

## SUMMARY OF DRAFT CONCLUSIONS AND DECISIONS

### 1. Twenty-Fourth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/24) & Seventh Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/7) – Joint session

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
<b>Agenda 1 - Adoption of the Draft Agenda and Meeting Work Programme</b>			
<b>Agenda Item 2 - Review of the action taken by the ANC and the Council on the report of APIRG/23 and RASG-AFI/6 meetings</b>			
	<b>APIRG/24 &amp; RASG-AFI/7 Draft Decision 3/01</b>	<b>Definition of the Africa-Indian Ocean (AFI) Region</b>	<b>That, ICAO, through the ANC and Council to expedite completion of the work related to the alignment of the definition of the coverage area of the Africa-Indian Ocean (AFI) Region.</b>
<b>Agenda Item 2 - Follow-up on APIRG/23 and RASG-AFI/6 Conclusions and Decisions</b>			
	<b>APIRG/24 &amp; RASG-AFI/7 Draft Conclusion 3/02</b>	<b>Follow-up on joint APIRG23 and RASG-AFI/6 Conclusions and Decisions</b>	<b>That; In order to ensure timely and effective implementation of the Conclusions and Decisions of the APIRG and RASG-AFI, AFCAC, RSOOs and other stakeholders should increase their efforts, both individually and collaboratively, towards expeditious and conclusive implementation of related items.</b>
<b>Agenda Item 3 - Review of the outcomes of the APIRG and RASG-AFI Coordination Task Force meeting (ARC-TF/3)</b>			
	<b>APIRG/24 &amp; RASG-AFI/7 Draft Conclusion 3/03</b>	<b>Coordination of APIRG and RASG-AFI Annual Reporting</b>	<b>That; To ensure an effective and timely reporting of the APIRG and RASG and avoid duplication of efforts:</b> <ol style="list-style-type: none"> <li><b>a. the Annual Air Navigation Reporting Team (AANRT) members (ASECNA, ATNS, AIRBUS, IATA, and CANSO) to urgently nominate representatives to the Team;</b></li> </ol>

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			<ul style="list-style-type: none"> <li>b. the Secretariat to coordinate the AANRT and ASRT activities for timely development and issuance of the Annual Reports; and</li> <li>c. States, ANSPs and International Organizations are urged to support the activities of the AANRT through the appropriate provision of the required information.</li> </ul>
<b>Agenda Item 3 – APIRG/RASG-AFI/AFI Plan- Common areas and activities</b>			
<b>Agenda Item 3 – Status of Implementation of the AFI Safety and Air Navigation Targets</b>			
	<b>APIRG/24 &amp; RASG-AFI/7 Draft Conclusion 3/04</b>	<b>Status of Implementation of the AFI Safety and Air Navigation Targets</b>	<p><b>In order to address the need for improved methods to collect safety data and monitor status of implementation of safety systems and targets,</b></p> <ul style="list-style-type: none"> <li>a. AFCAC should develop an online mechanism and tools for effective monitoring and reporting of progress, and provide technical assistance to States as required</li> <li>b. States are encouraged to develop and implement all required national implementation plans related to various Safety and ANS targets</li> </ul>

## 2. Twenty Fourth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/24)

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
<b>Agenda 1 - Adoption of the Agenda and work Programme</b>			
<b>Agenda 1 - Election of the Bureau</b>			
	<b>APIRG/24 Draft Decision 24/01</b>	<b>Election of the Chairperson, the First Vice</b>	<b>That;</b> In order to guide the activities of the APIRG, Mr. Gotz Georg Tobias Günzel (Namibia), Mrs. Paule Assoumou Koki, (Cameroon) and Mr. Oumar Ba (Mali) are

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		chairperson and the Second Vice chairperson of APIRG.	elected respectively as Chairperson, First Vice chairperson and Second Vice chairperson of the Group.
<b>Agenda Item 2 - Follow-up on APIRG/23 and APCC/5 Meetings Conclusions and Decisions</b>			
<b>2.1. Review of the action taken by the APCC on APIRG/23 Conclusions and Decisions</b>			
	APIRG/24 Draft Decision 24/02	Establishment of the AFI Volcanic Ash exercise Steering Group	That; In order to ensure effective coordination of the volcanic ash exercise activities in the AFI region, the AFI Volcanic Ash exercise Steering Group is established as per its Terms of reference provided in the Appendix X
	APIRG/24 Draft Decision 24/03	Membership of the APCC	That; In order to improve the effectiveness and representation of APCC, advantage be taken of the contributions of AFCAC and the industry, the membership of APCC is expanded to AFCAC and IATA as representatives of the industry.
<b>2.2. Review of status of implementation of APIRG/23 Conclusions and Decisions</b>			
<b>Agenda Item 3 - Performance Framework for Regional Air Navigation Planning and Implementation</b>			
<b>3.1. Outcomes of the Fourth meeting of the APIRG Airspace and Aerodrome Operations Sub-Group (AAO/SG4)</b>			
	APIRG/24 Draft Decision 24/04:	Election of the Chairperson and Vice-Chairperson	That; In order to guide the discussions of the Sub-Group, Mr. Billy Diabasenga (Democratic Republic of Congo) and Nathan Kaluba (Zambia) are elected as Chairperson and Vice Chairperson of the Sub-Group, respectively.
	APIRG/24 Draft Conclusion 24/05:	Implementation of the AFI ATM Master Plan (AAMP)	That; To enable the completion of the AFI ATM Master Plan (AAMP), the Vision Document and the ATM Concept of Operations (CONOPS) document: a. States/Organizations to confirm by 31 December 2021, the availability of previously nominated AFI ATM Master Plan (AAMP) project members to

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			<p>continue with the project or nominate suitable alternatives and ensure their effective participation as project team members; and</p> <p>b. The Secretariat in coordination with the Project Team to present the first draft of the AFI ATM Master Plan to APIRG/25</p>
	APIRG/24 Draft Conclusion 24/06:	Review of the AFI ATM Contingency Plan (AFI ATM CP)	<p>That;</p> <p>To ensure the availability of information pertaining to the AFI region contingency plans:</p> <p>a. States that have not done so, are urged to review and publish their National ATM CP, and forward the signed copies to ICAO Regional Offices by 31 December 2021; and</p> <p>b. States to establish and link their National ATM Contingency Plans to the ICAO Webpage of ATM Contingency Plans, by 30 June 2022.</p>
	APIRG/24 Draft Decision 24/07:	Review of the AFI ATM Contingency Plan (AFI ATM CP)	<p>That;</p> <p>In order to ensure the availability of information pertaining to the AFI region contingency plans, the Second Version of the AFI ATM Contingency Plan in Appendix X to report is endorsed.</p>
	APIRG/24 Draft Conclusion 24/08:	Implementation of the AFI Free Route Airspace (AFI FRA)	<p>That;</p> <p>In order to foster a harmonized implementation of the AFI FRA within the stipulated timelines, States that have not already done so, to complete the Free Route Area (FRA) Gap Analysis checklist and forward to ICAO Regional Offices as a matter of urgency, using the provided survey tool:</p> <p><a href="https://www.surveymonkey.com/r/Preview/?sm=3CzP166ETNuFuWD9Otd2CNEEJJJettf9yXt_2FWdFyCzfsWZO7XUx_2B_2BWJ6iyGBKFFJKJ">https://www.surveymonkey.com/r/Preview/?sm=3CzP166ETNuFuWD9Otd2CNEEJJJettf9yXt_2FWdFyCzfsWZO7XUx_2B_2BWJ6iyGBKFFJKJ</a></p>
	APIRG/24 Draft Decision 24/09:	Implementation of the AFI Free Route Airspace (AFI FRA)	<p>That;</p> <p>In order to foster a harmonized implementation of the AFI Free Route Area (FRA) within the stipulated timelines, the meeting endorses the draft AFI FRA CONOPS in Appendix X to this Report.</p>
	APIRG/24 Draft Conclusion 24/10:	Attainment of the AFI RVSM	<p>That;</p> <p>In order to attain the Target level of Safety in AFI RVSM Airspace,</p>

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		<b>Airspace Target Level of Safety.</b>	<ul style="list-style-type: none"> <li>a. States that have not already done so to ensure that operators establish and comply by 31 March 2022 with Long Term Height Monitoring Requirements as per Annex 6 Standards and provide evidence to the ARMA; and</li> <li>b. ICAO to engage AFI States in the Horn of Africa i.e. Ethiopia, Eritrea, Djibouti and Somalia, to address the high level of Large Height Deviations (LHD).</li> </ul>
	<b>APIRG/24 Draft Decision 24/11:</b>	<b>Establishment of an ARMA Publication website</b>	<p><b>That;</b>  <b>In order to improve access to ARMA information, ICAO establish a webpage link with the ARMA website to enable Stakeholders to have easy access to the RVSM and PCBS information.</b></p>
	<b>APIRG/24 Draft Decision 24/12:</b>	<b>Improvement of Search and Rescue Services in the AFI Region</b>	<p><b>That;</b>  <b>In order to have an improved and harmonized implementation of the Search and Rescue Services in the AFI region:</b></p> <ul style="list-style-type: none"> <li>a. The AFI SAR Plan in Appendix X to this Report is endorsed; and</li> <li>b. States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 30 September 2022</li> </ul>
	<b>APIRG/24 Draft Conclusion 24/13:</b>	<b>Implementation of the AFI SSR CMP</b>	<p><b>That;</b>  <b>In order to ensure the smooth implementation of the adopted AFI SSR CMP, States promote awareness to all stakeholders on the AFI SSR CMP in preparation for the implementation date of 2 December 2021.</b></p>
	<b>APIRG/24 Draft Conclusion 24/14</b>	<b>Optimization of the ATS Route Structure in the AFI En-Route Airspace</b>	<p><b>That;</b>  <b>In order to optimize the ATS route structure in the AFI En-route airspace and foster the harmonized implementation of the RNAV/5, RNP/4, and RNP/2:</b></p> <ul style="list-style-type: none"> <li>a. States/ANSPs, IATA and AFRAA to collaborate and conduct a survey of aircraft equipage in the AFI region to facilitate RNAV/5, RNP/2 and RNP/4 planning decisions by 31 March 2022;</li> <li>b. States in coordination with ICAO, IATA, AFRAA and the AFPP identify trunk routes connecting major city pairs in the upper airspace and transit to/from aerodromes for RNAV/5, RNP/2 and RNP/4 implementation by 31</li> </ul>

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			<p>October 2022;</p> <p>c. ICAO Regional Offices and AFPP conduct a workshop by end of June 2022 on RNAV/5, RNP/2 and RNP/4 airspace concept design and assist States in developing capacity for required RNP regulatory approvals and in the implementation activities, for a safe and timely RNP implementation in the AFI region.</p>
	<p><b>APIRG/24 Draft Decision 24/15:</b></p>	<p><b>Improved CCO/CDO Implementation</b></p>	<p><b>That;</b>  <b>In order to improve the continued implementation of CCO/CDO in support of PBN and foster the harmonized implementation approach,</b></p> <p>a. AFPP and ICAO Regional Offices to conduct a CCO/CDO implementation survey.</p> <p>b. States that have not already done so, confirm their CCO/CDO implementation status by providing to the respective ICAO Regional Offices copies of published procedures.</p>
	<p><b>APIRG/24 Draft Conclusion 24/16:</b></p>	<p><b>Adoption of a Formalized SAT Structure and Handbook</b></p>	<p><b>That;</b>  <b>In order to establish and operationalize a formalized structure for the provision of ATS improvements over the entire South Atlantic: The SAT structure and Handbook in Appendix X to this report is endorsed as the governance framework for the SAT Group</b></p>
	<p><b>APIRG/24 Draft Conclusion 24/17:</b></p>	<p><b>Enhanced Implementation of Civil/Military Cooperation</b></p>	<p><b>That;</b>  <b>In order to promote a harmonized implementation of the provisions of the Manual of Civil/Military Cooperation in ATM (ICAO Doc 10088) in the AFI region:</b></p> <p>a. States to conduct national awareness seminars, workshops, joint planning and provision of services where necessary on Civil/Military cooperation;</p> <p>b. States to request ICAO Regional Offices assistance where necessary in the implementation of specific Civil/Military activities and programmes;</p> <p>c. States to review the existing Special Use Airspaces (SUA) in order to facilitate the implementation of FUA; and</p> <p>d. States to engage with the concerned military authorities in order to improve availability of FUA, based on flight plannable directs post</p>

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			<b>implementation data.</b>
	<b>APIRG/24 Draft Conclusion 24/18:</b>	<b>GRF Implementation and Monitoring</b>	<b>That; In order to ensure effective implementation of Global Reporting Format (GRF), States to continuously update ICAO Regional Offices on the status of the implementation including the challenges encountered.</b>
	<b>APIRG/24 Draft Decision 24/19:</b>	<b>Implementation of the Airport Collaborative Decision Making (A-CDM)</b>	<b>That; In order to foster the implementation of Airport Collaborative Decision Making (A-CDM), ICAO Regional Offices to conduct workshop(s) on A-CDM by June 2022 and encourage States to participate.</b>
	<b>APIRG/24 Draft Conclusion 24/20:</b>	<b>Building Back Better Air Navigation Systems</b>	<b>That; In order to build-back-better air navigation systems, ICAO to organize seminars on innovations, emerging technologies and business models with leverage on the benefits of Artificial Intelligence, Big Data and digitalization, etc. for the modernization of the provision of air navigation systems and services in the region and support the Yamoussoukro Declarations (YD), Single African Air Transport Market (SAATM) and Africa Continental Free Trade Area ( AfCFTA) objectives.</b>
	<b>APIRG/24 Draft Decision 24/21:</b>	<b>Implementation of the Sixth Edition of the Global Air Navigation Plan (GANP) within the AFI Region</b>	<b>That; In order to foster the implementation of the Global Air Navigation Plan: a. ICAO Regional Offices to conduct a sensitization workshop on the provisions of the sixth Edition of the GANP by 30 June 2022, and b. ICAO Regional Offices to conduct a workshop on ASBU by 30 August 2022.</b>
<b>3.2. Outcomes of the Fourth meeting of the APIRG Infrastructure and Information Management Sub-Group (IIM/SG4)</b>			
	<b>APIRG/24 Draft Decision 24/22</b>	<b>Election of the Chairperson</b>	<b>That; In order to guide the work of the IIM Sub-Group, Ms. Anne Njeri Gitau from</b>

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		and Vice-Chairperson of the Sub-Group	Kenya and Mr. Issoufou Abdoulaye from Niger are elected respectively as Chairperson and Vice Chairperson of the Sub-Group
	APIRG/24 Draft Decision 24/23	Approval of the IIM Projects Log frame	That; In order to provide the IIM/SG Projects Teams with a tracking framework for all IIM Projects and a reporting mechanism for all activities of the approved IIM Projects, the Log Frame proposed by the Masterplan team is endorsed.
	APIRG/24 Draft Decision 24/24	Increasing the number of States reporting on the Sub-group activities	That; In order to improve data availability on States planning and implementation of activities in technical areas, the Secretariat to explore other mechanisms as alternative to surveys.
	APIRG/24 Draft Conclusion 24/25	States Focal points in the technical areas	That; In order to facilitate the coordination of APIRG and its subsidiary bodies activities, States to nominate a National Coordinator for Planning and Implementation (NCPI) as well as focal points in the areas of AOP, ATM/SAR, AIM, CNS, MET and communicate their details to ICAO Regional Offices by December 2021.
	APIRG/24 Draft Conclusion 24/26	Coordination of IIM Projects	That; To ensure proper coordination and implementation of the Projects with coordination challenges, <ul style="list-style-type: none"> <li>a. Nigeria, Mali and Togo to confirm their willingness to continue leading the projects AIM 3, COM 2, COM 1, and COM 4 respectively and to nominate qualified expert to coordinate these projects by 31 December 2021;</li> <li>b. The Secretariat to proceed with their replacement if no response in received from the concerned States</li> </ul>
	APIRG/24 Draft Decision 24/27	AFI SIGMET Guide and SIGMET Trial	That; To assist States/Organisations in providing SIGMET information in accordance with ICAO SARPs and operational procedures, the AFI SIGMET Guide and the



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		<b>Procedure</b>	<b>AFI SIGMET Trial procedure are approved as contained in Appendix X.</b>
	<b>APIRG/24 Draft Decision 24/28</b>	<b>Project Costing for IIM/SG MET Project 1</b>	<b>That; In order to facilitate the IIM sub group MET Project funding, the project costing for MET Project 1 is endorsed.</b>
	<b>APIRG/24 Draft Decision 24/29</b>	<b>Aeronautical Meteorological Personnel Competency Assessment</b>	<b>That; In order to improve States aeronautical meteorology personnel competency, IIM Sub Group MET Project 1 in coordination with States, to develop a process for assessing the competency of Aeronautical Meteorology Personnel within the AFI region</b>
	<b>APIRG/24 Draft Conclusion 24/30</b>	<b>Traditional Alphanumeric Code to IWXXM translation agreements</b>	<b>That; In the framework of the dissemination of OPMET data in the IWXXM format in the AFI Region:</b> <ol style="list-style-type: none"> <li data-bbox="867 786 1980 889">a. States without the capability to generate OPMET data in IWXXM are encouraged to enter into bilateral agreement with States that have IWXXM capability for translation of their TAC OPMET data to IWXXM format.</li> <li data-bbox="867 889 1980 1075">b. RODBs/IROGs Dakar and Pretoria to put in place a formal Regional plan by 30 December 2021 to support the implementation of the IWXXM in the Region and formalize a bilateral agreement to conduct the IWXXM operationalization tests between the two IROGs and their corresponding ROC; and</li> <li data-bbox="867 1075 1980 1148">c. The Secretariat to record the regional plans for follow-up purpose, maintain the list of agreements and make it available on the ICAO public website.</li> </ol>
	<b>APIRG/24 Draft Decision 24/31</b>	<b>Approval of AFI Volcanic Ash Contingency Plan</b>	<b>That; In order to provide States/Organizations with standardized guidelines and procedures for the provision of information to airlines and en-route aircraft before and during a volcanic eruption, the AFI ATM Volcanic Ash Contingency Plan, Edition 2021 (AFI VACP, Ed 2021) contained in Appendix X is endorsed.</b>
	<b>APIRG/24 Draft Decision 24/32</b>	<b>AFI Volcanic Ash Exercise</b>	<b>That; In the framework of the conduct of the volcanic ash exercise in the AFI region, the</b>

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
		<b>Operational Instructions and Directives</b>	<b>AFI Volcanic Ash Exercise Operational Instructions (AFI VOLCEX OPINS) and the Volcanic Ash Exercise Directives contained in Appendix X are endorsed.</b>
	<b>APIRG/24 Draft Decision 24/33</b>	<b>Adoption of the MET Project 3 Terms of Reference and the Project deliverables for 2021-2022</b>	<b>That; The proposed MET Project 3 Terms of References and its associated project deliverables contained in Appendix X are endorsed.</b>
	<b>APIRG/24 Draft Decision 24/34</b>	<b>Alignment of the Regional Air Navigation Plan with the 6th Edition of the GANP</b>	<b>That; In order to ensure consistency between the AFI Regional air navigation plan and the GANP:</b> <ul style="list-style-type: none"> <li><b>a. The Secretariat to coordinate with the AAO and IIM Sub Groups Projects teams to identify the applicable modules of ASBU Block 1 for the AFI region, by 31 July 2022; and</b></li> <li><b>b. The Secretariat to coordinate the development of a draft revised Regional Air Navigation implementation Plan for integration into the AFI eANP Volume III.</b></li> </ul>
	<b>APIRG/24 Draft Decision 24/35</b>	<b>Alignment of Projects to ASBU references in the GANP</b>	<b>That; In order to incorporate changes introduced by the 6th Edition of the GANP and its impact on the regional and national Plans, Project Team Coordinators to align projects references to the sixth Edition of the GANP Groups, Threads and Modules by 31 March 2022.</b>
	<b>APIRG/24 Draft Decision 24/36</b>	<b>Incorporation of Research, Development and</b>	<b>That; In order to assist AFI States in addressing the implementation of operational requirements and ASBU modules elements, the work programmes of APIRG and its auxiliary bodies be amended to include activities related to Research, Development</b>

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
		Innovation (RDI) in APIRG work programme	and Innovation (RDI).
	APIRG/24 Draft Conclusion 24/37	Measures to improve the availability of OPMET data in the AFI Region	<p>That;</p> <p>In order to address safety issues related to the unavailability of OPMET data:</p> <ul style="list-style-type: none"> <li>a. States/Organizations to implement measures provided in the OPMET availability Action Plan contained in Appendix X and report quarterly to the Secretariat;</li> <li>b. The Secretariat to coordinate the implementation of the OPMET availability Action Plan and provide support where necessary.</li> </ul>
	APIRG/24 Draft Conclusion 24/38	Review of the MET Table II-2 to Part V of the AFI eANP Vol II	<p>That;</p> <p>In order to improve the provision of the required observations and forecasts by the Responsible Aerodrome MET Offices, States to submit to the ICAO proposals for amendment of their Table MET II-2 in the eANP volume II Part V.</p>
	APIRG/24 Draft Conclusion 24/39	Continuation of the CODEVMET AFI Project	<p>That;</p> <p>In order to improve States Safety Oversight activities in MET, States /Organizations are urged to participate in the implementation of the Project related to the Cooperative Development of Aeronautical Meteorological Service in the AFI Region (CODEVMET AFI)</p>
	APIRG/24 Draft /Decision 24/40:	Terms of Reference of the APIRG IIM/SG	<p>That;</p> <p>To complement the working method of the IIM sub-group with regard to periodic coordination by the Chairperson and Vice-Chairperson of the IIM/SG, the updated Terms of Reference of the IIM/SG are endorsed as per Appendix X</p>
<b>Status of implementation of AMHS</b>			
	APIRG/24 Draft	Implementatio	That;

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
	Conclusion 24/41	n of AMHS in the AFI region	<p>In order to ensure the interoperability of the AMHS systems in the AFI region;</p> <ul style="list-style-type: none"> <li>a. States shall continue their efforts in the implementation of AMHS, while proceeding with the secure migration to TCP/IP of the bilateral links between adjacent centers;</li> <li>b. The Project COM 2 Team shall finalize by 31 March 2022 at the latest the project documents and thereafter accelerate the implementation in accordance with the sub-group activities schedule</li> </ul>
	APIRG/24 Draft Conclusion 24/42	Strengthening cooperation for the effective implementation of AMHS in the AFI region	<p>That ;</p> <p>In order to ensure the effective implementation of AMHS in AFI Region, States/Organisations ;</p> <ul style="list-style-type: none"> <li>a. Strengthen, through multi- and bilateral arrangements, their cooperation for an effective, coordinated and secure implementation of AMHS as a prerequisite for the deployment of the ground segment of the aeronautical telecommunication network (ATN) and to this end ;</li> <li>b. Conclude technical agreements detailing the processes and procedures for interconnection between AMHS systems;</li> <li>c. Plan and conduct with industry the necessary training for the deployment and secure operation of AMHS in the AFI region and report to the APIRG subsidiary bodies for assessment by August 2022.</li> </ul>
<b>3.3. AFI Air Navigation Deficiencies</b>			
	APIRG 24 Draft Decision 24 /43:	Endorsement of the revised list of Minimum Reporting Areas	<p>That;</p> <p>In order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies, the revised list of Minimum Reporting Areas contained in Appendix X is endorsed.</p>
<b>Agenda Item 4 – AFI Airspace Monitoring</b>			

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
<b>Agenda Item 4 – Other Air Navigation Initiatives</b>			
<b>4.1. Industry initiatives and other air navigation matters</b>			
<b>Fly Net Zero by 2050-ATM and Carbon footprint assessment as part of the implementation of CNS / ATM projects</b>			
	<b>APIRG/24 Draft Decision 24/44</b>	<b>Carbon emissions assessment, measurement and monitoring</b>	<p><b>That;</b>  <b>In order to ensure a coordinated process for the assessment, development, collection and sharing of Carbon Emissions data:</b>  <b>The IATA's infrastructure for operational efficiencies quantification of emissions reduction and the ASECNA's study on the 'Carbon footprint assessment should be submitted to the ICAO's Committee on Aviation Environmental Protection (CAEP) for consideration.</b></p>
<b>Mombasa ATFM Roadmap</b>			
	<b>APIRG/24 Draft Conclusion 24/45</b>	<b>CANSO MOMBASA ATFM Roadmap</b>	<p><b>That;</b>  <b>In order to foster a harmonised 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 endeavor to participate in it.</b></p>
<b>ATM Cybersecurity</b>			
	<b>APIRG/24 Draft Conclusion 24/46</b>	<b>Cyber security and resilience of CNS/ATM systems</b>	<p><b>That to enhance the awareness on cybersecurity threat</b></p> <ol style="list-style-type: none"> <li><b>a. States/Organisations are encouraged to promote cyber security culture and resilience of CNS/ATM systems in all parts of the civil aviation industry through the development of cyber security policies supported by a national plan;</b></li> <li><b>b. Service providers (airlines, airport managers, ANSPs etc.) develop plans to implement the above national policy and collaborate with industry to address cyber security issues;</b></li> <li><b>c. IIM's COM5 Project, with the support of the Secretariat and the industry, to identify and conduct trainings as required</b></li> </ol>
<b>4.2. Regional and Interregional Activities</b>			

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
<b>Overflight (OVFC) Permission Processing Fees and Charges</b>			
	APIRG/24 Draft Conclusion 24/47	<b>Overflight (OVFC) Permission Fees and Charges</b>	<p><b>That;</b>  <b>In order to improve compliance with the Article 15 of the Chicago Convention ,</b></p> <ul style="list-style-type: none"> <li><b>a. States are encouraged to implement ICAO User Charges principles and policies concerning air navigation services charges, airport charges, taxation, and fuel fees, and address the issue of charging administration fees for Overflight (OVFC) permission applications and institution of 3rd party agents, to avoid duplication of charges for operators.</b></li> <li><b>b. States are encouraged to establish independent, effective, and transparent economic regulatory frameworks with a fully autonomous and independent regulator, to carry out effective economic regulation of the aviation industry.</b></li> </ul>
	APIRG/24 Draft Conclusion 24/48	<b>Overflight (OVFC) Permission Processes</b>	<p><b>That;</b>  <b>In order to simplify and harmonise the processes of obtaining overflight clearance across the AFI region,</b></p> <ul style="list-style-type: none"> <li><b>a. States are urged to implement processes for emergency OVFC permission in case of Contingency Plan to avoid disruptions of airline’s network schedules.</b></li> <li><b>b. States that are signatory to International Air Service Transit Agreement (IATA) are urged to implement ‘File n Fly’ concept.</b></li> </ul>
<b>Development status of the "SBAS for Africa &amp; Indian Ocean" (A-SBAS)</b>			
	APIRG/24 Draft Conclusion 24/49	<b>Participation in the next validation workshop of the Cost/Benefit study for the</b>	<p><b>That;</b>  <b>In order to validate the Cost/Benefit study for the implementation of SBAS in Africa, States and Organisations are urged to participate in the validation workshop of the study outcome for the implementation of SBAS in Africa<sup>2</sup>.</b></p>

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
		implementation of SBAS in Africa	
<b>Agenda Item 5 – APIRG Annual Air Navigation Report</b>			
	APIRG/24 Draft Conclusion 24/50	Publication of the Annual AFI Air Navigation Report	<p>That;</p> <p>In order to operationalize the AFI Air Navigation Reporting Team (AANRT) to expedite the publication of the Annual report,</p> <ul style="list-style-type: none"> <li>a. States and Organizations are encouraged to support the work of the AANRT by providing to the secretariat information on the implementation of the Air Navigation related activities; and</li> <li>b. States and Organizations are encouraged to nominate Focal Points to coordinate with the AANRT.</li> </ul>
<b>Agenda Item 6 – Review and update of the Handbook and Future Work Programme of the APIRG and its Auxiliary Bodies</b>			
<b>Review and update of the Handbook</b>			
<b>Future Work Programme of the APIRG and its Auxiliary Bodies</b>			
	APIRG/24 Decision 24/51	Review and endorsement of the APIRG Work Programme for 2021-2022	<p>That,</p> <p>The Group endorsed the Work Programme and activities for 2021-2022 of APIRG and its Contributory Bodies as provided in Appendix.... to this report</p>

### 3. **Seventh Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/7)**

<b>Agenda Items</b>	<b>Draft Conclusion /Decision Reference</b>	<b>Title of Conclusion /Decision</b>	<b>Text</b>
<b>Agenda 1 - Adoption of the Agenda and Work Programme</b>			
<b>Agenda 1 - Election of the Bureau</b>			
	<b>RASG-AFI/7 Decision 7/01</b>	<b>Election of the Chairperson, the First Vice chairperson and the Second Vice chairperson of RASG-AFI.</b>	<b>That; In order to guide the activities of the RASG AFI, Mr. Latta Dokisime Gnana (Togo), Mr. Silas Udahemuka (Rwanda), Mr. Iswarduth Pokhun (Mauritius), and are elected respectively as Chairperson, Mr. Kawai Blessing, (IATA) are elected as Chairperson, First Vice chairperson, Second Vice Chairperson and Third Vice chairperson of the Group.</b>
<b>Agenda Item 2 - Follow-up on RASG-AFI/6 Conclusions and Decisions</b>			
<b>2.1. Review of the outcomes of RASC/6 and RASC/7 Meetings; and status of implementation of RASG-AFI/6 Conclusions and Decisions</b>			
	<b>RASG-AFI/7 Conclusion 7/02</b>	<b>Review of the Terms of Reference (ToRs) of the Human Resources Development Fund (HRDF).</b>	<b>That; In order to effectively utilise the Human Resources Development Fund (HRDF) for enhancing human resource capacity in the region, the African Civil Aviation Commission (AFCAC) to conclude the review of the terms of reference of the HRDF and share the outcome with all stakeholders by 31 December 2021.</b>
	<b>RASG-AFI/7 Decision 7/03</b>	<b>Provision of data on States that have established training policies, training programmes and training plans.</b>	<b>That; In order to effectively utilise the Human Resources Development Fund HRDF to enhance capacity building within the region, RASG-AFI SSTs are urged to review and provide to AFCAC data on States that have established training policies, training programmes and training plans; and provide assistance to those that are yet to establish same</b>



Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
	<p><b>RASG-AFI/7 Conclusion 7/04</b></p>	<p><b>Resolution of the SSC in Eritrea.</b></p>	<p><b>That;</b>  <b>In order to resolve the outstanding SSC in Eritrea by 30 June 2022,</b></p> <ul style="list-style-type: none"> <li>a) <b>The ICAO ESAF Office is urged to work with Eritrea to consider resolving the existing SSC through mitigation measures by suspending or revoking AOC issued to any Air Operator in the State.</b></li> <li>b) <b>ICAO and partners are urged to support the appropriation of funding from either SAFE, AFI Plan, or other financial partners for the efficient implementation of the AFI Plan projects, particularly the resolution of or prevention of the SSC.</b></li> <li>c) <b>The State of Eritrea is urged to solicit or accept assistance to enhance the efforts to resolve the existing SSC and any other identified safety issues; and to stimulate a positive safety culture, including the sharing and exchange of safety data and information, especially through the USOAP CMA OLF and State Letters, as well as with AFCAC.</b></li> </ul>
	<p><b>RASG-AFI/7 Decision 7/05</b></p>	<p><b>Restructuring of the RASG-AFI Contributory Bodies (SSTs).</b></p>	<p><b>That,;</b>  <b>In order to better align the functions of RASG –AFI SSTs to the current Global Aviation Safety Plan Goals and Targets (2020-2022 Edition of the GASP), thereby facilitating performance measurement with respect to implementation of the Plan Goals, the group:</b></p> <ul style="list-style-type: none"> <li>a) <b>Approved the proposed restructuring of SSTs and the associated Terms of Reference, as presented in Appendix X and the</b></li> <li>b) <b>Urges Secretariat to conclude the establishment and assignment of tasks for the development and subsequent implementation of the AFI Regional Aviation Safety Plan (AFI-RASP) and States, industry and other stakeholders to be involved in the assigned tasks.</b></li> <li>c) <b>The RASG-AFI Procedural Handbook be revised to reflect the restructuring accordingly.</b></li> </ul>

<b>Agenda Items</b>	<b>Draft Conclusion /Decision Reference</b>	<b>Title of Conclusion /Decision</b>	<b>Text</b>
	<b>RASG-AFI/7 Conclusion 7/06</b>	<b>Restructuring of the RASG-AFI Contributory Bodies (SSTs).</b>	<b>That;</b> <b>In order to better align the functions of RASG-AFI SSTs to the current Global Aviation Safety Plan Goals and Targets (2020-2022 Edition of the GASP), thereby facilitating performance measurement with respect to implementation of the Plan Goals, the Group:</b> <b>Stakeholders (States, AFCAC, RSOOs, Airlines, Airports operators, ANSPs, ...) to actively participate in the functions and activities of the SSTs, especially in terms of providing required resources.</b>
	<b>RASG-AFI/7 Conclusion 7/07</b>	<b>Revision of the Abuja Safety Targets.</b>	<b>That;</b> <b>In order to ensure consistency between the GASP and the Abuja Safety Targets, AFCAC, in collaboration with ICAO and other key stakeholders, revises the Abuja Safety Targets by 31 March 2022 and ensure that they are in harmony with the goals, targets and indicators specified in the current edition of the Global Aviation Safety Plan (GASP).</b>
	<b>RASG-AFI/7 Conclusion 7/08</b>	<b>Establishment of a Performance Dashboard.</b>	<b>That;</b> <b>In order to enhance the reporting of the status of the implementation, AFCAC hastens the process of establishing a Performance Dashboard by 31 March 2022, for reporting and monitoring the status of implementation of the Abuja Safety and Air Navigation Targets.</b>
	<b>RASG-AFI/7 Conclusion 7/09</b>	<b>Development of remote safety oversight mechanism</b>	<b>That,</b> <b>To explore alternative methods to ensure continuous compliance with regulatory requirements:</b> <b>a) AFI States establish a formal mechanism for the conduct of effective and efficient remote safety oversight activities and consequently, amend their Inspector’s Handbooks to include related procedures and processes; and</b> <b>b) States ensure that appropriate training is provided to personnel involved in remote safety oversight activities.</b>
<b>Agenda Item 3 - Reports on RASG-AFI Activities</b>			
	<b>RASG-AFI/7 Conclusion 7/10</b>	<b>RASG-AFI Projects and</b>	<b>That;</b> <b>For the effective and efficient implementation of the RASG-AFI activities,</b>

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
		<b>Critical Activities</b>	<p><b>projects and critical activities:</b></p> <ul style="list-style-type: none"> <li>a) States are encouraged to promote and enhance the sharing and exchange of safety data and information; and</li> <li>b) Partners are encouraged to maintain and to the extent possible increase support and assistance for the implementation of RASG-AFI projects and activities, with priority on the resolution of the SSC in Eritrea;</li> </ul>
	<b>RASG-AFI/7 Conclusion 7/11</b>	<b>AFI Plan State Safety Programme (SSP) project</b>	<p><b>That;</b></p> <p>To assist States establish, implement and maintain effective State Safety Programmes (SSPs), AFI Plan, in collaboration with ICAO, States and other relevant partners, including AFCAC, RSOOs, RAIOS, international organizations and Industry as well as the SSP Peer review mechanism, provide assistance, including:</p> <ul style="list-style-type: none"> <li>a. promoting the effective implementation of the provisions contained in Annex 19 — Safety Management;</li> <li>b. supporting States to conduct SSP Gap Analysis and to define and implement SSP implementation plans;</li> <li>c. supporting States to complete and update PQ self-assessment, including SSP-related PQs, and CAPs as appropriate, with special emphasis on SSP foundation PQs</li> </ul>
	<b>RASG-AFI/7 Conclusion 7/12</b>	<b>ICAO integrated Safety Trend Analysis and Reporting System (iSTARS)</b>	<p><b>That;</b></p> <p>To provide States with reliable safety data and information, ICAO should update and validate the information and tools on the iSTARS application.</p>
	<b>RASG-AFI/7 Conclusion 7/13</b>	<b>Certification of International Aerodromes by RASG-AFI States.</b>	<p><b>That;</b></p> <p>States and their aerodrome operators to expedite the certification of the aerodromes used for international operations.</p>

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
<b>Agenda Item 4 – ICAO “No Country Left Behind (NCLB)” Initiative implementation</b>			
<b>Agenda Item 4 – Update on the USOAP-CMA 2020 Protocol Questionnaire</b>			
	<b>RASG-AFI/7; Conclusion 7/14</b>	<b>Release of USOAP-CMA Protocol Questionnaire – 2020 Edition</b>	<b>That, In order to address the evolution of the USOAP CMA toward the continuing assessment of the effectiveness and sustainability of States’ safety oversight systems, States to review and update their information on the USOAP-CMA online framework (OLF).</b>
<b>Agenda Item 4 – Initiatives by States, Regional Organizations, Industry and Partners, especially under the context of COVID-19 on Building Back Better a Sustainable and Resilient Aviation Recovery</b>			
	<b>RASG-AFI/7 Conclusion 7/15</b>	<b>Initiatives on the Establishment and Operationalization of Centre for Aviation Medicine in the AFI Region</b>	<b>That; In order to foster the implementation and compliance with the aeromedical standards and related guidance material, a. States and RSOOs are encouraged to strategize and develop programmes aimed at capacity and capability building in the field of aviation medicine, including aviation medical assessors and designated medical examiners to meet the fitness to fly and air traffic management operations demands; b. States and stakeholders are encouraged to use the EAC CASSOA Center for Aviation Medicine (CAM) for the medical assessments of aviation personnel, assistance in aviation medicine matter, training in UPRT for pilots and CAPSCA implementation.</b>
<b>Agenda Item 4 – Establishment and operationalization of the Centre for Aviation Medicine</b>			
<b>Agenda Item 4 – Implementation of CART health and related recommendations in the AFI Region</b>			
<b>Agenda Item 5 – Review of the Future Work Programme of the RASG-AFI and its contributory Bodies</b>			

Agenda Items	Draft Conclusion /Decision Reference	Title of Conclusion /Decision	Text
	<b>RASG-AFI/7 Decision 7/16</b>	<b>Review and endorsement of the RASG-AFI Work Programme for 2022</b>	<b>That, The Group endorsed the Work Programme and activities for 2022 of RASG-AFI and its Contributory Bodies as provided in Appendix.... to this report</b>