Improvement of AMS in AFI FIRS	<p>That:</p> <p>a) Angola, the Democratic Republic of the Congo (DRC), Nigeria, Somalia and Sudan should expedite the implementation of AMS improvements in their respective FIRs using existing VSAT networks by no later than 30 June 2014, and</p> <p>b) report progress made to the relevant ICAO Regional Offices and to next meeting of the APIRG.</p>	<p>States concerned</p> <p>States concerned</p>	<p>Improved communications in FIRs</p> <p>Progress reports</p>	Noted.	<p>30 June 2014</p> <p>APIRG/20</p>	<p>A State letter to be issued by ESAF and WACAF Offices in their implementation before 30/6/2014</p> <p>Follow-up with concerned States</p>

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1	2	3	4	5	6	7	8
<b>Conclusion 19/28:</b>	Assessment and Mitigation of GNSS Vulnerabilities	That States providing GNSS services should:  a) Assess and report GNSS vulnerabilities in their airspace, including:  (i) unintentional and intentional interference (ii) ionospheric scintillation in equatorial regions; (iii) other vulnerabilities as may be identified; and  b) Implement appropriate mitigation measures depending on:  (i) the airspace in question; and (ii) the operations that must be supported.	States               States	Assessment of GNSS vulnerabilities      Mitigation of identified GNSS vulnerabilities	Noted.	APIRG/20      APIRG/20	State letter to be issued by ESAF and WACAF as a follow-up

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1	2	3	4	5	6	7	8
<b>Conclusion 19/29:</b>	Impact analysis of the Implementation of GNSS/SBAS in the AFI Region	That:  in order to enable States to make informed decision and to facilitate dialogue among stakeholders, concerning the implementation of GNSS satellite-based augmentation system (SBAS) in the AFI Region, the ICAO Regional Offices should facilitate the search for the funding of an impact analysis related to SBAS, that covers operational, technical, environmental and economic aspects of this GNSS augmentation system.	ICAO ROs	Impact analysis of AFI SBAS implementation	Noted.	APIRG/20	ESAF and WACAF Offices to take action
<b>Conclusion 19/30:</b>	Establishment of a Data Link Central Monitoring And Reporting Agency (DL/CMRA)	That:  The ICAO Regional Offices explore with States and relevant organizations the available options for the establishment of a Data Link Central Monitoring and Reporting Agency (DL/CMRA) to ensure effective operation, monitoring and reporting of ATS data link applications in the AFI Region.	ICAO ROs	Establishment of an AFI Data Link Central Monitoring Agency	Noted.	APIRG/20	ESAF and WACAF Offices to issue a State Letter

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1	2	3	4	5	6	7	8
<b>Conclusion 19/31:</b>	Interoperability of AFI Aeronautical Surveillance Systems	<p>That, in order to enable seamless ATM operation within the AFI Region:</p> <ul style="list-style-type: none"> <li>a) States and service providers take the necessary steps to ensure interoperability of the existing aeronautical surveillance systems and facilitate surveillance data sharing;</li> <li>b) AFCAC be requested to support the continuous provision of aeronautical surveillance services along the areas of routing identified by the APIRG through an integrated surveillance system; and</li> <li>c) ICAO continue to assist AFI States' initiatives towards the implementation of an integrated aeronautical surveillance system, through seminars, workshops and technical coordination meetings</li> </ul>	States	Interoperability of surveillance systems	Noted.	APIRG/20	<p>ESAF and WACAF Offices to follow-up with States</p> <p>A letter to AFCAC</p> <p>ESAF and WACAF to organize for Seminars/Worksh ops</p>

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
<b>Conclusion 19/32:</b>	Coordination between CAAs and National Telecommunication Regulatory Authorities	That: States establish a coordination framework and procedures between national Civil Aviation Authorities and Telecommunications Authorities with the assistance of the ICAO Regional Offices as required, in order to facilitate efficient provision, operation and protection of aeronautical frequency spectrum.	States	Coordination process between CAAs and Telecommunica tion Authorities	Noted.	APIRG/20	ESAF and WACAF to follow-up with the States



Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
<b>Conclusion 19/33:</b>	Monitoring and Reporting of Cases of Interference to Aeronautical Spectrum	<p>That: States support the studies called for under ITU WRC-12 Resolution 154 by:</p> <p>a) ensuring that their operated aeronautical frequencies are duly registered in the ITU Master International Frequency Register through Telecommunications Authorities and notified to the ICAO Regional Offices for inclusion in the global and regional frequency databases; and</p> <p>b) monitoring and reporting to ITU all cases of interference caused to aeronautical frequencies, such as interference from International Mobile Telecommunications (IMTs) in the frequency band 3.4 – 4.2 GHz (C-Band) used by aeronautical VSATs, for consideration by ITU WRC Working Parties.</p>	<p>States</p> <p>States</p>	<p>Registration of aeronautical frequencies</p> <p>Protection of aeronautical VSAT frequency band</p>	Noted.	<p>APIRG/20</p> <p>APIRG/20</p>	Cases of interference were Monitoring

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1	2	3	4	5	6	7	8
<b>Conclusion 19/34:</b>	Support to ICAO Position for WRC-15	<p>That:</p> <p>States support the ICAO position for ITU WRC-15 by:</p> <ul style="list-style-type: none"> <li>a) incorporating the ICAO position in the national position to WRC-15;</li> <li>b) coordinating this position with all aviation stakeholders (CAAs, ANSPs, Air Operators, Airport Operators, etc.); and</li> <li>c) Ensuring regular and active participation of Civil Aviation Representatives dealing with aeronautical spectrum issues (such as AFI FMG focal points) in WRC-15 preparatory activities at regional/global level and during the Conference.</li> </ul>	States	Support to ICAO Position for WRC-15	Noted.	APIRG/20	The ICAO Position on issues of critical concern to civil aviation was fully supported by the ITU WRC-15.
<b>Decision 19/35:</b>	Implementation of Performance Data Collection Forms for AFS	That the best practices adopted by APIRG for Aeronautical Fixed Services (AFS) be amended to include the Performance Data Collection Forms (PDCFs) shown at Appendix 3.4A to this report.	States	Harmonization of AFS performance measurement	Noted.	Done	VSAT Network Managers to report implementation status.

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1	2	3	4	5	6	7	8
<b>Conclusion 19/36:</b>	Harmonization of the collection of the statistics on the performance of the VSAT Networks	<p>That as from 1 January 2014, in order to harmonize the monitoring, collection and Reporting of technical and operational data on Aeronautical Fixed Services (AFS) characteristics and performance, States should:</p> <ul style="list-style-type: none"> <li>a) Apply the four-level assessment model including space segment, radiofrequency equipment, modulators/demodulators, end-user equipment; and</li> <li>b) Use the software tools available in their processing systems to increase accuracy of the reported data, and facilitate comparative analysis of these data.</li> </ul>	States	Uniform AFS performance monitoring and report	Noted.	January 2014	VSAT Network Managers to report implementation status.

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1	2	3	4	5	6	7	8
<b>Decision 19/37:</b>	Terms of Reference, Future Work Programme and Composition of the IRTI Task Force	That: a) the activities related to the development of an integrated regional telecommunication infrastructure should be pursued based on the Action Plan shown at Appendix 3.4E to this report; and  b) the terms of reference, future work Programme and composition of the IRTI Task Force be amended as proposed in Appendix 3.4F to this report.	APIRG  APIRG	Integrated Regional Telecommunication Infrastructure  IRTI Task Force terms of reference amended	Noted.	APIRG/20  Done	Addressed by the APIRG as an element of ASBU B0-FICE module implementation.
<b>Decision 19/38:</b>	Planning and Implementation of ATN applications	That the CNS Sub-Group should address all aspects of the planning and implementation of the Aeronautical Telecommunication Network (ATN) applications including ATS ground-ground and air-ground data link applications, in order to ensure systems interoperability through a coordinated and harmonized framework.	APIRG	Coordinated /Harmonized implementation of ATN	Noted.	APIRG/20	Addressed by the APIRG as an element of ASBU B0-FICE module implementation.

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1	2	3	4	5	6	7	8
<b>Conclusion 19/39:</b>	Development of integrated programmes based on major ATM routing areas and air traffic flows	That: a) The ICAO Regional Offices should coordinate with States the identification and development of integrated programmes for the CNS infrastructure, aligned with the ASBU methodology, and based on major ATM routing areas and air traffic flows in the AFI region; and b) ICAO, AFCAC and other relevant regional economic and financial institutions should facilitate the funding arrangements for such integrated programmes.	ICAO ROs States  ICAO AFCAC RECs	Integrated programmes for CNS infrastructure  Effective implementation of integrated CNS programmes	Noted.	APIRG/20  APIRG/20	Routing area approach to be reflected in projects identification, development and implementation.  Discussed under APIRG/20 Agenda item 4.

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
<b>Conclusion 19/40:</b>	Regional and State planning and implementation of the transition from AIS to AIM	<p>That:</p> <ul style="list-style-type: none"> <li>a) The Region develop performance goals for the transition from AIS to AIM in line with the AFI Transition Roadmap from AIS to AIM and Aviation System Block Upgrades methodology;</li> <li>b) The Region and States identify achievable milestones in relation to the Transition Roadmap phases 1, 2 and 3;</li> <li>c) The Region and States develop and implement progress reporting structures, processes and frequency in terms of the Transition Roadmap phases 1, 2 and 3;</li> </ul>	<p>APIRG</p> <p>States</p>	<p>Regional performance goals for AIS/AIM transition</p> <p>Implementation action plans for AIS/AIM transition</p>	Noted.	<p>APIRG/20</p> <p>APIRG/20</p>	Being addressed under ASBU B0-DATM module and regional performance objectives related to AIM.

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
		d)					<p>WACAF SL T17/6.13-0487 of August 2014 refers. Third AFI AIM Implementation Task Force Meeting was held in Dakar on 15-17 October 2014, to provide guidance to States on regional and State planning and implementation of the transition from AIS to AIM. Final report was distributed to all States and concerned Stakeholders.</p>

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1	2	3	4	5	6	7	8
		<p>e) States develop implementation action plans addressing the transition from AIS to AIM in line with the AFI AIS to AIM Transition Roadmap phases 1, 2 and 3 as well as aviation system block upgrades; and</p> <p>f) States review and amend as required the AIS/AIM training programmes to encompass the required skills, competences and knowledge to transition from AIS to AIM in line with the AFI AIS to AIM Transition Roadmap.</p>					
<b>Conclusion 19/41:</b>	AIM/SWIM Seminar for the AFI Region	That, in order to support States with regard to the planning and implementation related to the transition from AIS/AIM to Information Management/SWIM, and expedites the harmonized implementation of the AIM/SWIM requirements; the ICAO ESAF and WACAF Regional Offices organize an AIM/SWIM Seminar in 2014/2015.	ICAO	AIM/SWIM Seminar	Noted.	APIRG/20	AIM/SWIM Seminar organized in September 2015



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1	2	3	4	5	6	7	8
							<p>WACAF SL T2/7-0555 of 14 July 2015 refers. ICAO AIM/SWIM Seminar for the AFI Region held in Dakar, Senegal (7-9 September 2015) to assist AFI States in the transition from AIS/AIM to AIM/SWIM, and to ensure consistency in this transition process with the support from Industry. Seminar Performance report was distributed to all States and concerned Stakeholders.</p>

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1	2	3	4	5	6	7	8
<b>Conclusion 19/42:</b>	Procedure for AFI OPMET Data Monitoring	That, a) Dakar and Pretoria RODBs:  i). conduct within their respective areas of responsibilities, the monitoring of OPMET received from AFI BCCs;  ii). analyze the monitoring results and identify shortcomings and deficiencies;  iii). develop and forward to the concerned BCCs on a quarterly basis, the monitoring results and the recommendations to be implemented;  iv). collaborate directly with the concerned States to assist addressing the shortcomings which can be resolved quickly; and  v). issue on a semester basis, a report on the above four actions to be forwarded to ICAO Dakar and Nairobi regional Offices.	Senegal South Africa	Monitoring of SIGMET from AFI BCCs and periodic reports to ICAO ROs	Noted.	APIRG/20	State letters Ref.: T17/6.11.M-0079 of 7/02/14 and ES AN 8/1 – 0157 of 13/3/14 from Regional Offices issued to AFI States requesting for their action. a) Data Monitoring performed by the two RODBs  b) Workshop on AMBEX conducted

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
		<p>c) ICAO Dakar and Nairobi Regional Offices:</p> <ul style="list-style-type: none"> <li>i). distribute the reports through State Letters to AFI States with particular emphasis on the concerned States with the deficiencies; and</li> <li>ii). visit the concerned States during State missions to provide further advice and awareness.</li> <li>iii). organize when required, training workshops for the personnel of the AMBEX Centres (RODBs, BCCs and NOCs), to assist the States concerned to address deficiencies related to the implementation of the AMBEX scheme.</li> </ul>	ICAO ROs	<p>State Letters on reported deficiencies</p> <p>Workshops/ Training on AMBEX</p>		<p>APIRG/20</p> <p>APIRG/20</p>	

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1	2	3	4	5	6	7	8
<b>Conclusion 19/43:</b>	Implementation of AFI RODB Back Up Procedures	<p>a) Dakar and Pretoria RODBs implement</p> <p>i). and maintain an identical OPMET bulletins catalogue;</p> <p>ii). the AFI Interface Control Document (ICD);</p> <p>iii). the same data validation criteria; and</p> <p>iv). conduct monitoring activities in order to ensure that the databanks contain required OPMET data at all times.</p> <p>b) the bulletin compiling centres (BCCs) disseminate OPMET data to both Dakar and Pretoria RODBs using appropriate AFTN addresses; and</p> <p>c) the MTF include AFTN addresses of both RODBs in the AFI ICD.</p>	<p>Senegal South Africa States</p> <p>APIRG</p>	<p>OPMET Bulletin Catalogues kept current</p> <p>AFI Interface Control Document</p> <p>Reliable RODBs Dissemination of</p> <p>OPMET data to RODBs</p> <p>RODBs AFTN addresses included in the AFI ICD</p>	Noted.	<p>APIRG/20</p> <p>APIRG/20</p> <p>APIRG/20</p> <p>APIRG/20</p> <p>APIRG/20</p>	<p>State letters Ref.: T17/6.11.M-0135 of 11/3/14 and ES AN 8/1 – 0157 of 13/3/14 from Regional Offices have been issued to AFI States requesting for their action. a) Bulletins from Dakar and Pretoria Similar AFI ICD amended to include addresses of both ROBDs</p>

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1	2	3	4	5	6	7	8
<b>Conclusion 19/44:</b>	Development of Capabilities of Handling OPMET Information in Digital Format	<p>That both Pretoria and Dakar RODBs Provider States be invited to:</p> <ul style="list-style-type: none"> <li>a) start developing capability of handling OPMET data in digital format as soon as possible, after November 2013;</li> <li>b) test the codes based on OPMET data in digital format (XML/GML) for METAR/SPECI, TAF and SIGMET with a view to fine tuning over the first year (2014); and</li> <li>c) take a leading role over the transition aspect to XML/GML and provide technical assistance as required to other AFI States in implementing OPMET data in digital format.</li> </ul>	Senegal South Africa	Capacity Building for Digital OPMET Handling	Noted.	APIRG/20	<p>State letters Ref.: T17/6.11.M-0136 of 11/3/14 and ES AN 8/3 – 0158 of 13/3/14 from Regional Offices were issued to AFI States requesting for their action.</p> <ul style="list-style-type: none"> <li>a) Capability not yet developed</li> <li>b) capability not yet developed</li> <li>c) capability not yet developed</li> </ul>
<b>Conclusion 19/45:</b>	Inclusion of state of runway reports in METAR/SPECI issued in the AFI Region	That, the AFI Air Navigation Plan (Doc 7474) be amended to include in METAR/SPECI, the report on observations of the State of the runway in terms of depth of water deposit measurements on the runway as provided by the appropriate Airport Authority.	ICAO ROs	Report on state of runway included in METAR/SPECI information	Noted.	APIRG/20	State letters Ref.: T17/6.11.M -0137 of 11/3/14 and ES AN 8/7 – 0159 of 13/3/14 from ICAO Regional Offices were issued requesting action by States.

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
<b>Decision 19/46:</b>	Future Work Programme of the MET/SG	That, the updated work Programme of the MET/SG given in Appendix 3.6F this report, be endorsed.	APIRG	MET/SG Future Work Programme amended	Noted.	Done	
<b>Conclusion 19/47:</b>	Need for consultation with users prior to major changes to the Air Navigation System	That: a) States should:  i). ensure the aviation stakeholders adhere to the ICAO Policies on Taxation in the Field of International Air Transport (Doc 8632), ICAO Policies on Charges for Airports and Air Navigation Services (Doc 9082/9) and ICAO Manual on Air Navigation Services Economics (Doc 9161) when considering the introduction of major changes to the air navigation system;	States	Collaborative decision-making		APIRG/20	Regional Offices are promoting ICAO policies on ANS stakeholders' consultations and collaborative decision making through regional aviation events.

Conclusion/ Decision no.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Report/ Completion date	Status
1	2	3	4	5	6	7	8
		<p>ii). establish effective economic regulations for the provision of air navigation services (ANS) that include collaboration with users; and</p> <p>b) the Secretariat include adherence to the above ICAO policies when conducting State missions.</p>					<p>To be reflected in Regional Office work programmes related to ICAO strategic objective on sustainable development of air transport.</p>

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1	2	3	4	5	6	7	8
<b>Decision 19/48:</b>	Re-Organization of APIRG	<p>That:</p> <p>a) The APIRG review its working methods and organization using project management principles and other methodologies as and when necessary, and consider making adjustments to better support the ICAO performance framework in its planning and implementation activities aligned with the Aviation System Block Upgrades (ASBUs); and</p> <p>b) The Secretariat:</p> <p>i). develop a revised structure of the APIRG taking due account of best practices/benchmarking, established regional targets and priorities, and the need for synergies between similar or complementary activities; and</p> <p>ii). Accordingly call for an APIRG extraordinary meeting on this issue in 2014.</p>	APIRG	Revised APIRG Structure	The APIRG to consider a project based work programme when reviewing its organizational structure note	30 September 2014	<p>Implemented by the APIRG Extraordinary Meeting (10-11 July 2014).</p> <p>To be discussed under Agenda Item 4 of APIRG/20.</p>

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